



Part 2 ▶ Warwick District



1. The Current Situation

Overview

The District of Warwick includes the historic county town of Warwick, and adjoining urban areas of Leamington Spa and Whitnash, as well as the market town of Kenilworth. These towns are fairly self-contained in terms of services. Census data shows that almost two thirds of travel to work trips start and end within the Leamington Spa and Warwick urban areas - which generates a strong demand for local journeys on foot and by cycle and supports the continuation of investment in walking and cycling infrastructure. The towns within Warwick District are also well-connected by public transport, to other Warwickshire towns as well as to Coventry, Solihull and Birmingham.

Warwick District hosts many of the administrative functions for Warwickshire including the Shire Hall in Warwick, Combined Court in Leamington Spa and Warwickshire Police headquarters in Leek Wootton. The local economy is diverse and includes a well-established tourism and events sector, a growing number of professional business services and high-value engineering and manufacturing. In recent years Leamington has become known as 'silicon spa' with its growing hub of small-scale software companies. The District is also home to large-scale premises and cutting-edge technologies. 2021 saw the opening of the £130 million UK Battery Industrialisation Centre in Baginton and the Rosalind Franklin Laboratory in Leamington - one of the largest diagnostic facilities in the UK.

Although the tourism focus is often on castles and towns, the local countryside includes linear country parks along disused railways (Kenilworth Greenway and Offchurch Greenway) and attractive waterways. Together with the wide range of visitor attractions, there is plenty of scope for wider promotion of walking and cycling for local days out and longer stays.



The density of population and concentration of employment sites within compact urban areas together with a younger population means that Warwick District residents are likely to have a greater propensity to cycle. There is also a strong demand for investment in active travel modes, shown from recent community engagement and recommendations from the [Warwick District people's inquiry on climate change 2020/21](#) (promotion and encouragement of more cycling was highest priority).

Population and health

There were 148,452 residents in Warwick District at the **2021 Census**. This is an increase in numbers (7.8%) from 2011, slightly higher than increase across England (6.6%). 65% of people live in Warwick, Leamington Spa and Whitnash which had a combined population of **96,905 in 2021**. Another 15% of the District's residents live in Kenilworth, which had a population of **22,235 in 2021** and is located approximately 5km north of Warwick and Leamington.

At the **2021 Census**, the average (median) age in Warwick District was 40, the same as the England average. The proportion of 'White British' people was 84.6% in 2021, higher than 77% in the wider West Midlands (metropolitan area and shire counties) but slightly below the 89.1% for Warwickshire.

The **2021 Census** asked residents to rate their own health on a scale of 'very good' to 'very bad'. In Warwick District, 85.1% of residents described their health as 'good' or 'very good', slightly above the overall figure for Warwickshire of 82.2%.

Data from the **Active Lives Adult Survey** (Sport England) shows that 72.7% of adults (aged 18+) in Warwick District are physically active (undertaking the minimum recommended activity of 150 minutes of moderate intensity equivalent physical activity per week). This is higher than the 67.1% in Warwickshire and 67.3% in England.

61.6% of Warwick District adults are classified as overweight or obese (where BMI is greater than or equal to 25kg/m²). This compares with 66.2% for Warwickshire and 63.8% for England. The NHS National Child Measurement Programme shows that 30.2% of Warwick District children in Year 6 are overweight or obese, compared to 36% in Warwickshire and 37.8% in England.

Travel patterns

Whereas the 2021 Census provides reliable data about population, the information collected on travel patterns needs to be considered with caution due to:

- Responses being collected during the coronavirus (COVID-19) pandemic. Restrictions on travel ended later in 2021.
- Increase in home working.
- Smaller numbers due to people on furlough, temporarily not working.
- Confusion over whether the Census question guidance was followed; some people may have provided travel information for the last time they worked, or they may have answered based on their behaviours on Census Day.
- 2011 results included those aged 16-74 in employment, whereas the 2021 Census included people aged 16 and over in employment.

Travel to work data from both 2011 and 2021 is therefore described below.

In 2011, driving a car or van was the most popular mode of travel for commuting to work by Warwick District residents (64.7% of the working population aged 16-74 years). The 2015 Review of Sustainable Transport Alternatives (Warwick and Leamington Spa Transport Strategy) looked at data from the Warwick and Leamington Spa Wider Area Highway model and local Bluetooth surveys to suggest that approximately 69% - 74% of car trips in the peak periods are generated from within the Warwick and Leamington Spa urban areas. However, 64% of travel to work trips start and end within the Leamington Spa and Warwick urban areas (Census 2011). One in four journeys to work are less than 2km, with a further one in five being in the 2km-5km range.

The 2011 Census also showed that 7.1% of the working population used public transport to get to work, 12% of people walked and 3.2% cycled. 6.8% worked mainly at or from home.

In 2021, driving a car or van remained popular but the numbers and proportions were affected by the pandemic: 39.4% of the working population aged 16 years and over, travelled to work by car or van. This is lower than other districts in Warwickshire. 2.2% of the working population used public transport to get to work, 7.7% of people walked to work and 1.9% cycled. 44.7% worked mainly at or from home – the highest proportion in Warwickshire.

Car ownership increased slightly in Warwick District between 2011 and 2021. 16.6% of households did not own a car or van in 2021, compared with 18.4% in 2011. 42.4% owned 2 or more cars and vans compared with 40% in 2011.

Travel habits from the Active Lives Adult Survey (Sport England) showed:

- 22.3% of Warwick District adults walk for travel at least three days per week. This is significantly higher than 13.6% in Warwickshire and 15.1% in England.
- 2.5% of Warwick District adults cycle for travel at least three days per week, compared to 1.6% in Warwickshire and 2.3% in England. (2019/20)

Road safety

Table W1 shows that there have been substantially more cyclist casualties in Warwick District between 2016 and 2020 than pedestrian casualties (240 cyclist casualties and 191 pedestrian casualties), which may reflect the higher numbers of cyclists within the main towns of Warwick, Leamington and Kenilworth. Overall collision numbers are fairly low, and therefore some caution is needed when analysing the data.

There seems to be a disproportionate number of pedestrians and cyclists involved in collisions compared to actual numbers of people using these modes and miles travelled by these modes. Although this is a problem countywide (21% of all casualties in 2020 were pedestrians or cyclists), this is a particular problem in Warwick District (where 33% of all casualties in 2020 were pedestrians or cyclists).

Table W1: Road traffic collisions between January 2016 and December 2020, involving pedestrians and cyclists, Warwick District

Year	Pedestrian casualties				Cyclist casualties				Total
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2016	1	12	26	39	0	16	38	54	93
2017	1	7	29	37	1	15	45	61	98
2018	3	8	19	30	0	8	43	51	81
2019	3	9	32	44	1	7	28	36	80
2020	1	10	30	41	0	9	29	38	79
Total	9	46	136	191	2	55	183	240	431

There is no clear pattern regarding the time of year of pedestrian and cyclist collisions over the 5 years, although slightly more pedestrian collisions occurred in February and for cyclists, there were more collisions in the months of June, September and October. There were more collisions involving cyclists at peak times: 8am-9am in the morning and 5pm-6pm in the afternoon. 80% of all pedestrian and cyclist collisions were during hours of daylight.

The majority of pedestrian collisions occurred away from crossings and junctions, although the opposite was the case for cyclist collisions, with most at junctions. Fortunately the number of collisions in Warwick District is generally low. However, there are particular locations and corridors in the main towns where a number of collisions have occurred including:

- Leyes Lane near Kenilworth School, Park Hill, Kenilworth
- A425 Banbury Road, Warwick
- A429 Coventry Road, Warwick
- A445 Emscote Road/ Rugby Road, Warwick and Leamington Spa
- A425 Myton Road, Warwick near Myton School
- A425 Old Warwick Road/ High Street, Leamington Spa
- B4087 Tachbrook Road, Leamington Spa
- Grosvenor Road, Leamington Spa
- Leamington Spa town centre including The Parade, Clarendon Avenue and Warwick Street

Figures W1 and W2 map the locations of all collisions, and this information has been used to focus on specific areas and to support the LCWIP proposals for future infrastructure to improve road safety outcomes. In addition to walking, wheeling and cycling schemes, road safety intelligence will be used to identify and implement specific casualty reduction schemes at locations with a significant history of injury collisions.

Figure W1: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Kenilworth

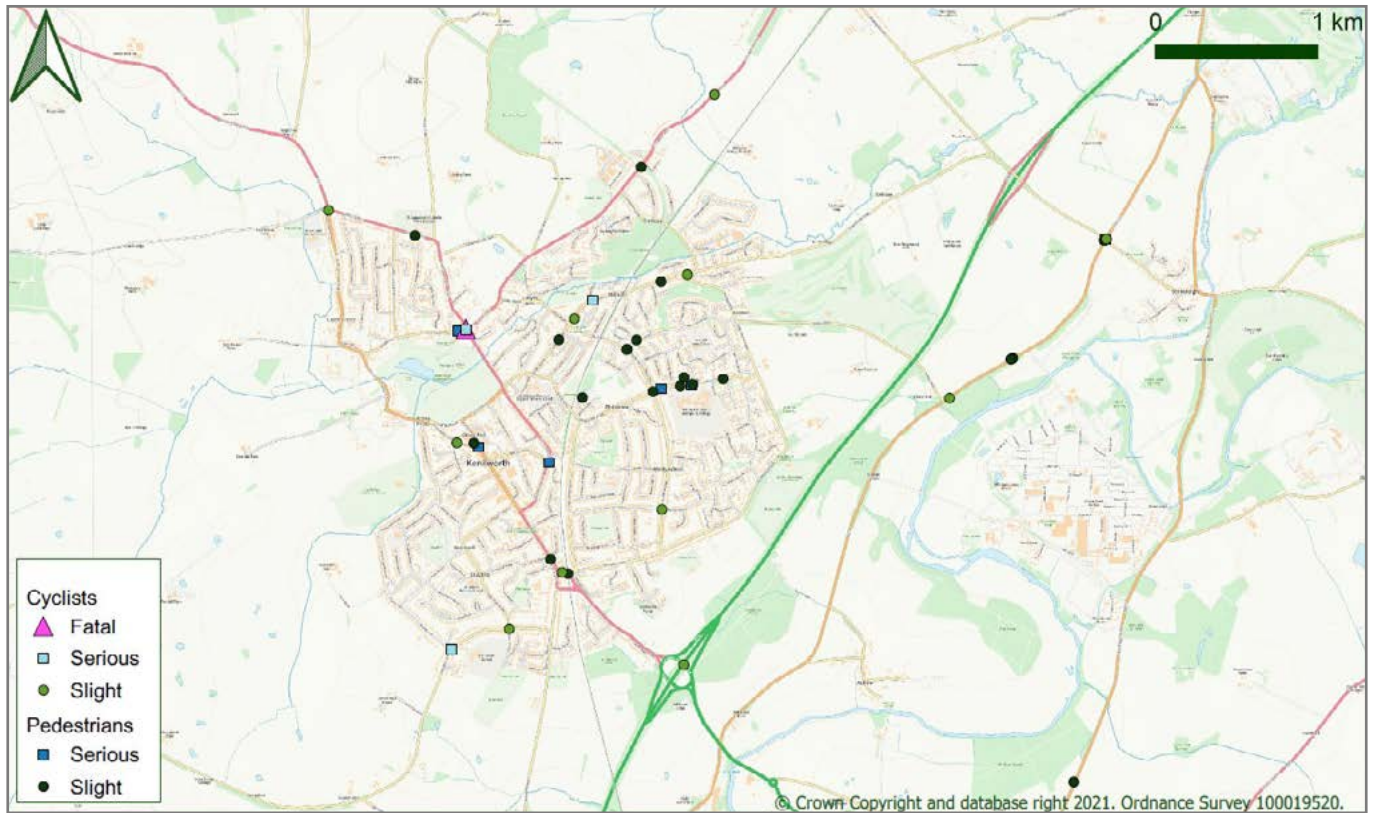
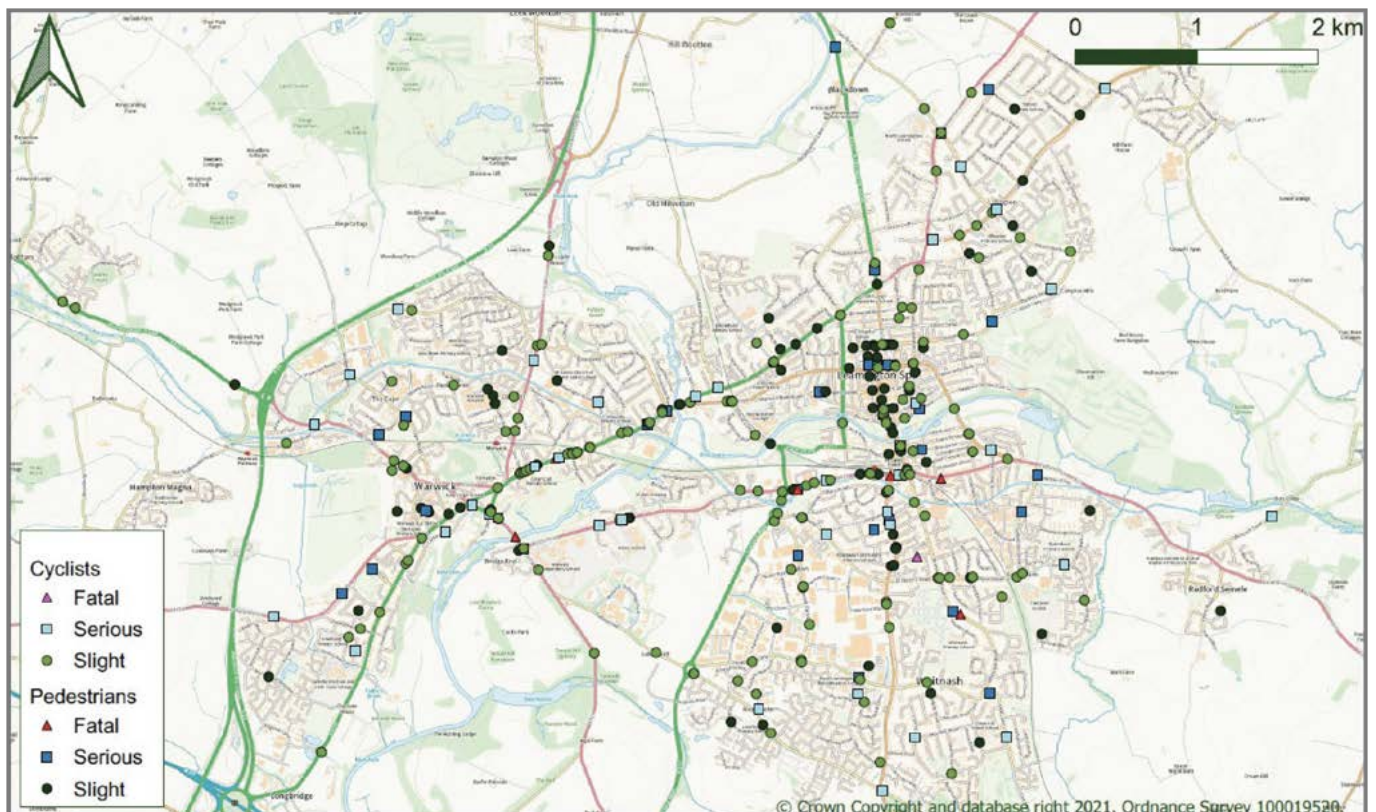


Figure W2: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Warwick, Leamington Spa and Whitnash



Physical barriers

Figure W3: barriers to walking and cycling around Kenilworth, Warwick, Leamington Spa and Whitnash

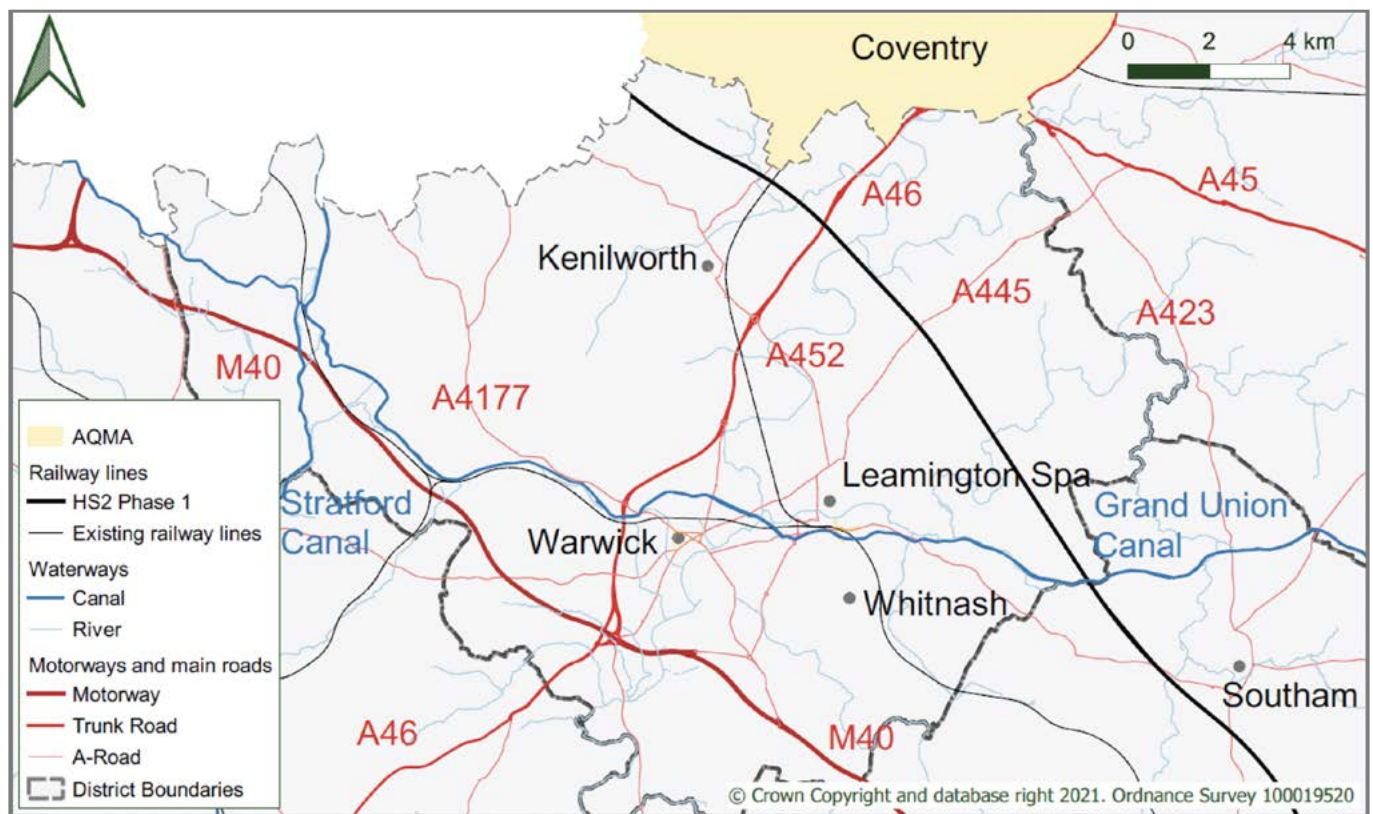


Figure W3 shows the main barriers to walking and cycling movements; main roads and motorways; rivers and canals; and railways, including HS2. These barriers can cause community severance and 'funnel' pedestrians and cyclists (and motor traffic) into a limited number of crossing points.

Figure W3 also shows the Air Quality Management Areas (AQMA) for Coventry (city-wide), Kenilworth, Warwick and Leamington Spa.

Specific problems in Warwick District are:

- A46 – this Strategic Road cuts north-south across the District and limits active travel between Kenilworth and south west of Coventry with Warwick and Leamington Spa
- A45 – another Strategic Road, this runs along the southern boundary with the City of Coventry and presents problems for travelling between Ryton, Baginton and Coventry, although a new road bridge has recently been completed across the A45 at Whitley
- M40 – the motorway cuts northwest to southeast, restricting crossing points between Warwick and Stratford-on-Avon Districts
- HS2 will impact on many areas, both during and after construction

The proximity of towns and villages to main roads and motorways and exposure to vehicle emissions is a concern, although designated Air Quality Management Areas are currently focused on town centres; Kenilworth (New Street and Warwick Road); Warwick (town centre and Coventry Road near the railway station); and Leamington Spa (Bath Street, High Street and Clemens Street).

Some physical barriers also present opportunities, in terms of providing linear corridors, including the towpaths of the Stratford Canal and Grand Union Canal, already used for recreational activities and short utility trips. There is also potential to make more of the River Avon which runs from Wasperton in the southwest of Warwick District to Bubbenhall in the northeast. Disused railway lines offer further possibilities to build on the popularity of existing traffic-free routes such as the Kenilworth Greenway and Offchurch Greenway.

Warwickshire County Council is working with partner organisations such as Highways England and HS2 to try and reduce the impact of road and rail barriers in Warwick District, to identify safer interfaces with walking, cycling and horse-riding routes and seek appropriate investment through Highways England Designated Funds and HS2 Road Safety Fund.

More detailed assessment of barriers within individual settlements has been undertaken for the [South Warwickshire Local Plan](#). This information is used to grade potential development sites on a 5-point scale between best and poorest connectivity.

Existing facilities and networks

The towns and villages in the Warwick District area are connected by a network of main roads and local streets managed by Warwickshire County Council. The A452 and parts of the A45 form part of the [Major Road Network](#).

Warwickshire County Council is planning a number of large highway projects within the Warwick District area including:

- [A452 Europa Way corridor](#). This Major Road is being adapted to support adjacent residential and employment growth. Plans include a Park and Ride facility near the M40 junction and provision of a high-quality cycle route. A footbridge linking with Tachbrook Country Park is also under consideration.
- [Warwick Town Centre](#). This phased project aims to improve access for cyclists and pedestrians. The first phase comprised a cycle track on Priory Road and 20mph zone in the town centre.
- [Emscote Road Multi Modal Corridor Improvements](#). This scheme will connect Warwick to Leamington with high-quality segregated walking and cycling facilities alongside improvements to the Greville Road and Princes Drive junctions and Portabello bridge. The overall scheme will make it safer for cyclists, increasing the potential for a modal shift to sustainable modes.
- [Bath Street improvement scheme](#), Leamington Spa. Full pedestrianisation and segregated cycling facilities will be provided along the length of Bath Street, incorporating modal filters that will improve air quality through the removal of through-traffic.
- Leamington Town Centre Movement Strategy. Proposal to connect the north and south parts of the town centre with a sustainable movement network to reduce reliance on motor vehicles and improve air quality.

The District is also transected by the M40 motorway which forms part of the **Strategic Road Network** managed by Highways England (Area 9), along with the A46 and the A45 (southeast of Coventry). Projects coming forward include:

- **A46 Stoneleigh Junction.** These works between Kenilworth and Coventry include a new bridge across the A46 and realigned slip roads. Safety improvements include the provision of shared footway/cycleways throughout the junction, as well as signalised toucan crossing points across all slip roads.
- **A46 Strategic Link Road.** This proposal is for a new access road between the A46, University of Warwick and development sites on the southern fringes of Coventry. Cycle routes are also proposed, and a new railway station and interchange facility on the Coventry to Kenilworth line.

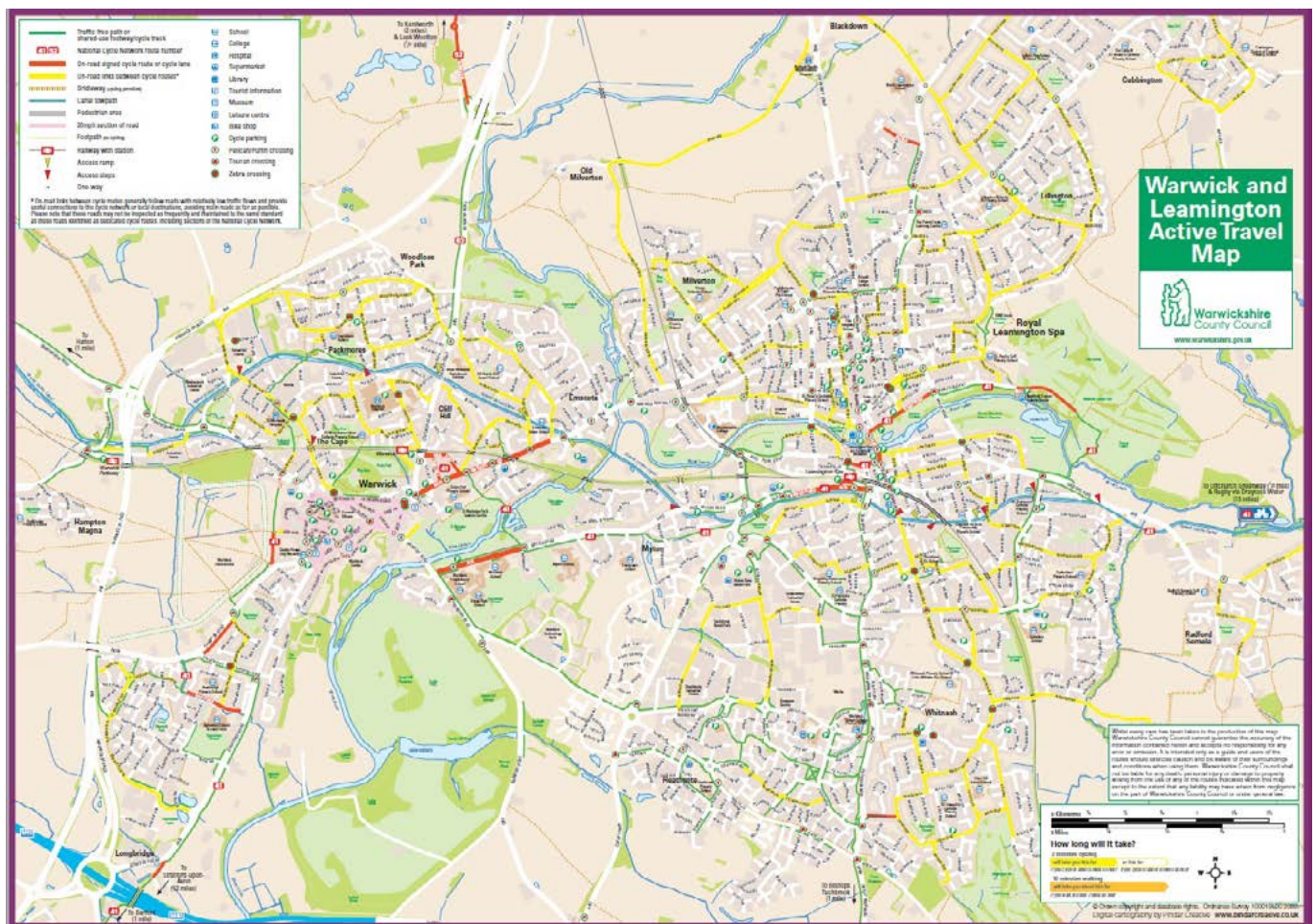
In terms of existing walking provision, the public rights of way network and signed trails provide good leisure opportunities, but there are intermittent footways between many settlements. Footways are categorised (see Table W2) in order to prioritise maintenance by the local highway authority. Maintenance of public rights of way is managed separately as the majority of routes are not surfaced. The level of maintenance and type of surfacing on public rights of way depends on a number of factors including location and level of use, as well as the type of user rights specified in the definitive map and statement.

Table W2: footway hierarchy, Warwickshire

Category	Description
Prestige Walking Zones	<ul style="list-style-type: none"> • The main pedestrianised shopping streets within the main urban centre
Primary Walking Routes	<ul style="list-style-type: none"> • Urban centre shopping streets with greater than 30 shops • Main shopping street in local town centres with greater than 20 shops
Secondary Walking Routes	<ul style="list-style-type: none"> • More than 5 shops • Entrance to schools • Entrance to Hospitals • Entrance to large supermarkets • Outside transport interchanges
Link Footways	<ul style="list-style-type: none"> • Local shops/ retail premises • Religious meeting places • Industrial estates • Residential homes or care homes
Local Access Footways	<ul style="list-style-type: none"> • Predominantly residential streets • Low usage rural footways

In the built-up areas, there is good pavement provision and street lighting, as well as pedestrianised areas and 'pedestrian priority' streets in town centres. Officers and councillors at Warwick District Council have recently undertaken wayfinding audits and implementation plans for Leamington Spa and Kenilworth.

Figure W4: Warwick and Leamington Active Travel Map, online version 2022



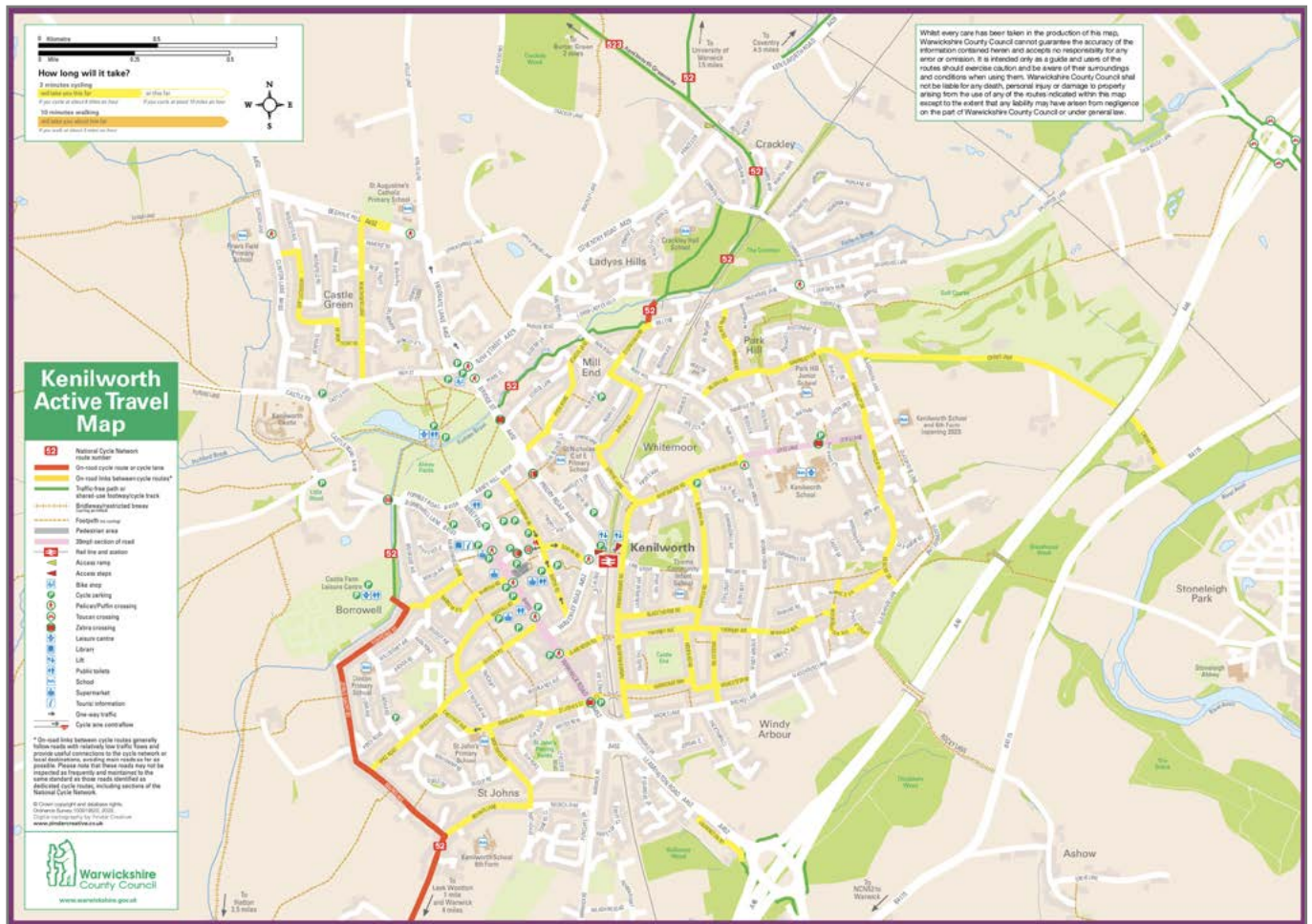
The total length of dedicated cycling infrastructure (off-carriageway or on-carriageway) within Warwick District is approximately 53 miles. This includes greenways, shared use footways/ cycle tracks and cycle lanes but excludes the signed on-road sections of National Cycle Network routes which make up a further 18 miles .

Although the cycle network within Warwick and Leamington is fairly extensive (see Figure W4), the quality of cycle routes is mixed and these have been developed over a number of years to varying standards and widths. In addition to cycle routes, there are a number of roads with traffic calming and/or 20mph speed limits, including within Leamington and Warwick town centres. These roads provide improved on-carriageway cycling conditions and help create on-road links between cycle routes.

Kenilworth, as a smaller town, has a less developed cycle network focussed on National Cycle Network Route 52 (see Figure W5), which crosses the town from northeast to southwest. There is currently a missing link through the town centre and Abbey Fields area. As a commuter town, the connections from Kenilworth to nearby larger urban areas are particularly important. Currently there are routes to:

- Coventry via a shared footway (one of several 1930s **heritage cycleways**) alongside the A429 Coventry Road/ Kenilworth Road (from edge of Kenilworth urban area at Crackley, to Stivichall/ Styvechale in Coventry)
- Warwick University (and southwest Coventry) via the Kenilworth Greenway and traffic-free link (NCN52)
- Warwick via an advisory route through Leek Wootton and a shared footway along the A429 Coventry Road (NCN52)

Figure W5: Kenilworth Active Travel Map, online version 2022



There are various National Cycle Network routes running through Warwick District:

- NCN41 (Bristol – Rugby): connecting Leamington and Warwick to Stratford and Rugby.
- NCN 52 (Warwick – Coalville): connecting Warwick to Kenilworth, Warwick University and Coventry, although this has a missing link in the centre of Kenilworth.
- NCN 523 (Kenilworth Greenway): between Kenilworth and Balsall Common/ Berkswell in Solihull. Managed by Warwickshire’s Country Parks team, the 3 mile traffic-free, multi-user route between Crackley and Burton Green is an important community resource. Sections of the route have been temporarily diverted due to HS2 construction work between Burton Green and Berkswell Railway Station.

The Grand Union Canal is already available for walking and cycling, and there is potential for more journeys between Hatton, Warwick and Leamington Spa and Radford Semele, although surface condition and towpath widths are variable, and there are currently steps at many of the access points. Local bridleways also provide links between Warwick, Hatton and Kenilworth. Warwickshire has a number of circular on-road leisure cycle routes that are partially signed (using brown signs in one direction) including the Warwick – Leamington – Wellesbourne 25-mile loop.

Key missing links in Warwick District include Kenilworth to Leamington via the A452, extension of the Emscote Road cycle route to Leamington town centre and a link from Cubbington / Lillington to Leamington town centre.

Public cycle parking is concentrated in the centres of Warwick, Leamington and Kenilworth but is more limited in village centres and at local shopping parades.

The railway stations in Warwick District vary in terms of accessibility for pedestrians although all have good cycle parking provision (Table W3). Secure, long-stay cycle storage at public transport interchanges is important in ensuring that active travel can form part of longer distance journeys.

Table W3: station facilities in Warwick District

Station	Access	Cycle Parking
Hatton	Step-free to one platform only	12 spaces, uncovered, CCTV
Kenilworth	Step-free	30 spaces, covered, CCTV
Lapworth	Step-free to one platform only	10 spaces, uncovered, CCTV
Leamington Spa	Step-free	198 spaces, covered, CCTV, tool station
Warwick	Steps (lift access to both platforms opening in 2024)	40 spaces, covered, CCTV
Warwick Parkway	Step-free	28 spaces, covered, CCTV, tool station

Warwick, Warwick Parkway and Leamington Spa Stations are served by frequent rail services, connecting with Birmingham, Solihull and London. Kenilworth Station, reopened in 2018, has less frequent services. It is part of the 'Elephant and Bear Line' between Leamington Spa, Coventry, Bedworth and Nuneaton. Warwick, Leamington and Kenilworth also have reasonably frequent bus services (weekdays and daytimes).

Various station improvements are in progress:

- Warwick - 'Access for All' scheme, including installation of lifts to provide access to both platforms for the mobility impaired. It is anticipated delivery will occur in Network Rail's Control Period 6 (2019-2024).
- Warwick University – possible provision of a new strategic multi modal station, located between Kenilworth and Coventry, serving the University of Warwick and planned residential development at nearby King's Hill.

Although there will be no HS2 stations within Warwickshire, Figure S4 shows how HS2 cuts across the eastern side of Warwick District. The permanent rail line will affect many existing public rights of way and the temporary construction traffic will impact on local highways. Key interfaces include:

- B4455 Fosse Way and disused railway (National Cycle Network Route 41), Offchurch
- Welsh Road and disused railway/ Offchurch Greenway (NCN41), Offchurch
- B4115 Stoneleigh
- A429 Kenilworth Road, Crackley, Kenilworth (NCN52)
- Kenilworth Greenway (NCN52)



2. Local viewpoints on walking and cycling

LCWIP engagement, 2021

Specific engagement on walking and cycling for this LCWIP took place between May and July 2021. Local people were invited to have their say on infrastructure improvements, and there were over 2,000 responses and more than 7,000 'contributions' on the interactive countywide map on the 'Commonplace' online platform. People were asked to identify issues and potential improvements from a list of options (see below) as well as include additional comments:

Table W4: Questions asked in the LCWIP survey, May-July 2021

Issues Are there any problems or issues at this location that you wish to raise?	Improvements How could cycling and walking conditions be improved at this location? (Choose up to 3)
CCycle route needs improving No dedicated cycling route No safe crossing for cyclists Missing section of cycle route Gate or barrier Cycle parking required Poor surface Overgrown trees / plants Pavement is too narrow No safe pedestrian crossing Cyclists riding on pavements Insufficient space for all users Inconsiderate or illegal parking Traffic volume or behaviour Other	Segregated route from traffic and pedestrians Provide a shared footway / cycleway Improve on-road facilities for cycling Reduce traffic speed Reduce traffic volume Close the road to motorised traffic Provide a safe crossing point Reduce waiting time at signals Improve junction for cyclists Create more space for cycling Create more space for pedestrians Improved direction signage Cut back foliage New or improved cycle parking Remove pavement clutter Remove gate / barrier Other

Some of these options have been grouped together and then mapped for local areas (see figures W6, W7 and W8). The Commonplace survey provided detailed insight into the everyday problems for people on foot and cycle, as well as horse-riders, in Warwickshire. It also set out the aspirations for providing better facilities and highlighted the scale of investment required to encourage more active travel in future. The data was used at a local level to inform the route choices and priorities for the proposed Warwick, Leamington and Kenilworth walking and cycling networks, and was shared with other departments at Warwickshire County Council to use as reference for other relevant programmes of work.

Figure W6 Warwickshire LCWIP Survey: walking issues in Warwick, Leamington Spa and Kenilworth

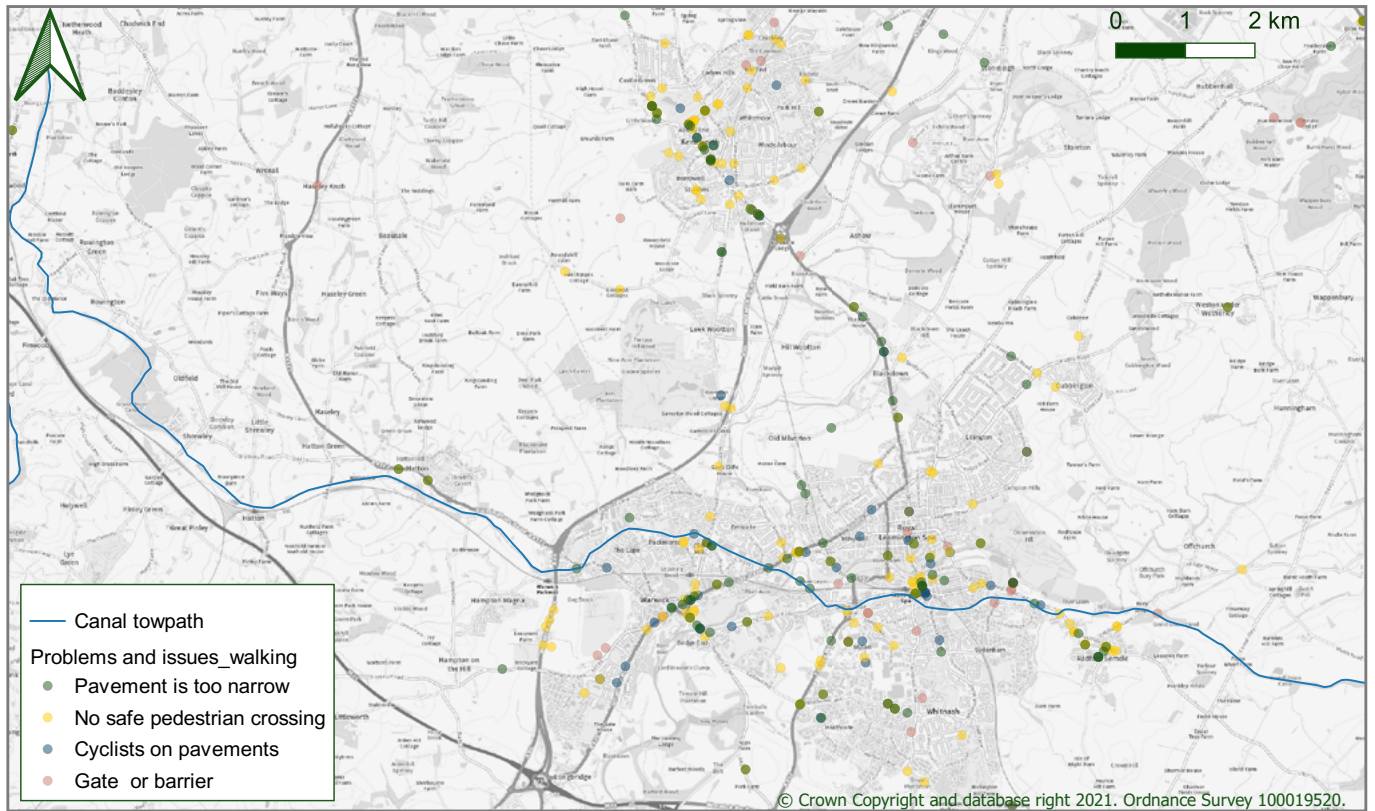


Figure W7: Warwickshire LCWIP Survey: cycling issues in Warwick, Leamington Spa and Kenilworth

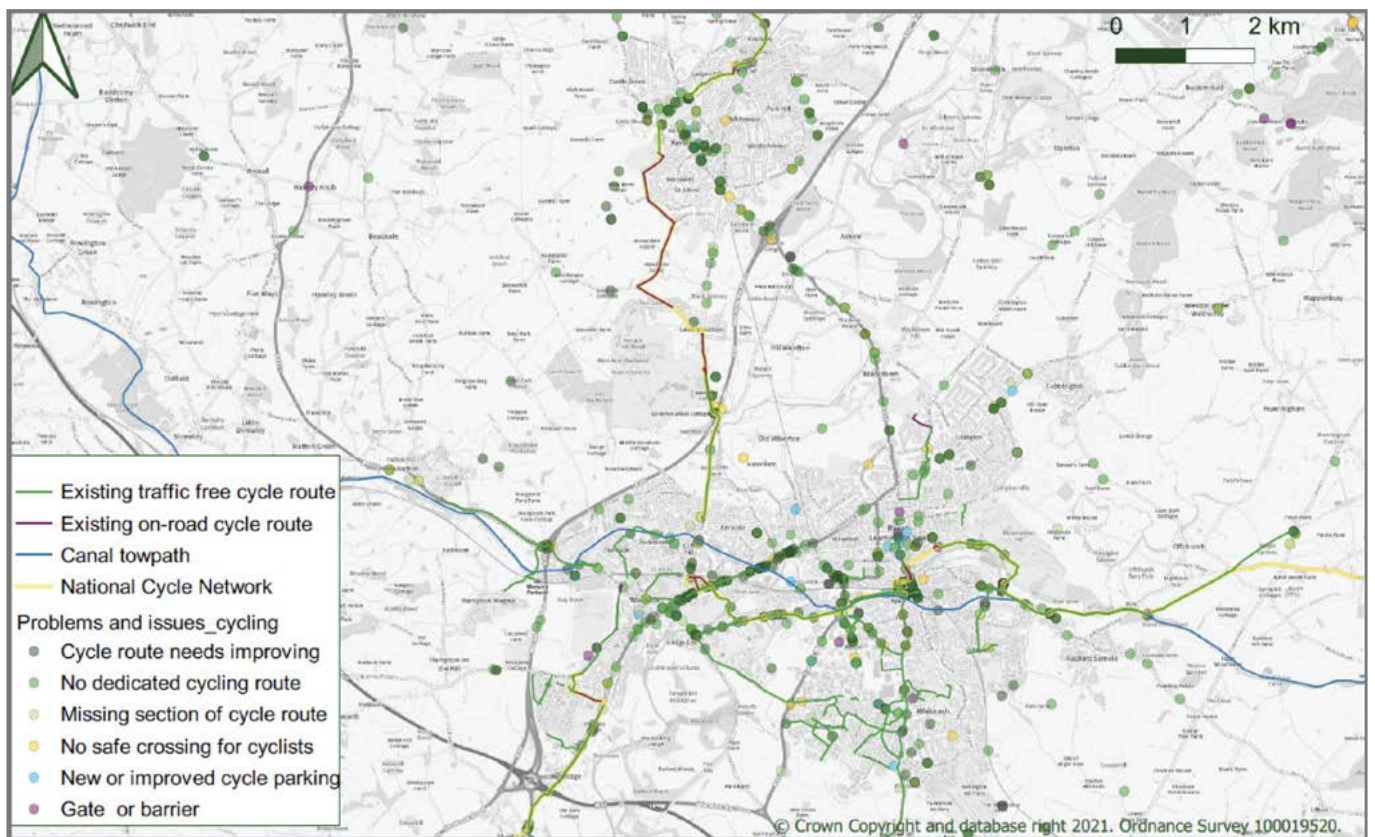
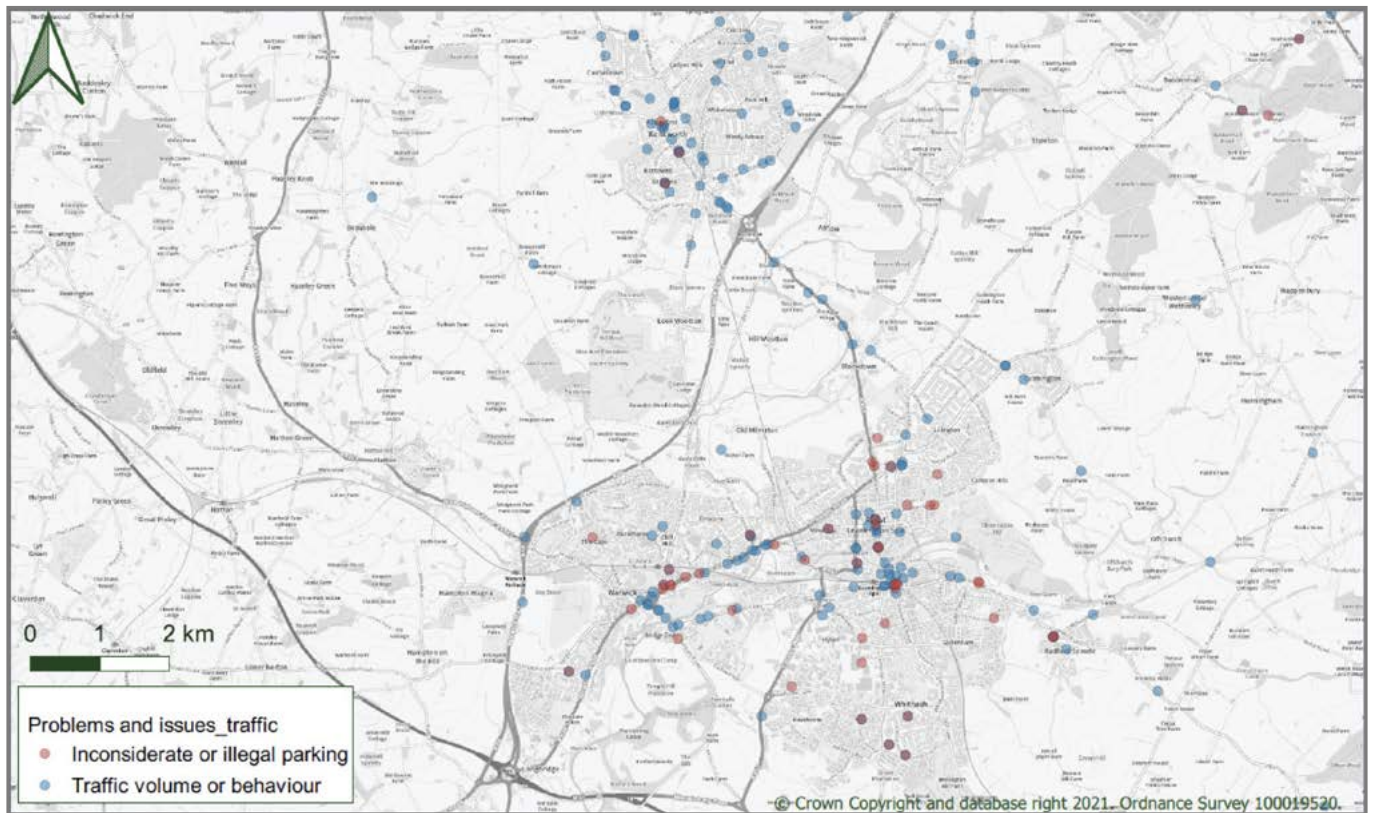


Figure W8: Warwickshire LCWIP Survey: traffic issues in Warwick, Leamington Spa and Kenilworth



More detailed comments, network ideas and waymarking improvements were also received from Leamington Town Council, Kenilworth Town Council (Cycling Delivery and Tourism Groups) and a consortium of local groups led by Cycleways. Workshops took place with HS2, the Department for Transport and their consultants regarding walking and cycling interfaces.

Meetings took place with representatives from Cycleways together with Clean Air Warwick and Clean Air Leamington to discuss their visionary cycle network for Warwick District (Figure W9). This includes 16 main routes (some already partially in place) and has helped to shape the LCWIP proposals.



Figure W9: Visionary Cycle Network for Warwick District from Cycleways



The Kenilworth Town Council Cycling Delivery Group also made a submission as part of the LCWIP engagement in July 2021. This highlighted five priority routes identified in the Kenilworth Town Council Cycling Strategy (formulated by a working group of Councillors and residents, and adopted by the Council in December 2019):

- Route 1 – Abbey Fields connection of Sustrans Route 52 - seen as vital to facilitate East-West travel and form better connectivity.
- Route 2 – Kenilworth to Leamington (K2L) - now coming closer now that the provision of funding has been agreed by the WCC.
- Route 3a K2L Connection with the Kenilworth Greenway – to provide connectivity from Leamington all the way through to Coventry, Warwick University and beyond.

- Route 3b – East to West connectivity across the Leamington to Coventry Railway Line - cycle crossing of the line at Clarkes Avenue has been identified as the preferred route.
- Route 4 – Kenilworth to A46 Leek Wootton Junction – to provide complete connectivity between Leek Wootton and Kenilworth (also highlighted as an ambition in Leek Wootton and Guys Cliffe Neighbourhood Plan 2011-2029).
- Route 5 - Linking the Coventry Cycle route (A429) with the Kenilworth Greenway.

LCWIP consultation, 2022

Warwickshire residents and stakeholders were invited to submit comments and complete survey questions on the draft LCWIP for 8 weeks between June and August 2022. People could feedback in a variety of ways including an [online survey on Ask Warwickshire](#), drop-in sessions (Leamington Spa, Stratford-upon-Avon, Rugby, Nuneaton, Coleshill and Atherstone), online webinar and at specific meetings with organisations and individuals.

The consultation was promoted extensively by Warwickshire County Council using a variety of communication channels including emails, bulletins, newsletters, posters, fliers, media releases and social media posts (by the County Council and its partners). The consultation successfully engaged with a wide range of people, reflecting the views of residents and organisations from across the county and beyond. A total of 1,031 people responded to the online survey.

Detailed analysis of the consultation feedback was undertaken. Response levels were very high in Warwick District. 42.6% of LCWIP consultation respondents were residents of Warwick District, which compares with 25.1% of Warwickshire residents who actually live in this area.

583 respondents reviewed the plans for walking infrastructure with 276 submitting comments for Warwick District. 77.2% of these agreed or strongly agreed with the walking plans proposed for Warwick District (the highest of any District or Borough) whilst 9.9% disagreed or strongly disagreed.

124 respondents provided more detailed comments, with the most common themes and requests being:

- criticism of lack of ambition in plans.
- add to or extend the proposed routes.
- pedestrianise more areas.
- improve or better maintain existing routes.
- ensure safety of routes/address safety concerns.

681 respondents reviewed the plans for cycling infrastructure with 348 submitting comments for Warwick District. 78.5% agreed or strongly agreed with the cycling plans proposed for Warwick District (the highest of any District or Borough) whilst 13.8% disagreed or strongly disagreed.

214 respondents provided more detailed comments, with the most common themes and requests being:

- add to or extend the proposed routes.
- provide separate lanes/ paths.
- ensure safety of routes/ address safety concerns.

- criticism of lack of ambition in plans
- support for specific routes

These survey comments were reviewed in detail and the walking and cycling network plans have been significantly changed to add new routes, extend the proposed routes and provide more connections and links.

People attending the LCWIP drop-in event in Leamington Spa focussed on specific opportunities to improve the walking and cycling network and complete missing links, including in rural areas. Some concerns were raised over the condition of existing facilities.

Discussions also took place with Warwick District Council, National Highways, HS2, Sustrans, Canal and River Trust, Warwickshire Vision (Leamington group) and Warwickshire Youth Council. Further emails/ detailed submissions relating to the Warwick District area were received from three local residents, Cycleways, Friends of Radford's Green Environment, Leamington Spa Town Council, Kenilworth Town Council, Warwick District Council, University of Warwick, Richborough Estates and Jaguar Land Rover. Other feedback was received from Clean Air Warwickshire, Guide Dogs, Transport for West Midlands and the British Horse Society.

Other local feedback

The Neighbourhood Development Plan (NDP) process usually includes intensive community engagement led by the community (mostly parish or town councils). This provides an opportunity to understand local viewpoints on a range of topics, particularly walking and cycling, and to reflect this in local development policies. Once a NDP has been completed, it is submitted to the local planning authority and is subject to an independent examination. Modifications may then be made before the NDP goes to a public referendum. If more than 50% of those voting in the referendum vote "yes", the plan is 'made' and comes into force.

NDPs have therefore been used as an additional source of information for this LCWIP. These include 'Made' (adopted) Neighbourhood Plans for:

- **Burton Green** – March 2022
- **Bishops Tachbrook** – October 2021
- **Royal Leamington Spa** – May 2021
- **Radford Semele** – May 2021
- **Kenilworth** – November 2018
- **Budbrooke** – July 2018
- **Leek Wootton and Guy's Cliffe** – May 2018
- **Baginton and Bubbenhall** – March 2018
- **Barford** - October 2016
- **Whitnash** - January 2016

and Neighbourhood Plans under preparation for:

- Lapworth
- **Old Milverton & Blackdown**
- Cubbington



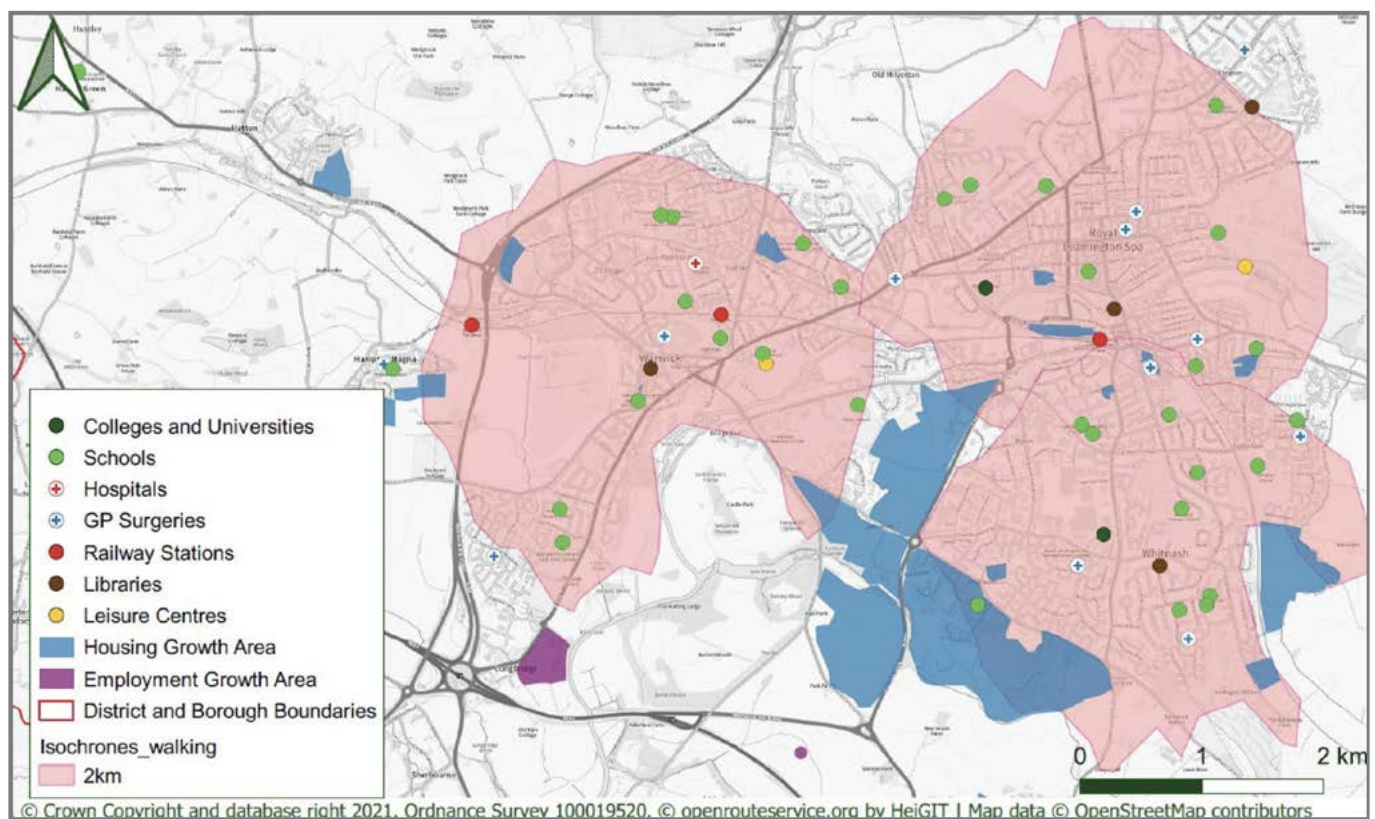
3. Warwick Walking Infrastructure Plan

Potential for walking – walking zones

Figures W10 and W11 show 'walking zones'; areas within 2km walking distance of the centres of Warwick, Leamington Spa and Whitnash, and Kenilworth. (2km equates to just over 1 mile and about 25 minutes at a moderate walking speed).

The maps also show key destinations or 'walking trip generators', including sites identified for new housing and employment sites, and existing journey attractors such as schools and colleges, health facilities and railway stations. This provides an indication of how 'walkable' these areas are.

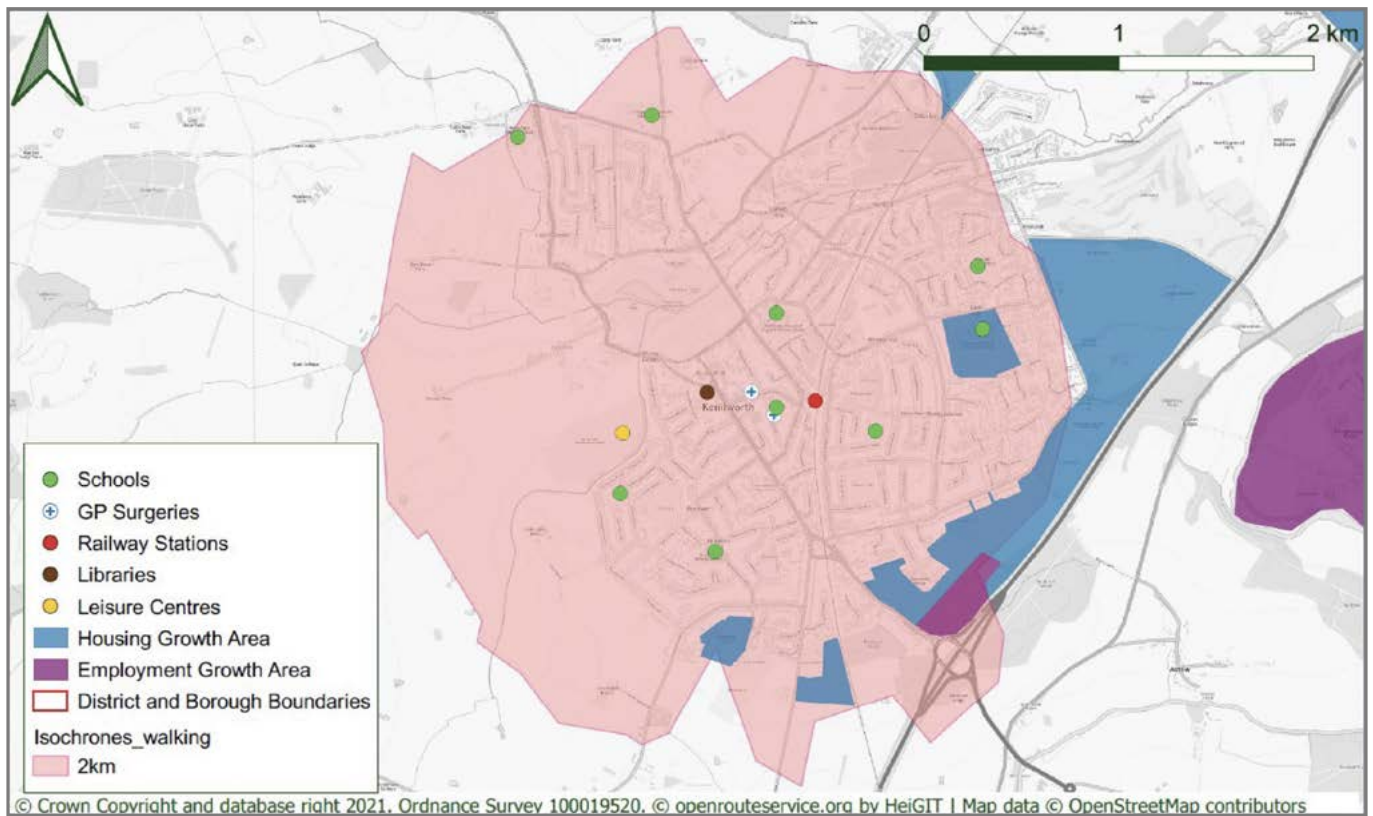
Figure W10: potential for walking: 2km walking zone around Warwick, Leamington Spa and Whitnash



The maps show that these towns are fairly compact, with only a few areas greater than 2km from the central retail areas and transport hubs. Peripheral areas include the business park at Tournament Fields on the south side of Warwick, Guys Cliffe residential area on the north side and Cubbington and Radford Semele on the east side of Leamington Spa.

With regard to new developments, the location with the most significant development in Warwick and Leamington is within the 'gap' between Warwick, Whitnash and Leamington Spa. The Warwick District Local Plan has identified that approximately 4,500 homes will be built by 2029 around the A452 Europa Way corridor in Warwick Gates, Myton Green, Heathcote and Harbury Lane areas. The majority of housing growth in the South Warwick and Leamington Spa Strategic Urban Extension are not within 2km walking distance from existing centres. Some local facilities are planned within these growth areas (including small retail areas and schools).

Figure W11: potential for walking: 2km walking zone around Kenilworth



The map shows that Kenilworth is mostly 'walkable' although the town's main facilities tend to be located in the south and west of the built-up area. New housing development will be located on the east side along the A46, where cycling access is likely to be more appropriate than walking in terms of connecting with existing services clustered around the town centre.

Potential for walking – towpaths

The Warwickshire Towpaths Transport Strategy was produced by consultants TTC in 2023 to inform the delivery of the [Warwickshire Waterways Strategy](#). The Transport Strategy reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In Warwick District, two areas were assessed:

- Leamington Spa, Grand Union Canal - scored as high priority with potential for installation of signage.
- Warwick, Grand Union Canal - scored as low priority.

Potential for walking – town centre transformation

The Leamington Transformation Board aims to address some of the challenges facing Leamington Spa's town centre and to coordinate a portfolio of projects to support a thriving town centre. The Board is made up of all three tiers of local government (Royal Leamington Spa Town Council, Warwick District Council and Warwickshire County Council) and has an independent Chair.

The [Transforming Leamington projects](#) include the delivery of the Leamington Creative Quarter, Future High Streets funded regeneration and connectivity projects, and aspirations for a 'Mini Holland' approach to active travel in and around the town centre. Leamington Spa's Mini Holland Development Programme recognises the considerable potential for place making and higher levels of walking, cycling and wheeling, through the creation of liveable neighbourhoods,

repurposed carriageways and healthier streets. Proposals within the 2023 Mini Holland feasibility study focussed on transforming the street environment across the town centre, improving Parade and Bath Street and creating a place where people choose to spend time, shop and socialise.

Proposals for walking infrastructure

The information gathered on collisions, barriers and walking trip generators in Warwick District, together with feedback from local people, has been used to identify walking infrastructure improvements in the principal towns of Warwick, Kenilworth and Leamington. Although the focus is on the most self-contained/ 'walkable' towns and areas with several pedestrian collisions in recent years, this does not preclude other walking improvements from being progressed, particularly in association with new developments, wider safety measures, highway works or leisure and tourism projects.

Figure W12 and Table W5 provide a high level overview of proposals for walking infrastructure in the Warwick District area comprising:

- Active Travel Zones (**Z**) – walking-focussed interventions in areas of highest pedestrian and cycle activity such as town centres. They are likely to be a combination of the prestige walking zone and primary walking route categories identified in the Council's footway hierarchy (Table W2). Typical measures in these areas will include footway widening, pedestrian crossing facilities, public space improvements, seating and planting, waymarking and cycle parking, supported by slower speed limits and car parking management.
- Walking (and cycling) routes in the urban areas (**Warwick, Leamington and Kenilworth**) to enable walking for everyday trips. These are similar to the secondary walking routes in the Council's footway hierarchy (Table W2). However, they may also include new and upgraded footways and paths within, or linking to, new developments that are likely to generate a significant number of new walking trips. More details for these routes are shown on the cycling network maps (Figures W20, W21 and W23)
- Walking (and cycling) routes in rural areas and/or within open spaces across the county (**X**). These are primarily leisure routes and include a mix of canal towpaths, country park paths, greenways, footpaths and bridleways. Wherever possible, these routes will be investigated as multi-user trails for walking, wheeling, cycling and horse-riding.

Accessibility improvements will be an integral part of new walking infrastructure, including step-free paths, removal of barriers, wider pavements, tactile surfaces, markings and safer crossings.

For potential schemes identified in Figure W12 and Table W5, some will be delivered by third parties such as developers or the District Council. Where potential schemes are promoted by Warwickshire County Council, next steps will include analysing relevant data, carrying out walking audits and commissioning surveys, feasibility studies and/or concept designs. Walking audits will be based on the core design principles (Coherence, Directness, Safety, Comfort and Attractiveness) and use latest guidance and toolkits such as the 'Healthy Streets Design Check'. Active Travel Zones will be integrated with wider town centre and regeneration projects including the [Transforming Leamington initiative](#).

Figure W12 also shows existing walking and cycling routes, canal towpaths and indicative alignments for all public rights of way (footpaths, bridleways, restricted byways and byways open to all traffic). For legal information on rights of way, the [definitive map](#) should be used.

Section 1 of this LCWIP provides an illustration of types of measures that will be considered as part of walking improvements. In addition to specific pedestrian infrastructure such as

footways, crossings and waymarking, consideration will also be given to other measures such as the removal of barriers, lowering of speed limits, introduction of traffic calming and parking restrictions, reallocation of road space, improvements to public squares and parks, and the establishment of school streets and quiet lanes.

Figure W12: Proposals for walking infrastructure in Warwick District

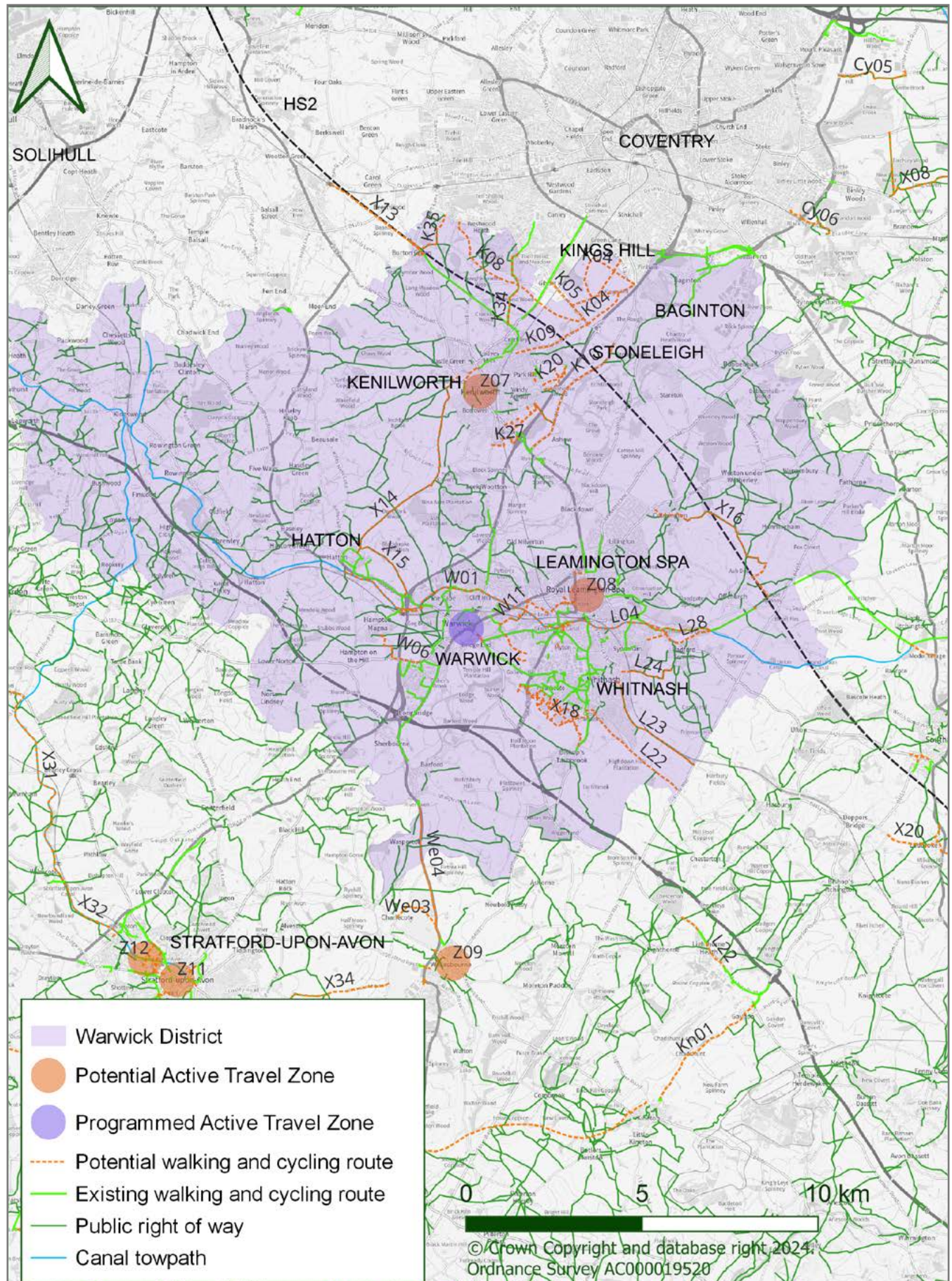


Table W5: Proposals for walking infrastructure in Warwick District

Ref	Programmed schemes	Type
	Warwick	
	Myton Green and Heathcote Sustainable Urban Extension	Path/ cycle track through open space
	Primrose Hill crossing	Path/ cycle track through open space and crossing
	Warwick Town Centre	Active Travel Zone
	Leamington	
	A452 Europa Way	Footway/ cycle track adjacent to road
	Grand Union Canal (Radford Semele access ramp)	Towpath access ramp
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Footway/ cycle track adjacent to road and crossing
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Path/ cycle track through open space and foot/ cycle bridge
	Radford Meadows Bridge	Foot/ cycle bridge
	Kenilworth area	
	(K2L) A452 Kenilworth to Leamington, south of B4115	Footway/ cycle track adjacent to road and crossing
	Coventry Gateway South	Path/ cycle track through open space
	Glasshouse Lane	Footway/ cycle track adjacent to road
	Stoneleigh Road (Dalehouse Lane to A46)	Footway/ cycle track adjacent to road
Ref	Potential schemes	Type
	Warwick	(Please see Fig W20 for details)
W01	Grand Union Canal (Hatton - Emscote)	Towpath
W03	Warwick Parkway Station access	Path/ cycle track through open space and on-carriageway route
W06	Hampton Magna connections via new development	Footway/ cycle track adjacent to road and path/ cycle track through open space
W10	Myton path (Myton Road - Technology Park)	Path/ cycle track through open space
W11	River Avon Path (St Nicholas Park/ Pickard Street to Portobello Bridge)	Path/ cycle track through open space
W12	Fusiliers Way - Technology Park	Path/ cycle track through open space
W13	Peabody Way - Tach Brook - The Asps	Path/ cycle track through open space
W14	A452 Europa Way foot/cycle bridge	Foot/ cycle bridge

Table W5: Proposals for walking infrastructure in Warwick District

Ref	Potential schemes	Type
	Leamington	(Please see Fig W21 for details)
Z08	Leamington Town Centre	Active Travel Zone
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Path/ cycle track through open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Path/ cycle track through open space
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Towpath
L05	Fords Fields path (Queensway - NCN41)	Path/ cycle track through open space
L11	A445 Lillington Avenue/ Binswood Avenue	Footway/ cycle track adjacent to road and crossing
L22	Leamington - Lighthorne Heath and Gaydon	
L23	Golf Lane Bridleway, Whitnash	Path/ cycle track through open space
L24	Bridleway (Whitnash - Radford Semele)	Path/ cycle track through open space
L26	Disused railway (Radford Road - Calder Walk)	Path/ cycle track through open space and on-carriageway route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Footway/ cycle track adjacent to road
L28	Offchurch Lane: Radford Semele - Grand Union Canal	Footway/ cycle track adjacent to road
	Kenilworth area	(Please see Fig W22 for details)
Z07	Kenilworth Town Centre	Active Travel Zone
K04	Kings Hill development including spine road and Kings Hill Lane	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	Footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	Footway/ cycle track adjacent to road
K08	A46 University of Warwick Strategic Link Road	Footway/ cycle track adjacent to road
K09	Dalehouse Lane	Footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	Footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Path/ cycle track through open space
K14	Abbey Fields	Path/ cycle track through open space and crossing
K20	East Kenilworth development - new roads	Footway/ cycle track adjacent to road

Table W5: Proposals for walking infrastructure in Warwick District

Ref	Potential schemes	Type
Kenilworth		
K21	East Kenilworth development - greenways	Path/ cycle track through open space
K22	Thickthorne development	Footway/ cycle track adjacent to road
K27	Paths, Bullimore Wood	Path/ cycle track through open space
K28	Ashow Rd	Footway/ cycle track adjacent to road
K29	Rocky Lane	Path/ cycle track through open space
K33	The Wardens Paths	Path/ cycle track through open space
K34	NCN52 (Kenilworth Greenway - University of Warwick)	Path/ cycle track through open space
K35	Westwood Heath - Kenilworth Greenway	Path/ cycle track through open space
Cross-county routes		
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Multi user traffic-free route
X14	Bridleway between Hatton and Kenilworth	Multi user traffic-free route
X15	Bridleway between Hatton and Warwick	Multi user traffic-free route
X16	HS2 Link: Cubbington to Offchurch	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Multi user traffic-free route
X18	Tachbrook Country Park, and Heathcote	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Cycle track/ path on open space
X18	Tachbrook Country Park, and Heathcote	Cycle track/ path on open space



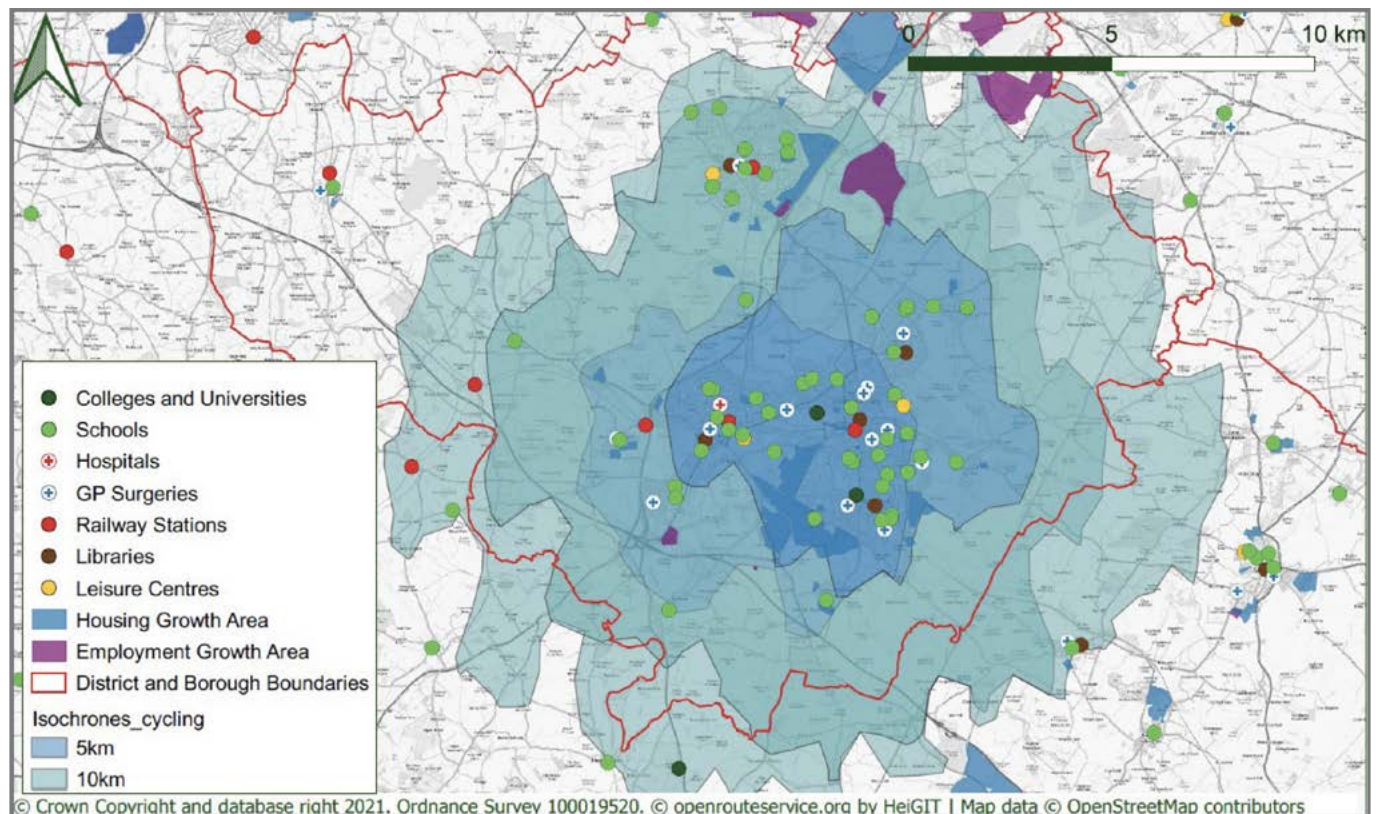


4. Warwick Cycling Infrastructure Plan

Potential for cycling - cycling zones

Figures W13 and W14 show areas within 5km and 10km cycling distance of the centres of Warwick, Leamington Spa and Whitnash, and Kenilworth. (5km equates to about 3miles and about 20 minutes travel time at a leisurely cycling speed).

Figure W13: potential for cycling: 5km and 10km cycling zones around Warwick and Leamington Spa

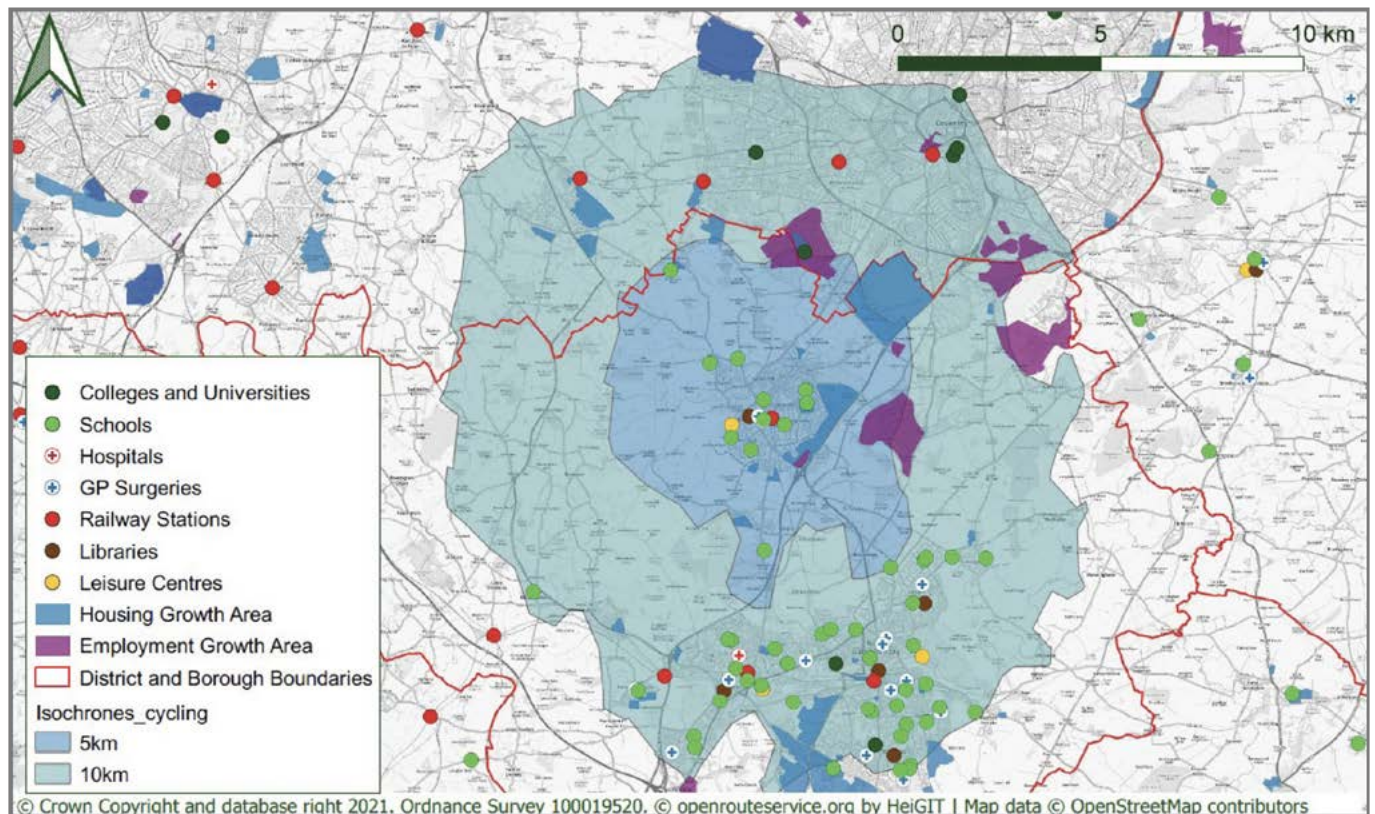


The maps also show key destinations, including sites identified for housing and employment growth, and existing journey attractors such as schools, health centres and railway stations and large employment sites. Significant residential growth is planned for Warwick District, which will largely be located in south Warwick, Whitnash, east Kenilworth and in the north of the District adjacent to the Coventry boundary. Almost 17,000 new homes are expected to be built between 2011 and 2029, with a number of sites already either developed or under development.

Employment growth is also planned near Coventry and Stoneleigh. The District is already home to a number of major employment sites, including Warwick Technology Park, IBM and Volvo in Warwick and Stoneleigh Park to the south east of Kenilworth.

Most peripheral employment and housing sites which are outside the 2km walking zones fall within the 5km or 10km cycling zones. These include housing growth areas along Europa Way and business park at Tournament Fields (within 5km cycling distance of both Warwick and Leamington Spa) and the villages of Cubbington and Radford Semele (within 5km cycling distance of Leamington Spa). Significantly, the town of Kenilworth is now within the 10km cycling zones of both Warwick and Leamington Spa.

Figure W14 potential for cycling: 5km and 10km cycling zones around Kenilworth



Potential for cycling – towpaths

The 2023 Warwickshire Towpaths Transport Strategy (part of the Warwickshire Waterways Strategy) reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In Warwick District two areas were assessed for cycling:

- Grand Union Canal between Hatton and Warwick Parkway Railway Station – scored as medium priority. The Strategy suggested that access could be improved at Middle Lock Lane and the A4177 Birmingham Road, Hatton
- Grand Union Canal between Warwick (Cape Road) and Leamington (B4087 Tachbrook Road) – scored as low priority

Potential for cycling - travel demand (short trips)

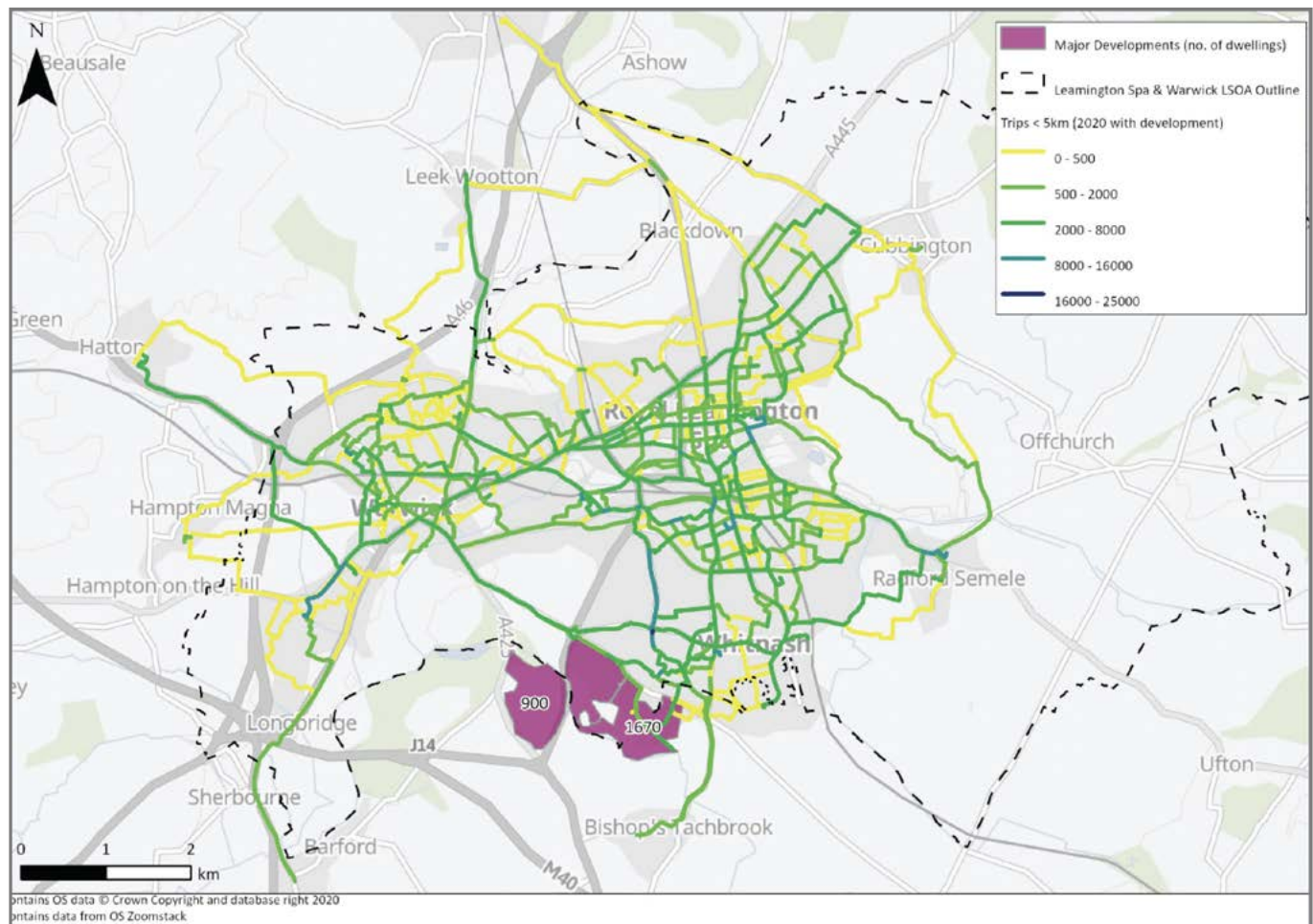
In addition to mapping the potential cycling zones and key destinations within these, Warwickshire County Council commissioned Phil Jones Associates (PJA) to investigate potential for cycling by looking at corridors in the larger settlements and assessing the demand for short trips.

PJA used Mobile Network Data (MND) to identify current motorised vehicle trips under 5km. A move from motorised modes to active travel modes would translate into physical activity benefits and decongestion benefits, both valued by DfT's Transport Appraisal Guidance (TAG).

Growth factors were applied to adjust the 2016 MND to reflect growth in travel demand up to 2020. Two key residential developments (within 5km of each town) were also added to the modelling. Trips were distributed onto the Highway Network (including paths) using a Geographic Information Service (GIS) software programme.

Flow maps (see figures W15 and W16) were then produced which illustrate the corridors where large numbers of short, motorised trips are currently being made, and helping to identify corridors with greatest potential for cycling.

Figure W15: potential for cycling: short trips, Warwick and Leamington

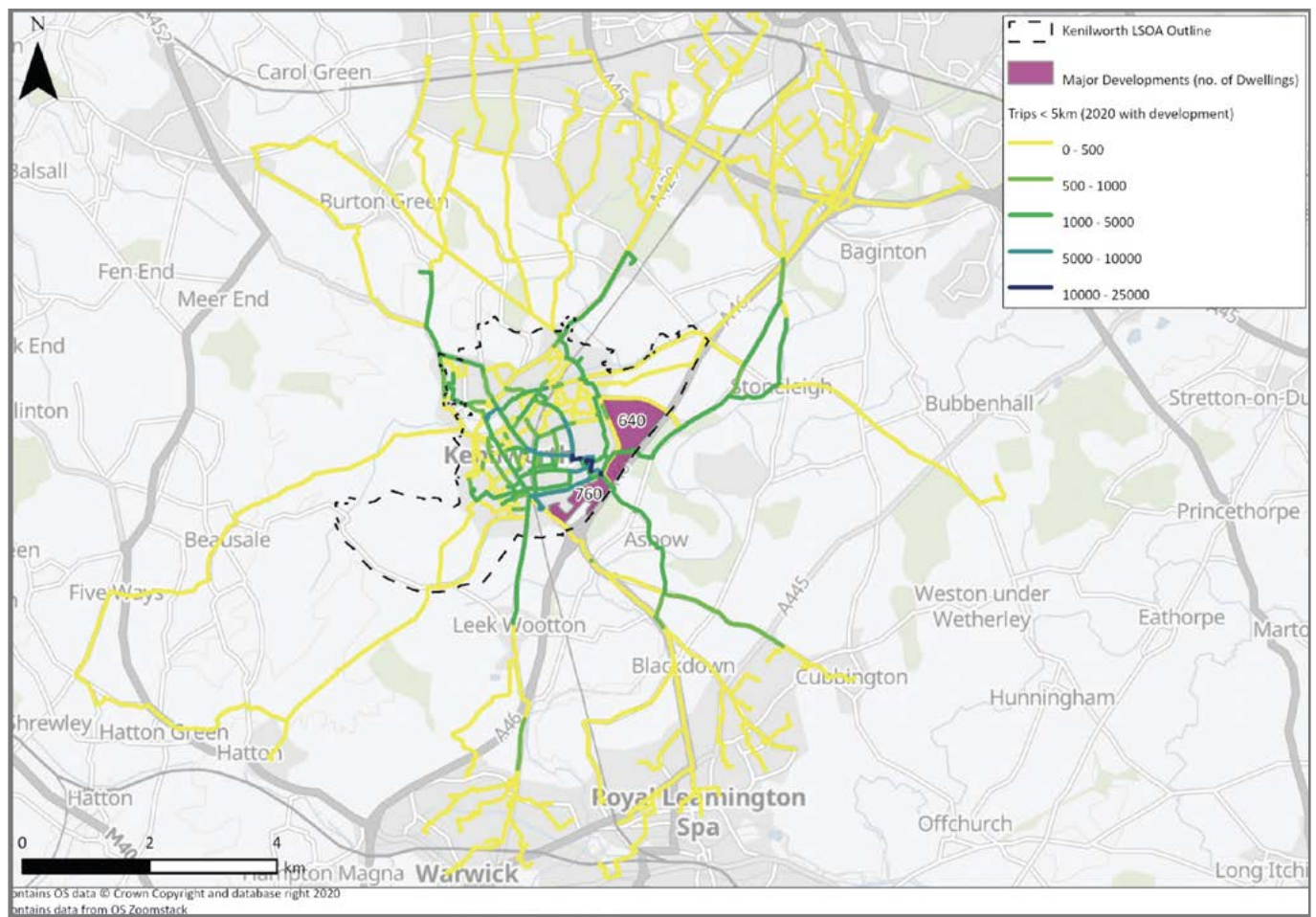


Trips shown on the flow maps are the motorised vehicle trips under 5km, factored to 2020, representing the average motorised vehicle trips over a 24 hour period (midweek). Study areas were based on Lower Level Super Output Areas (LSOA) used by Census. The centroid of each LSOA is based on the centre of population rather than the geographical centre which was used for 5km and 10km zones.

The dense and compact built-up area of Warwick and Leamington Spa showed strong demand for short trips right across the network. The employment sites around Europa Way attracted a large number of trips. Demand will inevitably increase in this area with the new residential development also off Europa Way.

When considered alongside the Kenilworth analysis (see Figure W16), there is strong justification for not only an A52 cycle corridor but also something similar along Coventry Road / Warwick Road through Leek Wootton.

Figure W16: potential for cycling: short trips, Kenilworth



The Kenilworth analysis showed a number of radial corridors – towards Burton Green, Gibbet Hill, Stoneleigh, Leek Wootton and north Leamington, as well as a dense network of trips within the centre of the settlement. The LSOA covering Gibbitt Hill also includes the University of Warwick, hence some of those trips are likely to originate or end there. In the future case, the attraction of Warwick and Leamington Spa is more evident in the base case. This is because the planned development to the southeast of Kenilworth is within cycling distance of Warwick and Leamington.

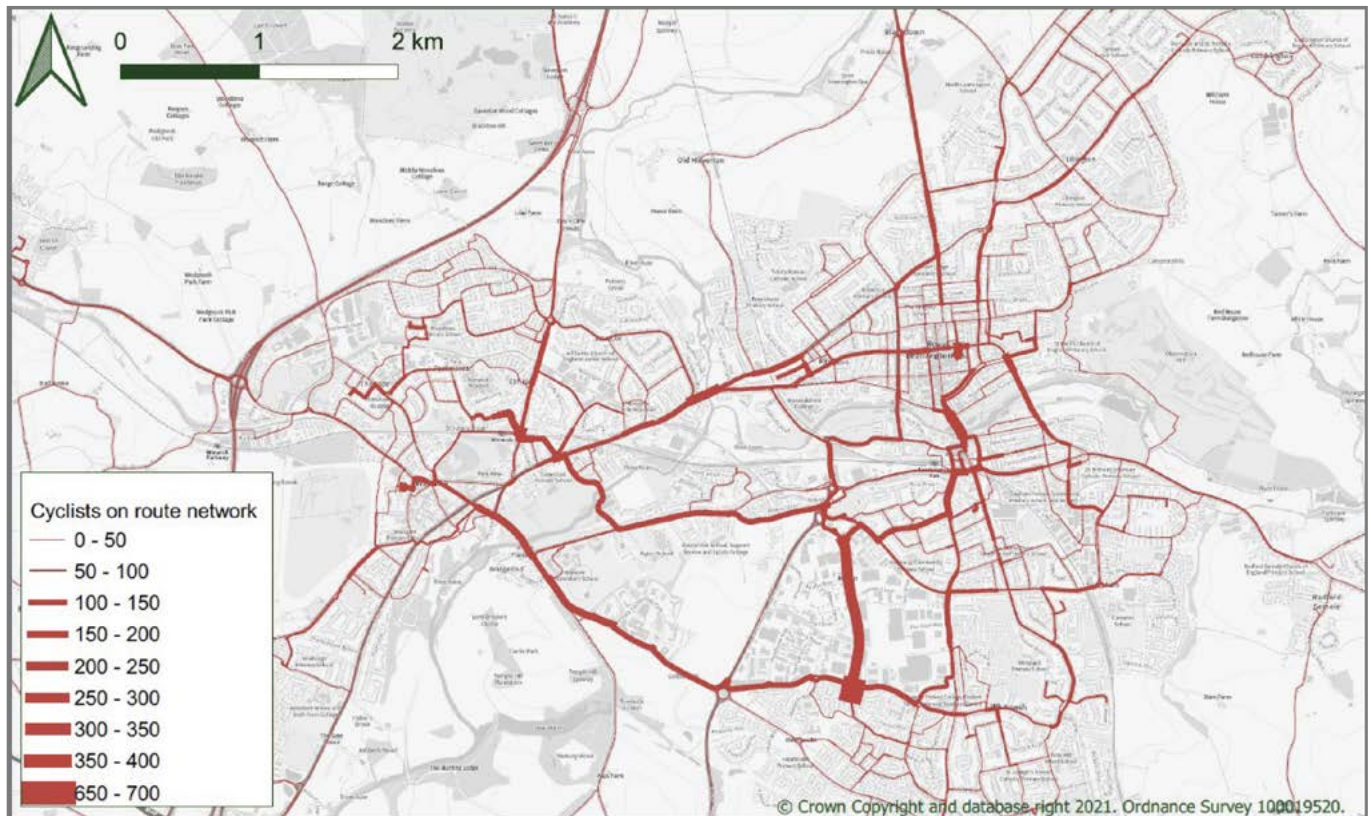
Potential for cycling - travel demand (propensity to cycle)

The Propensity to Cycle Tool (PCT) is a strategic planning tool developed by the Department for Transport. It is used to identify areas where cycling is currently common (based on 2011 Census travel to work data) and to consider where cycling has the greatest potential to grow, based on different scenarios, including the Government target to double cycling in a decade. At a local scale there is scope to consider commuter cycling along specific corridors and to cautiously estimate future cyclists on the route network for different future scenarios.

Due to lower population numbers and residential density in parts of Warwickshire, the PCT tool needs to be used with caution. However, the PCT maps, together with the cycling zone and PJA short trips maps, can help to focus on those areas with greatest cycling potential.

Figures W17 and W18 are based on the Government Target (Equality) scenario to predict future cyclists on the local route networks in Warwick, Leamington Spa and Kenilworth.

Figure W17: propensity to cycle (LSOA Government Target Equality): Warwick and Leamington Spa

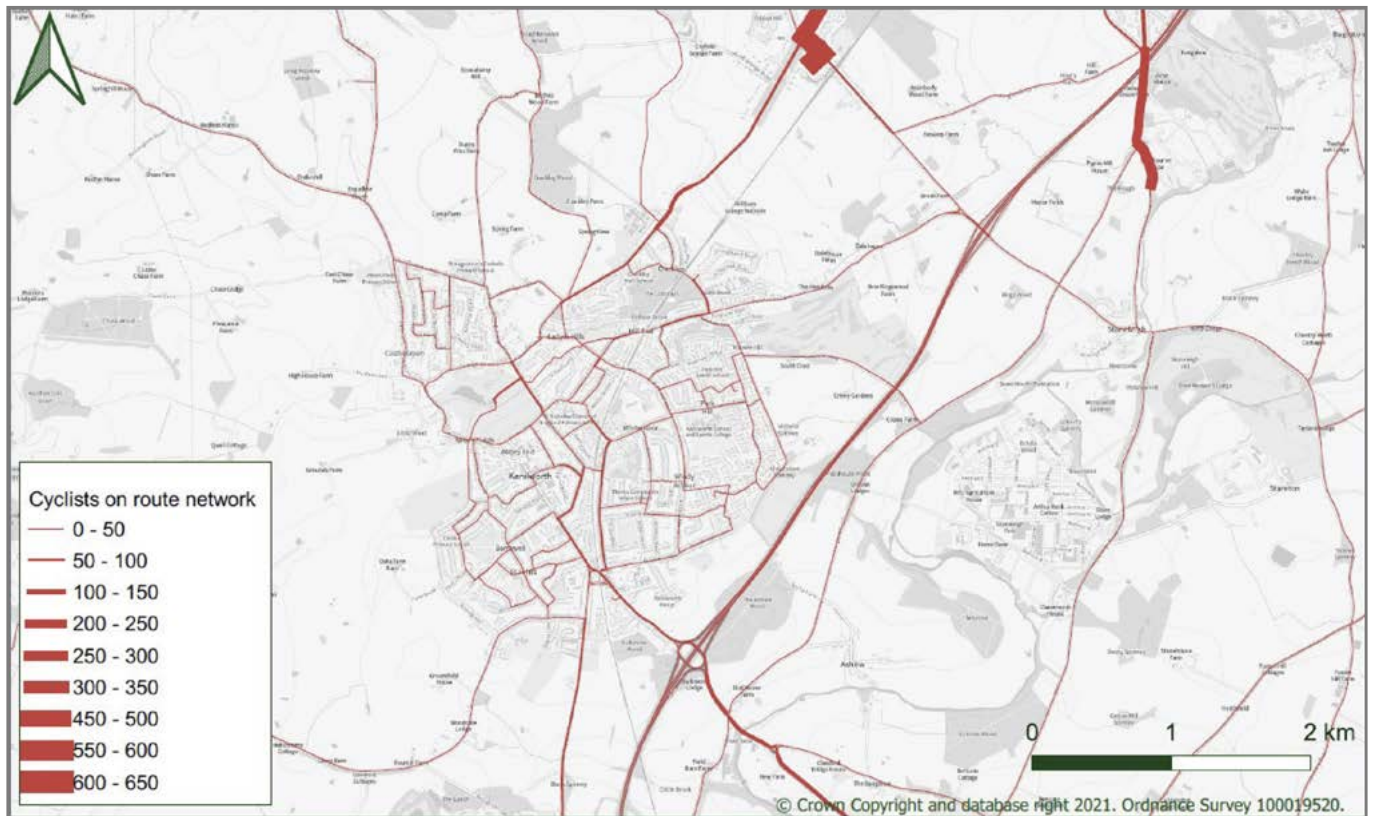


The PCT indicates greatest demand for cycling along the following routes:

- Leamington Spa Town Centre
- Tachbrook Park Drive
- A445 Emscote Road, between Warwick and Leamington Spa
- A429, Coventry Road, Warwick
- A425 Banbury Road, Warwick
- Lakin Road, Warwick, which connects Coventry Road with Warwick Hospital
- A452 Kenilworth Road
- St Nicholas Park, part of National Cycle Network Route 41
- Kingsway, Leamington Spa
- Myton Road, Warwick, section towards Leamington Spa, also part of National Cycle Network Route 41



Figure W18: propensity to cycle: (LSOA Government Target Equality): Kenilworth



The PCT indicates greatest demand for cycling along the following routes in and around Kenilworth:

- B4114 St Martins Road, Finham, Coventry
- A429 Coventry Road/ Kenilworth Road. Note that the A429 near Gibbet Hill shows very high numbers of cyclists - presumably linked to the adjacent University of Warwick campus
- A452 Leamington Road, south of A46 towards Leamington
- A452 Warwick Road and Waverley Road
- Farmer Ward Road
- Common Lane
- Abbey Fields and Bridge Street
- Dalehouse Lane, west of Knowle Hill and Mill End
- Warwick Road to Leek Wootton

Proposals for cycling infrastructure

Previous sections have summarised the information gathered on collisions, barriers and cycling trip generators in Warwick District, together with feedback from local people. This information, together with route audits by Sustrans, travel demand analysis by Phil Jones Associates and outputs from the propensity to cycle tool, has been combined with the previous Task and Finish schemes, to create a long list of key corridors and to identify possible measures to provide coherent, direct, safe, comfortable and attractive cycle routes.

In Warwick District, the evidence suggests that there is greatest potential for cycling development in the main urban areas of Warwick, Leamington Spa and Kenilworth. Although the focus is on selected routes within these specific areas, this does not preclude other cycling improvements

from being progressed, particularly in association with new developments, wider safety measures, highway works or leisure and tourism projects.

Figures W19 to W22 show indicative cycling networks for the Warwick District area and key urban areas of Warwick, Leamington and Whitnash, and Kenilworth. These plans are indicative of how local cycling networks could develop in the next 10 years.

Routes within urban areas have been selected to help enable more cycling for everyday trips and/or to link with new developments that are likely to generate a significant number of new cycling trips.

A number of cycling (and walking) routes in rural areas have also been identified. These cross-county routes include a mix of canal towpaths, country park paths, greenways, footpaths and bridleways. Improvements to accommodate horse-riding will be considered where possible.

The types of infrastructure, progress of schemes and pace of development will be subject to further prioritisation, modelling, feasibility, design work and consultation with local communities. Depending on scheme size, land ownership and availability of funding, walking and cycling projects may take 2-3 years from initial development, through to design and delivery.

Tables W6, W7, W8 and W9 list all the proposed schemes and indicate the types of infrastructure that could be introduced. These categories will help with initial cost estimates for schemes but are subject to further feasibility work.

Section 1 of this LCWIP provides an illustration of types of measures that will be considered as part of cycling improvements. In addition to cycling-specific infrastructure such as cycle tracks and cycle lanes, consideration will also be given to other measures such as the removal of barriers, lowering of speed limits, introduction of traffic calming and parking restrictions, reallocation of road space and the establishment of school streets and quiet lanes. The design of cycling improvements will include assessments of lighting and speed limits, and investigate scope for waymarking, cycle parking and automatic cycle counters.

Tables W6, W7, W8 and W9 also show status of schemes, in terms of whether they already have dedicated funding and are programmed for delivery, or remain as potential opportunities. Proposed schemes include upgrades of existing facilities as well as new infrastructure.

A **'programmed'** scheme is an infrastructure scheme with allocated funding, where design work is well progressed. However, it may require additional funding and further design work and could be paused to allow for better co-ordination with other local projects or additional community input.

A **'potential'** scheme is an infrastructure scheme where an opportunity has been identified though the LCWIP information gathering and consultation process.

For potential schemes being promoted by Warwickshire County Council (i.e. not considered as the responsibility of a third party), next steps will include analysing relevant data, undertaking cycle reviews and commissioning surveys and feasibility studies or concept designs. Cycle reviews, feasibility and design work will be based on the core design principles (Coherence, Directness, Safety, Comfort and Attractiveness) and use latest guidance such as the LTN1/20. For potential schemes that are considered as third party responsibility, planning applications and partners' scheme designs will continue to be monitored, to ensure that they connect with the existing and proposed network, and meet local and national design standards. Section 3 of this LCWIP provides more detail on the prioritisation of schemes and possible timescales for delivery.

Table W6: Proposed cross-county routes

Ref	Cross-county routes	Type
	Programmed schemes	
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Cycle track/ path on open space
	Potential schemes	
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Multi user traffic-free route
X14	Bridleway between Hatton and Kenilworth	Multi user traffic-free route
X15	Bridleway between Hatton and Warwick	Multi user traffic-free route
X16	HS2 Link: Cubbington to Offchurch	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Multi user traffic-free route
X18	Tachbrook Country Park, and Heathcote	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Cycle track/ path on open space
X18	Tachbrook Country Park, and Heathcote	Cycle track/ path on open space



Figure W19: Indicative Cycle Network for Warwick District

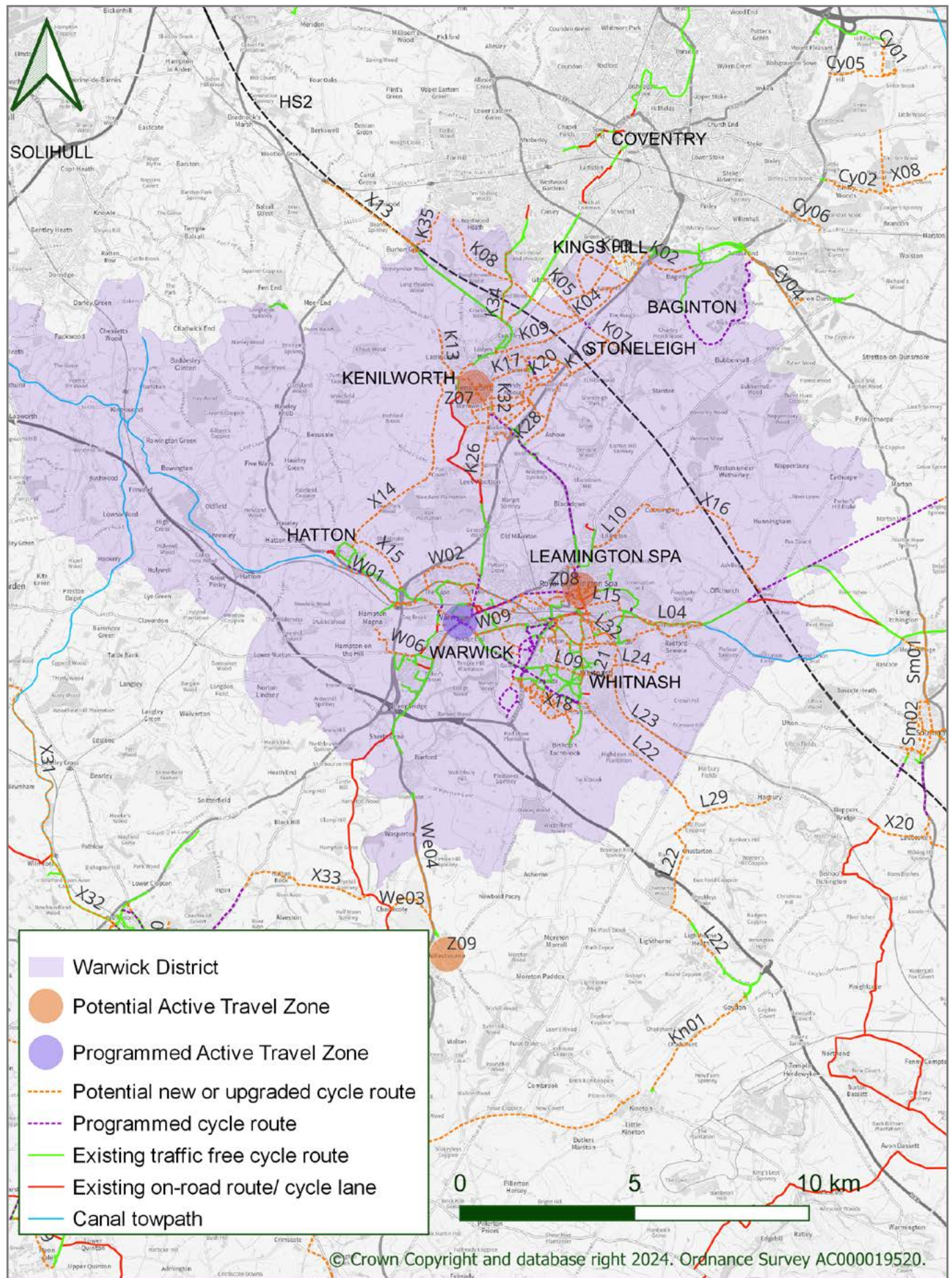


Figure W20: Indicative Cycle Network for Warwick

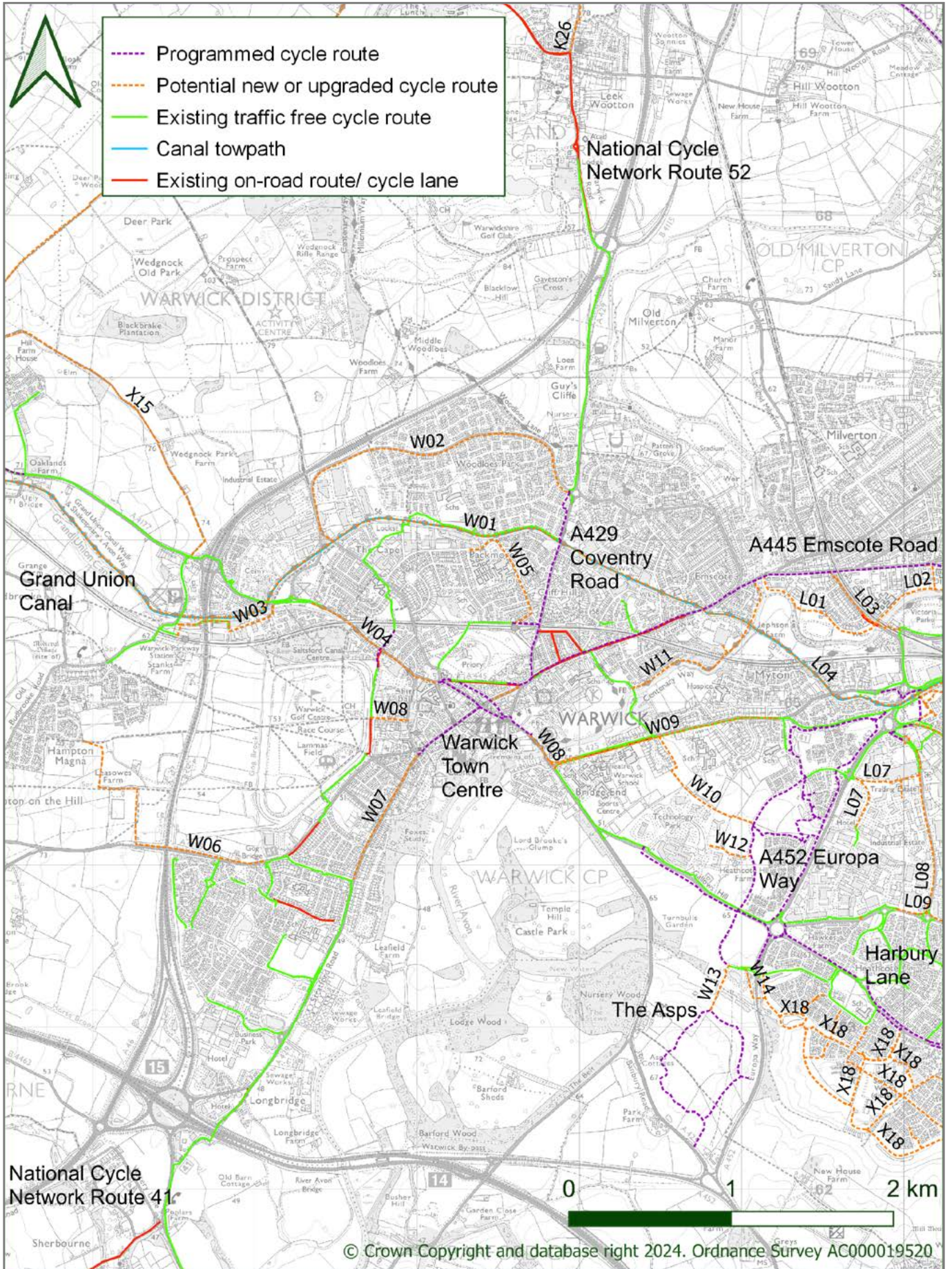


Table W7: Proposed cycle schemes in Warwick

Ref	Warwick	Type
	Programmed schemes	
	A4177 Birmingham Road, Hatton	Footway/ cycle track adjacent to road
	A429 Coventry Road	Footway/ cycle track adjacent to road and path/ cycle track through open space
	A445 Emscote Road (Warwick - Leamington)	Footway/ cycle track adjacent to road
	Myton Green and Heathcote Sustainable Urban Extension	Path/ cycle track through open space
	Primrose Hill crossing	Path/ cycle track through open space and crossing
	Vittle Drive / Ansell Way	Widened/ upgraded footway adjacent to road, cycle track/ path on open space and crossings
	Footway/ cycle track adjacent to road and crossing	Widened/ upgraded footway adjacent to road
	Potential schemes	
W01	Grand Union Canal (Hatton - Emscote)	Towpath
W02	Primrose Hill	Footway/ cycle track adjacent to road
W03	Warwick Parkway Station access	Path/ cycle track through open space and on-carriageway route
W04	A425 Saltisford/ Birmingham Road	Footway/ cycle track adjacent to road
W05	Warwick Station - Hospital	On-carriageway cycle route
W06	Hampton Magna connections via new development	Footway/ cycle track adjacent to road and path/ cycle track through open space
W07	A429 Stratford Road,	Footway/ cycle track adjacent to road
W08	Town Centre links	Path/ cycle track through open space
W09	Myton Road	Footway/ cycle track adjacent to road and path/ cycle track through open space
W10	Myton path (Myton Road - Technology Park)	Path/ cycle track through open space
W11	River Avon Path (St Nicholas Park/ Pickard Street to Portobello Bridge)	Path/ cycle track through open space
W12	Fusiliers Way - Technology Park	Path/ cycle track through open space
W13	Peabody Way - Tach Brook - The Asps	Path/ cycle track through open space
W14	A452 Europa Way foot/cycle bridge	Foot/ cycle bridge

Figure W21: Indicative Cycle Network for Leamington Spa and Whitnash

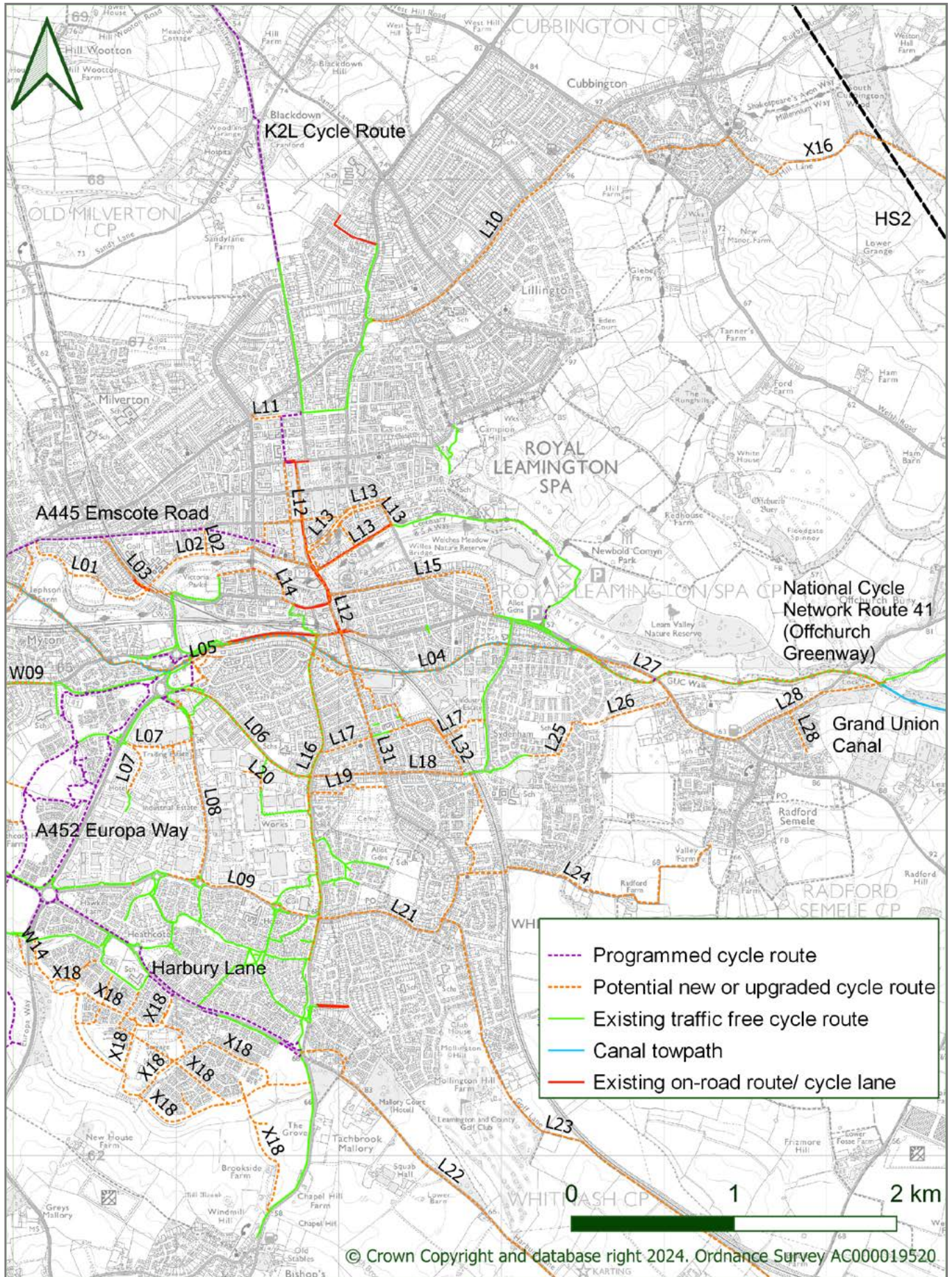


Table W8: Proposed cycle schemes in Leamington and Whitnash

Ref	Leamington and Whitnash	Type
	Programmed schemes	
	(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	On-carriageway route and crossing
	A452 Europa Way	Footway/ cycle track adjacent to road
	Grand Union Canal (Radford Semele access ramp)	Towpath access ramp
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Footway/ cycle track adjacent to road and crossing
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Path/ cycle track through open space and foot/ cycle bridge
	Radford Meadows Bridge	Foot/ cycle bridge
	Potential schemes	
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Path/ cycle track through open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Path/ cycle track through open space
L03	A452 Princes Drive	Footway/ cycle track adjacent to road
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Towpath
L05	Fords Fields paths	Path/ cycle track through open space
L06	Kingsway/ Queensway	Footway/ cycle track adjacent to road and crossing
L07	Olympus Avenue and Shires Retail Park	Footway/ cycle track adjacent to road
L08	Tachbrook Park Drive, Leamington	Footway/ cycle track adjacent to road
L09	Heathcote Lane, Warwick Gates	Footway/ cycle track adjacent to road and crossing
L10	B4453 Cubbington - Lillington - Leamington	Footway/ cycle track adjacent to road and on-carriageway route
L11	A445 Lillington Avenue/ Binswood Avenue	Footway/ cycle track adjacent to road and crossing
L12	Leamington Spa Town Centre (North - South)	On-carriageway cycle route
L13	Leamington Spa Town Centre (East - West)	On-carriageway cycle route
L14	Archery Road/ York Road	On-carriageway cycle route and crossing
L15	Priory Terrace and Leam Terrace	Footway/ cycle track adjacent to road
L16	B4087 Tachbrook Road	Footway/ cycle track adjacent to road and crossing

Ref	Leamington and Whitnash	Type
	Potential schemes	
L17	Tachbrook Street, Waverley Road, Berrington Road	On-carriageway cycle route
L18	St Helen's Rd/Grosvenor Road/Prospect Road	Footway/cycle track adjacent to road
L19	Windmill Road - Leamington Cemetery	Path/cycle track through open space and on-carriageway route
L20	Juno Drive and Hermes Close	Footway/cycle track adjacent to road
L21	Whitnash connections	
L22	Leamington - Lighthorne Heath and Gaydon	
L23	Golf Lane Bridleway, Whitnash	Path/cycle track through open space
L24	Bridleway (Whitnash - Radford Semele)	Path/cycle track through open space
L25	Chesterton Drive, Sydenham	Footway/cycle track adjacent to road
L26	Disused railway (Radford Road - Calder Walk)	Path/cycle track through open space and on-carriageway route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Footway/cycle track adjacent to road
L28	Offchurch Lane: Radford Semele - Grand Union Canal	Footway/cycle track adjacent to road
L29	Chesterton - Harbury	Footway/cycle track adjacent to road
L30	A425 High Street	On-carriageway cycle route
L31	Clemens Street and Brunswick Street	On-carriageway cycle route
L32	Sydenham - Leamington Railway Station	On-carriageway cycle route



Figure W22: Indicative Cycle Network for Kenilworth

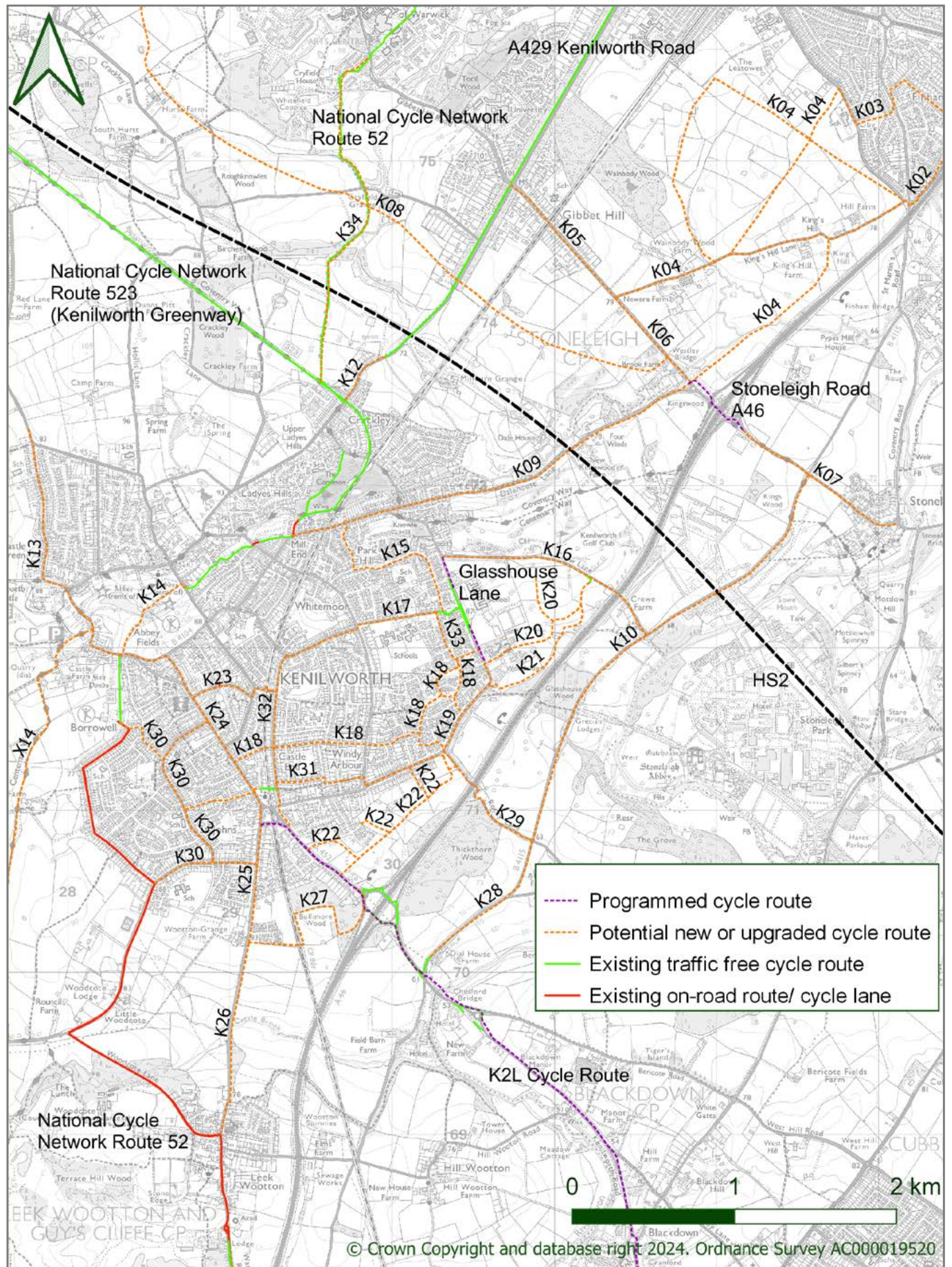


Table W9: Proposed cycle schemes in Kenilworth

Ref	Kenilworth, Stoneleigh, Baginton and Kings Hill	Type
	Programmed schemes	
	(K2L) A452 Kenilworth to Leamington, south of B4115	Footway/ cycle track adjacent to road and crossing
	(K2L) B4115 / Rocky Lane, Kenilworth	Footway/ cycle track adjacent to road
	Coventry Gateway South	Path/ cycle track through open space
	Glasshouse Lane	Footway/ cycle track adjacent to road
	Stoneleigh Road (Dalehouse Lane to A46)	Footway/ cycle track adjacent to road
	Potential schemes	
K01	Rowley Road, Baginton	On-carriageway cycle route
K02	Mill Hill, Baginton and Howes Lane	On-carriageway cycle route
K03	Finham links	On-carriageway cycle route
K04	Kings Hill development including spine road and Kings Hill Lane	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	Footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	Footway/ cycle track adjacent to road
K07	Stoneleigh Road (A46 to Stoneleigh Village)	On-carriageway cycle route
K08	A46 University of Warwick Strategic Link Road	Footway/ cycle track adjacent to road
K09	Dalehouse Lane	Footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	Footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Path/ cycle track through open space
K12	A429 Coventry Road/ Kenilworth Road, Crackley	Footway/ cycle track adjacent to road
K13	B4103 Castle Road/ Clinton Lane	On-carriageway cycle route
K14	Abbey Fields	Path/ cycle track through open space and crossing
K15	Kenilworth E-W route (Greenway, Mill End, Finham Drive and Rawsley Drive)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
K16	Crewe Lane	Footway/ cycle track adjacent to road and on-carriageway route
K17	Kenilworth E-W route (Whitemoor Road/ Lyes Lane)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
K18	Kenilworth E-W route (Thornby Avenue, Newfield Avenue, Mountbatten Avenue)	Footway/ cycle track adjacent to road, on-carriageway route and crossing

Ref	Kenilworth, Stoneleigh, Baginton and Kings Hill	Type
	Potential schemes	
K19	Kenilworth E-W route (Glasshouse Lane)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
K20	East Kenilworth development - new roads	Footway/ cycle track adjacent to road
K21	East Kenilworth development - greenways	Path/ cycle track through open space
K22	Thickthorne development	Footway/ cycle track adjacent to road
K23	Station Road	Path/ cycle track through open space and on-carriageway route
K24	A452 Warwick Road (Kenilworth town centre)	On-carriageway cycle route
K25	Warwick Road (Wilkshire Road to St John's)	Footway/ cycle track adjacent to road and on-carriageway route
K26	Warwick Road (Leek Wootton to Wilkshire Road)	Footway/ cycle track adjacent to road
K27	Paths, Bullimore Wood	Path/ cycle track through open space
K28	Ashow Rd	Footway/ cycle track adjacent to road
K29	Rocky Lane	Path/ cycle track through open space
K30	Kenilworth links (St Johns)	On-carriageway cycle route
K31	Kenilworth E-W route (Hermitage Way)	On-carriageway cycle route
K32	Farmer Ward Road	On-carriageway cycle route and crossing
K33	The Wardens Paths	Path/ cycle track through open space
K34	NCN52 (Kenilworth Greenway - University of Warwick)	Path/ cycle track through open space
K35	Westwood Heath - Kenilworth Greenway	Path/ cycle track through open space