



## Part 2 ▶ Network Plans: 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 bike, 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

The latest population estimate for residents in Warwick District is 144,909 (2020 mid-year estimate). About 70% of people live in Warwick, Leamington Spa and Whitnash which had a combined population of **95,172 in 2011**. Another 16% of the District's residents live in Kenilworth, which had a population of **22,413 in 2011** and is located approximately 5km north of Warwick and Leamington.

At the 2011 Census, the average age of the population was 39.7, close to the national average (but the lowest in Warwickshire). This is likely to reflect the fact that Warwick District has a large number of full-time students, with many attending the University of Warwick, which has its main campus in Coventry.

Warwick District is the most diverse and has a lower proportion of 'White British' people than other parts of Warwickshire. At 83.4% this proportion is more similar to the 82.7% in the wider West Midlands (metropolitan area and shire counties) than 92.7% for Warwickshire.

The 2011 Census asked residents to rate their own health on a scale of 'very good' to 'very bad'. In Warwick District, 84.5% of residents described their health as 'good' or 'very good' –slightly higher than county and national levels. Similarly, residents were asked to rate the degree to which daily activities are limited by health and/or disability. 6.4% of residents in Warwick District state that their activities are 'limited a lot' – considerably lower than the national average of 8.5% and the county average of 7.7%.

In the 2017/18 Active Lives Survey (Sport England), 52.8% of adults (aged 18+) in Warwick District were classified as overweight or obese (where BMI is greater than or equal to 25kg/m<sup>2</sup>). This is lower than figures for Warwickshire (62.4%) and England (62%). The same survey showed that 18.3% of Warwick District adults (aged 19+) do not achieve 150 minutes of moderate intensity physical activity per week, and are therefore classed as physically inactive. This is lower than the Warwickshire figures (21.6% are physically inactive) and those for England (22.2%).

## Travel Patterns

Between 2001 and 2011 there was a 14.6% rise in the number of cars in Warwick District – an additional 10,039 cars on local roads. This is slightly lower than the countywide trend. Around 40% of households in Warwick District have access to two or more cars. The proportion of households without a car or van decreased from 19.4% to 18.4% between 2001 and 2011 (the county average for households without a car or van is 17.6%, and in England 25.8%).

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; considerably lower than the average of 16.9% in England but higher than the county average of 5.4%. Absolute numbers of people travelling to work by train had increased by around 80% in Warwick District between 2001 and 2011. This may reflect changing work patterns as more people commute further by public transport, made possible by the frequent train services from Warwick, Warwick Parkway and Leamington Spa to Birmingham and London.

Warwick District had good levels of walking and cycling in the 2011 Census; 12% of people walked to work and 3.2% cycled. These are slightly higher than England figures (foot 10.7%, cycling 3%) and Warwickshire figures (foot 10.2%, cycling 2.5%).

In 2016, the Department for Transport calculated average minimum travel times in different local authorities to a range of 8 key services (employment, primary school, secondary school, further education, GP, Hospital, food store and town centre). Although there is wide variability in distribution of services, the journey times are useful indicators of accessibility and the number of local services which are within a '15-minute neighbourhood'. In Warwick District the average minimum journey time to reach 8 key services by bicycle is 13.3 minutes (compared to Warwickshire and England averages of about 15 minutes).

Travel habits in the 2018/19 Active Lives Survey (Sport England) showed:

- 22.3% of adults in Warwick District walk at least three times a week (compared to 13.6% for Warwickshire and 15.1% for England)
- 2.5% of adults in Warwick District cycle at least three times a week (compared to 1.6% for Warwickshire and 2.3% for England).

## Road Safety

Table W1 shows that there have been substantially more cyclist casualties in Warwick District in the last five years 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*

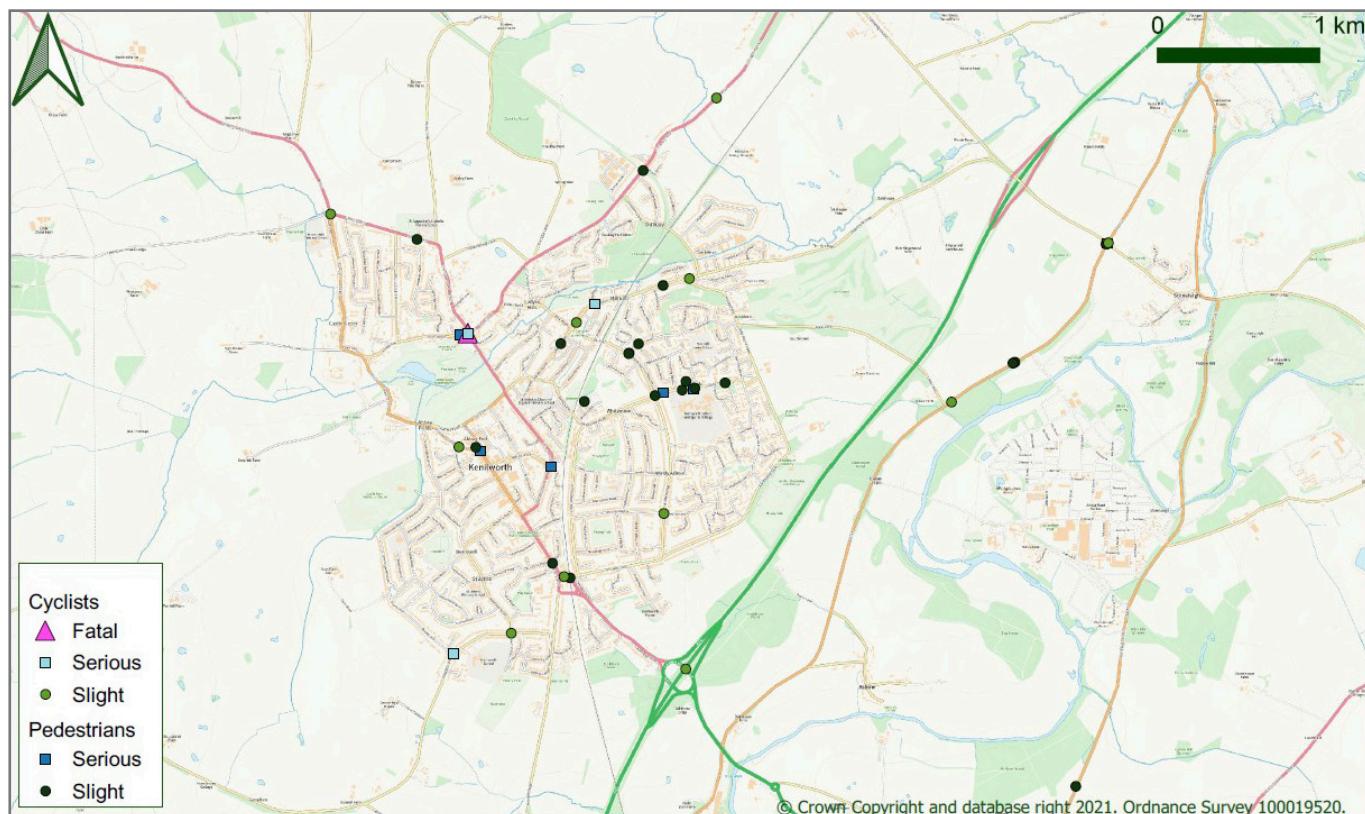
Year	Pedestrian casualties				Cyclist casualties				Total
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2016	1	12	26	<b>39</b>	0	16	38	<b>54</b>	<b>93</b>
2017	1	7	29	<b>37</b>	1	15	45	<b>61</b>	<b>98</b>
2018	3	8	19	<b>30</b>	0	8	43	<b>51</b>	<b>81</b>
2019	3	9	32	<b>44</b>	1	7	28	<b>36</b>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

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.

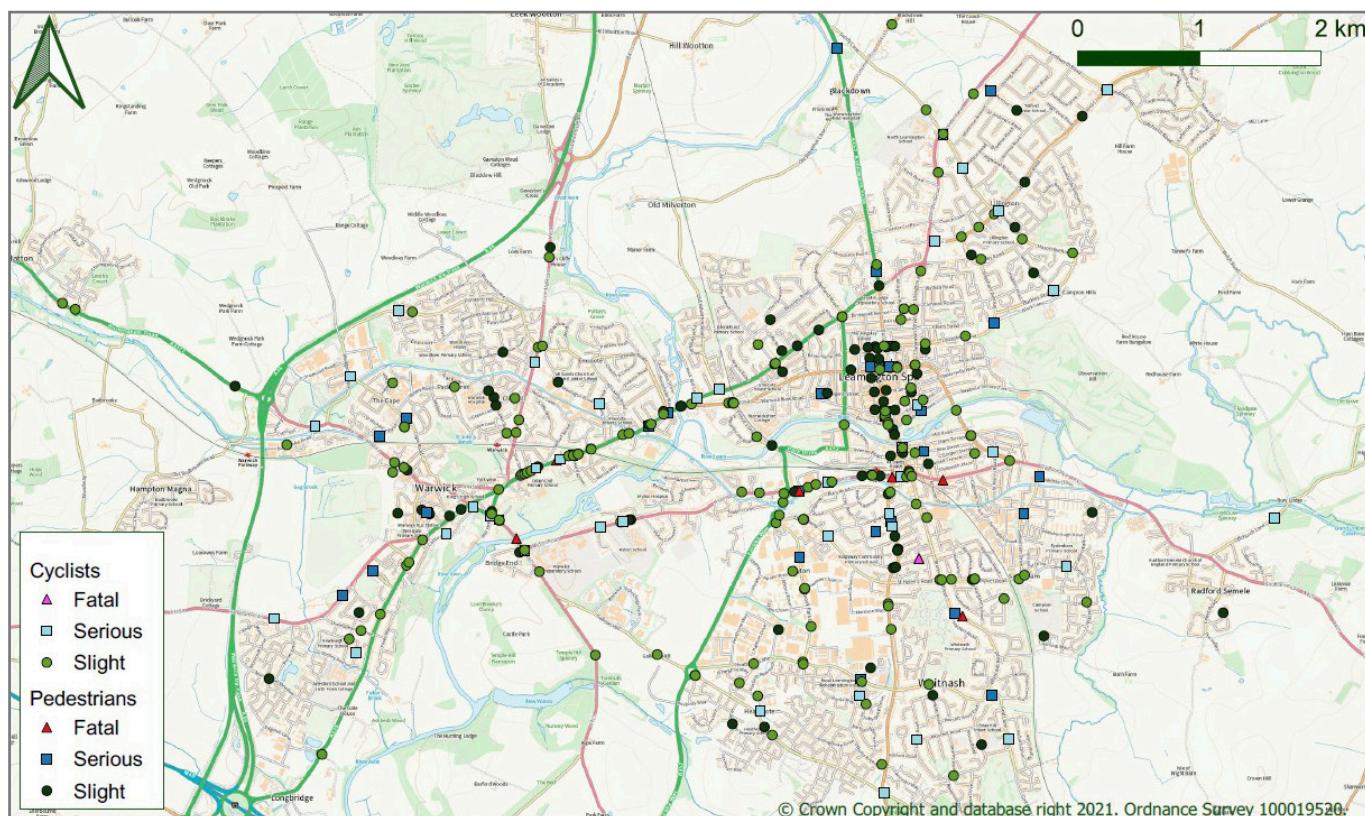
The majority of pedestrian collisions occurred away from crossings and junctions, although the opposite was the case for cyclist collisions, with most at junctions.

Figures W1 and W2 map the locations of all collisions, and this information has been used to focus on specific areas and to support proposals for future infrastructure to improve road safety outcomes.

*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*



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

## Physical barriers

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

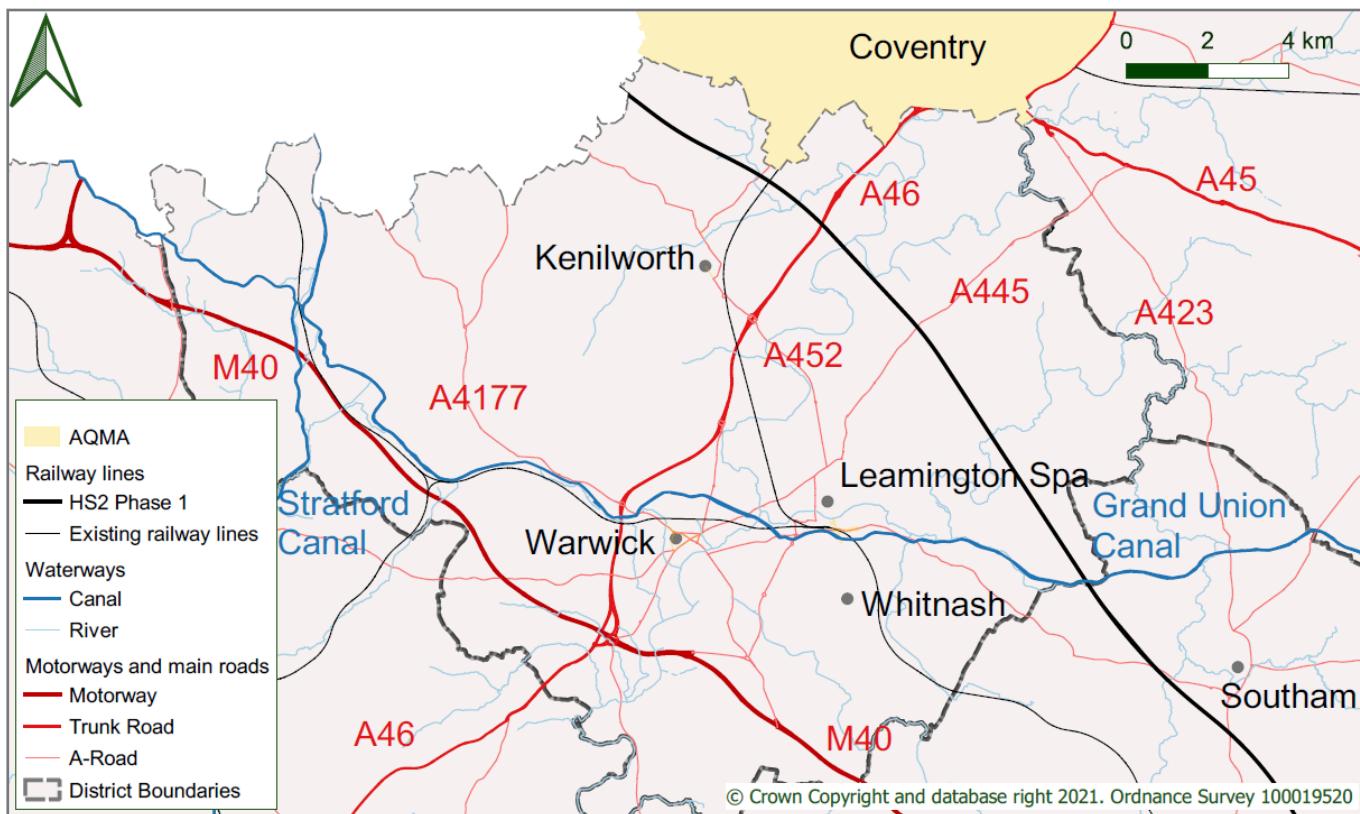


Figure W3 shows the main barriers to walking and cycling movements; main roads and motorways; rivers and canals; and railways, including HS2. These barriers can cause community severance and ‘funnel’ pedestrians and cyclists (and motor traffic) into a limited number of crossing points.

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.



## 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 contraflow 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 High Street. 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. This is one phase of a wider project to improve connectivity into and through the town centre.

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

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.

In 2018, it was estimated that the total length of dedicated cycling infrastructure (off-carriageway or on-carriageway) was 36km within Leamington and Warwick (see Figure W4). The urban cycle network is a mixture of on-carriageway cycle lanes, shared use footways / cycle tracks adjacent to main roads and shared use paths through open spaces.

Although the cycle network within Warwick and Leamington is fairly extensive, 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 also 20mph zones in Leamington and Warwick town centres, as well as some residential areas, which provide improved on-carriageway cycling conditions and contribute towards the overall cycle network.



Figure W4: Warwick and Leamington Cycling Map, 2015

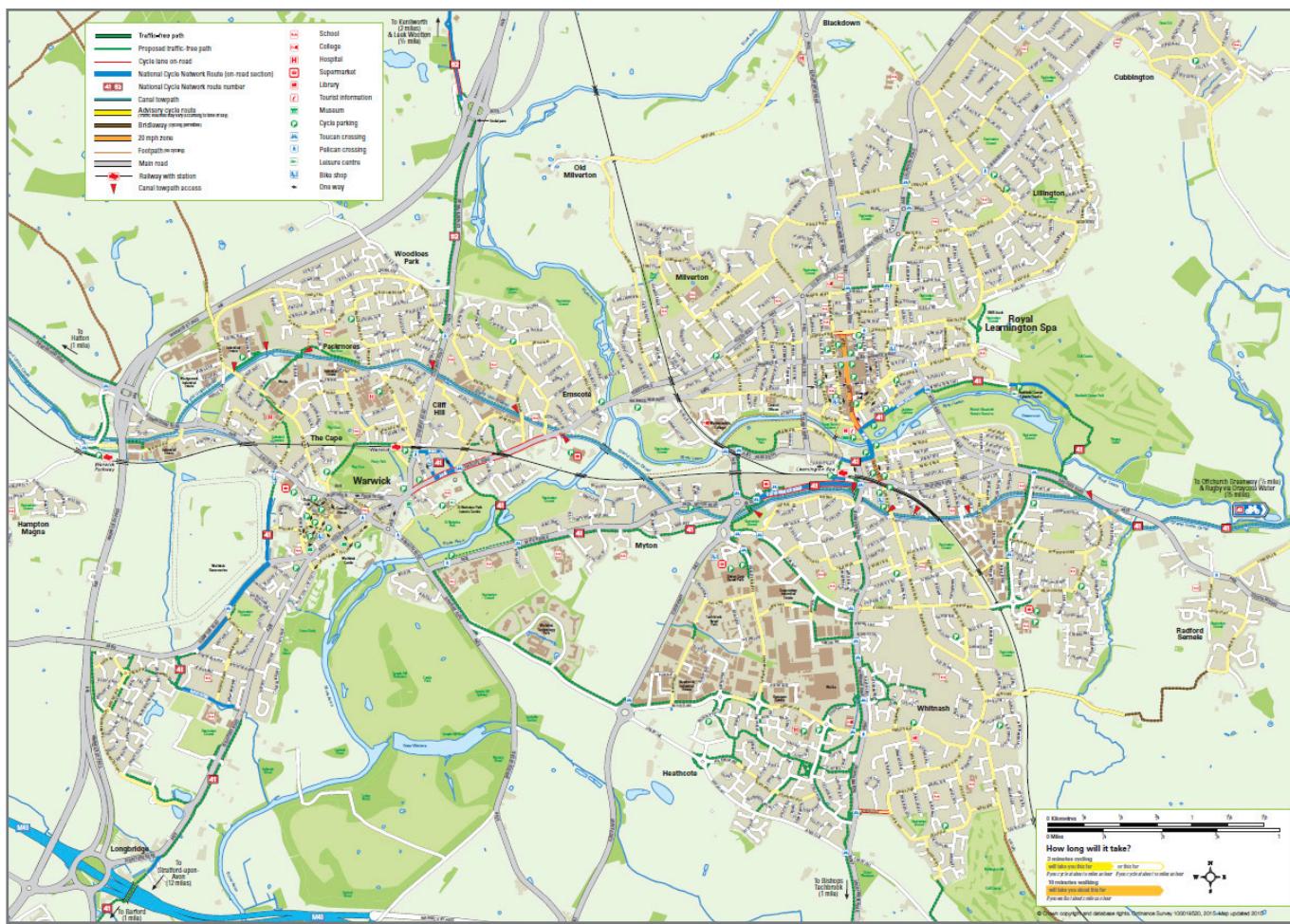
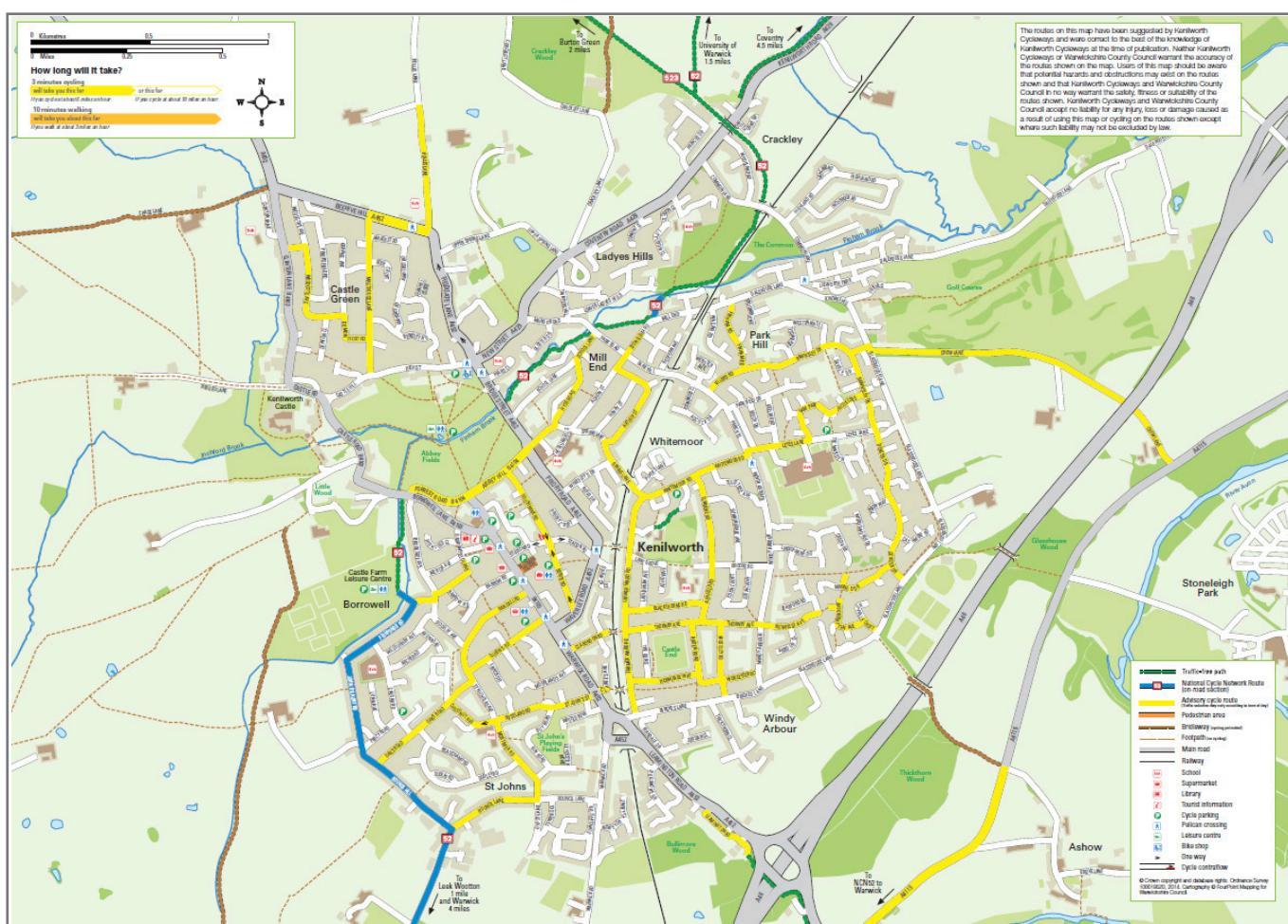


Figure W5: Kenilworth Cycling Map, 2014



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 in Solihull (although cycle access only as far as Burton Green)

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.

There is currently a reasonable provision of public cycle parking in town centres and railway stations although cycle parking 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. 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
<b>Leamington Spa</b>	Step-free	198 spaces, covered, CCTV
Warwick	Steps	40 spaces, covered, CCTV
Warwick Parkway	Step-free	28 spaces, covered, CCTV

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 'Knuckle' 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:

- Leamington Spa - forecourt and underpass improvements by Warwickshire County Council in partnership with the Station Facility Operator (currently Chiltern Railways) including an improved passenger entrance, upgrade of existing pedestrian underpass and better cycle parking facilities.
- 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 W3 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)

During 2021, Warwickshire County Council started to roll out an ambitious Safe and Active Travel programme to promote and support road safety and active travel activities in local schools, including 22 primary schools in Stratford-on-Avon District. Site audits have been undertaken and will be used to review existing facilities and networks, particularly pedestrian improvements. It is planned to extend the Safe and Active Travel programme to workplaces and community hubs in future.



## 2. Local viewpoints on walking and cycling

### Warwickshire LCWIP Commonplace Survey

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*

<u>Issues</u>	<u>Improvements</u>
<b>Are there any problems or issues at this location that you wish to raise?</b>	<b>How could cycling and walking conditions be improved at this location? (Choose up to 3)</b>

Cycle 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 bike, as well as horse-riders, in Warwickshire. It also set out the aspirations for providing better facilities and highlights the scale of investment required to encourage more active travel in future. The data has been used at a local level to inform the route choices and priorities for the proposed Warwick, Leamington and Kenilworth walking and cycling networks, and has also been 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

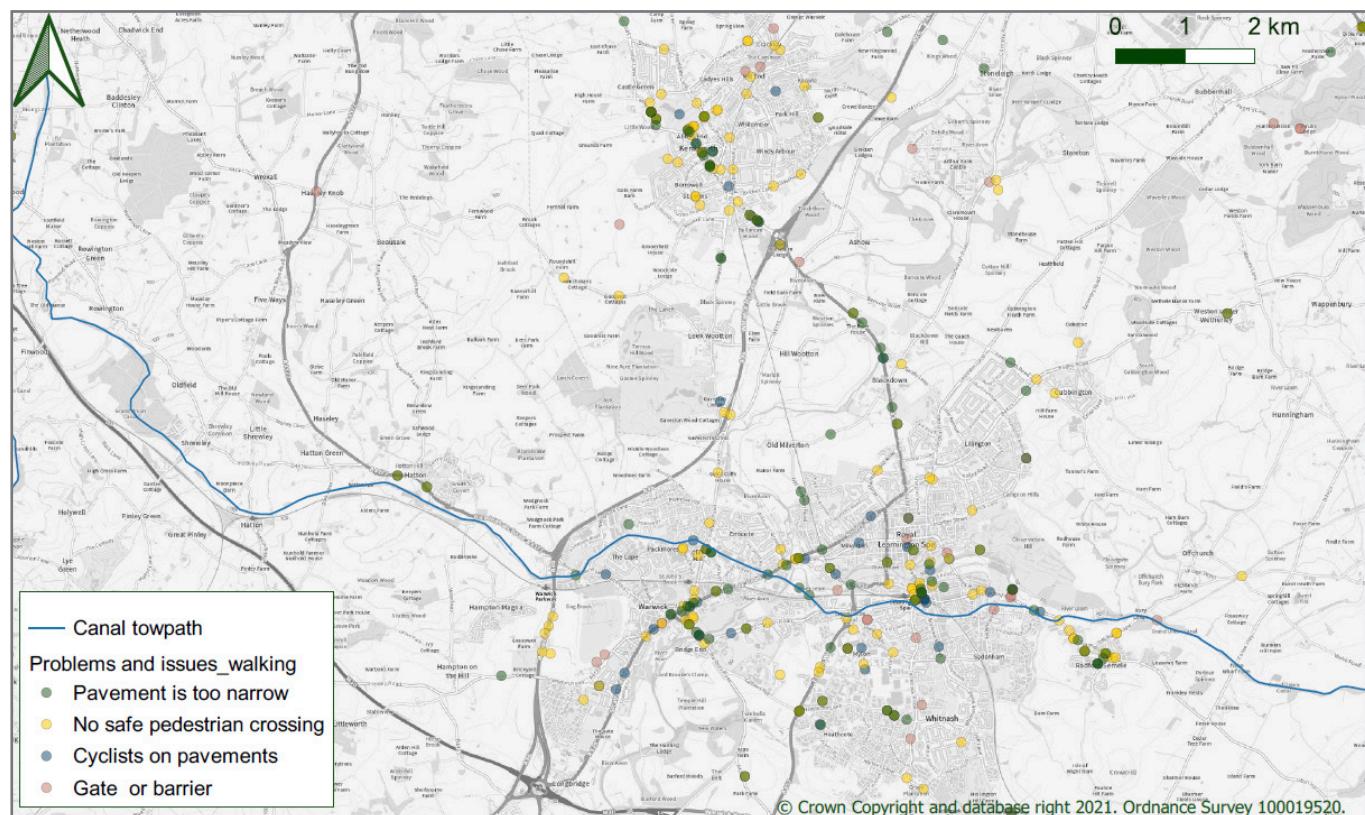
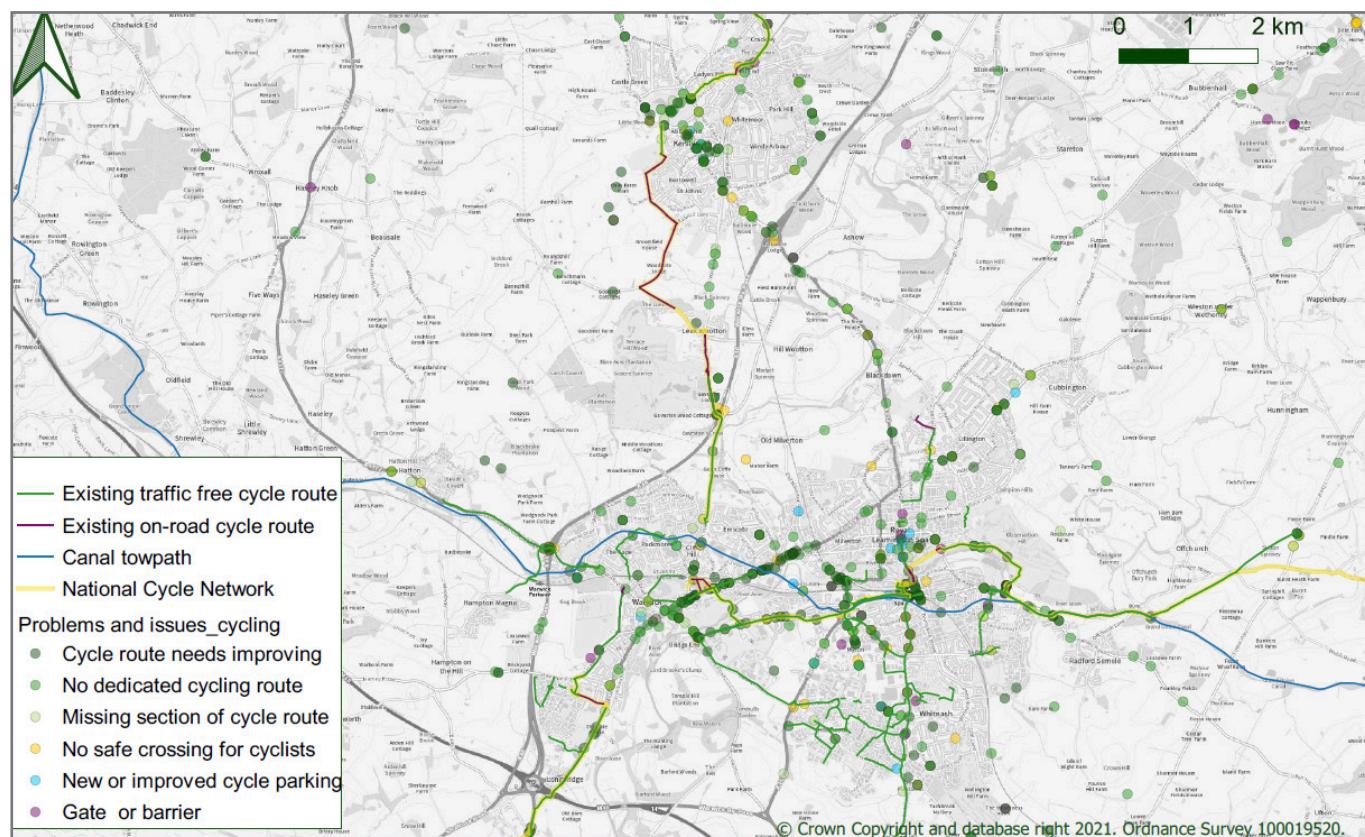
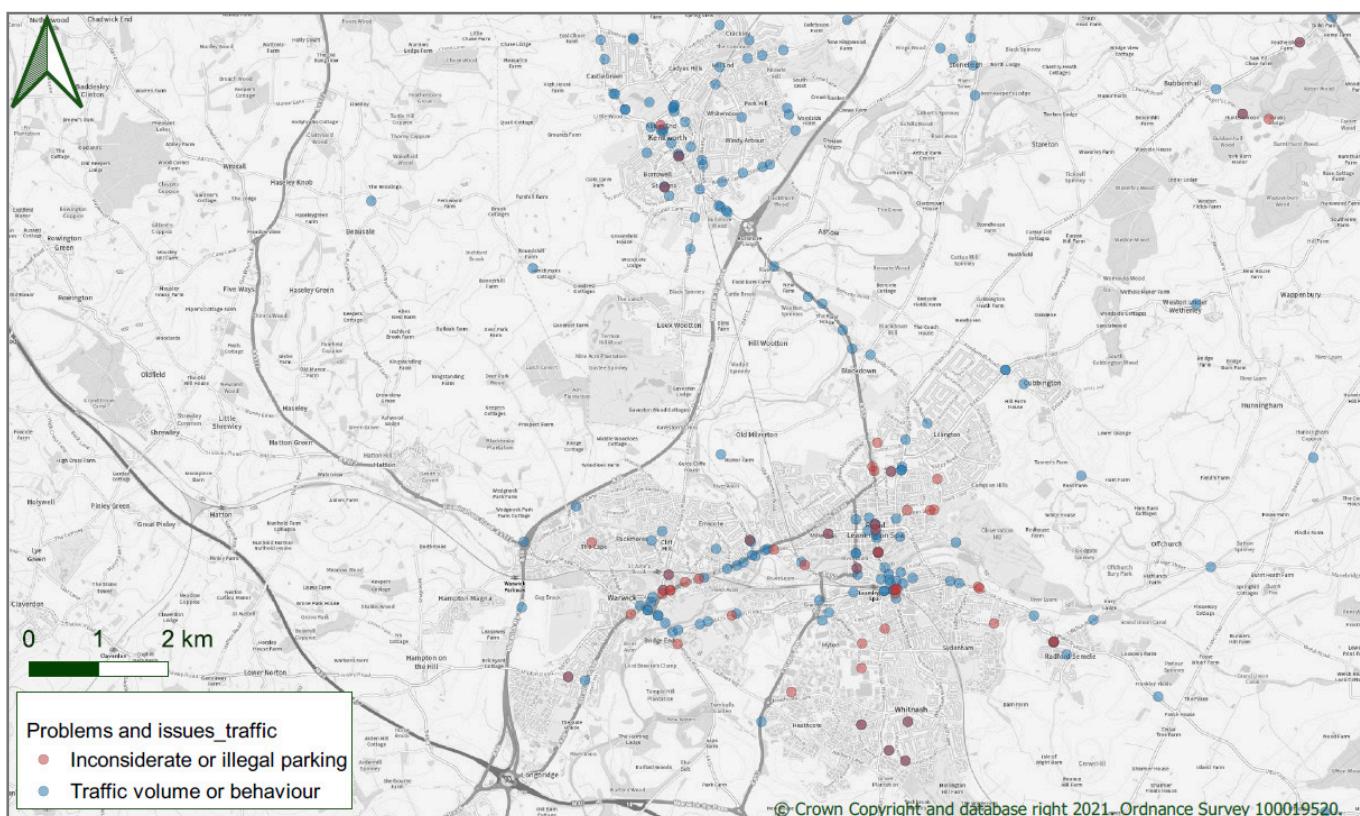


Figure W7: Warwickshire LCWIP Survey: cycling issues in Warwick, Leamington Spa and Kenilworth



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



## Other local feedback

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.

Further detailed feedback is expected via school, community and workplace travel surveys to be undertaken in 2022 as part of Warwickshire County Council's Safe and Active Travel programme.

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 Guy's Cliffe Neighbourhood Plan 2011-2029).
- Route 5 - Linking the Coventry Cycle route (A429) with the Kenilworth Greenway.

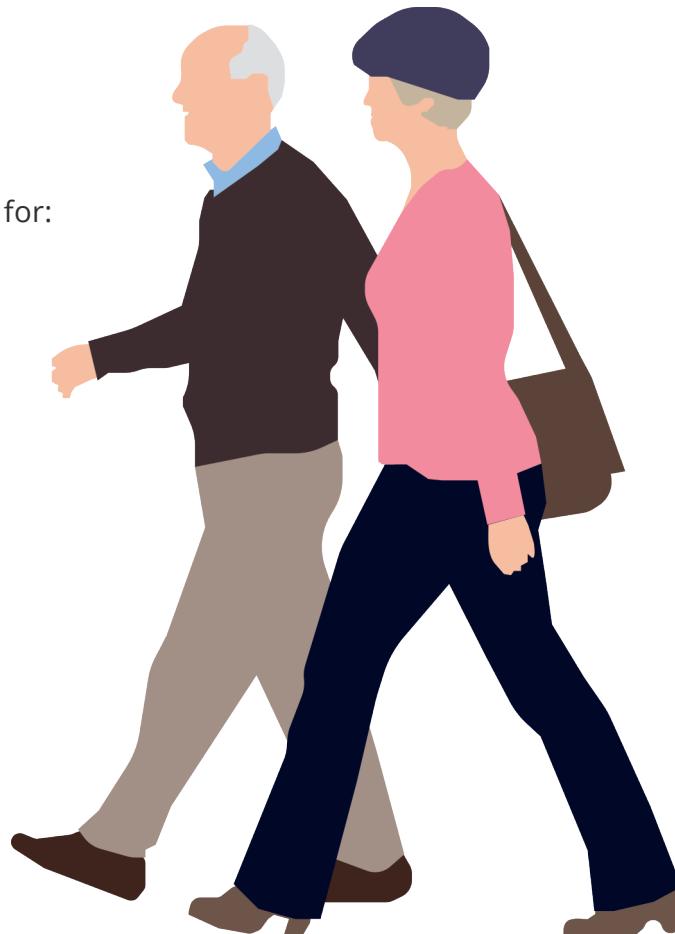
The Neighbourhood Development Plan (NDP) process usually includes intensive community engagement led by the community (mostly parish or town councils). This provides an opportunity to understand local viewpoints on a range of topics, particularly walking and cycling, and to reflect this in local development 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.

**North Warwickshire NDPs** have therefore been used as an additional source of information on local views and policy background for this LCWIP. These include 'Made' (adopted) Neighbourhood Plans for:

- **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:

- **Bishop's Tachbrook**
- **Burton Green**
- **Lapworth**
- **Old Milverton & Blackdown**





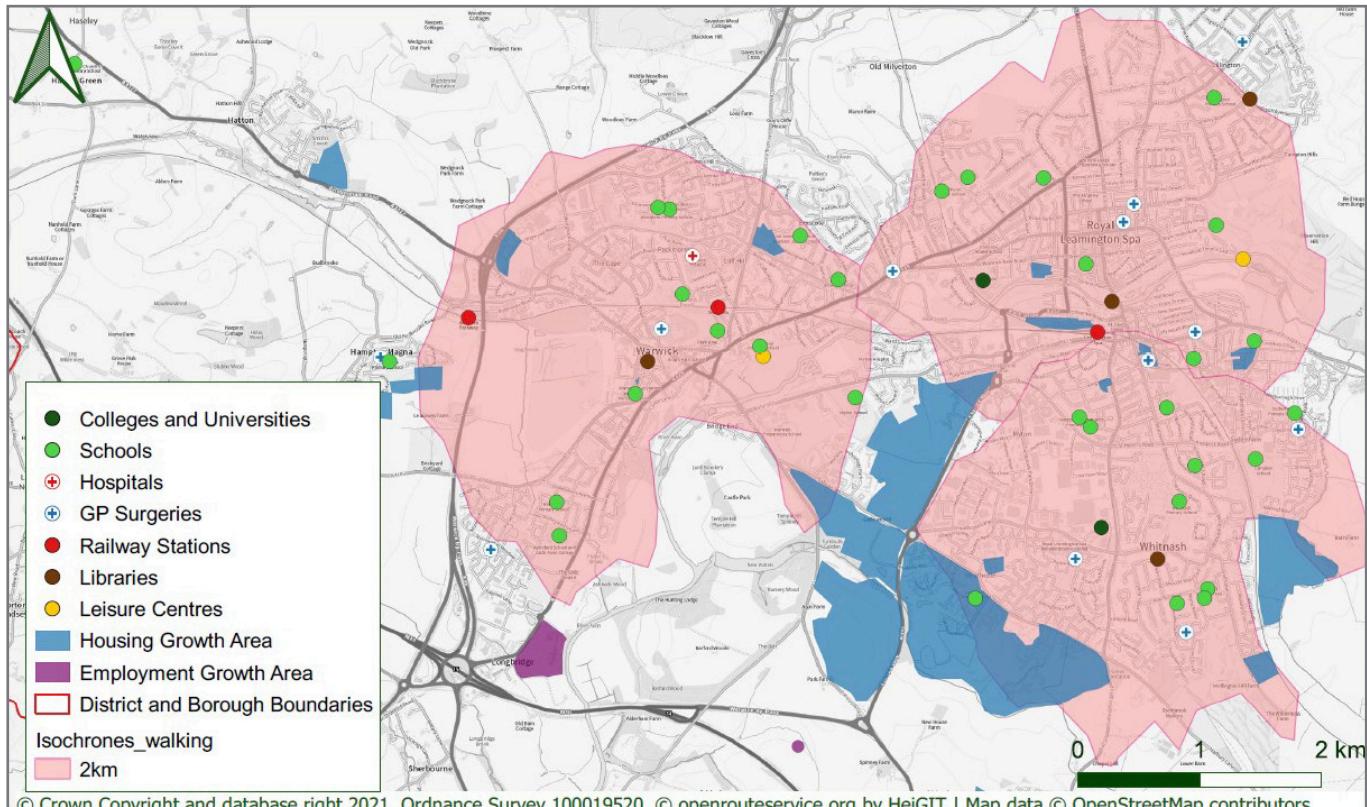
### 3. Warwick Walking Infrastructure Plan

#### 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 1mile 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.

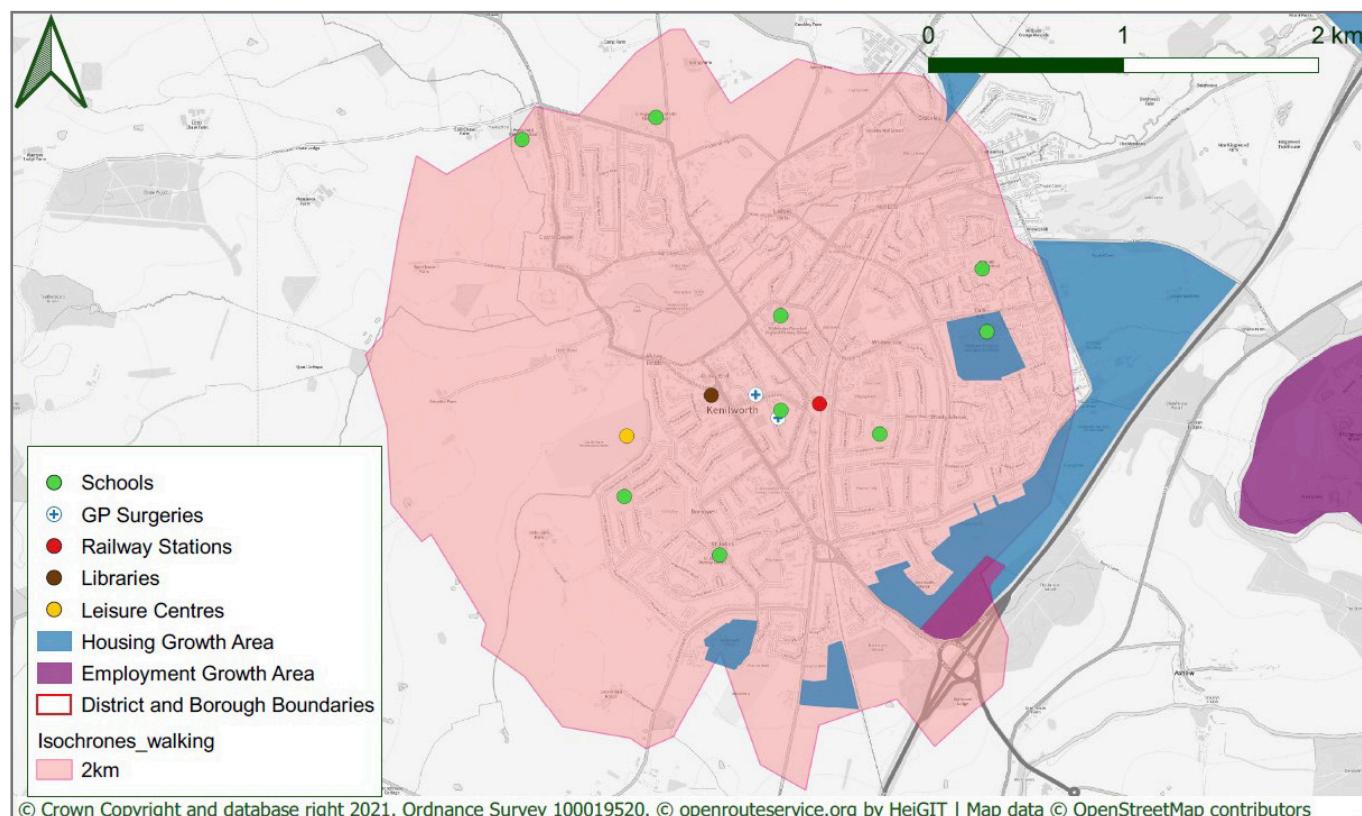
*Figure W10: potential for walking: 2km walking zone around Warwick, Leamington Spa and Whitnash*



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.

## 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.

Table W5 lists specific walking focus areas (or 'core walking zones') as well as proposed walking (and cycling) routes, and includes some schemes with dedicated funding that are already in the pipeline. For potential schemes, that are not considered as 3rd party responsibility, next steps will include analysing relevant Safe and Active Travel Programme school site audits, carrying out walking audits and commissioning surveys and feasibility studies 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'.

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

- Core Walking Zones (**Z**) - specific walking focus areas in town centres; a combination of prestige walking zone and primary walking route categories identified in the Council's footway hierarchy (Table W2).
- 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. Improvements to accommodate horse-riding will be considered where possible.

For potential schemes, that are not considered as 3rd party responsibility, next steps will include analysing relevant Safe and Active Travel Programme school site audits, carrying out walking audits and commissioning surveys and feasibility studies 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'.

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 and the establishment of school streets, quiet lanes and low traffic neighbourhoods.

Figure W12: Proposals for walking infrastructure in Warwick District

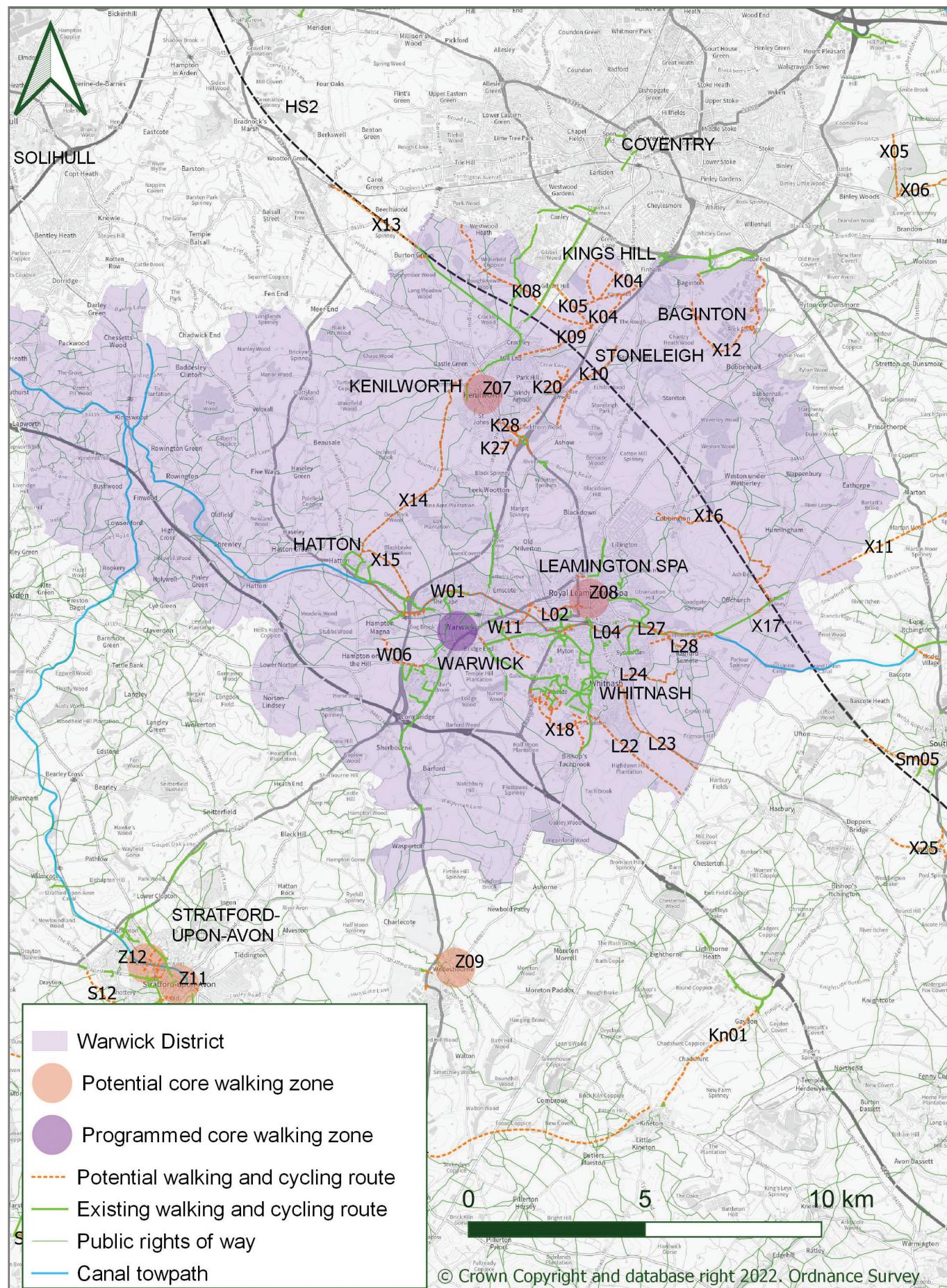


Table W5: Proposals for walking infrastructure in Warwick District

Ref	Scheme	Type
<b>Programmed schemes</b>		
	Warwick Town Centre	Core walking zone
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	New and upgraded footway adjacent to road and crossings
	A452 Europa Way	New and upgraded footway adjacent to road
	Myton Green and Heathcote Sustainable Urban Extension	Cycle track/ path on open space
	Woodloes Avenue South, Warwick	Cycle track/ path on open space
	St Nicholas Park	Cycle track/ path on open space
	Lias Line Phase 1, Offchurch - Long Itchington	Cycle track/ path on open space
	Stoneleigh Road (Dalehouse Lane to A46)	New footway/ cycle track adjacent to road
	(K2L) A452 Kenilworth to Leamington, south of B4115	New and upgraded footway/ cycle track adjacent to road and crossings
	(K2L) B4115 / Rocky Lane, Kenilworth	New footway/ cycle track adjacent to road
	Coventry Gateway South	New footway/ cycle track adjacent to road
	Footbridge: Clarke's Avenue to Farmer Ward Road	Cycle track/ path on open space
	Leyes Lane/ Glasshouse Lane	New and upgraded footway/ cycle track adjacent to road and crossings
<b>Potential schemes</b>		
<b>Warwick</b>		
Z01	Grand Union Canal (Hatton - Emscote)	Cycle track/ path on open space
W03	Warwick Parkway Station access	Cycle track/ path on open space and on-carriageway cycle route
W06	Hampton Magna connections via new development	Widened/ upgraded footway adjacent to road and cycle track/ path on open space
W08	Banbury Road bridge	Cycle track/ path on open space
W10	Myton path (Myton Road - Technology Park)	Cycle track/ path on open space
W11	River Avon Path (St Nicholas Park/ Pickard Street to Portobello Bridge	Cycle track/ path on open space
<b>Leamington</b>		
Z08	Leamington Town Centre	Core walking zone
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Cycle track/ path on open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Cycle track/ path on open space

Table W5: Proposals for walking infrastructure in Warwick District

Ref	Potential schemes	Type
	<b>Leamington</b>	
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Cycle track/ path on open space
L05	Fords Fields path (Queensway - NCN41)	Cycle track/ path on open space
L11	A445 Lillington Avenue/ Binswood Avenue	Crossings
L19	Windmill Road - Leamington Cemetery	Cycle track/ path on open space and on-carriageway cycle route
L22	Leamington - Lighthorne Heath and Gaydon	New footway/ cycle track adjacent to road, cycle track/ path on open space and on-carriageway route
L23	Golf Lane Bridleway, Whitnash	Cycle track/ path on open space
L24	Bridleway (Greenfield Road - Radford Semele)	Cycle track/ path on open space
L26	Disused railway (Radford Road - Calder Walk)	Cycle track/ path on open space and on-carriageway cycle route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Widened/ upgraded footway adjacent to road and ramps
L28	Offchurch Lane: Radford Semele - Grand Union Canal	New footway/ cycle track adjacent to road
	<b>Kenilworth</b>	
Z07	Kenilworth Town Centre	Core walking zone
K04	Kings Hill development including spine road and Kings Hill Lane	New footway/ cycle track adjacent to road and on-carriageway cycle route
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	New footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	New footway/ cycle track adjacent to road
K08	A46 University of Warwick Strategic Link Road	New footway/ cycle track adjacent to road
K09	Dalehouse Lane	New footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	New footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Cycle track/ path on open space
K14	Abbey Fields	Cycle track/ path on open space and crossings
K20	East Kenilworth development - new roads	New footway/ cycle track adjacent to road
K21	East Kenilworth development - greenways	Cycle track/ path on open space

Table W5: Proposals for walking infrastructure in Warwick District

Ref	Potential schemes	Type
	<b>Kenilworth</b>	
K22	Thickthorne development	New footway/ cycle track adjacent to road
K27	Paths, Bullimore Wood	Cycle track/ path on open space
K28	(K2L) A452 Kenilworth to Leamington, north of B4115	Cycle track/ path on open space and crossings
	<b>Cross-county leisure routes</b>	
X11	Lias Line (NCN41) Offchurch - Birdingbury	Cycle track/ path on open space
X12	Baginton Community Park	Cycle track/ path on open space
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Cycle track/ path on open space
X14	Bridleway between Hatton and Kenilworth	Cycle track/ path on open space
X15	Bridleway between Hatton and Warwick	Cycle track/ path on open space
X16	HS2 Cycle Link: Cubbington to Offchurch	Cycle track/ path on open space
X17	Offchurch Greenway (NCN41) Welsh Road	Cycle track/ path on open space
X18	Tachbrook Country Park, and Heathcote	Cycle track/ path on open space



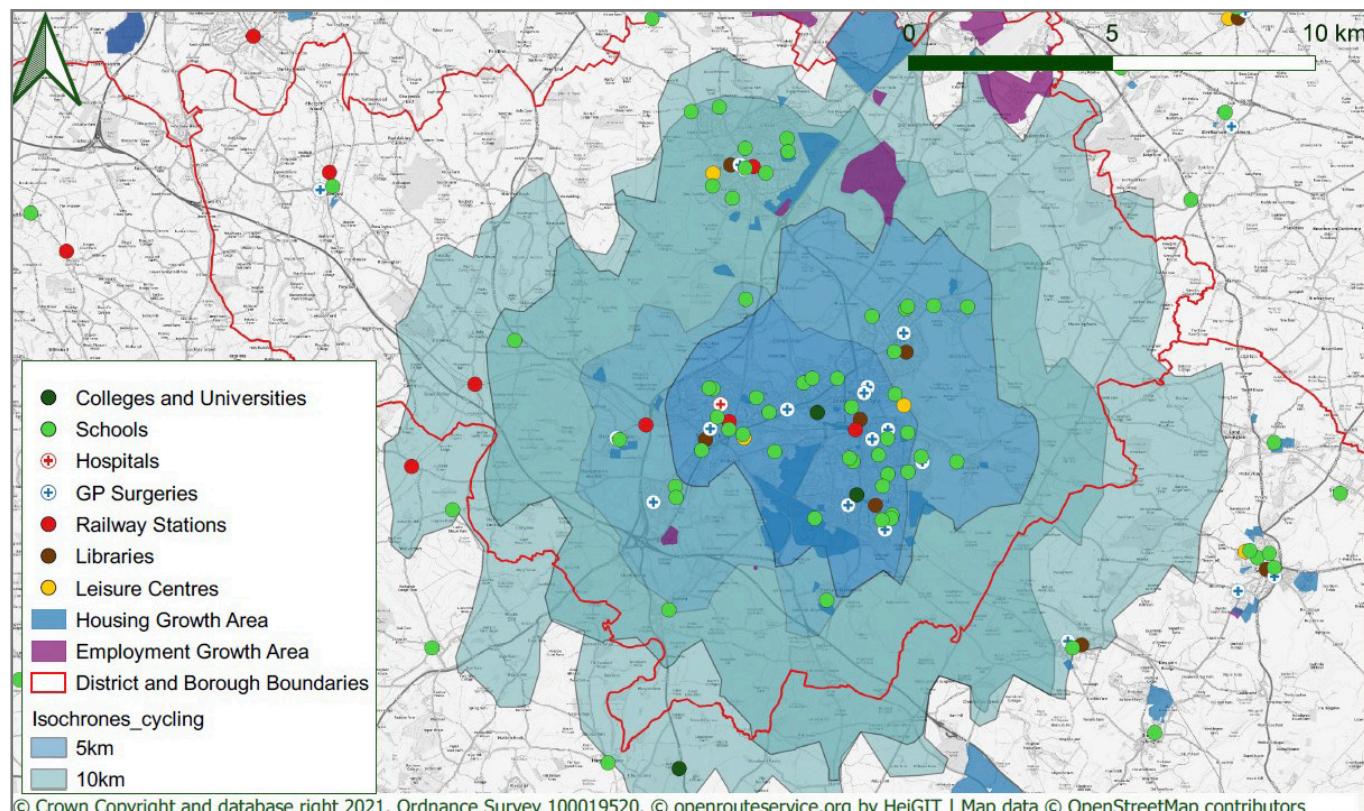


## 4. Warwick Cycling Infrastructure Plan

### 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*

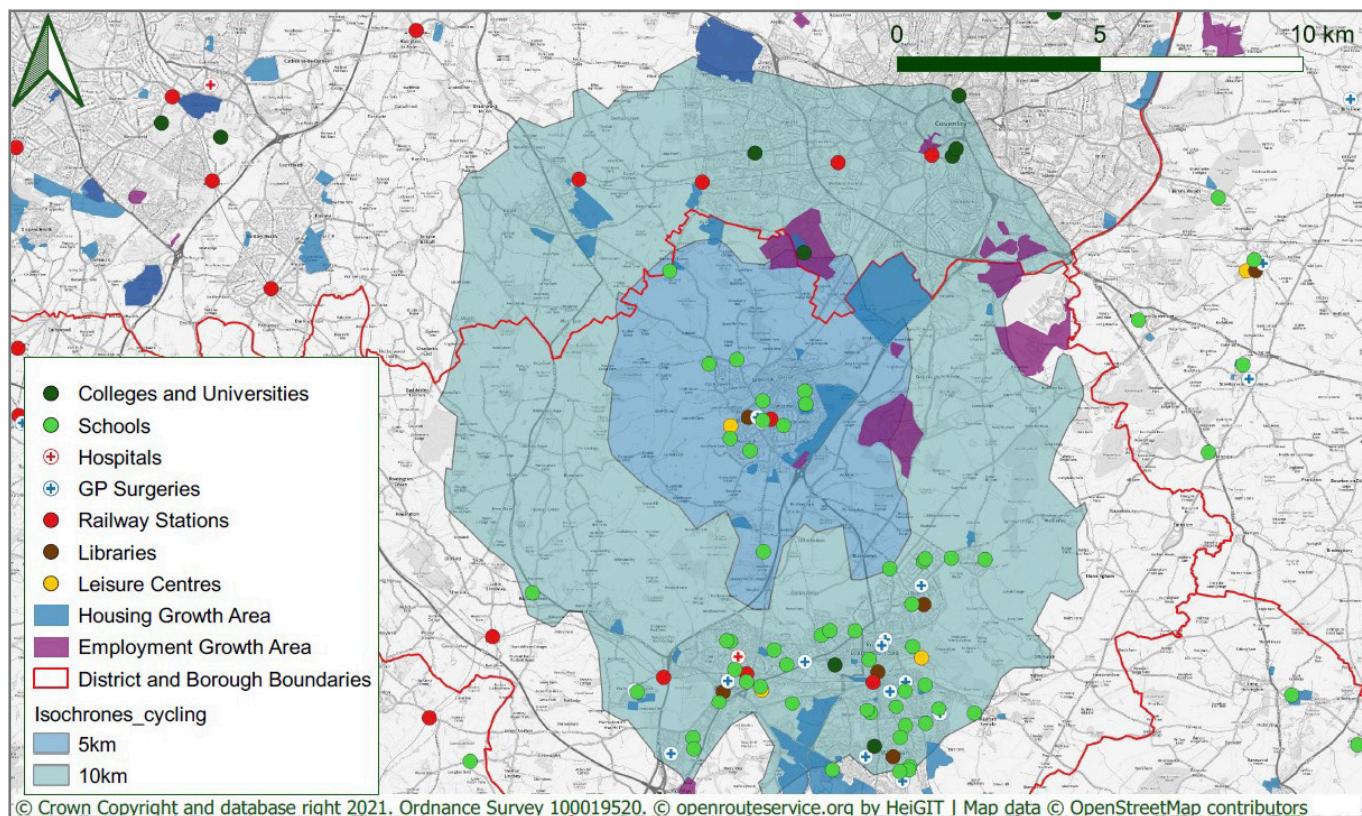


The maps also show key destinations, including sites identified for housing and employment growth, and existing journey attractors such as schools, health centres and railway stations and large employment sites. Significant residential growth is planned for Warwick District, which will largely be located 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 - 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.

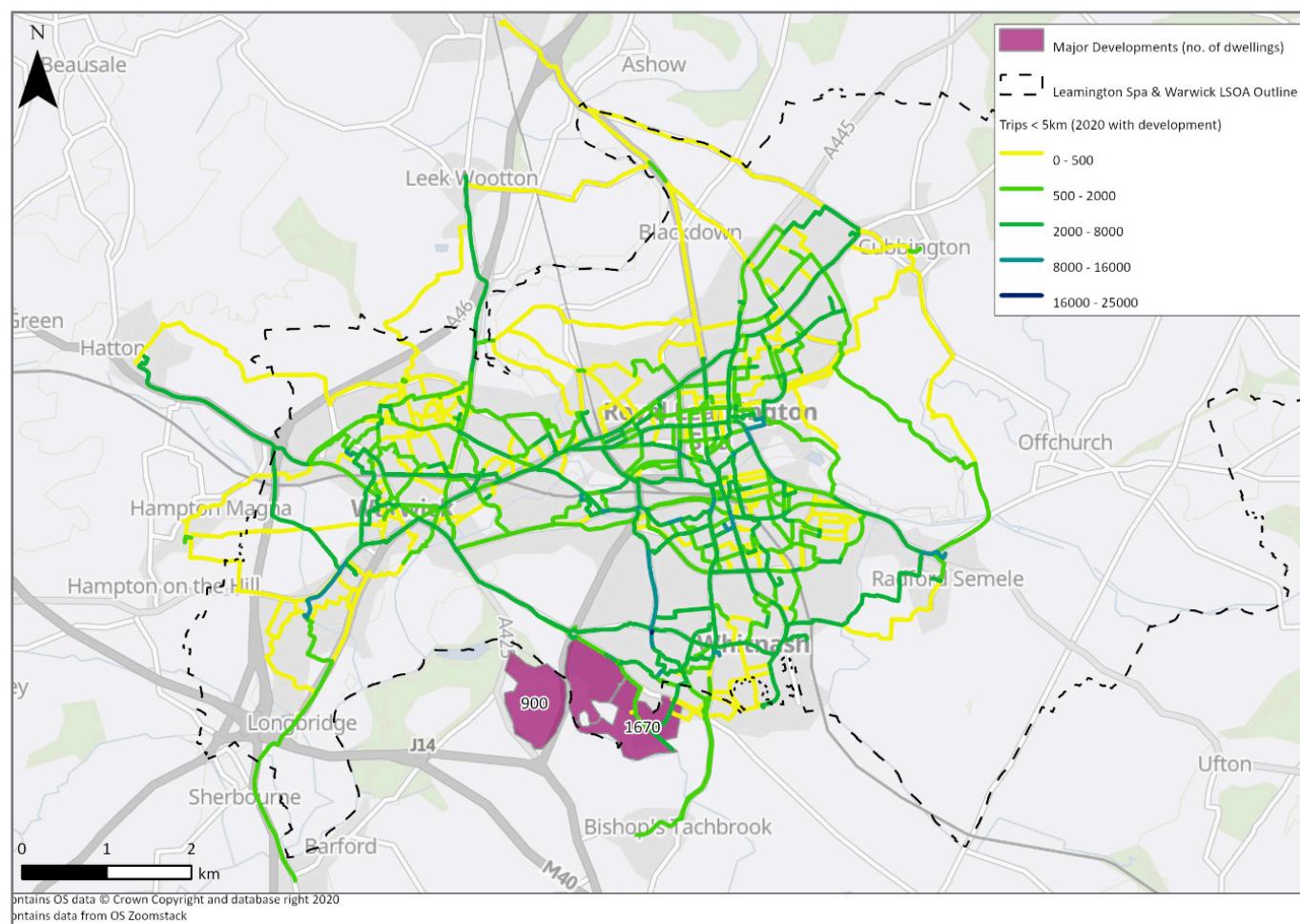
PJA used Mobile Network Data (MND) to identify current motorised vehicle trips under 5km. A move from motorised modes to active travel modes would translate into physical activity benefits and decongestion benefits, both valued by DfT's Transport Appraisal Guidance (TAG).

TEMPRO 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.

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.

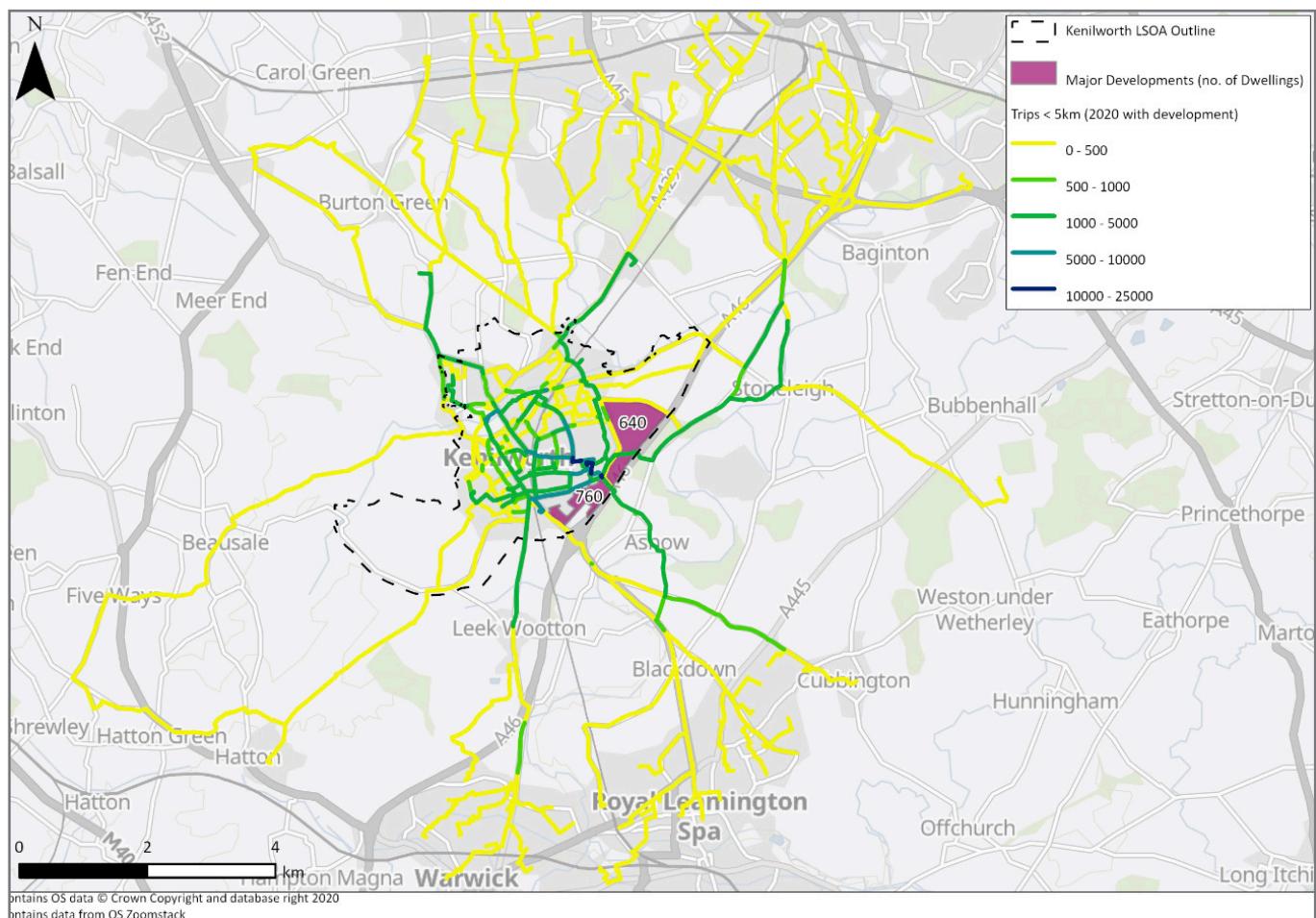
Figure W15: potential for cycling: short trips, Warwick and Leamington



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 W15), there is strong justification for not only an A452 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 Gibbett 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.

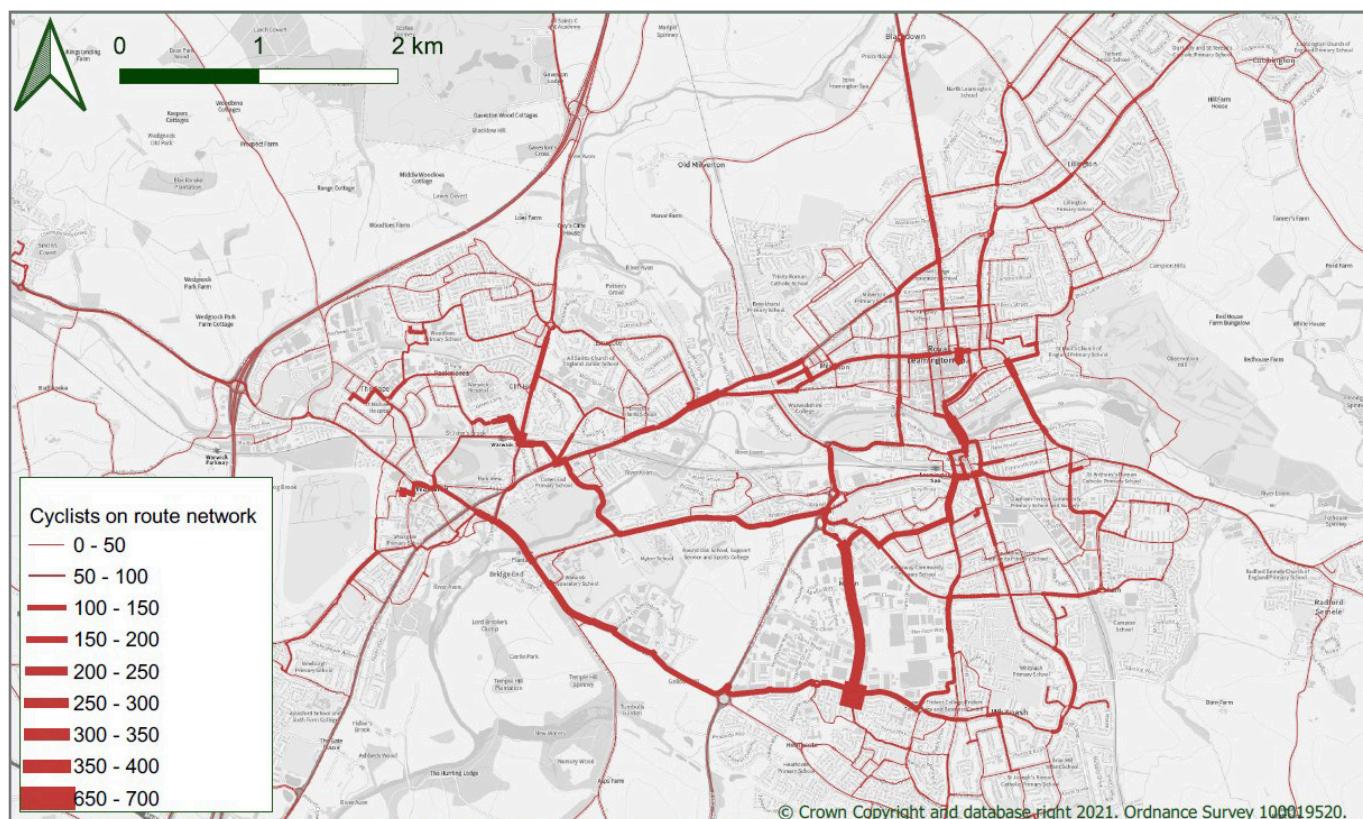
### Potential for cycling - travel demand (propensity to cycle)

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

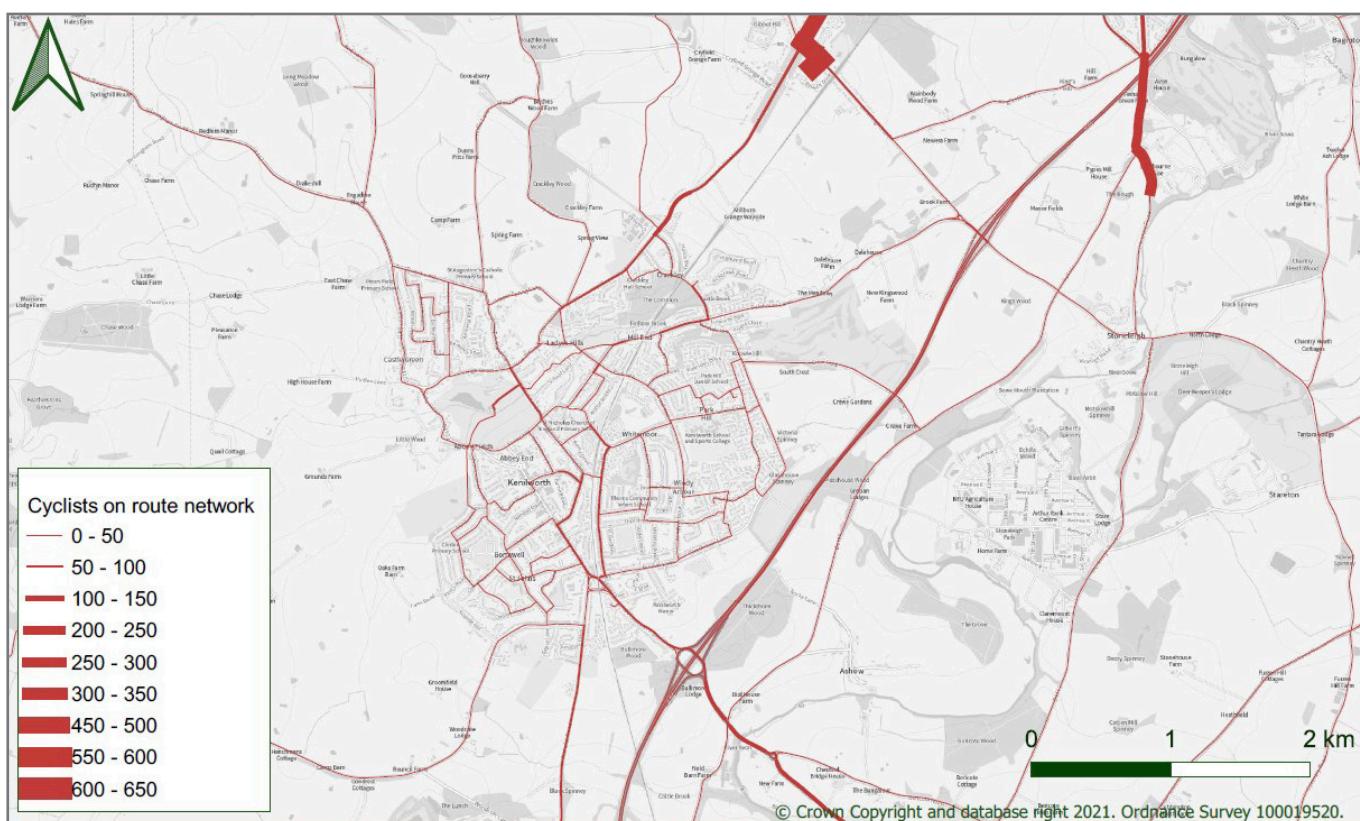


The PCT indicates greatest demand for cycling along the following routes:

- 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 leisure 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, quiet lanes and low traffic neighbourhoods. 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.

For potential schemes, that are not considered as 3rd party responsibility, next steps will include analysing relevant Safe and Active Travel Programme school site audits, 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

not considered as 3rd party responsibility, next steps will include analysing relevant Safe and Active Travel Programme school site audits, 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 3rd 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 leisure routes*

Ref	Cross-county leisure routes	Type
<b>Programmed schemes</b>		
	Lias Line Phase 1, Offchurch - Long Itchington	Cycle track/ path on open space
<b>Potential schemes</b>		
X11	Lias Line (NCN41) Offchurch - Birdingbury	Cycle track/ path on open space
X12	Baginton Community Park	Cycle track/ path on open space
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Cycle track/ path on open space
X14	Bridleway between Hatton and Kenilworth	Cycle track/ path on open space
X15	Bridleway between Hatton and Warwick	Cycle track/ path on open space
X16	HS2 Link: Cubbington to Offchurch	Cycle track/ path on open space
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

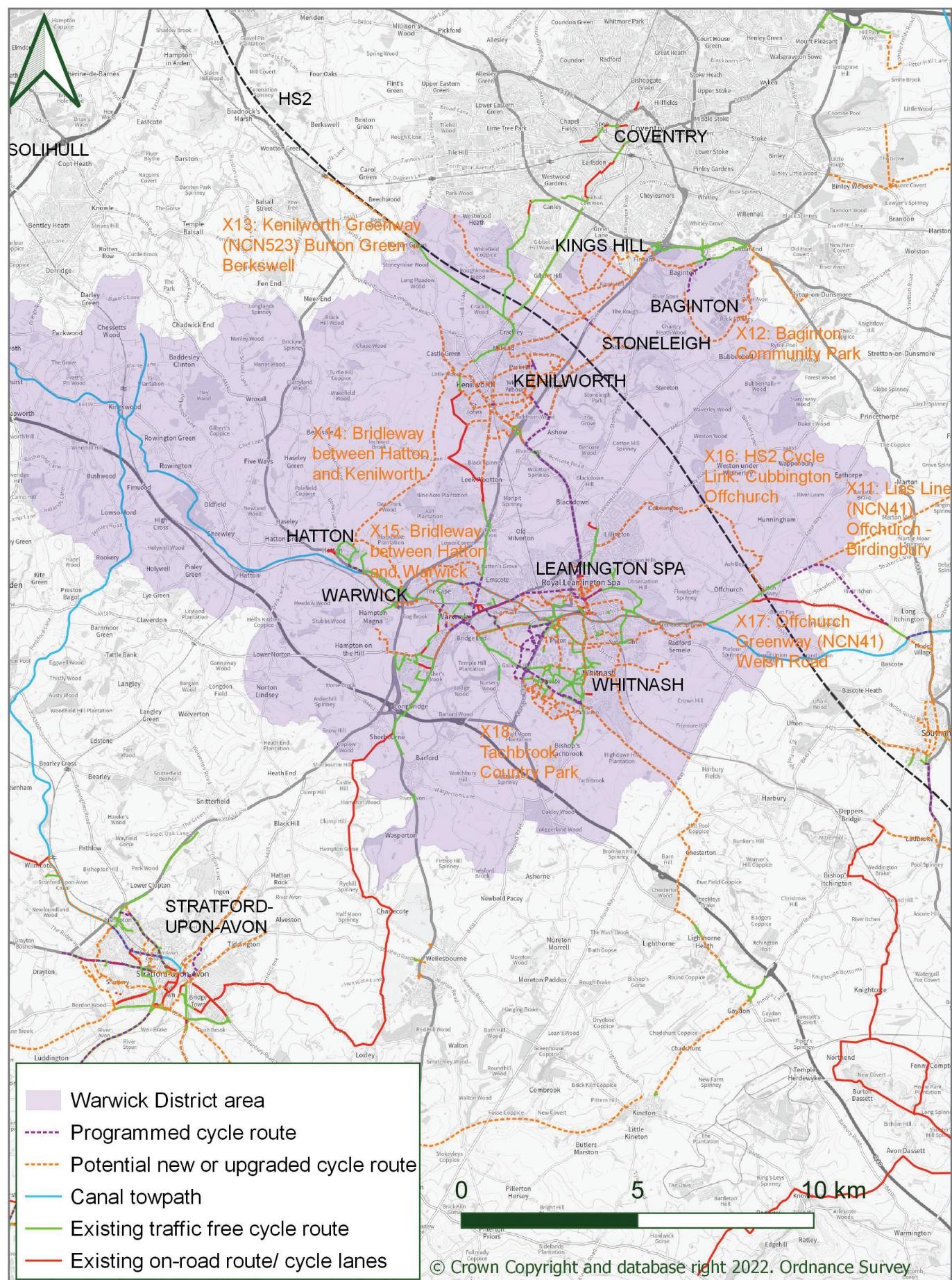


Figure W20: Indicative Cycle Network for Warwick

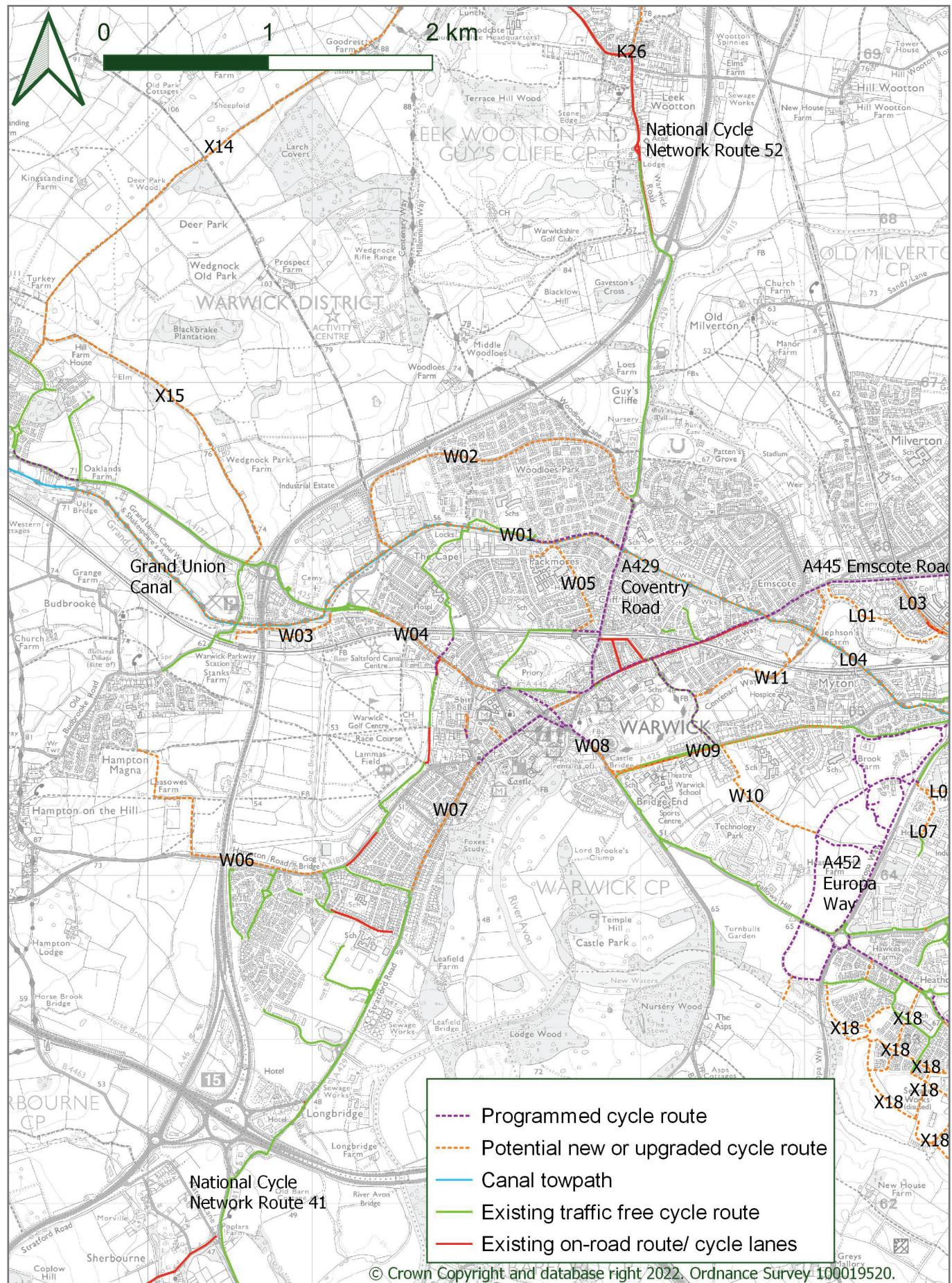


Table W7: Proposed cycle schemes in Warwick

Ref	Warwick	Type
<b>Programmed schemes</b>		
	Myton Green and Heathcote Sustainable Urban Extension	Cycle track/ path on open space
	A4177 Birmingham Road, Hatton	Widened/ upgraded footway adjacent to road
	Woodloes Avenue South, Warwick	Cycle track/ path on open space
	Warwick Town Centre	Core walking zone
	St Nicholas Park	Cycle track/ path on open space
	A429 Coventry Road	Widened/ upgraded footway adjacent to road, cycle track/ path on open space and crossings
	A445 Emscote Road (Warwick - Leamington)	Widened/ upgraded footway adjacent to road
	Vittle Drive / Ansell Way	Widened/ upgraded footway adjacent to road and crossings
<b>Potential schemes</b>		
W01	Grand Union Canal (Hatton - Emscote)	Cycle track/ path on open space
W02	Primrose Hill	Widened/ upgraded footway adjacent to road
W03	Warwick Parkway Station access	Cycle track/ path on open space and on-carriageway cycle route
W04	A425 Saltisford/ Birmingham Road	Widened/ upgraded footway adjacent to road
W05	Warwick Station - Hospital	On-carriageway cycle route
W06	Hampton Magna connections via new development	Widened/ upgraded footway adjacent to road and cycle track/ path on open space
W07	A429 Stratford Road,	Widened/ upgraded footway adjacent to road
W08	Banbury Road bridge	Cycle track/ path on open space
W09	Myton Road	Widened/ upgraded footway adjacent to road abd cycle track/path
W10	Myton path (Myton Road - Technology Park)	Cycle track/ path on open space
W11	River Avon Path (St Nicholas Park/Pickard Street to Portobello Bridge	Cycle track/ path on open space

Figure W21: Indicative Cycle Network for Leamington Spa and Whitnash

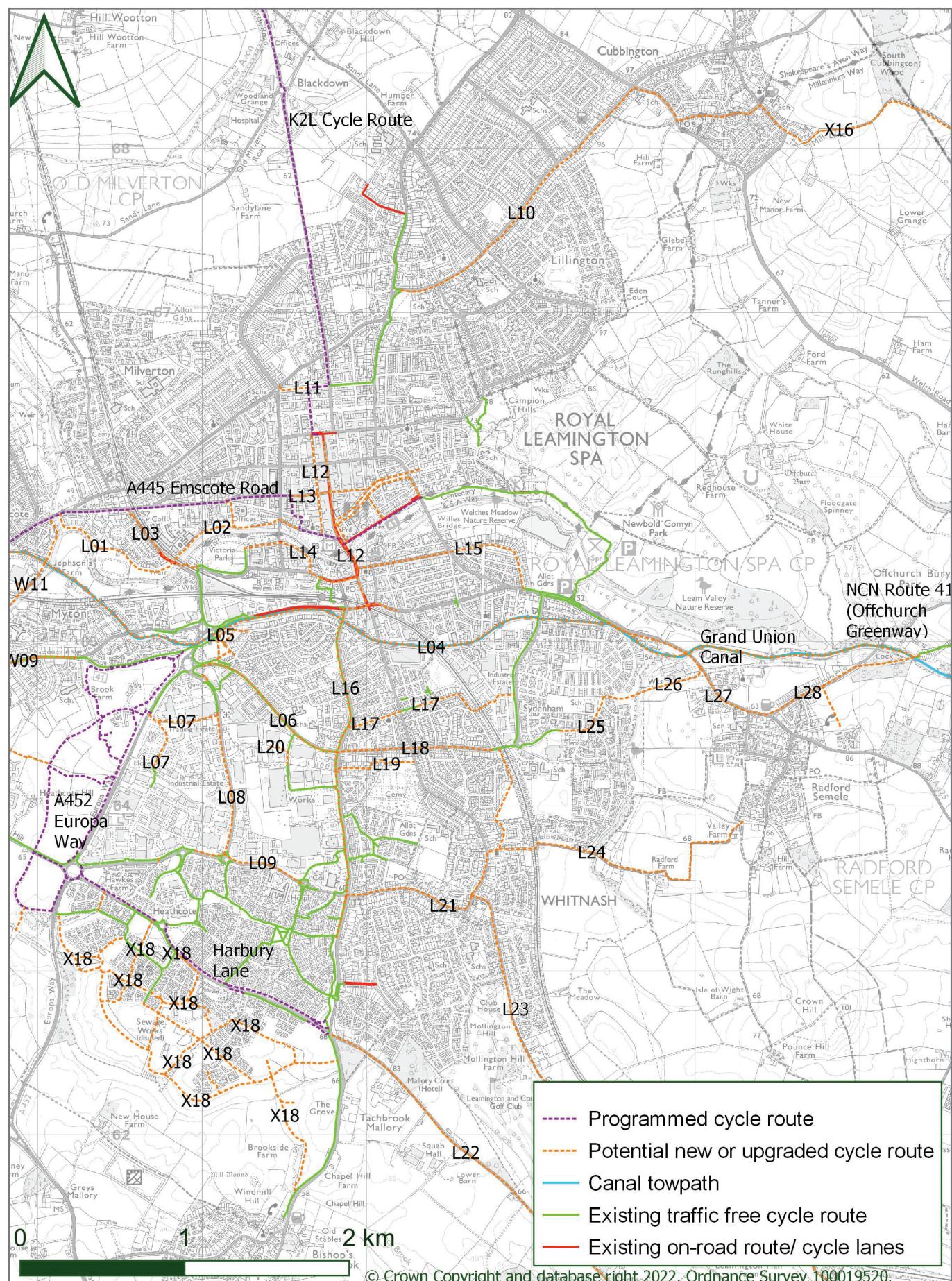


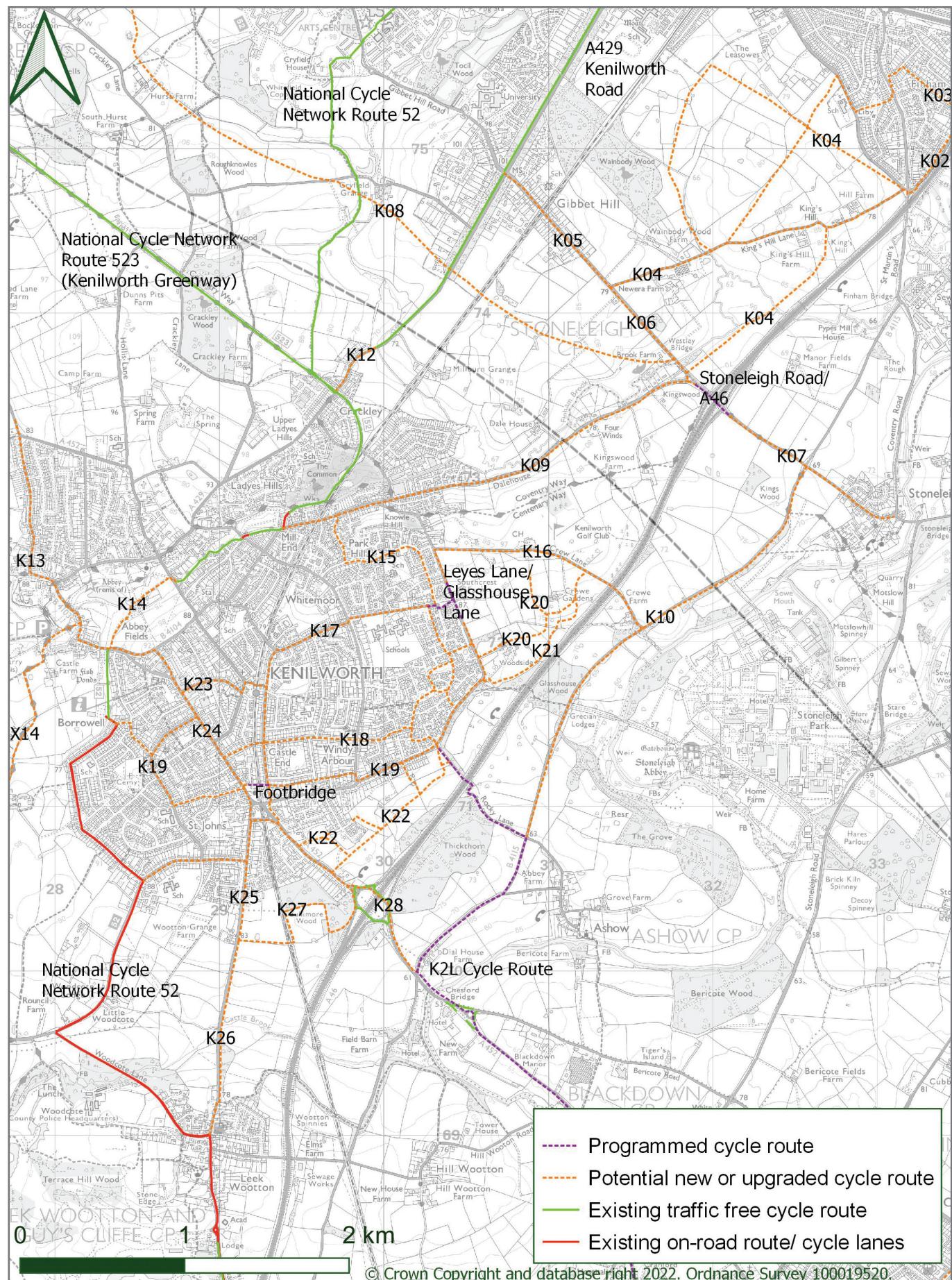
Table W8: Proposed cycle schemes in Leamington and Whitnash

Ref	Leamington and Whitnash	Type
<b>Programmed schemes</b>		
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	New and upgraded footway adjacent to road and crossings
	A452 Europa Way	New and upgraded footway adjacent to road
	(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	New segregated cycle track and crossing
	Newbold Terrace	On-carriageway cycle route and crossings
	The Places: Dormer Place, Augusta Place, Portland Place East, Portland Street, Regent Street	On-carriageway cycle route and crossings
<b>Potential schemes</b>		
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Cycle track/ path on open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Cycle track/ path on open space
L03	A452 Princes Drive	Widened/ upgraded footway adjacent to road
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Cycle track/ path on open space
L05	Fords Fields path (Queensway - NCN41)	Cycle track/ path on open space
L06	Kingsway/ Queensway	Widened/ upgraded footway adjacent to road and crossings
L07	Olympus Avenue and Shires Retail Park	Widened/ upgraded footway adjacent to road
L08	Tachbrook Park Drive, Leamington	Widened/ upgraded footway adjacent to road
L09	Heathcote Lane, Warwick Gates	Widened/ upgraded footway adjacent to road
L10	B4453 Cubbington - Lillington - Leamington	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
L11	A445 Lillington Avenue/ Binswood Avenue	Crossings
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 crossings
L15	Priory Terrace and Leam Terrace	Widened/ upgraded footway adjacent to road
L16	B4087 Tachbrook Road	Widened/ upgraded footway adjacent to road and crossings

Ref	Leamington and Whitnash	Type
<b>Potential schemes</b>		
L17	Tachbrook Street across railway to Berrington Road and Sydenham	On-carriageway cycle route
L18	St Helen's Rd/ Grosvenor Road/ Prospect Road	Widened/ upgraded footway adjacent to road
L19	Windmill Road - Leamington Cemetery	Cycle track/ path on open space and on-carriageway cycle route
L20	Juno Drive and Hermes Close	Widened/ upgraded footway adjacent to road
L21	Whitnash connections	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
L22	Leamington - Lighthorne Heath and Gaydon	New footway/ cycle track adjacent to road, cycle track/ path on open space and on-carriageway route
L23	Golf Lane Bridleway, Whitnash	Cycle track/ path on open space
L24	Bridleway (Greenfield Road - Radford Semele)	Cycle track/ path on open space
L25	Chesterton Drive, Sydenham	Widened/ upgraded footway adjacent to road
L26	Disused railway (Radford Road - Calder Walk)	Cycle track/ path on open space and on-carriageway cycle route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Widened/ upgraded footway adjacent to road and ramps
L28	Offchurch Lane: Radford Semele -Grand Union Canal	New footway/ cycle track adjacent to road



Figure W22: Indicative Cycle Network for Kenilworth



*Table W9: Proposed cycle schemes in Kenilworth*

<b>Ref</b>	<b>Kenilworth, Stoneleigh, Baginton and Kings Hill</b>	<b>Type</b>
	<b>Programmed schemes</b>	
	Coventry Gateway South	New footway/ cycle track adjacent to road
	Stoneleigh Road (Dalehouse Lane to A46)	New footway/ cycle track adjacent to road
	(K2L) A452 Kenilworth to Leamington, south of B4115	New and upgraded footway/ cycle track adjacent to road and crossings
	(K2L) B4115 / Rocky Lane, Kenilworth	New footway/ cycle track adjacent to road
	Footbridge: Clarke's Avenue to Farmer Ward Road	Cycle track/ path on open space
	Leyes Lane/ Glasshouse Lane	New and upgraded footway/ cycle track adjacent to road and crossings
	<b>Potential schemes</b>	
K01	Rowley Road, Baginton	Widened/ upgraded footway adjacent to road and crossings
K02	Mill Hill, Baginton and Howes Lane	On-carriageway cycle route and bridge
K03	Finham links	On-carriageway cycle route
K04	Kings Hill development including spine road and Kings Hill Lane	New footway/ cycle track adjacent to road and on-carriageway cycle route
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	New footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	New 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	New footway/ cycle track adjacent to road
K09	Dalehouse Lane	New footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	New footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Cycle track/ path on open space
K12	A429 Coventry Road/ Kenilworth Road, Crackley, Kenilworth	Widened/ upgraded footway adjacent to road
K13	B4103 Castle Road/ Clinton Lane	On-carriageway cycle route
K14	Abbey Fields	Cycle track/ path on open space and crossings

Ref	Kenilworth, Stoneleigh, Baginton and Kings Hill	Type
	Potential schemes	
K17	Kenilworth E-W route (Station/ Whitemoor Road/ Leyes Lane)	On-carriageway route and crossings
K18	Kenilworth E-W route (Thornby Avenue)	New footway/ cycle track adjacent to road , on-carriageway route and crossings
K19	Kenilworth E-W route (St Johns and Glasshouse Lane)	New and upgraded footway/ cycle track adjacent to road, on-carriageway route and crossings
K20	East Kenilworth development - new roads	New footway/ cycle track adjacent to road
K21	East Kenilworth development - greenways	Cycle track/ path on open space
K22	Thickthorne development	New footway/ cycle track adjacent to road
K23	Station Road	On-carriageway cycle route
K24	A452 Warwick Road (Kenilworth town centre)	On-carriageway cycle route
K25	Warwick Road (Wilkshire Road to St John's)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
K26	Warwick Road (Leek Wootton to Wilkshire Road)	Widened/ upgraded footway adjacent to road
K27	Paths, Bullimore Wood	Cycle track/ path on open space
K28	(K2L) A452 Kenilworth to Leamington, north of B4115	Cycle track/ path on open space and crossings