



Part 2 ▶ North Warwickshire



1. The Current Situation

Overview

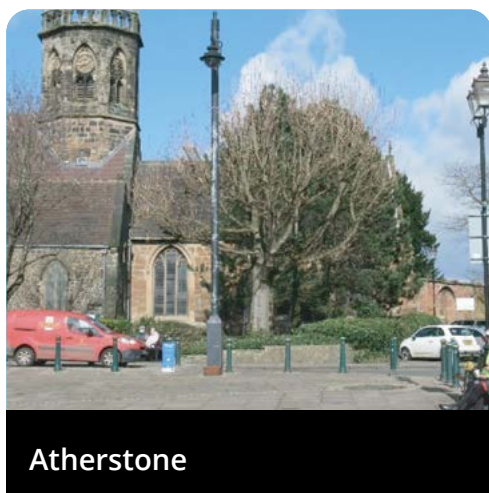
The Borough of North Warwickshire covers a large, mostly rural area, with just over half of the population living in small towns such as Atherstone, Polesworth and Dordon, Coleshill, Water Orton and Kingsbury. The rural-urban relationship is a key challenge, with implications on car ownership, distances travelled to services and accessibility by public transport, as well as provision and promotion of active travel.

Residents in North Warwickshire are more likely to live further from their place of work and to commute by car, although there are many that could potentially walk or cycle to work. There is greatest scope in Atherstone, Polesworth, Dordon and Coleshill which are more self-contained in terms of local services. These key settlements provide opportunities for improved walking and cycling connections between residential areas, education facilities and the large employment sites located on the outskirts (including Hams Hall and Station Road near Coleshill, Birch Coppice Business Park near Dordon and Holly Lane Industrial Estate and Carlyon Road Industrial Estate in Atherstone).



Coleshill

The rural character of North Warwickshire, together with its compact historic market towns and proximity to the West Midlands, also makes it an attractive area for leisure walking and cycling trips. In combination with public transport, there is potential to expand and upgrade existing recreational facilities and to promote activities and events more widely.



Atherstone

There are opportunities to provide safer access to the three country parks (Pooley near Tamworth, Hartshill Hayes near Nuneaton and Kingsbury Water Park) as well as improve the accessibility of public rights of way and towpaths along the Coventry Canal and Birmingham and Fazeley Canal. Investment in leisure and tourism would benefit the local economy but could also support increases in physical activity for local residents.

Population and health

There were 65,035 residents in the Borough of North Warwickshire at the **2021 Census**. The population is widely dispersed across small towns, villages and rural areas as well as the urban fringes of Birmingham, Tamworth and Nuneaton. The larger built-up areas are listed in Table NW1. Population growth is expected in most areas but with significant increases in Baddesley/Grendon and Polesworth/Dordon.

Table NW1: Population of largest built-up areas in North Warwickshire

Town	Population (Census 2011)
Atherstone (excluding Mancetter)	8,665
Polesworth and Dordon	7,555
Coleshill	6,745

At the **2021 Census**, the average (median) age in North Warwickshire was 45, above the average age for England which was 40.

North Warwickshire remains one of the least diverse areas in the county with 96.1% of the population categorised as 'White' in 2021, compared to 89.1% in Warwickshire and 77% in the West Midlands.

The 2021 Census asked residents to rate their own health on a scale of 'very good' to 'very bad'. In **North Warwickshire**, 81.4% of residents described their health as 'good' or 'very good'. This is slightly below the county average of 83.2%.

Data from the **Active Lives Adult Survey** (Sport England) shows that 68.8% of adults (aged 18+) in North Warwickshire are physically active (undertaking the minimum recommended activity of 150 minutes of moderate intensity equivalent physical activity per week). This compares to 67.1% in Warwickshire and 67.3% in England.

69.3% of North Warwickshire 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 39.2% of North Warwickshire 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 North Warwickshire residents (73.9% of the working population aged 16-74 years). 4.6% of the working population used public transport to get to work; 7.2% of people walked to work and 1.2% cycled. 5.4% worked mainly at or from home.

In 2021, driving a car or van remained the most popular mode but the numbers and proportions were affected by the pandemic: 59.2% of the working population aged 16 years and over travelled to work by car or van. 1.9% of the working population used public transport to get to work, 5.5% of people walked to work and 0.9% cycled. 26.5% worked mainly at or from home.

Car ownership by volume increased slightly in North Warwickshire between 2011 and 2021. 13.5% of households did not own a car or van in 2021, compared with 15.5% in 2011. 48.3% owned 2 or more cars and vans in 2021 compared with 44.4% in 2011.

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

- 8.8% of North Warwickshire adults walk for travel at least three days per week. This is considerably lower than 13.6% in Warwickshire and 15.1% in England, but may reflect the longer distances travelled to work across a largely rural district.
- 0.9% of North Warwickshire adults cycle for travel at least three days per week, compared to 1.6% in Warwickshire and 2.3% in England.

Road Safety

Table NW2: Road traffic collisions between January 2016 and December 2020, involving pedestrians and cyclists, North Warwickshire Borough

Year	Pedestrian casualties				Cyclist casualties				Total
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2016	0	3	18	21	0	1	8	9	30
2017	1	7	12	20	0	7	10	17	37
2018	1	4	12	17	0	4	14	18	35
2019	1	0	10	11	2	1	10	13	24
2020	0	7	12	19	1	5	8	14	33
Total	3	21	64	88	3	18	50	71	159

The 2016 to 2020 data is summarised in Table NW2 and has been used to inform the identification of LCWIP schemes. Analysis of collision data does not show a clear pattern regarding the time and date of pedestrian and cyclist collisions in North Warwickshire although slightly more pedestrian collisions occurred in March and December and there were more collisions in the afternoon (3-5pm) than other times of day. For cyclists, there were more collisions in the month of May. 80% of all pedestrian and cyclist collisions were during hours of daylight.

Fortunately, overall collision numbers are fairly low, but this does mean some caution is needed when analysing the data due to the small size of the dataset.

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

The number of collisions in North Warwickshire is generally low and there are very few sites with multiple collisions. However, there are small clusters of collisions in built-up areas such as Coleshill, Polesworth and Atherstone and on particular corridors such as along the A5.

Figures NW1 and NW2 show the locations of collisions in these areas, 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. Road traffic collision data will continue to be reviewed as part of the development of walking, wheeling and cycling schemes. 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 NW1: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, A5 corridor (Polesworth, Dordon, Baddesley, Grendon and Atherstone)

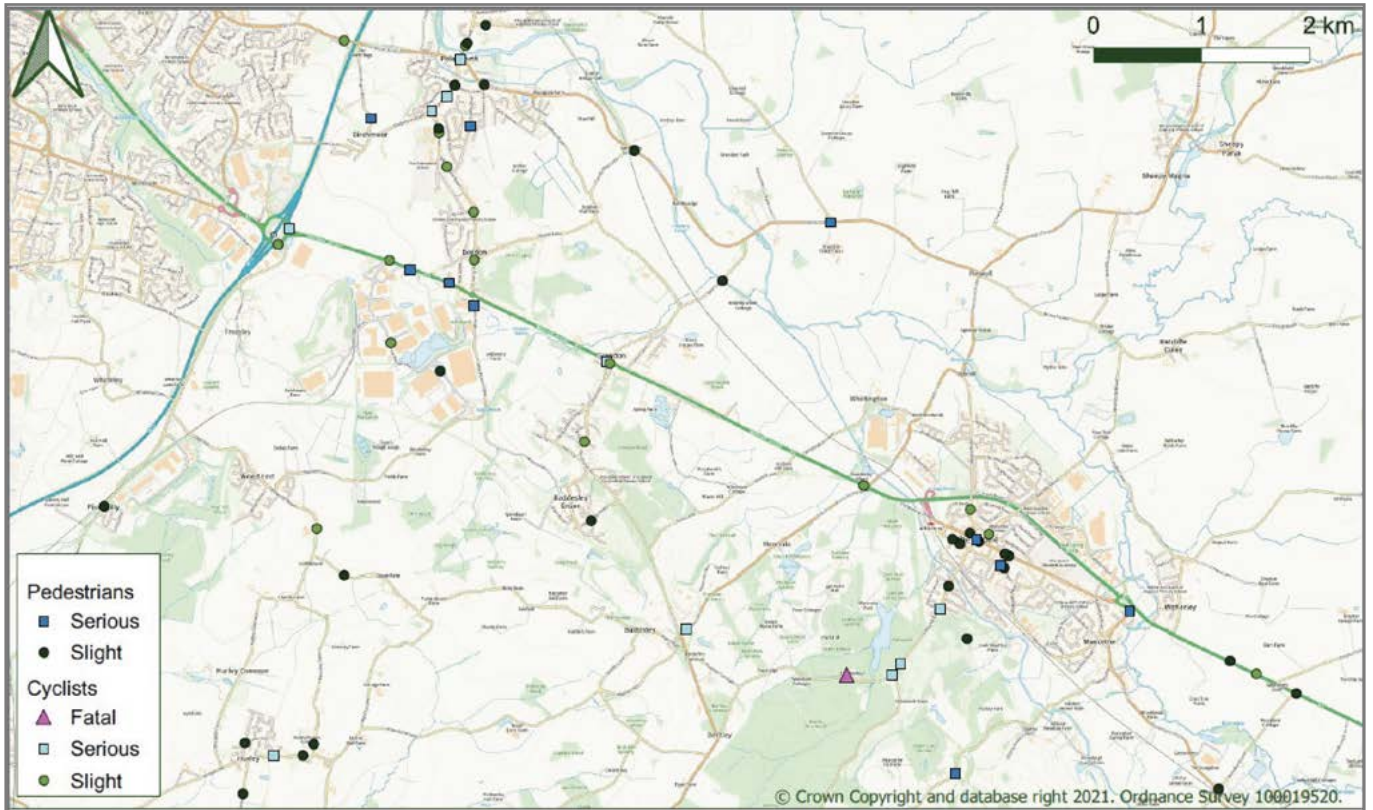
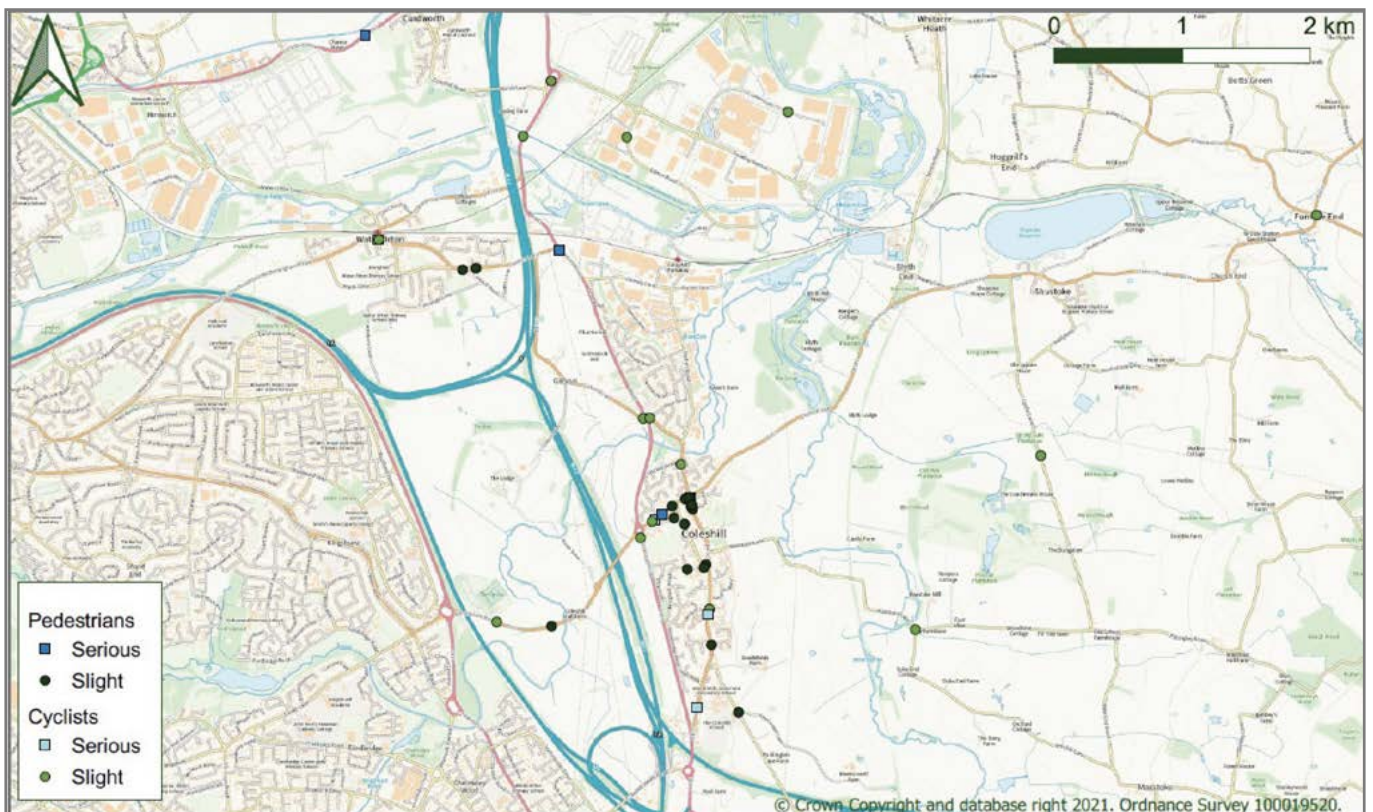


Figure NW2: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Coleshill and Water Orton



Physical barriers

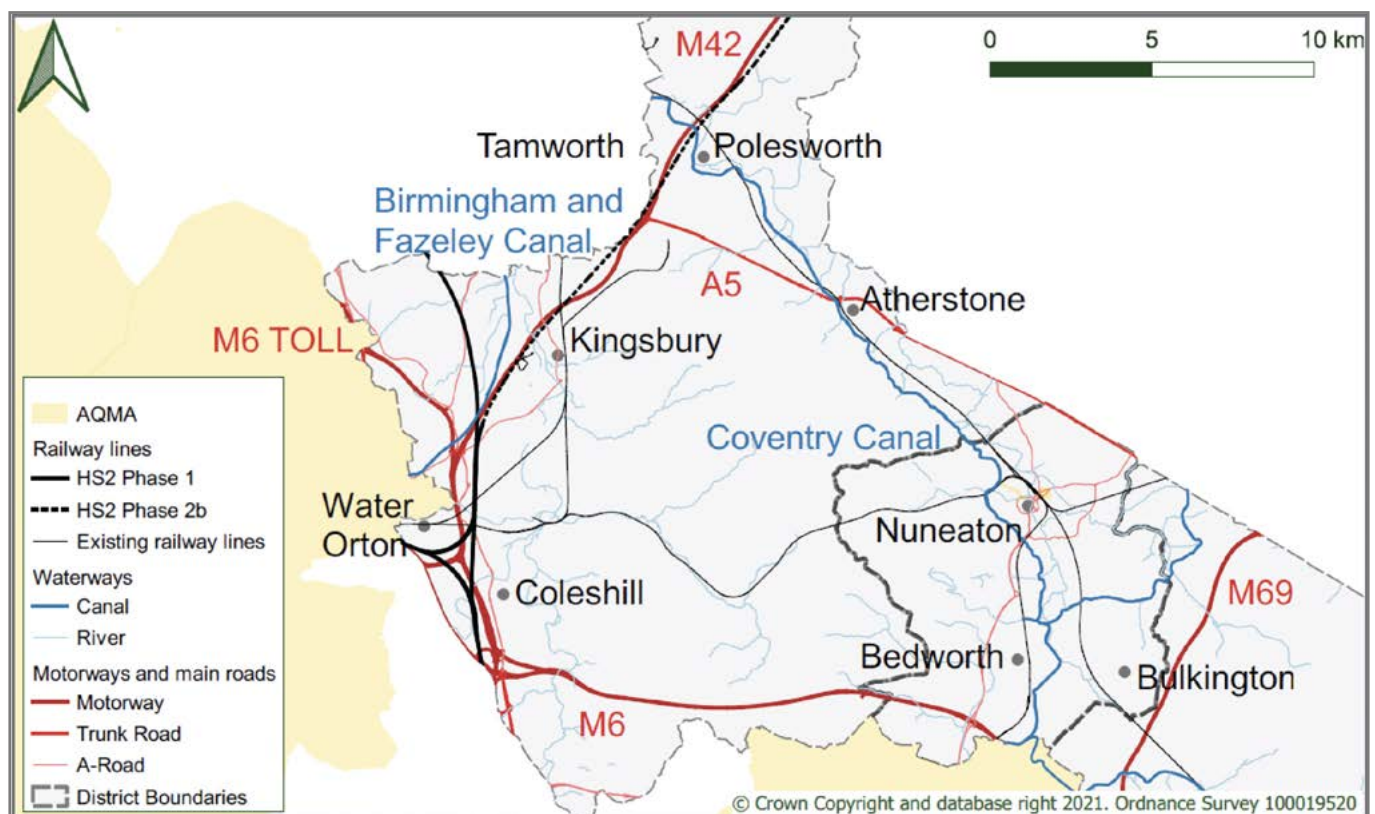
Figure NW3 shows the main barriers to walking and cycling movements within North Warwickshire; main roads and motorways; rivers and canals; and railways, including HS2. These barriers can cause community severance and 'funnel' pedestrians and cyclists (and motor traffic) into a limited number of crossing points. Figure NW3 also shows adjacent Air Quality Management Areas (AQMA).

Specific problems in North Warwickshire are:

- Coleshill and Hams Hall – separated from north Solihull, Water Orton and Curdworth by A446, M42, M6 and A452, and HS2.
- A5 Watling Street corridor – this Strategic Route cuts east-west across North Warwickshire and severely limits active travel between Tamworth, Polesworth, Dordon, Grendon, Atherstone and Mancetter.
- M42 – restricts travel between Polesworth, Dordon and Tamworth and funnels pedestrians and cyclists from Birch Coppice across the busy roundabout with the A5 (M42 Junction 10).

The proximity of schools and residential areas to the main roads and motorways and exposure to vehicle emissions is a concern. Although there are currently no designated Air Quality Management Areas in North Warwickshire, the Borough adjoins designated AQMAs for the cities of Birmingham and Coventry.

Figure NW3: barriers to walking and cycling in North Warwickshire



Some physical barriers also present opportunities in terms of providing linear corridors, including the Coventry Canal and Birmingham and Fazeley Canal towpaths, already used for recreational activities and short utility trips. There is also potential for new paths along the River Cole and River Tame corridors, extending the traffic-free routes already in existence alongside these rivers in Birmingham and Solihull, and building on landscape proposals for the [West Midlands National Park](#), [HS2](#) and [Tame Valley Wetlands/Love Your River Cole](#).

Warwickshire County Council is working in partnership with Highways England and HS2 to try and reduce the impact of road and rail barriers in North Warwickshire, to identify safe 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 small towns and villages in the Borough of North Warwickshire are connected by a network of local roads managed by Warwickshire County Council. The A446 forms part of the **Major Road Network**.

The Borough is also transected by major roads and motorways (A5, M42 and M6) on the **Strategic Road Network** managed by Highways England (Area 9), as well as the M6 Toll. Highways England is working with Midlands Connect and the A5 Transport Partnership of 17 local authorities and 4 Local Enterprise Partnerships, to maintain and improve the corridor. Programmed works in North Warwickshire include investigation of road realignment between Grendon and Dordon.

In terms of walking provision, the public rights of way network, towpaths and signed trails provide good leisure opportunities, and there are plans to provide improved walking routes as part of local landscaping projects: **West Midlands National Park, HS2** and **Tame Valley Wetlands/Love Your River Cole**. In the larger towns and villages, there is reasonable pavement provision and street lighting, and good pedestrian access to local bus services. However, many smaller villages and rural properties do not have connected footways.

Footways are categorised (see Table NW3) 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 NW3: 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

Current cycling provision includes a 31 mile promoted leisure route on quiet roads, the North Warwickshire Cycle Route, as well as traffic-free paths within Kingsbury and Pooley Country Parks and towpaths along the Coventry Canal and Birmingham and Fazeley Canal. There are currently no National Cycle Network Routes through North Warwickshire.

In terms of provision for commuters, this is mostly limited to sections of shared use footways and cycle tracks around the employment sites at Hams Hall near Coleshill, and Birch Coppice Business Park near Tamworth. There are also short sections of cycle tracks, maintained by National Highways, alongside the A5 trunk road, at Dordon, Caldecote and A45 north of Meriden (and connections along the adjacent county road, Maxstoke Lane). There are about 18 miles of cycle tracks and cycle lanes in North Warwickshire, in addition to the North Warwickshire Cycle Route and canal towpaths. There is very limited provision of public cycle parking in North Warwickshire towns, with only a small number of cycle stands along High Streets and leisure centres in Coleshill and Atherstone.

Bus and rail services tend to be infrequent in this part of Warwickshire, but do provide connections with larger urban centres including Birmingham, Tamworth and Nuneaton.

The four railway stations in North Warwickshire vary in terms of accessibility for pedestrians and cycle parking provision. Polesworth is the least-used station in Warwickshire (and one of the least-used in UK) with only one stopping train per day early morning, in one direction (northbound). The southbound platform is currently inaccessible. Atherstone's platforms may have step-free access but movement between platforms is challenging – pedestrians have to walk under a very low bridge which is subject to flooding.

Secure, long-stay cycle storage at key public transport interchanges such as Coleshill Parkway is important in ensuring that active travel can form part of longer distance journeys. There is considerable potential for 'last mile' journeys by cycle between Coleshill Station (and to some extent, Water Orton) and the large employment sites nearby at Hams Hall and Peddimore.

Table NW4: station facilities in North Warwickshire

Station	Access	Cycle Parking
Atherstone	Step-free	12 spaces, uncovered No CCTV
Coleshill Parkway	Step-free	20 spaces, uncovered CCTV
Polesworth	Step-free	None
Water Orton	Steps	None

Warwickshire County Council is investigating various rail improvements including:

- provision of a new strategic station in the North Warwickshire area close to the A5 and M42.
- Atherstone: improvements to platform accessibility.
- Kingsbury Station: possible new station. Land has been safeguarded in the North Warwickshire Local Plan.
- Coleshill Parkway: further development as a strategic hub for accessing key economic centres, the HS2 Interchange and wider UK Central area. This will require improved active travel connections.

Although there will be no HS2 stations within Warwickshire, Figure NW3 shows how HS2 cuts across the western side of North Warwickshire. 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:

- Coleshill Heath Road and A446 (Coleshill to Chelmsley Wood and HS2 Interchange).
- B4114 Birmingham Road and A446 (Coleshill to Chelmsley Wood).
- Watton Lane and A446 (Coleshill and Hams Hall to Water Orton).
- B4118 Birmingham Road (Water Orton to Park Hall and East Birmingham).
- Faraday Avenue, Hams Hall.
- Hams Lane, Hams Hall.
- Seeney Lane, Kingsbury.





2. Local viewpoints

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 NW5: 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)
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 (figures NW4 – NW9 below) to identify locations with walking, cycling and traffic issues in Coleshill, Curdworth and Water Orton area and the A5 corridor (Polesworth, Dordon, Grendon and Atherstone).

Figure NW4: Warwickshire LCWIP Survey: walking issues in Coleshill, Curdworth and Water Orton

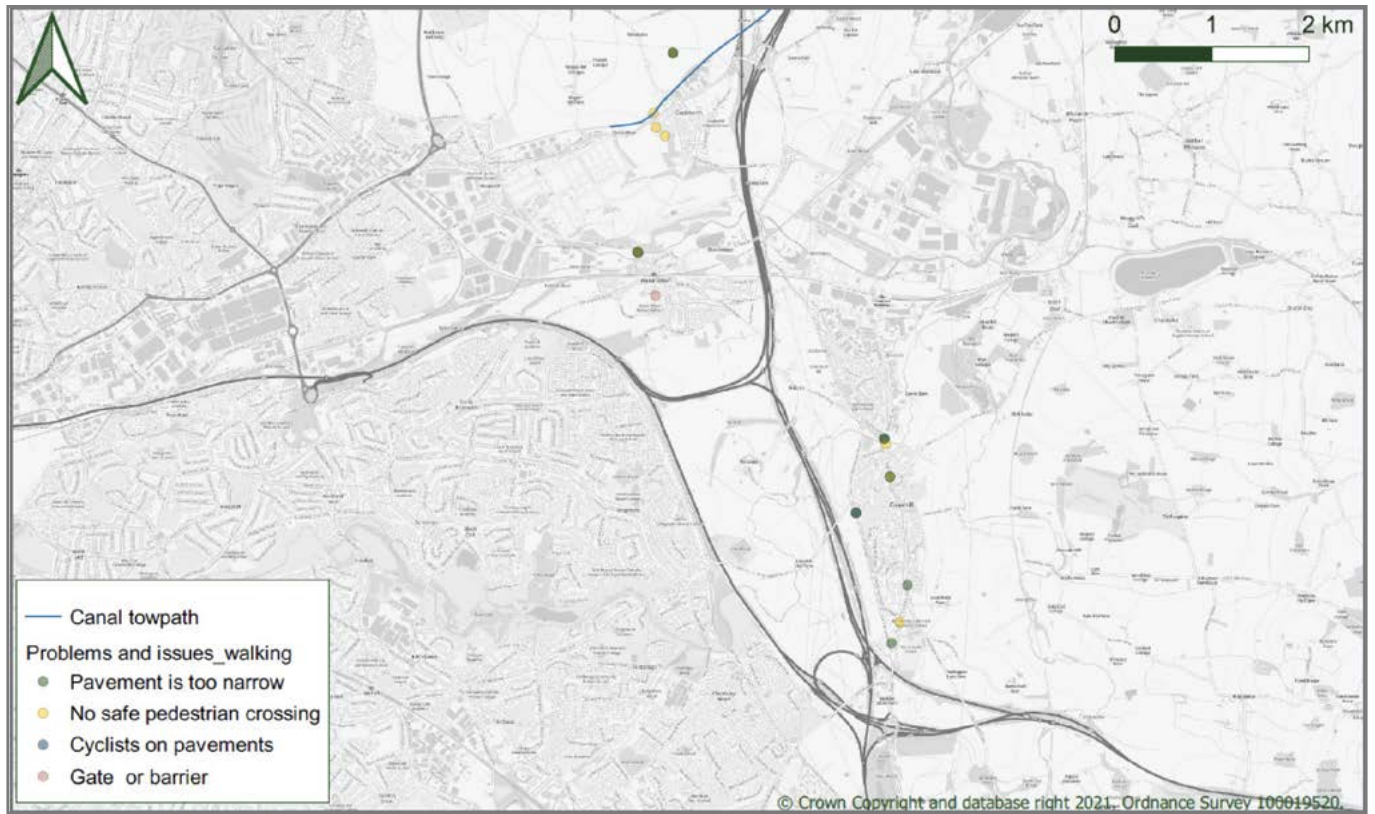


Figure NW5: Warwickshire LCWIP Survey: cycling issues in Coleshill, Curdworth and Water Orton

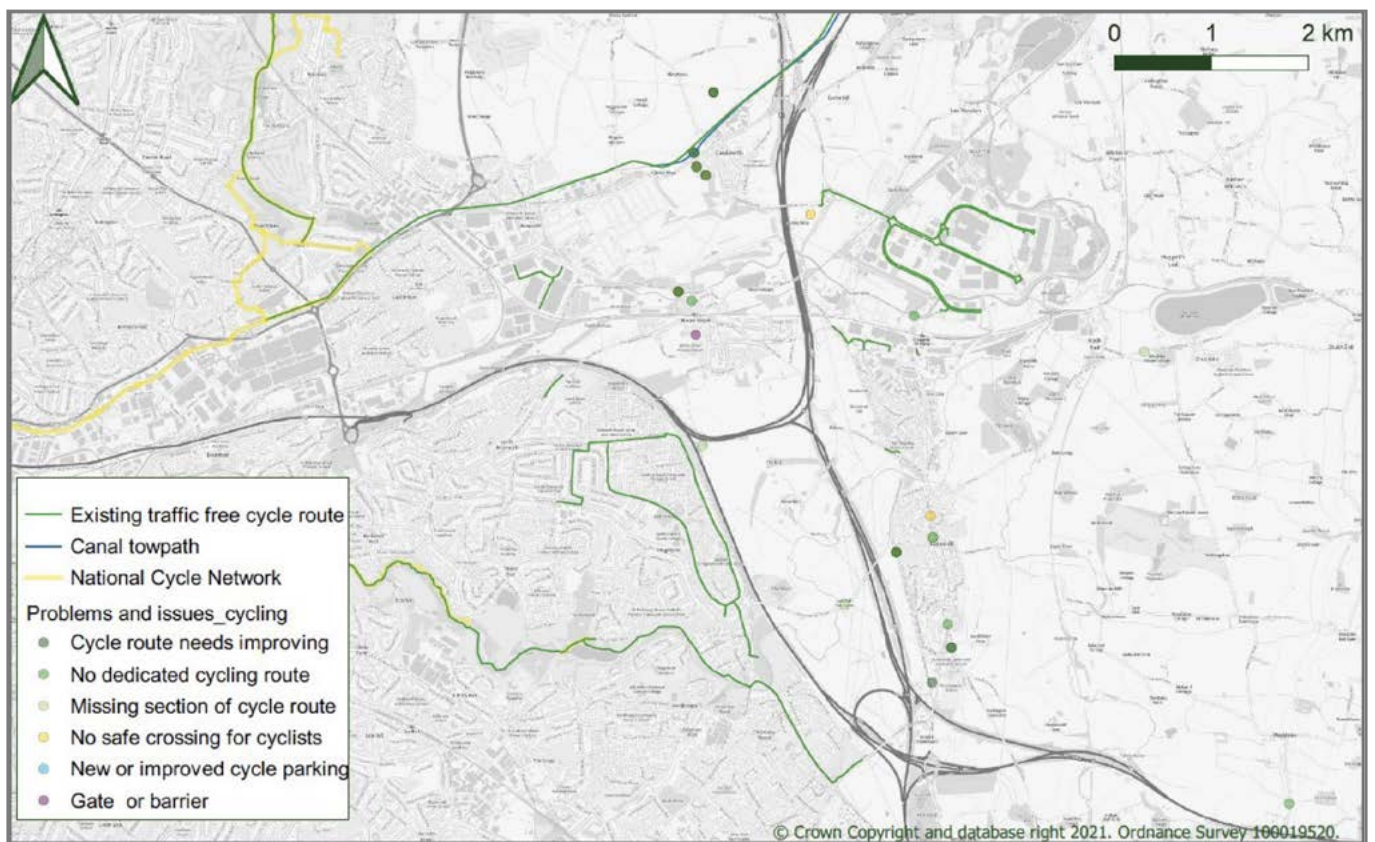


Figure NW6: Warwickshire LCWIP Survey: traffic issues in Coleshill, Curdworth and Water Orton



Figure NW7: Warwickshire LCWIP Survey: walking issues along the A5 corridor

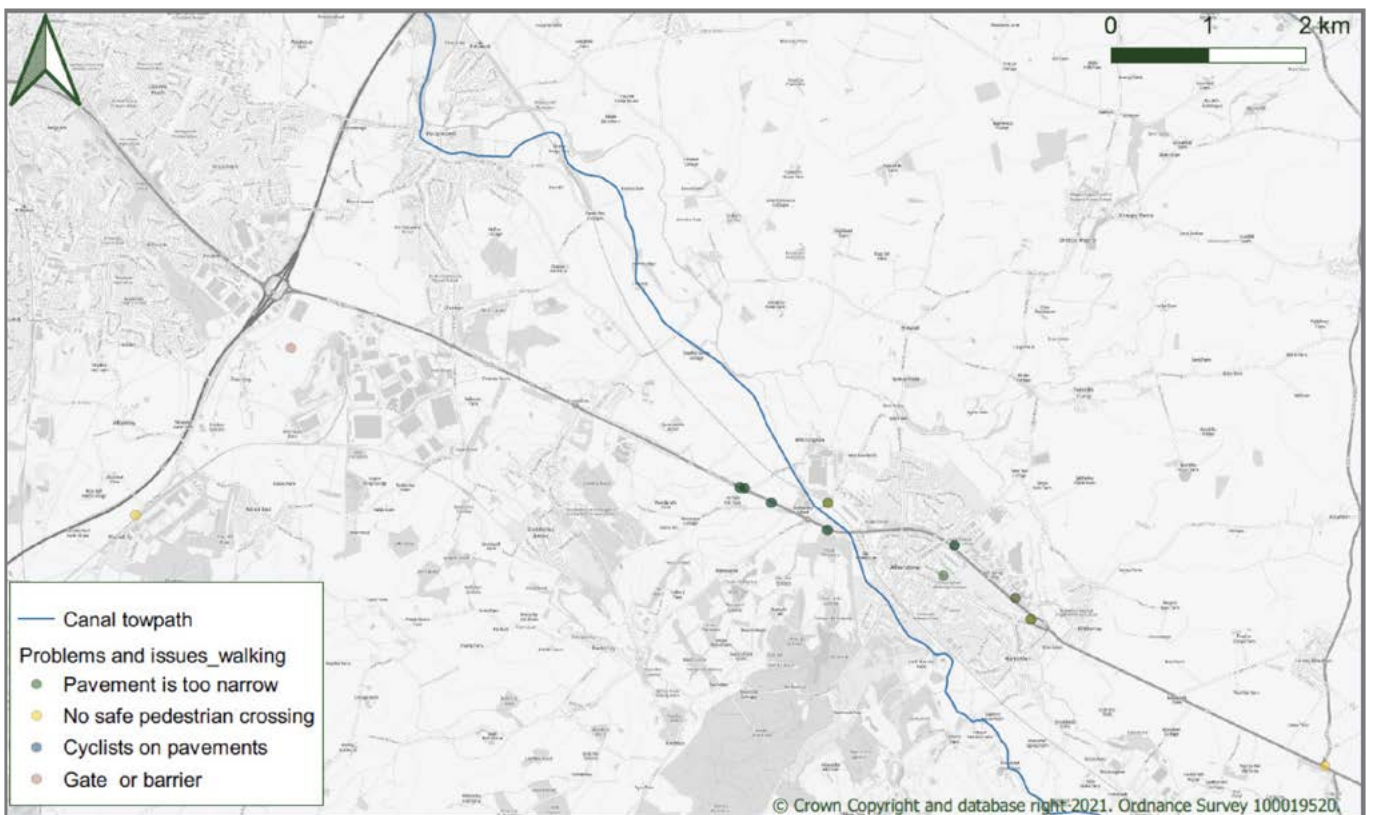


Figure NW8: Warwickshire LCWIP Survey: cycling issues along the A5 corridor

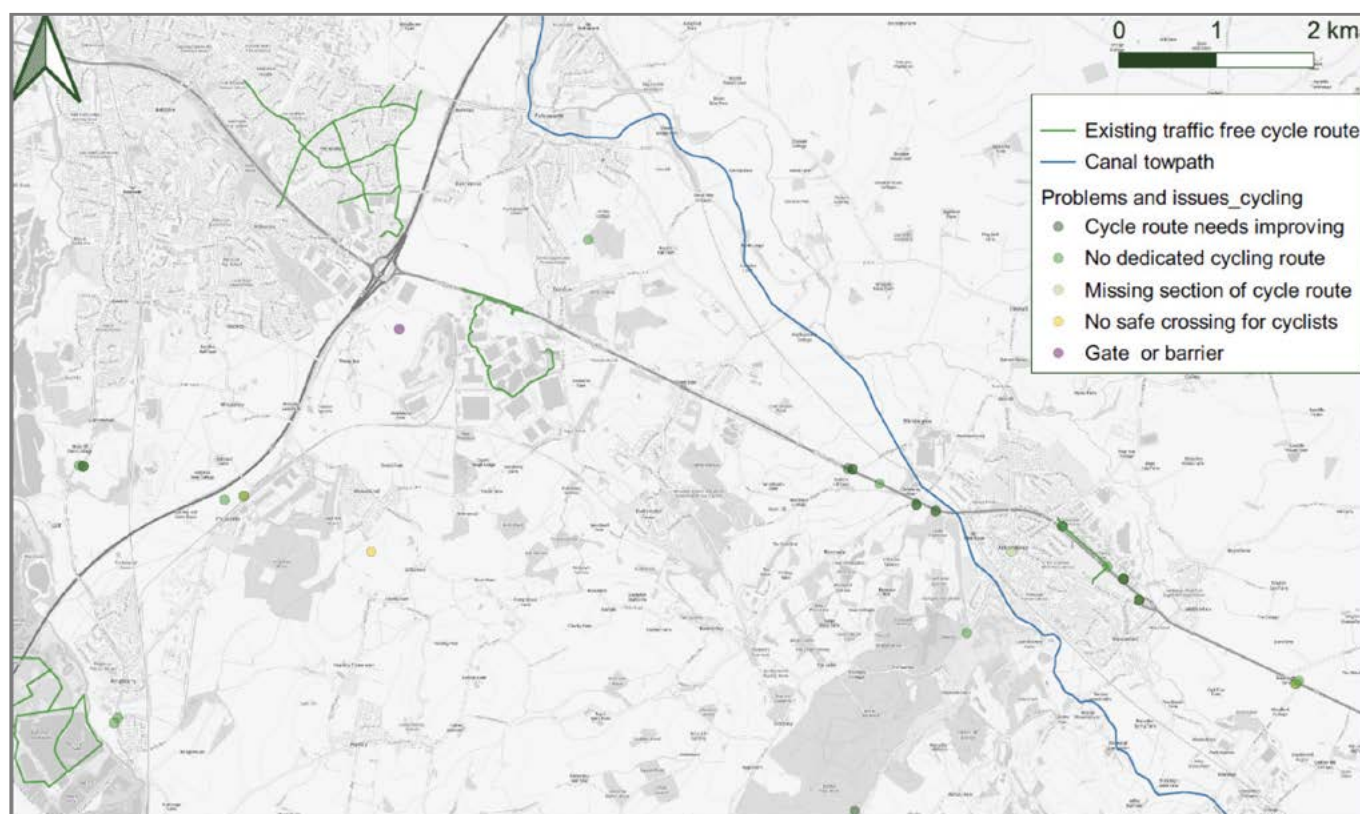
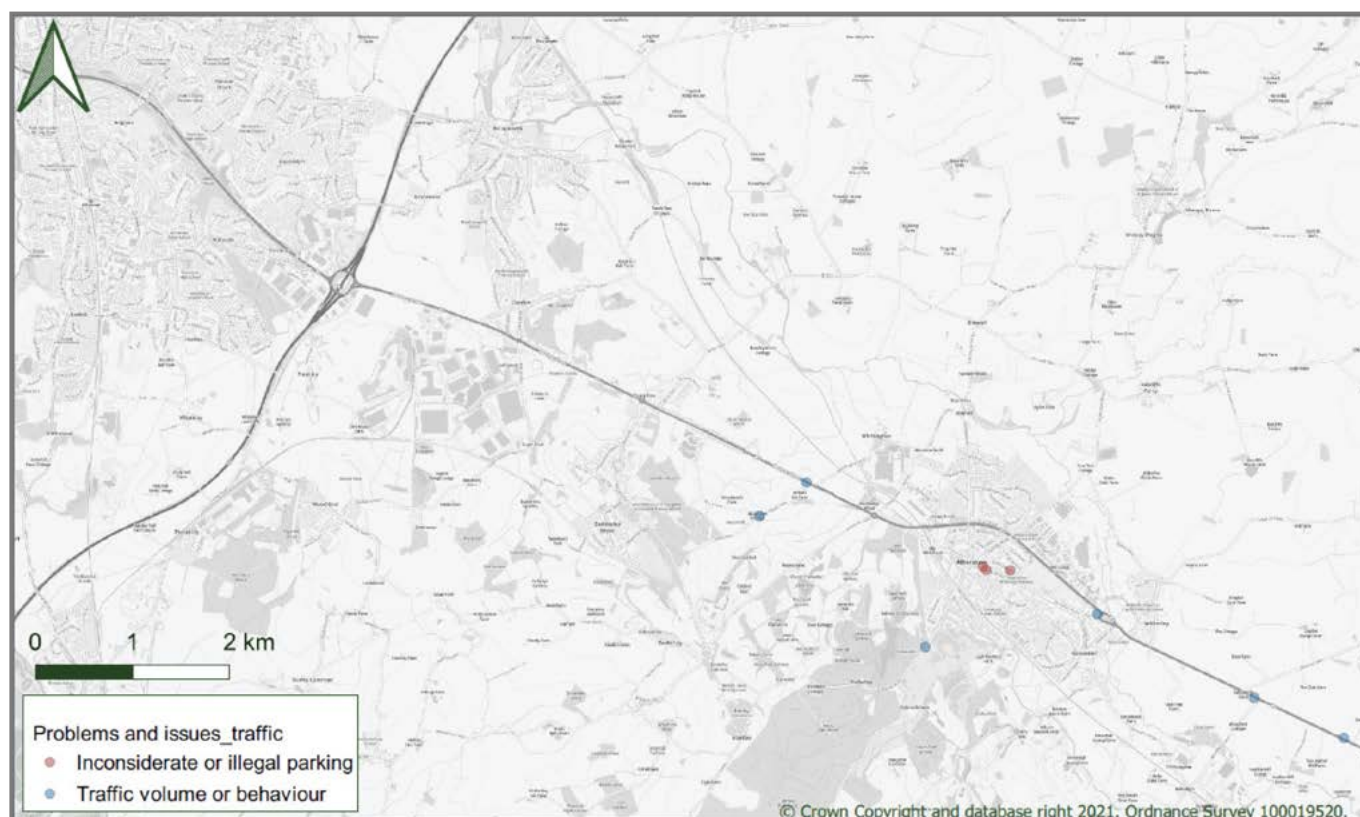


Figure NW9: Warwickshire LCWIP Survey: traffic issues along the A5 corridor



The Commonplace data 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 North Warwickshire walking and cycling networks and was shared with other departments at Warwickshire County Council to use as reference for other programmes of work.

In addition to the online survey, more detailed comments and network ideas were received from officers at North Warwickshire Borough Council, members of the Coleshill Cycle Forum and members of the Neighbourhood Plan sub-committee at Dordon Parish Council. Workshops also took place with National Highways, HS2 and their consultants regarding walking and cycling interfaces.

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 1031 people responded to the online survey.

Detailed analysis of the consultation feedback was undertaken. Response levels were slightly lower in North Warwickshire. 7% of LCWIP consultation respondents were residents of North Warwickshire Borough, which compares with 11% of Warwickshire residents who actually live in this area.

583 respondents reviewed the plans for walking infrastructure with 97 submitting comments for North Warwickshire. 46.3% of these agreed or strongly agreed with the walking plans proposed for North Warwickshire Borough whilst 18.3% disagreed or strongly disagreed.

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

- add to or extend the proposed routes
- link routes together
- support for specific routes
- provide routes to schools
- criticism of proposed routes
- criticism of lack of ambition in plans

681 respondents reviewed the plans for cycling infrastructure with 89 submitting comments for North Warwickshire. 61.9% agreed or strongly agreed with the cycling plans proposed for North Warwickshire Borough whilst 22.4% disagreed or strongly disagreed.

44 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

- ensure safety of routes/ address safety concerns
- improve or better maintain existing routes
- link routes together
- 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 Coleshill commented on the lack of cycling facilities, poor quality environment for cycling and mobility scooters, potential housing development and problems with pavement parking and people driving short distances. They suggested new routes (including disused railway lines), realigned routes and crossings.

Discussions also took place with North Warwickshire District Council, National Highways, HS2, Sustrans, Canal and River Trust and Warwickshire Youth Council. Further emails/ detailed submissions relating to the North Warwickshire area were received from three local residents, Jaguar Land Rover, Hodgetts Estates, Coleshill Town Council and North Warwickshire District Council. 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.

North Warwickshire NDPs have therefore been used as an additional source of information on local views and policy background for this LCWIP. These include:

- Arley Neighbourhood Plan (Adopted December 2016)
- Hartshill Neighbourhood Plan (Adopted March 2017)
- Coleshill Neighbourhood Plan (Adopted June 2017)
- Austrey Neighbourhood Plan (Adopted June 2017)
- Mancetter Neighbourhood Plan (Adopted September 2017)
- Fillongley Neighbourhood Plan (Adopted August 2019)
- Water Orton Neighbourhood Plan (Adopted June 2022)
- Dordon Neighbourhood Plan (Referendum Version August 2023)



3. North Warwickshire Walking Infrastructure Plan

Potential for walking – walking zones

Figures NW10 – NW13 show 'walking zones'; areas within 2km walking distance of the centres of the largest settlements in North Warwickshire (Atherstone, Coleshill and Water Orton, Polesworth and Kingsbury). (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, and existing journey attractors such as schools, health centres and railway stations and large employment sites. This provides an indication of how 'walkable' these areas are.

With regard to new developments, the location with the most significant development in North Warwickshire is along the A5 between Atherstone and Polesworth. Several large residential developments are proposed, with up to 4,000 new homes. This could lead to a significant increase in traffic so high-quality walking routes and new community facilities within walking distance of homes will be required to reduce dependence on the private car.

Figure NW10: potential for walking: 2km walking zone around Atherstone

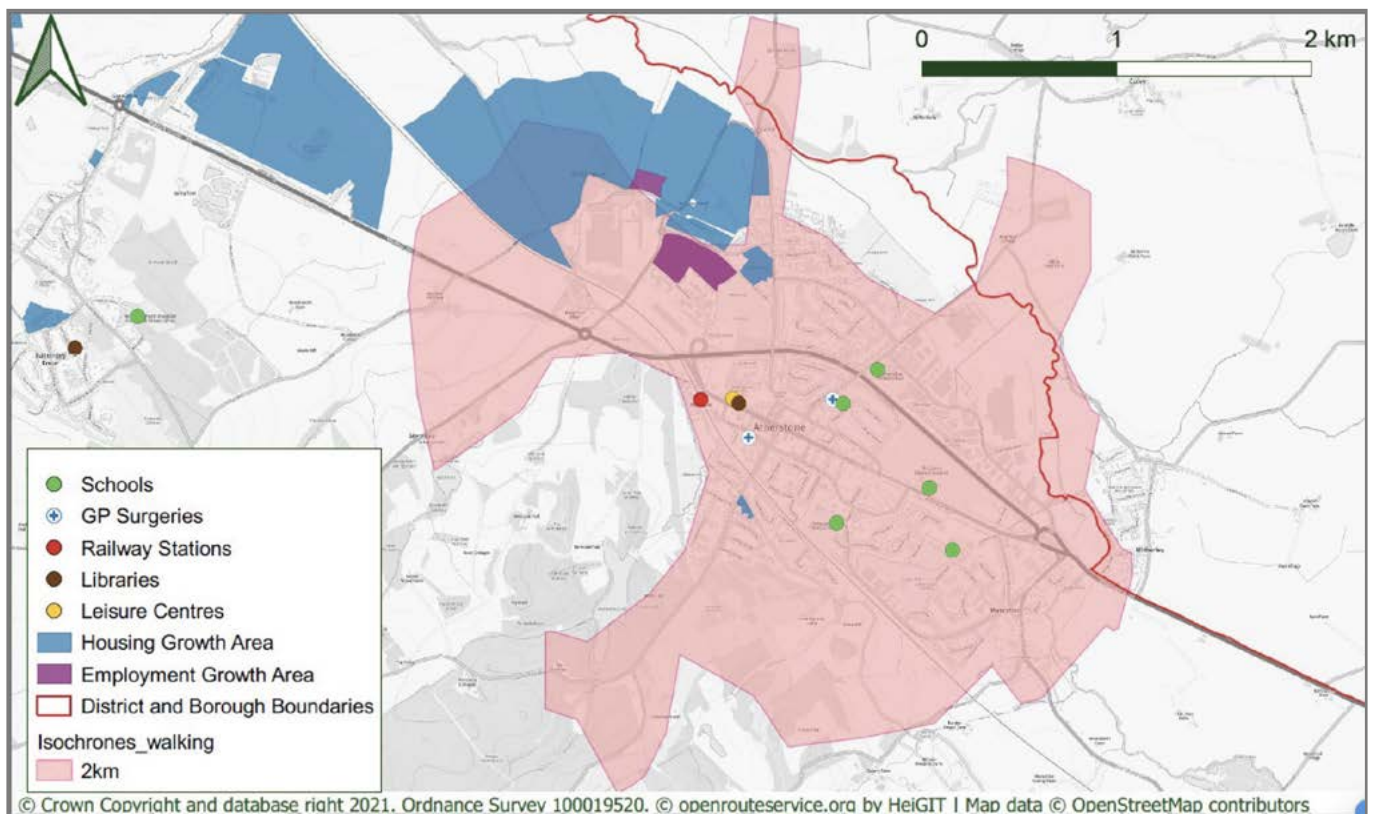


Figure NW11: potential for walking: 2km walking zones around Coleshill and Water Orton

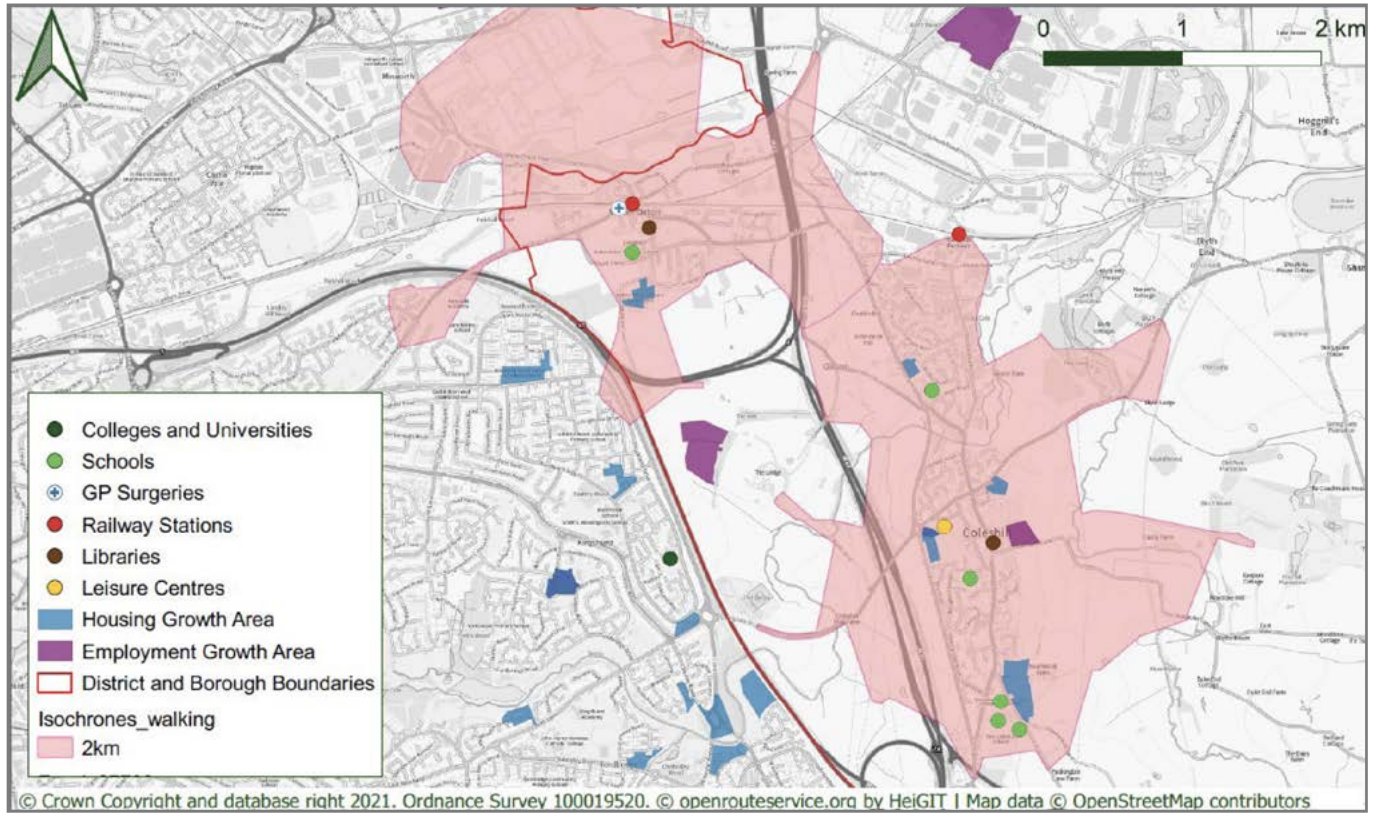


Figure NW12: potential for walking: 2km walking zone around Polesworth

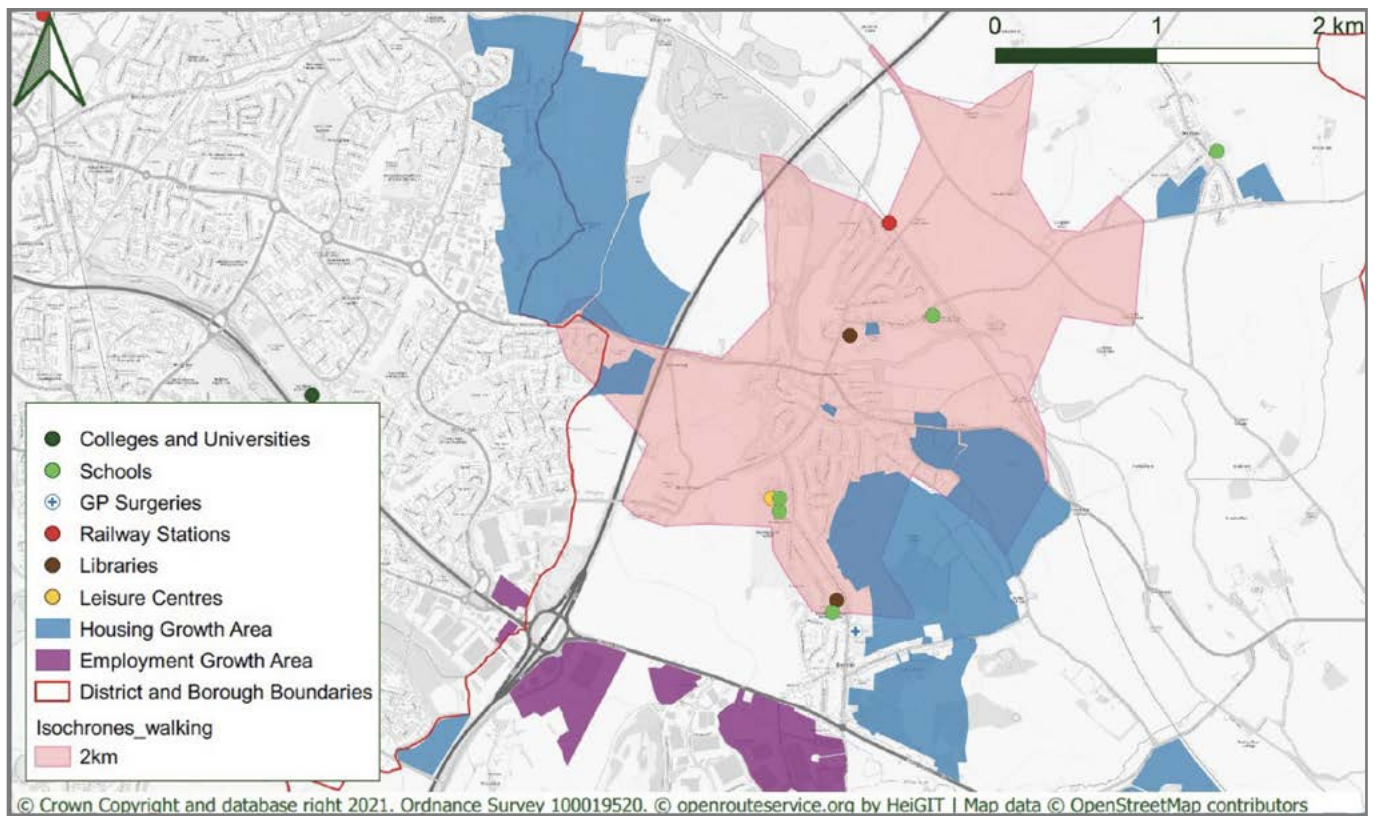
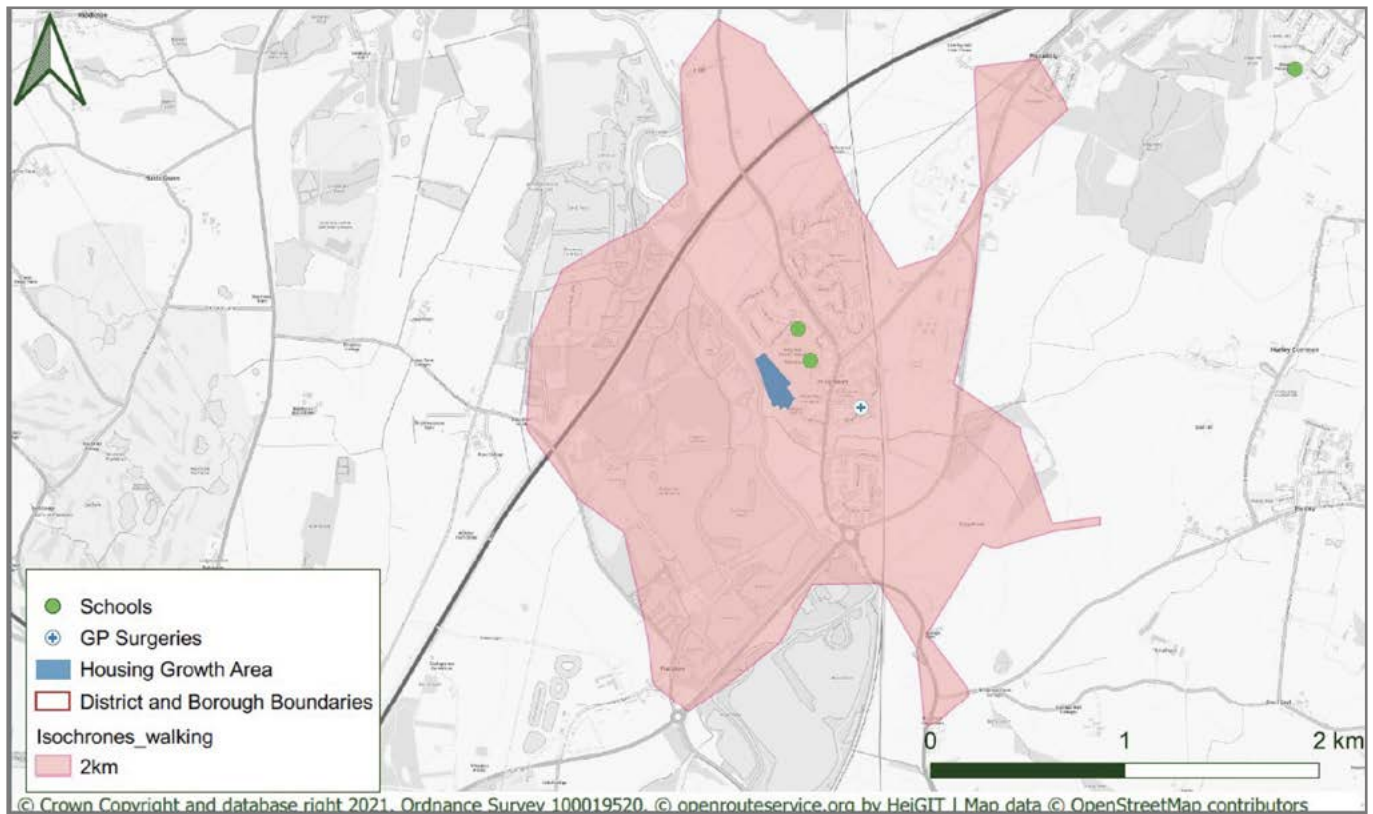


Figure NW13 potential for walking: 2km walking zone around Kingsbury



Although the North Warwickshire towns are fairly small in size, some are within walking distance of larger urban areas, including Water Orton to Birmingham and Solihull, and Polesworth to Tamworth. However, the walking routes to these areas, as well as links to large employment sites such as Hams Hall and Birch Coppice Business Park, require the crossing of busy roads which makes them unattractive at the current time as walking destinations.

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 North Warwickshire, two areas were assessed:

- Polesworth, Coventry Canal - scored as medium priority with potential for installation of signage
- Atherstone, Coventry Canal - scored as high priority with potential for installation of signage

Potential for walking – town centres

The [Warwickshire Future Places Routemap](#) includes investigation of the vitality and viability of specific high streets and town centres within North Warwickshire. Facilitated by the Institute of Place Management and supported by Warwickshire County Council and North Warwickshire Borough Council, the project involves community workshops in a number of towns including Atherstone, Coleshill and Polesworth. These help to identify the challenges and possible changes that could be introduced to make the town centres more attractive places for all. A key topic is improving 'walkability' – for example, by providing more seating and space for pedestrians and improving wayfinding.

Proposals for walking infrastructure

The information gathered on collisions, barriers and walking trip generators in North Warwickshire, together with detailed feedback from local people in 2021 and 2022, has been used to identify walking infrastructure improvements.

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. Some combined walking and cycling improvements (such as traffic-free paths and new bridges) are also listed in the cycling infrastructure plans.

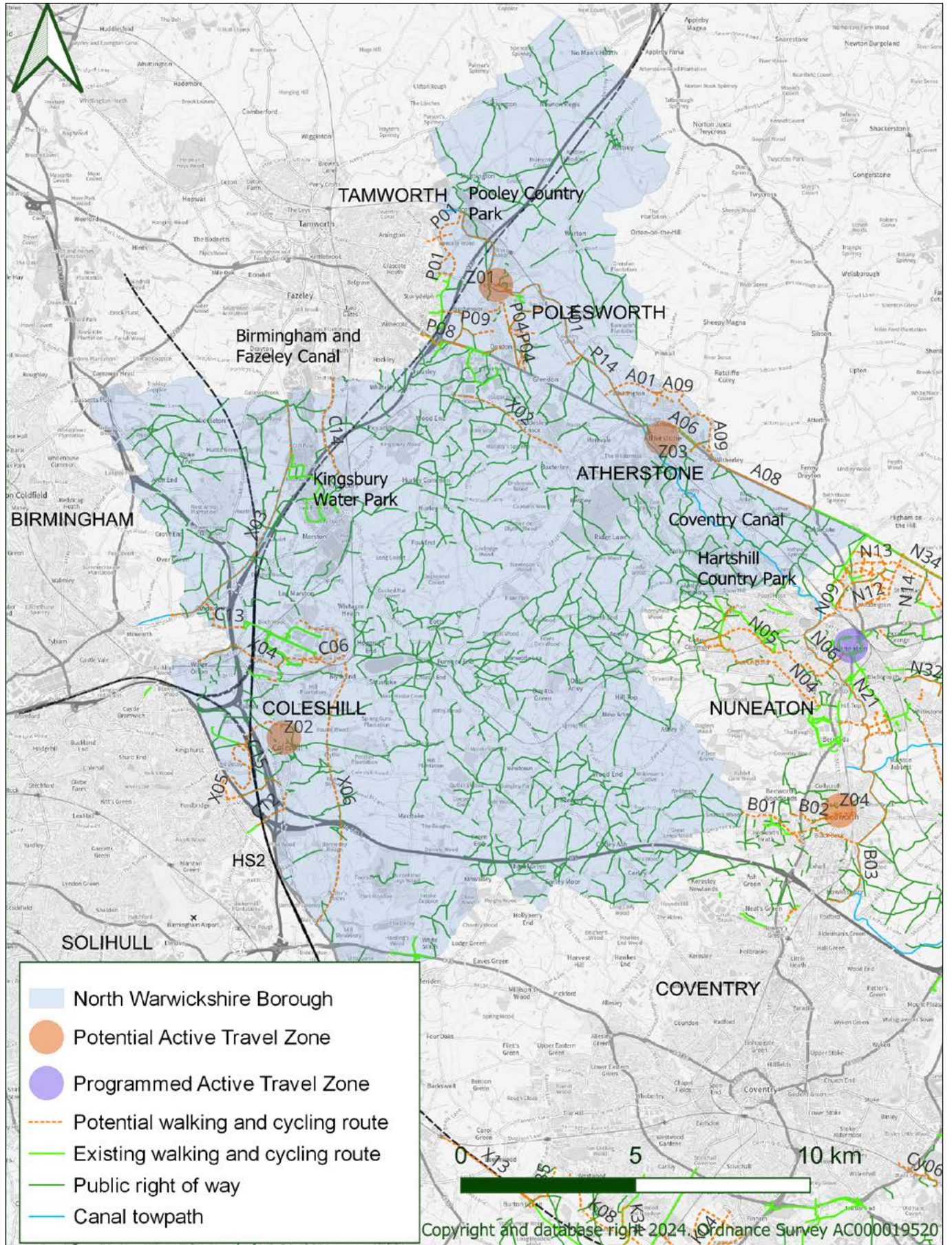
Information from road traffic collisions in North Warwickshire shows that there are issues with pedestrian safety on rural roads without pavements or village roads with very narrow pavements – including incidents where pedestrians are 'clipped' by cars. Measures such as warning lights/signs, lower speed limits (advisory or actual), pavement extensions and edge of carriageway markings could be introduced in these areas.

Figure NW14 and Table NW6 provide a high level overview of key proposals for walking infrastructure in the Borough of North Warwickshire 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 NW3). 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 urban areas (Coleshill, Polesworth and Atherstone) to enable walking for everyday trips. These are similar to the secondary walking routes in the Council's footway hierarchy (Table NW3). 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.
- 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.

Figure NW14: Proposals for walking infrastructure in North Warwickshire



For potential schemes identified in Figure NW14 and Table NW6, some will be delivered by third parties such as developers, North Warwickshire Borough Council and HS2. Where potential schemes are promoted by Warwickshire County Council, next steps will include analysing existing data and local viewpoints, 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 Active Travel England 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 Vital and Viable reports (Warwickshire Future Places Roadmap) for Atherstone, Coleshill and Polesworth.

Figure NW14 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.

Table NW6: proposals for walking infrastructure in North Warwickshire

Ref	Scheme	Type
Atherstone		
Z03	Atherstone town centre	Active Travel Zone
A01	Atherstone developments	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
A02	Coventry Canal (Atherstone to Whittington)	Towpath
A06	Path and Friary Road (A5 footbridge link to Ratcliffe Road and Sheepy Road)	Path/ cycle track through open space
A07	Path (A5 footbridge link: TQEA to Carlyon Road Industrial Estate)	Path/ cycle track through open space
A08	A5 Watling Street (Atherstone/ Mancetter - A444 Weddington Lane, Caldecote)	Footway/ cycle track adjacent to road
A09	Anker Meadows	Path/ cycle track through open space
A10	Innage Brook	Path/ cycle track through open space
Coleshill, Curdworth, Water Orton		
Z02	Coleshill town centre	Active Travel Zone
C06	Fishery Lane (Coleshill - Whitacre Heath)	Path/ cycle track through open space
C07	Gorse Lane, Coleshill	Footway/ cycle track adjacent to road and crossing
C11	Green Lane (Coleshill to Birmingham / UK Central)	Path/ cycle track through open space
C12	Coleshill Heath Road (Coleshill - Birmingham / UK Central/ HS2 Interchange)	Footway/ cycle track adjacent to road, path/ cycle track through open space, crossing and bridge

Ref	Scheme	Type
Coleshill, Curdworth, Water Orton		
C13	Marsh Lane/ Coleshill Road	Footway/ cycle track adjacent to road and on-carriageway route
C14	A51 Tamworth Road (Kingsbury - Dosthill)	Footway/ cycle track adjacent to road
C15	South Drive, Coleshill Manor	Footway/ cycle track adjacent to road
Polesworth and Dordon		
Z01	Polesworth	Active Travel Zone
P01	Alvecote development	Footway/ cycle track adjacent to road
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Path/ cycle track through open space and on-carriageway route
P04	Polesworth developments	Footway/ cycle track adjacent to road and path/ cycle track through open space
P07	Path (A5 Birch Coppice junction - Browns Lane)	Path/ cycle track through open space
P08	A5 Watling Street (M42 Junction 10 - Birch Coppice)	Footway/ cycle track adjacent to road and crossing
P09	Path (Kitwood Avenue - Bridleway)	Path/ cycle track through open space
P13	Abbey Green Park	Path/ cycle track through open space
P14	Coventry Canal (Grendon - Whittington)	Towpath
Cross-county routes		
X01	Coventry Canal (Alvecote - Polesworth - Grendon)	Towpath
X02	Baddesley Mineral Railway Line (Baddesley Colliery - Birch Coppice)	Multi user traffic-free route
X03	Birmingham and Fazeley Canal (Wiggins Hill to Fazeley)	Towpath
X04	River Tame Greenway (Water Orton - Hams Hall)	Multi user traffic-free route
X05	River Cole Greenway (Coleshill - North Solihull)	Multi user traffic-free route
X06	Whitacre Line (Hampton in Arden - Whitacre)	Multi user traffic-free route

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.



4. North Warwickshire Cycling Infrastructure Plan

Potential for cycling - cycling zones

Figures NW15 to NW17 show areas within 5km and 10km cycling distance of the centres of Atherstone, Polesworth and Coleshill/ Water Orton. (5km equates to about 3miles and about 20 minutes travel time at a leisurely cycling speed).

The maps also show key destinations, including sites identified for new housing and employment, and existing journey attractors such as schools, health centres and railway stations and large employment sites. Peripheral employment sites which may be outside the (2km) walking zones are now within the (5km or 10km) cycling zones. These include Hams Hall (within cycling distance of Coleshill) and Birch Coppice Business Park (from Atherstone and Polesworth).

The Atherstone map shows the location of proposed housing along the A5 to the northwest of the town centre, and concentration of services 5-10km away, the majority of these being in Nuneaton to the southeast, including further education colleges, leisure centres and the George Eliot Hospital.

Figure NW15: potential for cycling: 5km and 10km cycling zones around Atherstone

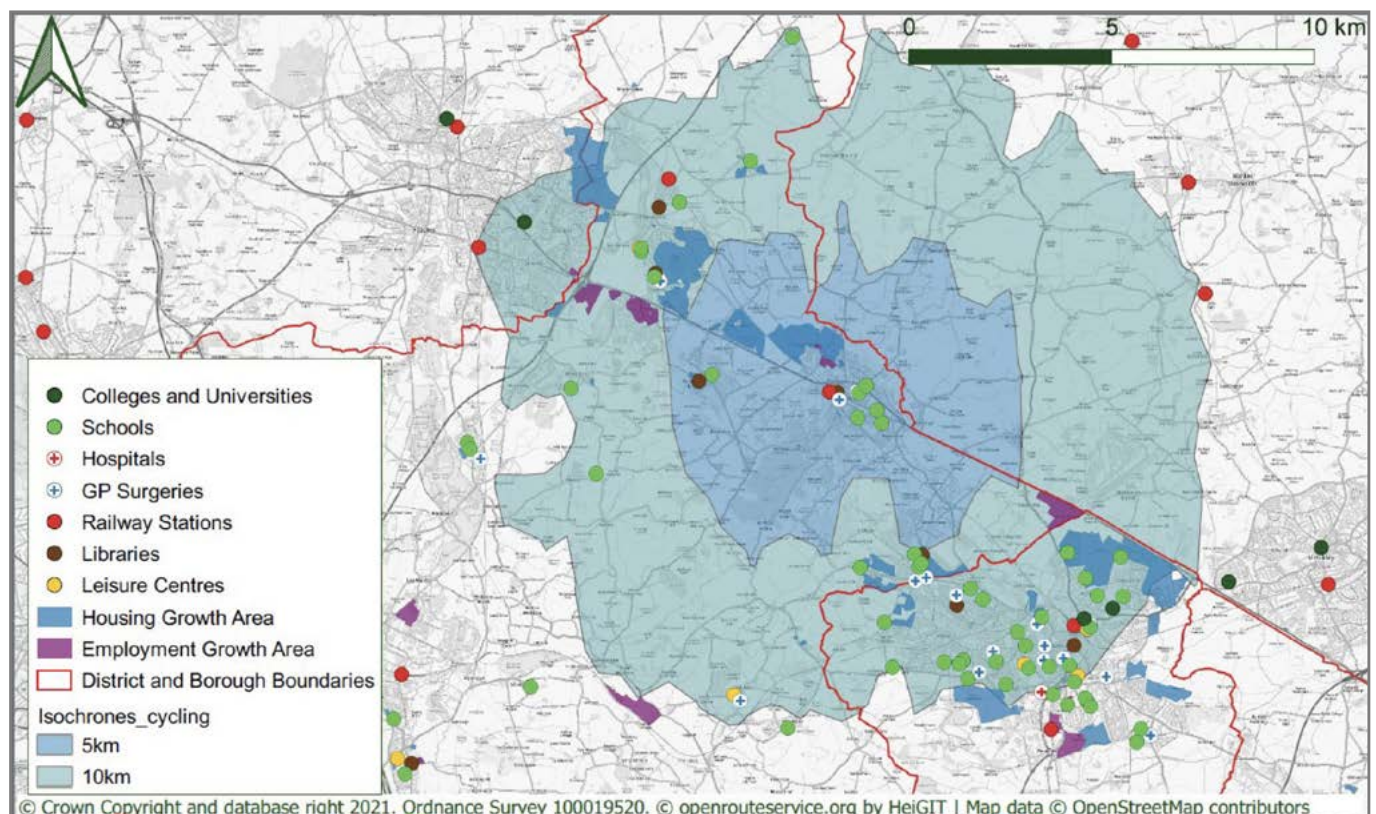


Figure NW16: potential for cycling: 5km and 10km cycling zones around Coleshill and Water Orton

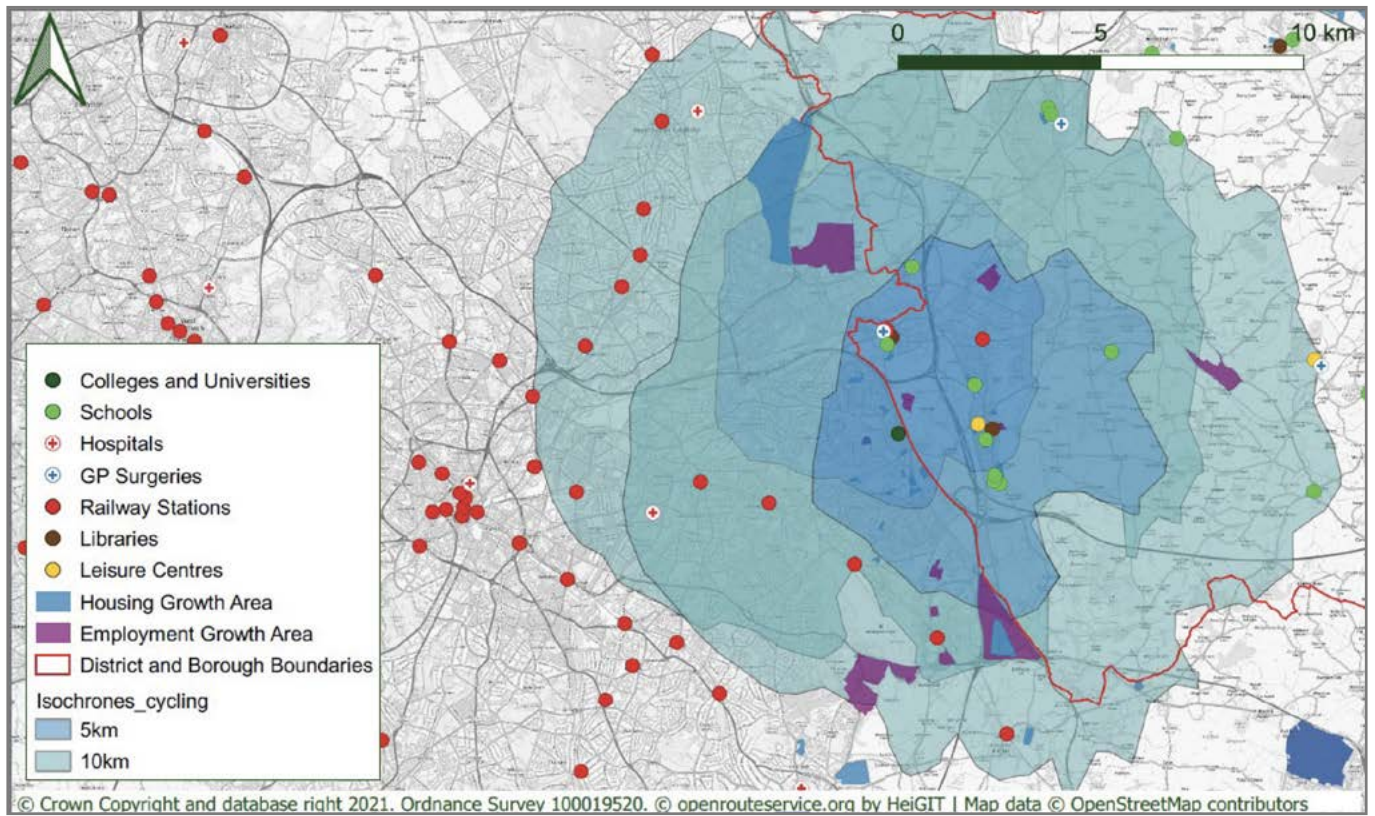
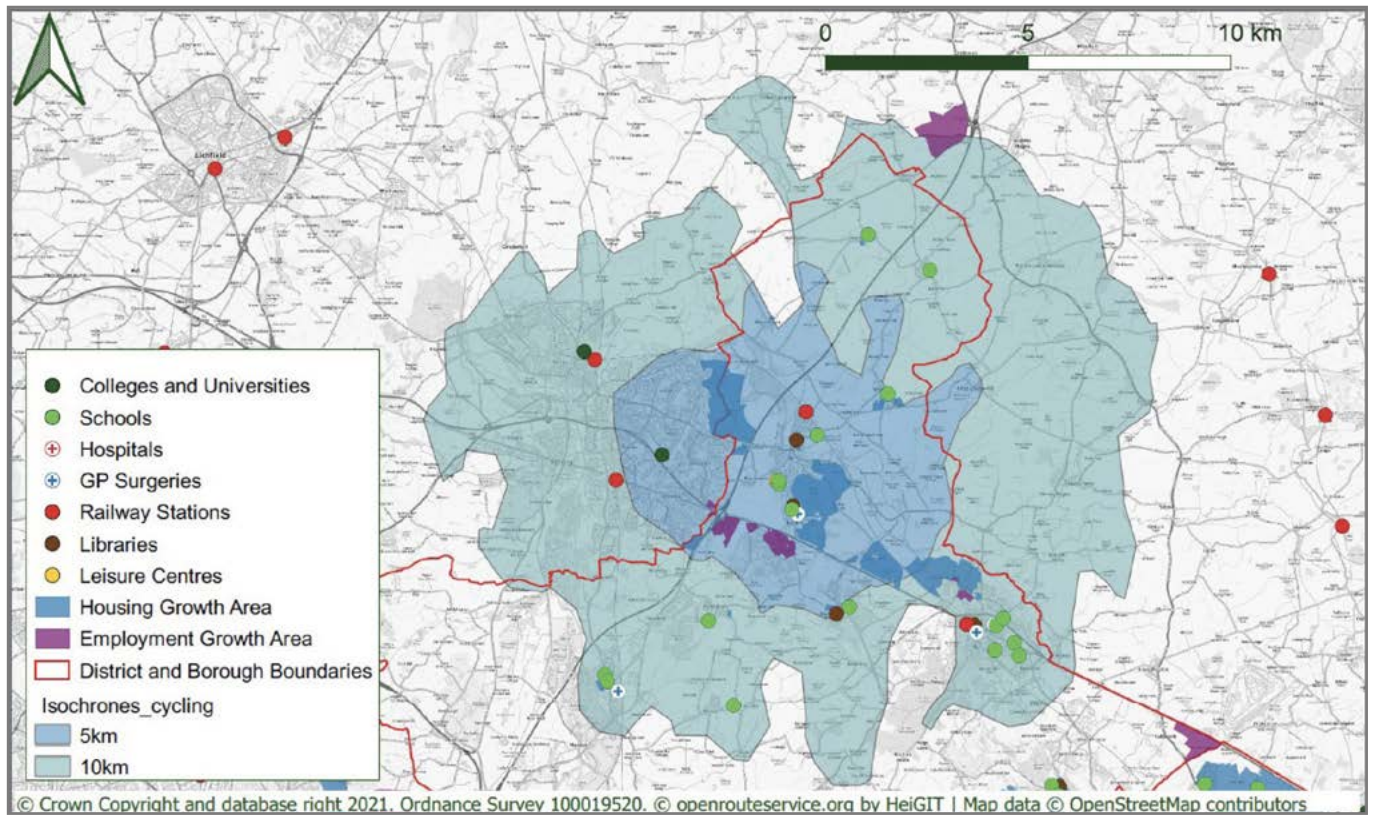


Figure NW17: potential for cycling: 5km and 10km cycling zones around Polesworth



The Coleshill and Water Orton map clearly shows the proximity of the West Midlands conurbation; nearest hospitals are Goodhope Hospital, Sutton Coldfield (within 10km of Water Orton) and Heartlands Hospital, East Birmingham (within 10km of both Coleshill and Water Orton); and major employment growth sites within 5km include HS2 Interchange/ Arden Cross (27,000 new jobs) and Peddimore (1,000 new jobs).

The Polesworth map includes a number of large residential developments within 5km, with up to 4,000 new homes planned near Dordon, Atherstone and Alvecote (on the eastern edge of Tamworth). Further expansion of the Birch Coppice Business Park is also planned (approximately 15 hectares of gross floor area).

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 North Warwickshire, the Coventry Canal was assessed for cycling for the section between Grendon Road (B5000), Polesworth and Merevale Road, Atherstone. It was scored as low priority.

Potential for cycling - travel demand (short trips)

In addition to mapping the potential cycling zones and key destinations within these areas, Phil Jones Associates (PJA) were commissioned 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 NW18 and NW19) 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 (as used previously for 5km and 10km zones).

The Coleshill flow map highlights the funnel effect of the M42 and M6 crossing points with greatest flows along the B4114 Birmingham Road and Coleshill Heath Road. Key north-south routes, A446 Stonebridge Road and the Coventry Road, form a backbone for short trips, as Coleshill is a linear settlement following a ridgeway between two river floodplains. However, the A446 is not currently appropriate for short trips by cycle, being a 60mph dual carriageway. Unfortunately, the analysis does not reflect true demand to or from Hams Hall, Marston Green and Birmingham Business Park, due to the large geographical size of this LSOA.

Figure NW18: potential for cycling: short trips, Coleshill

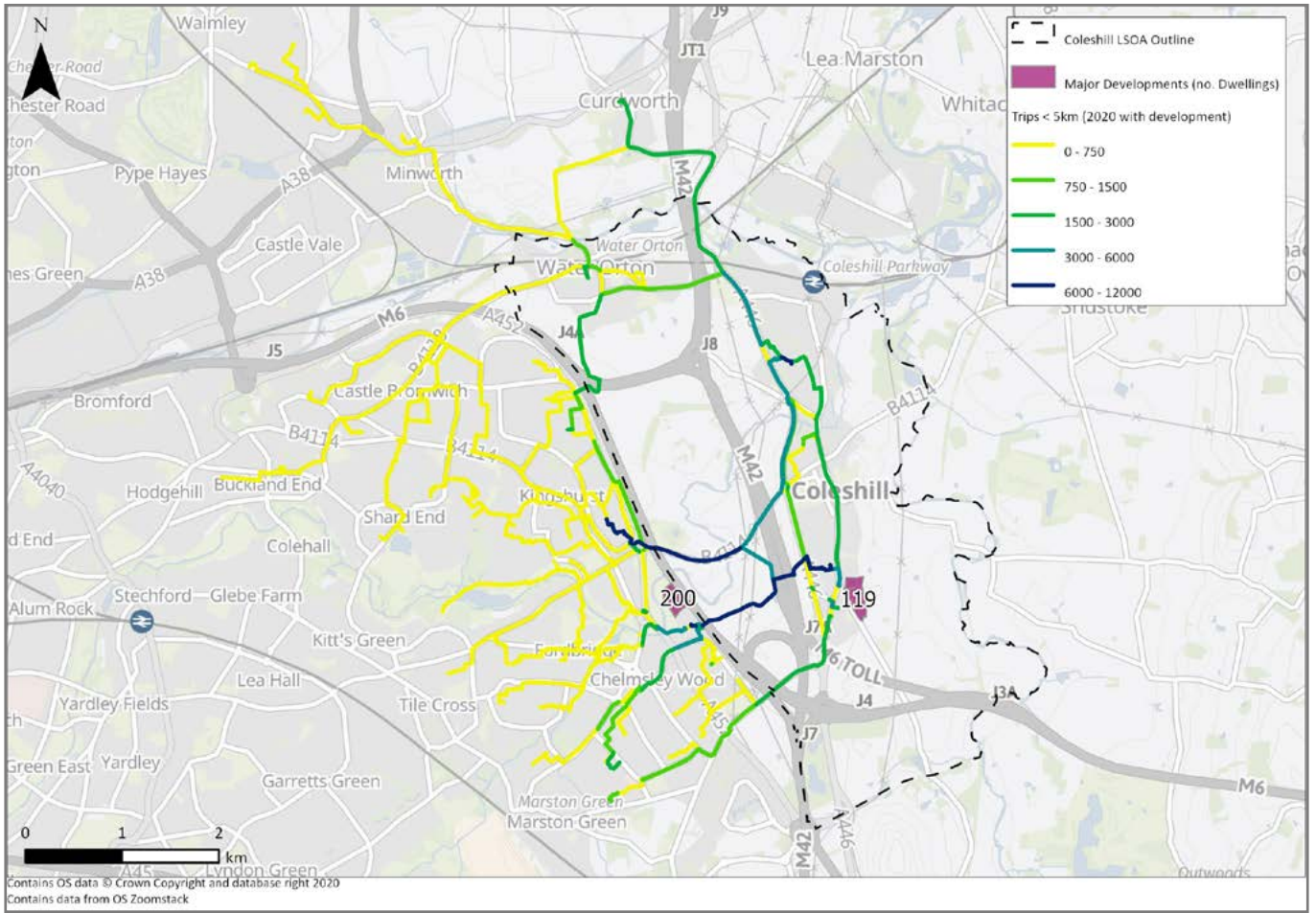
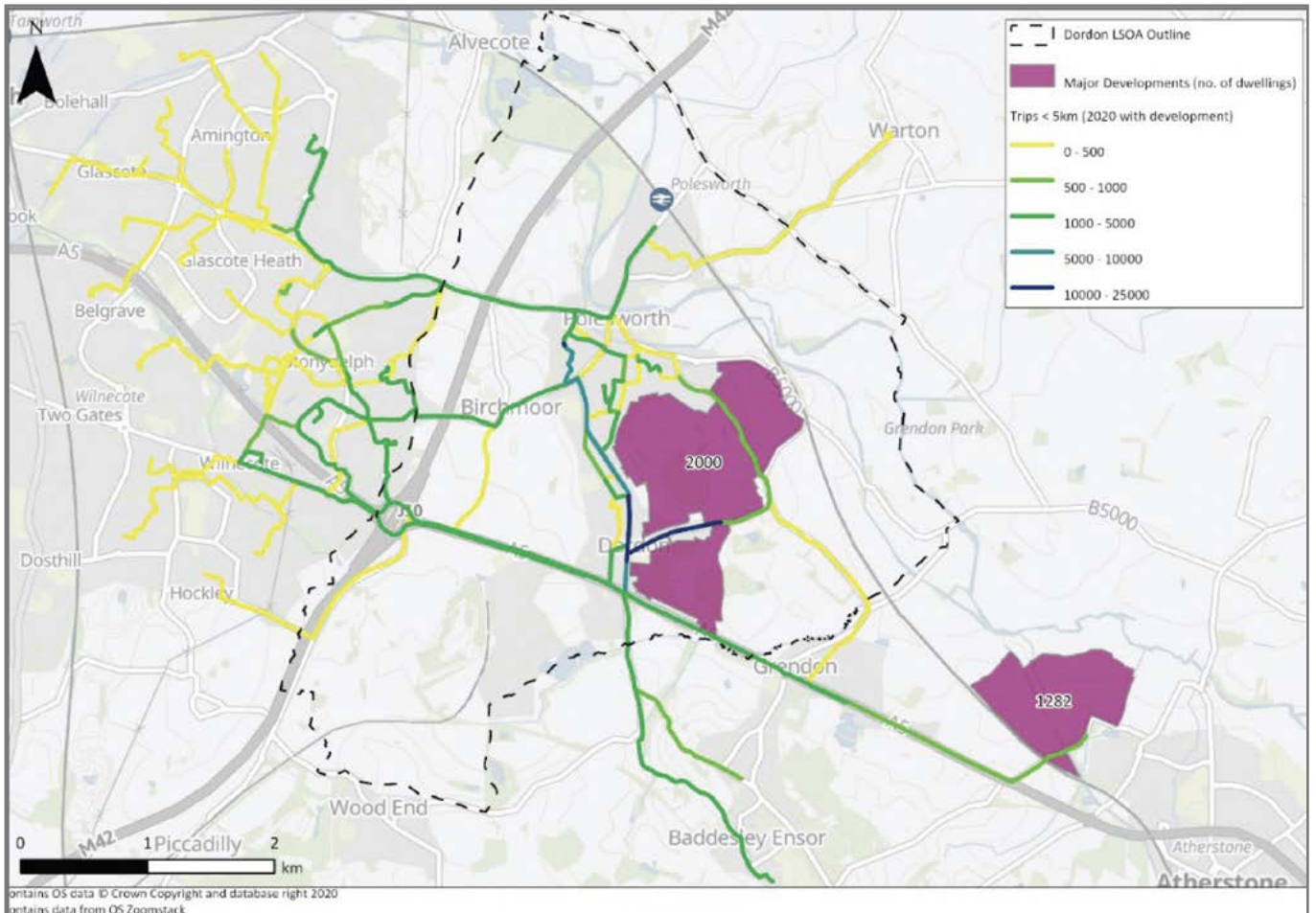


Figure NW19: potential for cycling: short trips, Polesworth and Dordon



The Polesworth and Dordon flow map again shows the funnel effect of the M42 and the lack of east-west routes other than the A5 to the south of the settlement.

The study area includes the Birch Coppice business park, home to several logistics and distribution businesses. This may explain the high number of short trips along the north-south axis between Dordon and Polesworth. The fact that North Warwickshire has one of the highest car ownership rates in the country, may also be a contributory factor to the many short motorised trips.

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, particularly in North Warwickshire, the PCT tool needs to be used with caution. However, the PCT maps, in combination with the cycling zone and PJA short trips maps, can help to focus on those areas with greatest cycling potential.

Figure NW20: propensity to cycle (LSOA Government Target Equality): Coleshill and Water Orton

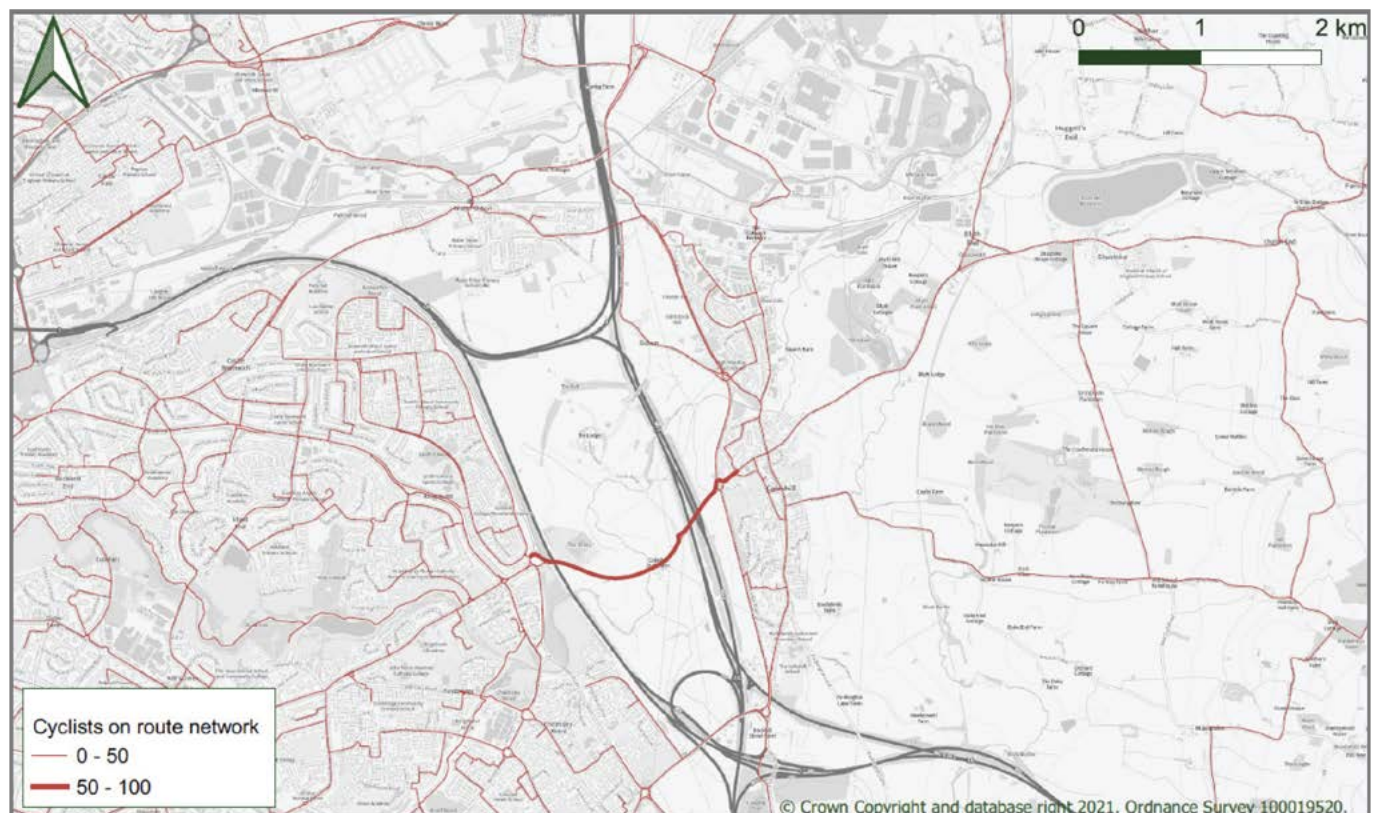
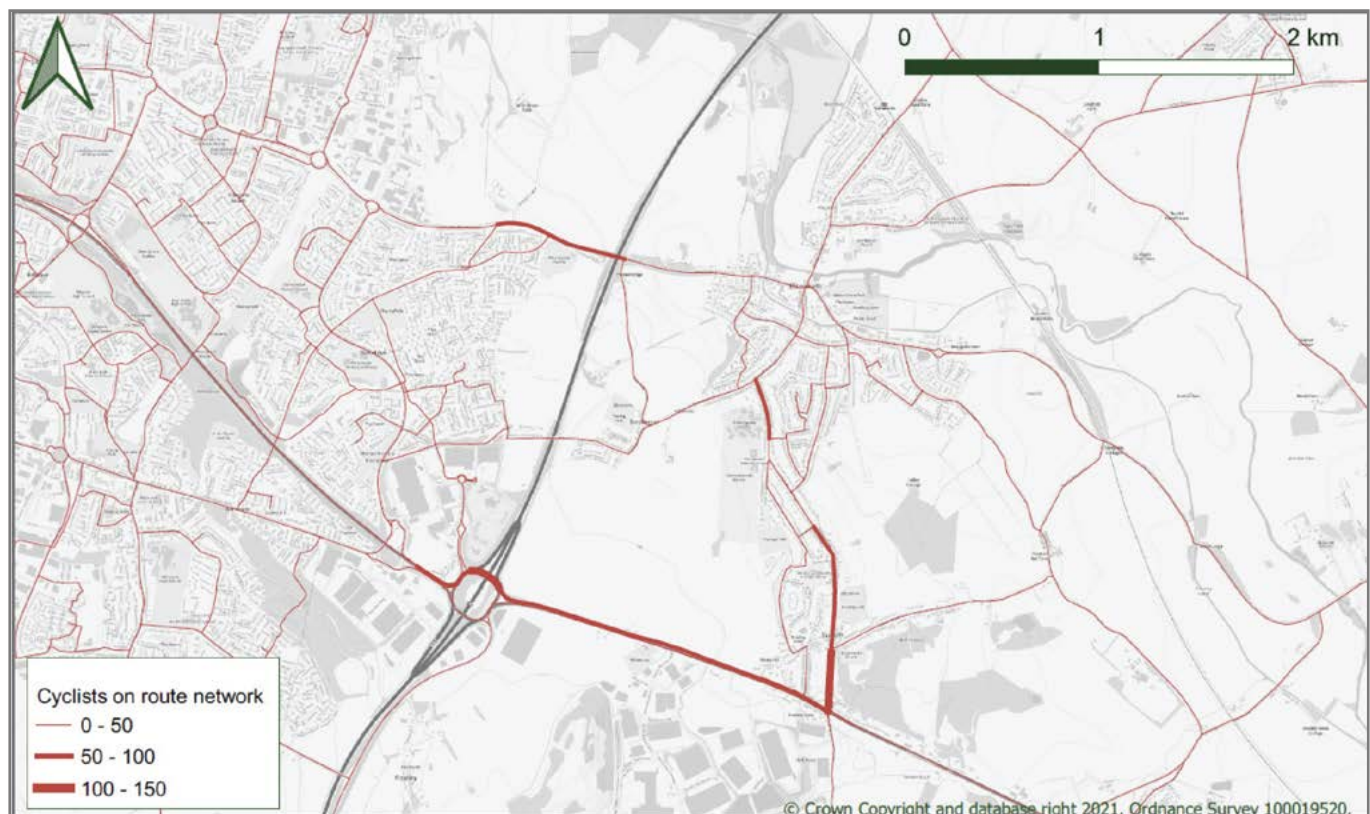


Figure NW21: propensity to cycle: (LSOA Government Target Equality): Polesworth and Dordon



Figures NW20 and NW21 are based on the Government Target (Equality) scenario to predict future cyclists on the local route networks in Coleshill and Polesworth. Although predicted cycling flows are fairly low, the Coleshill map shows that B4114 Birmingham Road is a key connection in the local network. Predicted cycling levels for the Government Target (Equality) are slightly higher near Polesworth including the A5 Watling Street, Long Street through Dordon and B5000 Tamworth Road.

Proposals for cycling infrastructure

Previous sections have summarised the information gathered on collisions, barriers and cycling trip generators in North Warwickshire, together with detailed feedback from local people in 2021 and 2022. This information, together with route audits and local network reports by Sustrans, towpath assessments, 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 potential schemes and to identify possible measures to provide coherent, direct, safe, comfortable and attractive cycle routes.

In North Warwickshire, the evidence suggests that there is greatest potential for cycling development in three areas:

- Atherstone.
- Coleshill, Water Orton and Hams Hall, with connections to Birmingham, North Solihull and HS2 Interchange/ Arden Cross.
- Polesworth, Dordon and Birch Coppice, with connections to Tamworth.

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.

The proximity of traffic-free routes in Birmingham and Solihull, and existing infrastructure such as the North Warwickshire Cycle Route, canal towpaths and country parks, means that there are considerable opportunities for wider promotion of recreational cycling in this area. The long list of potential schemes therefore includes a number of new and improved leisure routes for cycling (and walking), which could provide safe and attractive places for exercise and exploration.

Figures NW21 to NW24 show indicative cycling networks (programmed and potential schemes) for the North Warwickshire District area and Atherstone, Coleshill and Polesworth. Routes within these 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. Wherever possible, these routes will be investigated as multi-user trails for walking, wheeling, cycling and horse-riding.

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 NW7 to NW10 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 NW7 to NW10 also show status of schemes, in terms of whether they are currently programmed for delivery, or are potential opportunities (including 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 through 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 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 toolkits and guidance such as the Active Mode Appraisal Toolkit (AMAT) and Cycle Infrastructure Design 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.

Figure NW22: Indicative Cycle Network for the District of North Warwickshire

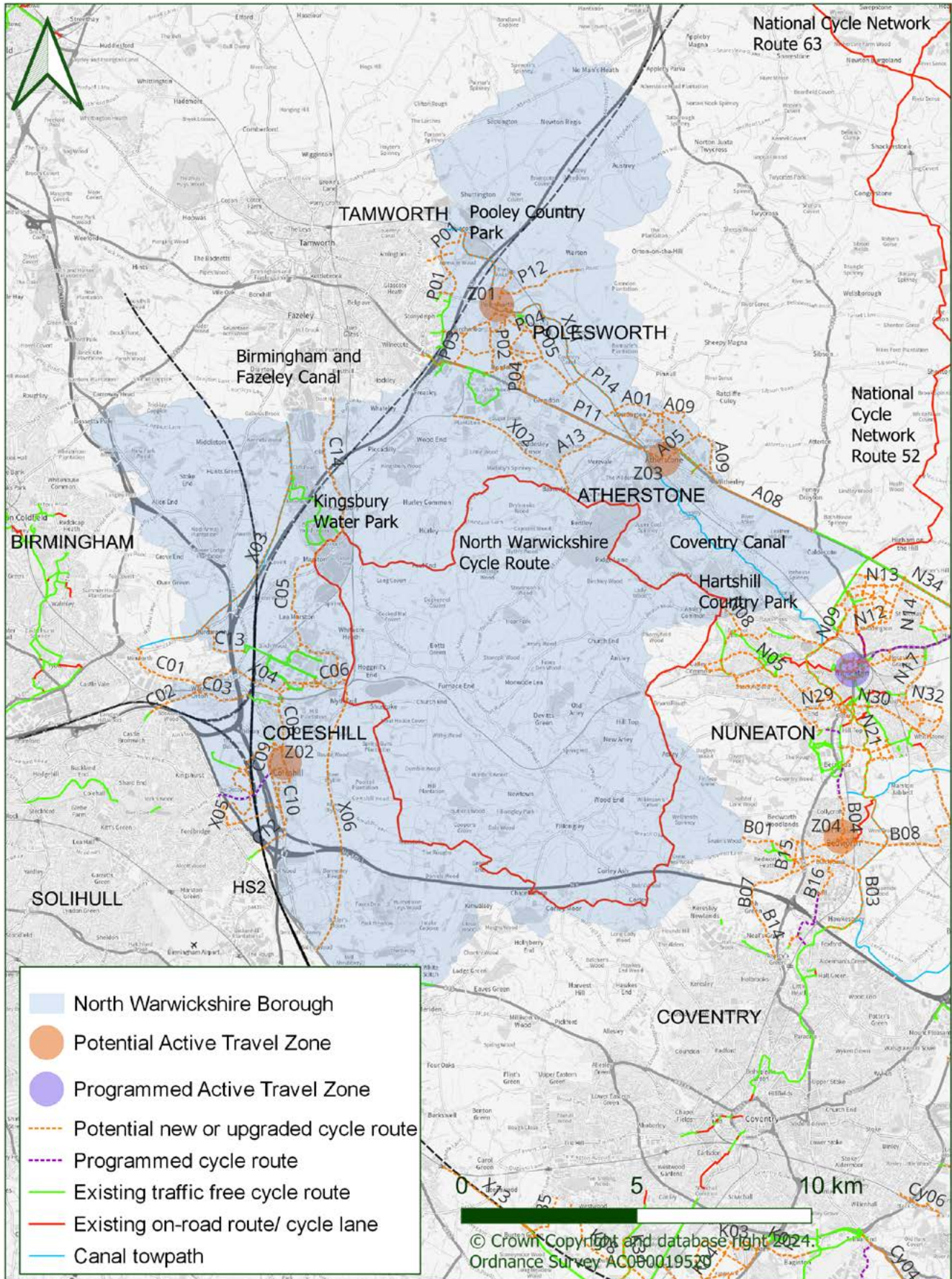


Table NW7: Proposed cross-county routes

Ref	Cross-county leisure routes	Type
Potential schemes		
X01	Coventry Canal (Alvecote - Polesworth - Grendon)	Towpath
X02	Baddesley Mineral Railway Line (Baddesley Colliery - Birch Coppice)	Multi user traffic-free route
X03	Birmingham and Fazeley Canal (Wiggins Hill to Fazeley)	Towpath
X04	River Tame Greenway (Water Orton - Hams Hall)	Multi user traffic-free route
X05	River Cole Greenway (Coleshill - North Solihull)	Multi user traffic-free route
X06	Whitacre Line (Hampton in Arden - Whitacre)	Multi user traffic-free route



Figure NW23: Indicative Cycle Network for Atherstone

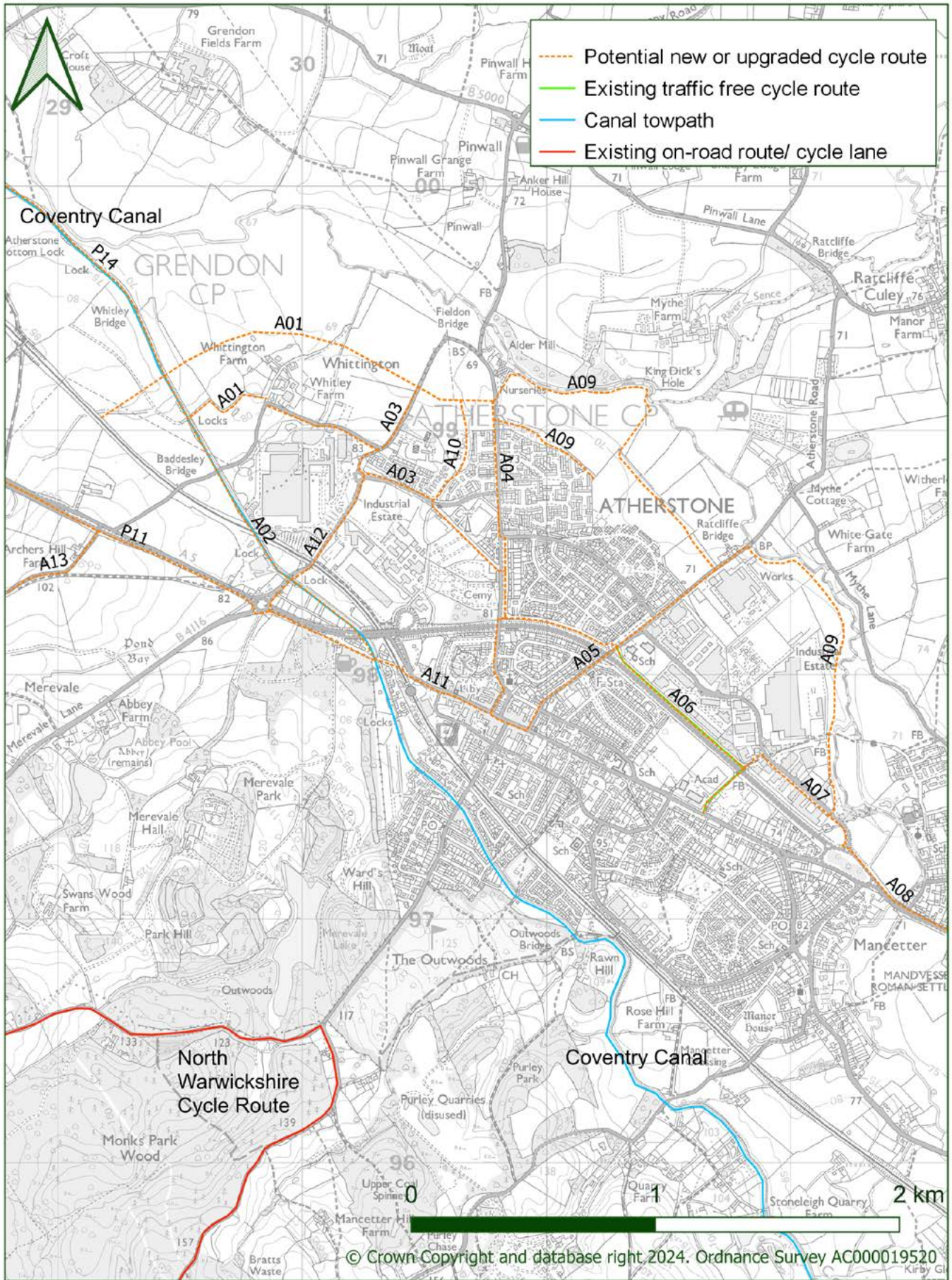


Table NW8: Proposed cycle schemes in Atherstone

Ref	Atherstone	Type
Potential schemes		
A01	Atherstone developments	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
A02	Coventry Canal (Atherstone to Whittington)	Towpath
A03	Atherstone town links (Gypsy Lane, Rowlands Way, Whittington Lane)	Footway/ cycle track adjacent to road and on-carriageway route
A04	Atherstone town links (Sheepy Road)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
A05	Atherstone town links (Ratcliffe Road)	Footway/ cycle track adjacent to road and on-carriageway route
A06	Path and Friary Road (A5 footbridge link to Ratcliffe Road and Sheepy Road)	Path/ cycle track through open space
A07	Path (A5 footbridge link: TQEA to Carlyon Road Industrial Estate)	Path/ cycle track through open space
A08	A5 Watling Street (Atherstone/ Mancetter - A444 Weddington Lane, Caldecote)	Footway/ cycle track adjacent to road
A09	Anker Meadows	Path/ cycle track through open space
A10	Innage Brook	Path/ cycle track through open space
A11	Long Street (Atherstone town centre)	On-carriageway cycle route
A12	B4116 Holly Lane	Footway/ cycle track adjacent to road
A13	Folly Lane/ Waste Lane (Baddesley - Atherstone)	On-carriageway cycle route



Figure NW24: Indicative Cycle Network for Coleshill and Water Orton

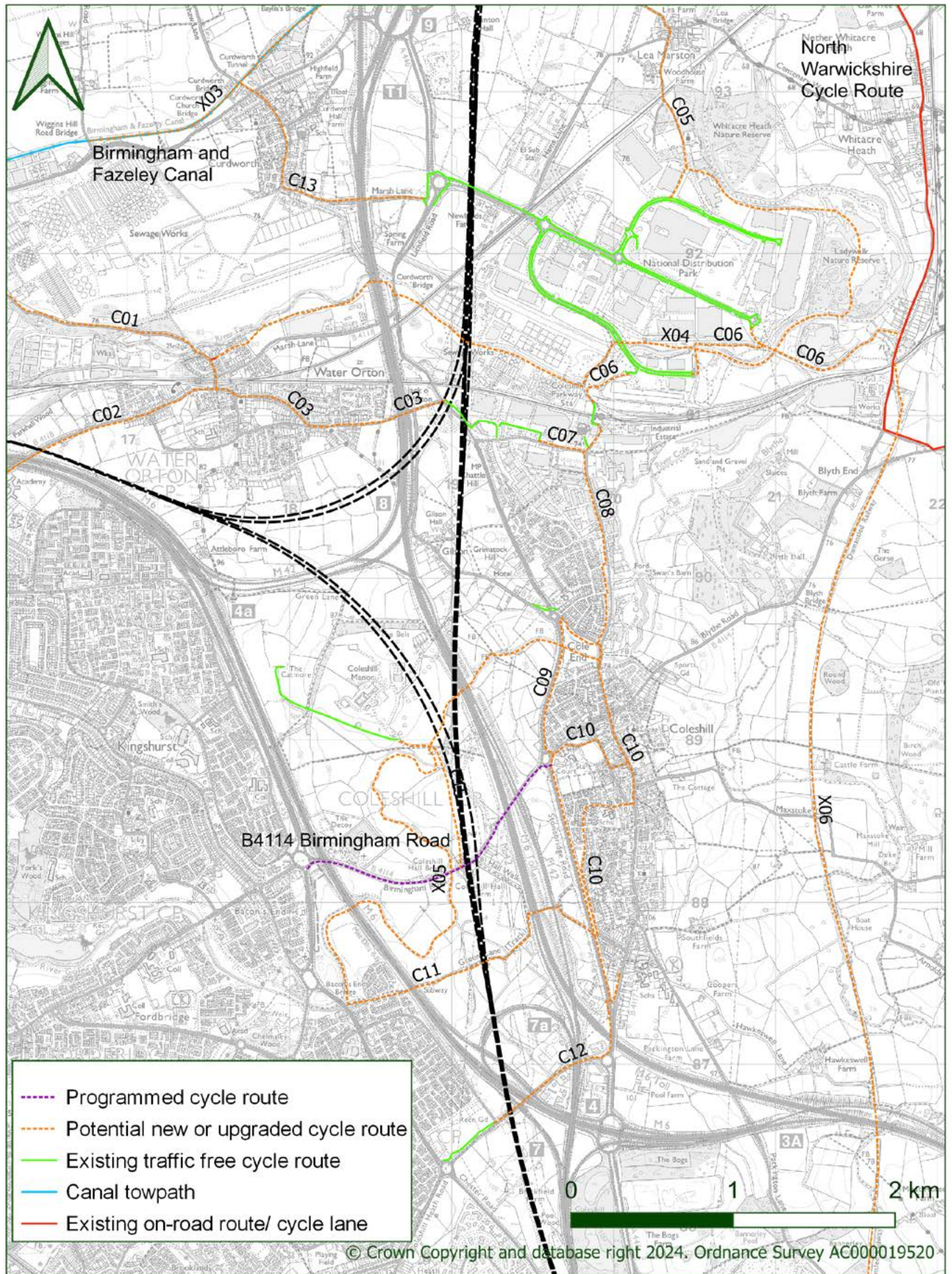


Table NW9: Proposed cycle schemes in Coleshill and Water Orton

Ref	Coleshill, Water Orton and Kingsbury	Type
Programmed schemes		
	B4114 Birmingham Road (Coleshill - Kingshurst)	Widened/ upgraded footway adjacent to road and crossing
Potential schemes		
C01	Water Orton Lane (Water Orton - Minworth)	Widened/ upgraded footway adjacent to road
C02	B4118 Water Orton Rd/ Birmingham Road (Water Orton - Birmingham/ Castle Bromwich)	Widened/ upgraded footway adjacent to road
C03	B4117 Watton Lane (Water Orton - Coleshill)	Widened/ upgraded footway adjacent to road and crossing
C04	A51 Coventry Road, Kingsbury	Widened/ upgraded footway adjacent to road, cycle track/ path and on-carriageway cycle route
C05	Church Lane/ Haunch Lane (Hams Hall - Kingsbury via Lea Marston)	Cycle track/ path on open space, on-carriageway route and crossing
C06	Fishery Lane (Coleshill - Whitacre Heath)	Cycle track/ path on open space
C07	Gorse Lane, Coleshill	New and upgraded footway and crossing
C08	Station Road, Coleshill (River Cole bridge - Coleshill Parkway)	Widened/ upgraded footway adjacent to road and crossings
C09	A446 Stonebridge Road (Gilson Road to Coleshill Heath Road)	Widened/ upgraded footway adjacent to road
C10	Coleshill town north-south spine (Stonebridge Road, Wingfield Road, High Street)	On-carriageway cycle route
C11	Green Lane (Coleshill to Birmingham / UK Central)	Cycle track/ path on open space
C12	Coleshill Heath Road (Coleshill - Birmingham / UK Central/ HS2 Interchange)	Widened/ upgraded footway adjacent to road and bridge

Figure NW25: Indicative Cycle Network for Polesworth and Dordon

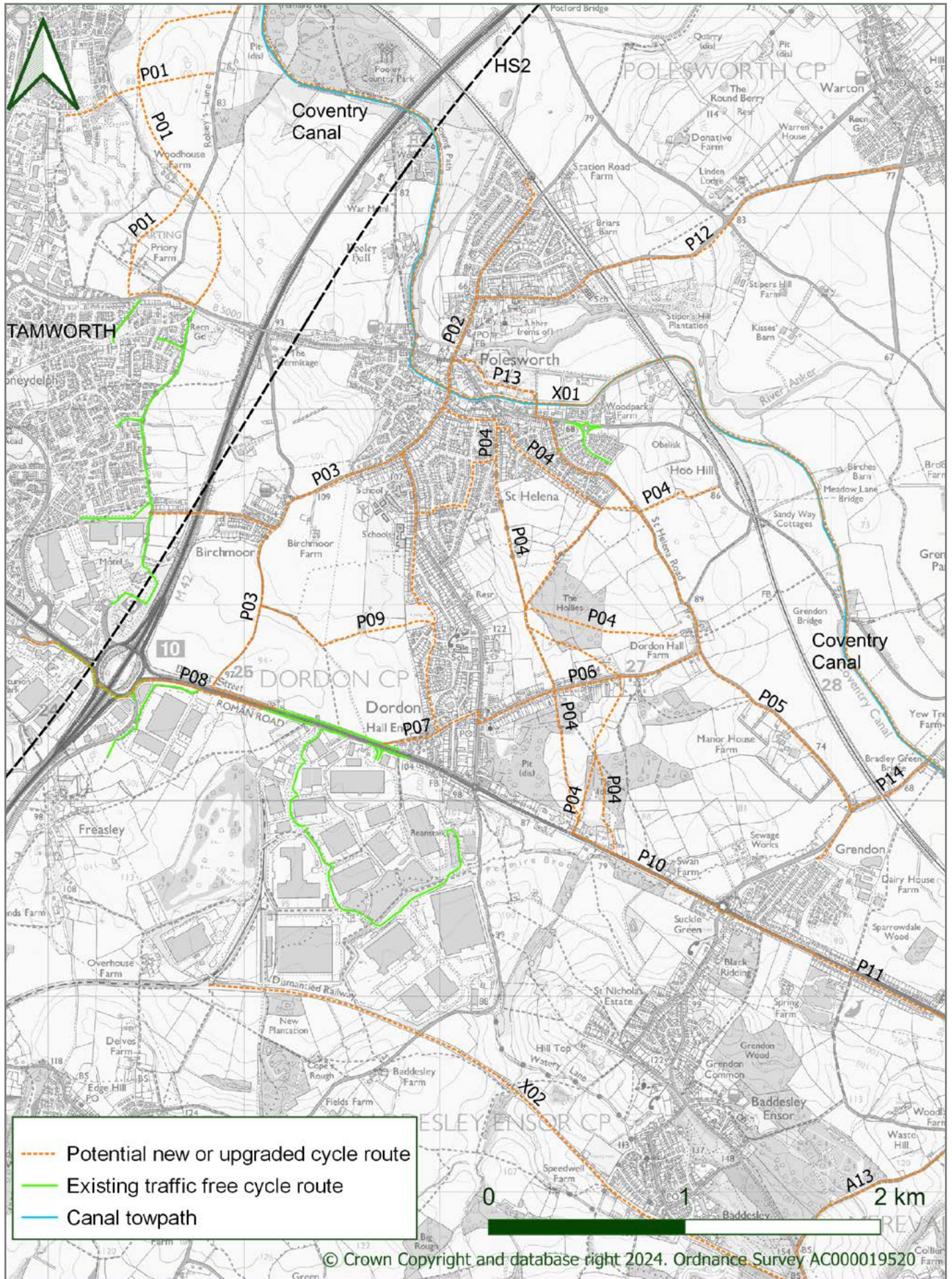


Table NW10: Proposed cycle schemes in Polesworth and Dordon

Ref	Polesworth and Dordon	Type
	Potential schemes	
P01	Alvecote development	Footway/ cycle track adjacent to road
P02	Polesworth and Dordon north-south links	On-carriageway cycle route
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Path/ cycle track through open space and on-carriageway route
P04	Polesworth developments	Footway/ cycle track adjacent to road and path/ cycle track through open space
P05	St Helena Road/ Dordon Hall Lane/ Spon Lane (Polesworth - Grendon)	On-carriageway cycle route
P06	Church Road/ Dunns Lane, Dordon	On-carriageway cycle route
P07	Path (A5 Birch Coppice junction - Browns Lane)	Path/ cycle track through open space
P08	A5 Watling Street (M42 Junction 10 - Birch Coppice)	Footway/ cycle track adjacent to road and crossing
P09	Path (Kitwood Avenue - Bridleway)	Path/ cycle track through open space
P10	A5 Watling Street (Birch Coppice - Dordon - Grendon)	Footway/ cycle track adjacent to road and on-carriageway route
P11	A5 Watling Street (Grendon to Atherstone)	Footway/ cycle track adjacent to road
P12	Stiper's Hill/ Orton Road (Polesworth-Warton)	Footway/ cycle track adjacent to road
P13	Abbey Green Park	Path/ cycle track through open space
P14	Coventry Canal (Grendon - Whittington)	Towpath

