



Part 2 ▶ Network Plans: Nuneaton and Bedworth Borough



1. The Current Situation

Overview

The Borough of Nuneaton and Bedworth is located in the north of the county of Warwickshire. The two market towns are bordered by large rural areas to the east and west (including Hartshill Country Park and the Arbury Estate), and urban areas to the north-east (Hinckley in Leicestershire) and south (City of Coventry).

The urban form and streetscapes of Nuneaton and Bedworth reflect their industrial past and location in the Warwickshire coalfield. The railway lines and canals both connect and dissect local neighbourhoods. A decline in traditional industries such as textiles, and the economic and social impacts of this, has led to a renewed focus on projects to reconnect communities and regenerate public spaces.

Both Nuneaton and Bedworth towns continue to expand, with extensive housing developments planned, or under construction, along the northern and eastern edges of Nuneaton at Lower Farm and Callendar Farm and southeast of Bedworth at Hawkesbury Village. Together with investment in new employment sites, such as Bermuda Park, this presents a favourable opportunity to provide additional infrastructure for active travel.

Population and health

The latest population estimate for residents in the Borough of Nuneaton and Bedworth is 130,373 (2020 mid-year estimate). Over 70% of people live in the Nuneaton built-up area which had a population of 92,698 in 2011. At the 2011 Census, the average age of the population was 40, lower than the Warwickshire average age of 42, while the median age in the Borough of Nuneaton and Bedworth was also 40, higher than the national median age of 39.

The 'White British' ethnic group accounted for 88.9% of the population of Nuneaton and Bedworth in 2011. This is higher than the 82.7% in the wider West Midlands (metropolitan area and shire counties) but lower 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 Nuneaton and Bedworth, 79.3% of residents described their health as 'good' or 'very good' – below the county average of 82.2%. Similarly, residents were asked to rate the degree to which daily activities are limited by health and/or disability. 9.5% of residents in Nuneaton and Bedworth stated that their activities are 'limited a lot' – above the national average of 8.5% and considerably higher than the county average of 7.7%. Other health data shows that Nuneaton and Bedworth generally underperform against a range of health indicators, suggesting a greater need for health improvement and physical activity development in this area.

In the 2017/18 Active Lives Survey (Sport England), 71.9% of adults (aged 18+) in Nuneaton and Bedworth were classified as overweight or obese (where BMI is greater than or equal to 25kg/m²). This is significantly higher than figures for Warwickshire (62.4%) and England (62%). The same survey showed that 26.7% of Nuneaton and Bedworth adults (aged 19+) do not achieve 150 minutes of moderate intensity physical activity per week, and are therefore classed as physically inactive. This is higher than the Warwickshire figures (21.6% are physically inactive) and those for England (22.2%)

Travel patterns

Between 2001 and 2011 there was a 15.9% rise in the number of cars in Nuneaton and Bedworth – an additional 8,908 cars on local roads. Around 35% of households in Nuneaton and Bedworth have access to two or more cars. The proportion of households without a car or van decreased from 24.1% to 22.4% 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 Nuneaton and Bedworth residents (70.5% of the working population aged 16-74 years). 5.8% 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%. Nuneaton and Bedworth had modest levels of walking and cycling in the 2011 Census; 9.3% of people walked to work and 2.1% cycled. These are slightly below 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 Nuneaton and Bedworth, the average minimum journey time to reach 8 key services by bicycle is 12.4 minutes (compared to Warwickshire and England averages of about 15 minutes). This shows that there is already considerable potential to encourage more short journeys by active travel modes.

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

- 8.4% of adults in Nuneaton and Bedworth walk at least three times a week (compared to 13.6% for Warwickshire and 15.1% for England)
- 0.7% of adults in Nuneaton and Bedworth cycle at least three times a week (compared to 1.6% for Warwickshire and 2.3% for England).



Road Safety

Table NB1: Road traffic collisions between January 2016 and December 2020, involving pedestrians and cyclists, Borough of Nuneaton and Bedworth

Year	Pedestrian casualties				Cyclist casualties				Total
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2016	1	13	30	44	0	7	27	34	78
2017	1	12	28	41	0	3	26	29	70
2018	1	11	23	35	0	5	25	30	65
2019	0	9	28	37	1	4	13	18	55
2020	0	10	20	30	0	5	17	22	52
Total	3	55	129	187	1	24	108	133	320

The total number of pedestrian and cyclist casualties in the Borough of Nuneaton and Bedworth has been decreasing gradually over the last five years, although cyclist casualties in 2020 saw a slight increase compared to 2019, possibly due to greater cycling activity during the Covid pandemic. Overall collision numbers are fairly low, and therefore some caution is needed when analysing the data.

Over the last 5 years, there were more collisions involving pedestrian casualties occurring in the months of January and November whereas collisions involving cyclist casualties were marginally higher between July and September. In terms of time of day, there were slightly more collisions involving pedestrians and cyclists between 8am-9am in the morning, and in the afternoon from 3pm to 6pm, reflecting busier times on the local highway network. 73% of all pedestrian and cyclist collisions were during hours of daylight.

The majority of pedestrian and cyclists collisions occurred away from crossings. Just over half of all collisions involving pedestrians occurred at junctions, and two thirds of all collisions involving cyclists were at junctions.

Although the number of collisions is decreasing, the proportion of all casualties that are pedestrians and cyclists in Nuneaton and Bedworth is large compared to the expected mode share in traffic volumes or miles travelled, and compared to county figures. In 2020, the proportion of casualties that were pedestrians and cyclists was 26% in Nuneaton and Bedworth, compared to 21% in wider Warwickshire.



Figure NB1: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Nuneaton

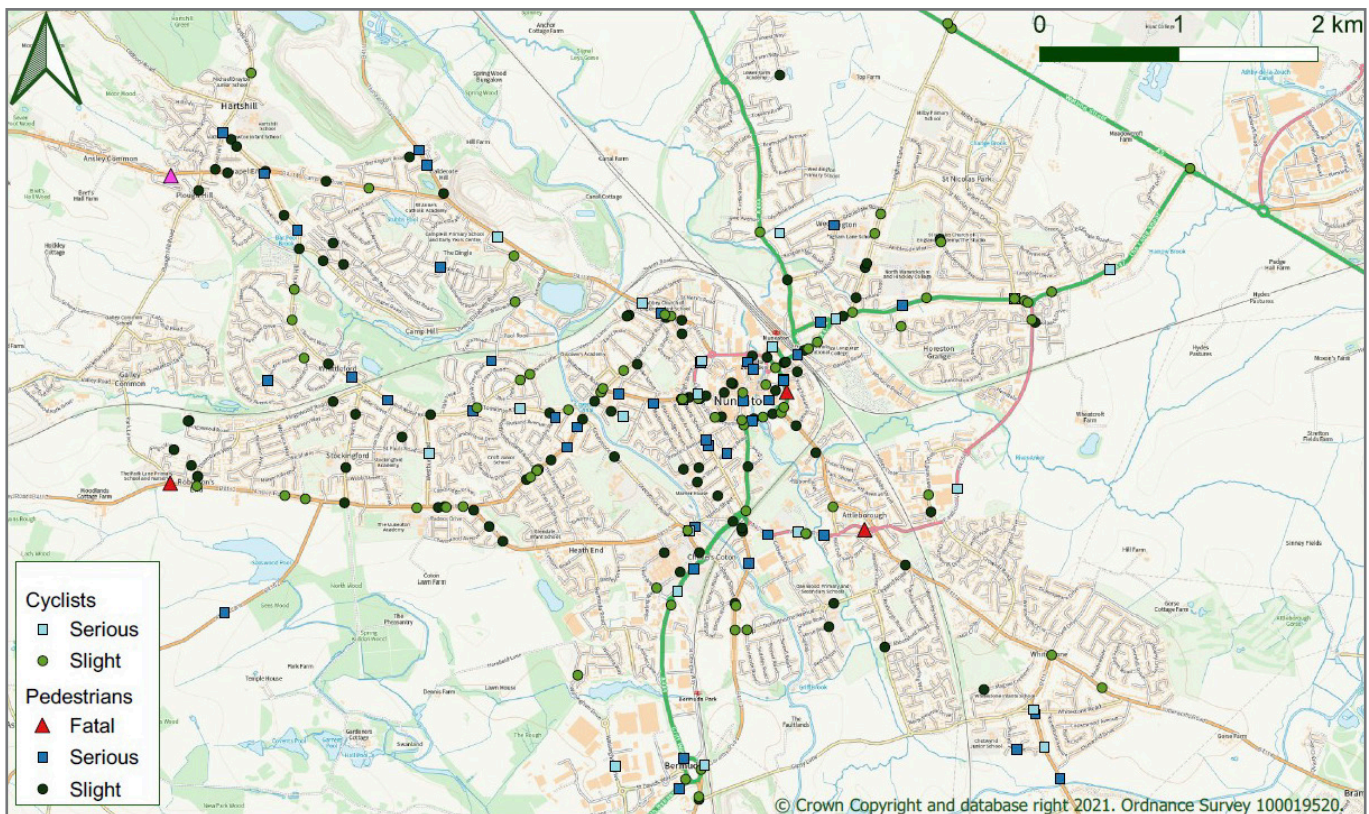
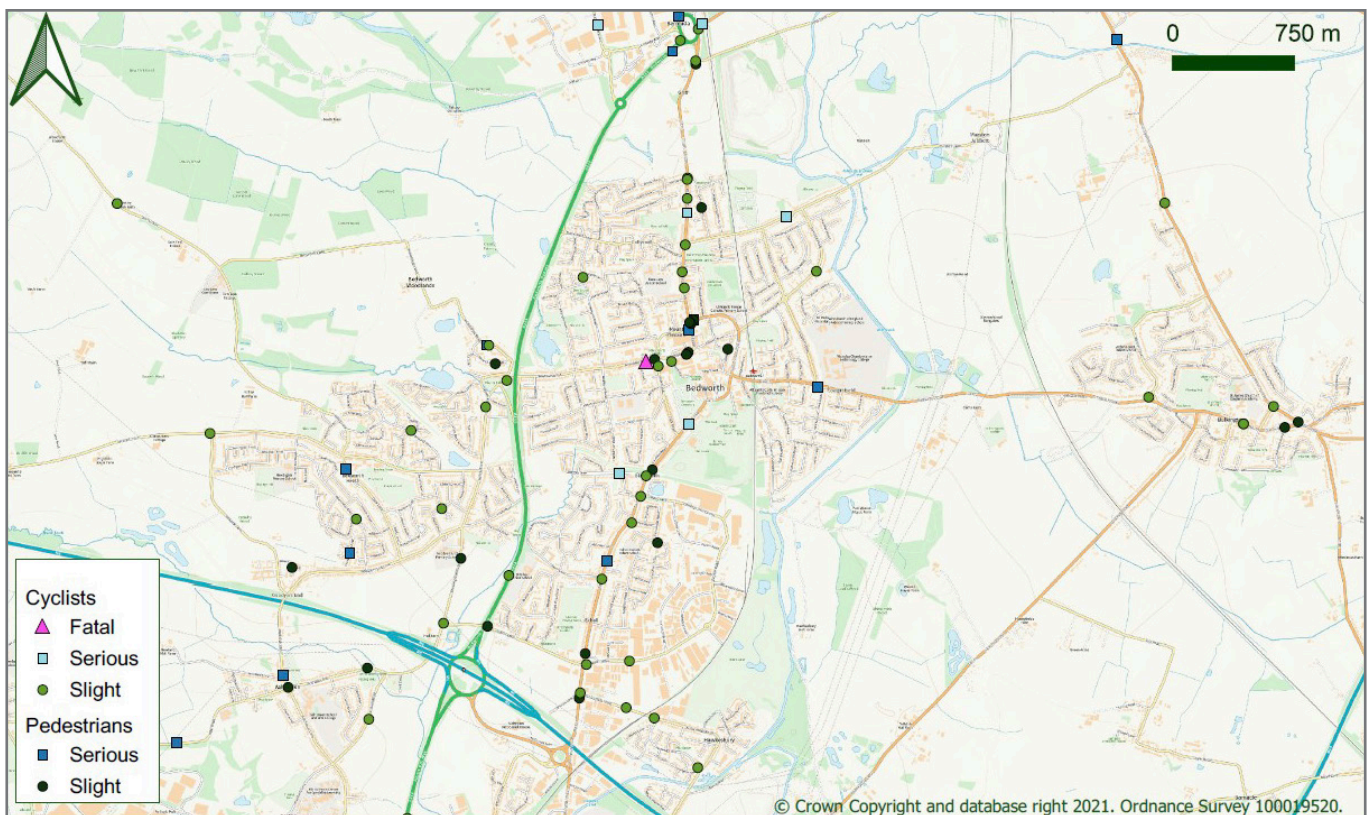


Figure NB2: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Bedworth and Bulkington



Figures NB1 and NB2 map the locations of collisions in Nuneaton and Bedworth, and this information has been used to focus on specific areas and to support proposals for future infrastructure to improve road safety outcomes.

Physical barriers

Figure NB3: barriers to walking and cycling in Nuneaton and Bedworth

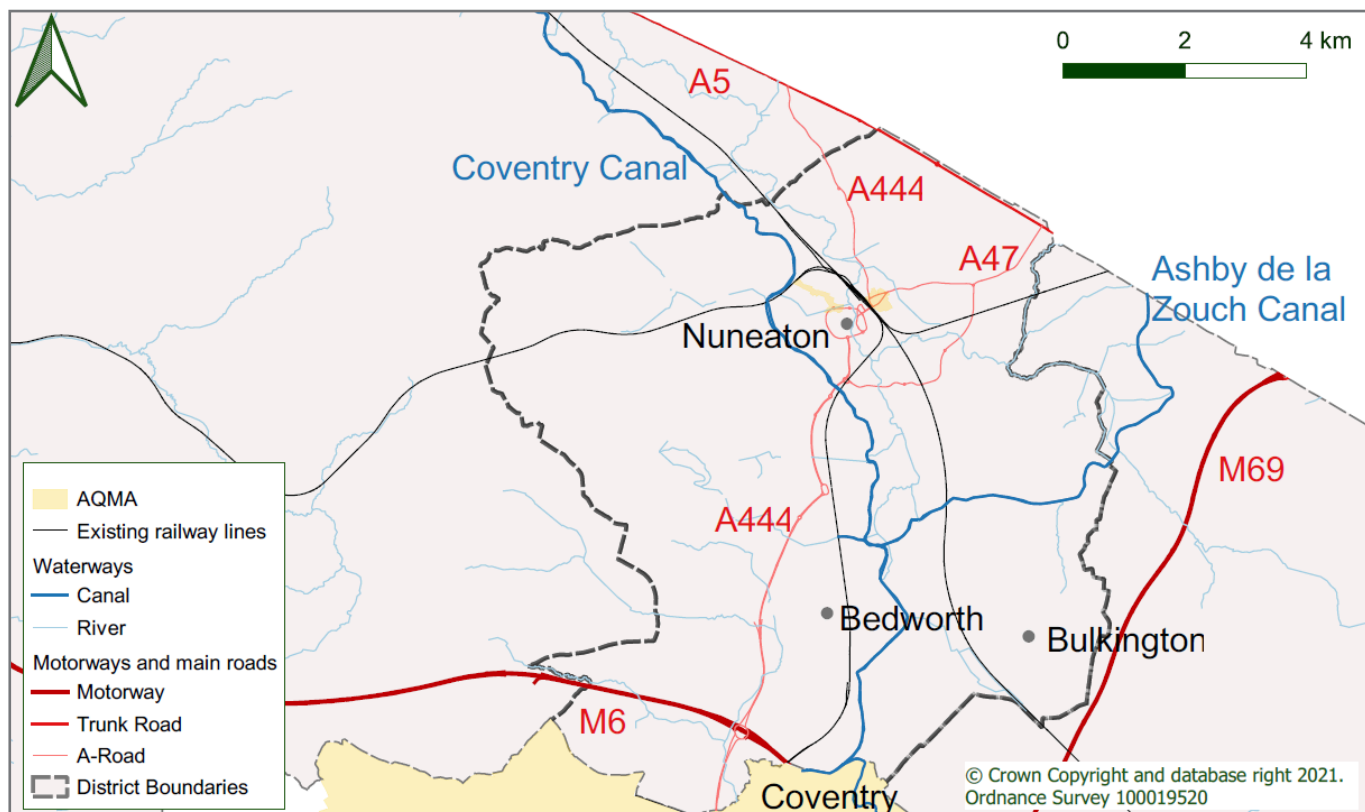


Figure NB3 shows the main barriers to walking and cycling movements around Nuneaton, Bedworth and Bulkington; the main roads and motorways; rivers and canals; and railways. These barriers can cause community severance and ‘funnel’ pedestrians and cyclists (and motor traffic) into a limited number of crossing points. Figure NB3 also shows the Air Quality Management Areas (AQMA) on Midland Road/ Corporation Street and Leicester Road Gyratory in Nuneaton and the AQMA which covers the entire city of Coventry.

Specific problems are:

- M6 and M69 motorways, particularly the M6 as it cuts east-west across routes connecting to Coventry
- A5 Watling Street corridor – this Strategic Road cuts east-west across the northern part of the Borough, creating a barrier between Warwickshire and Leicestershire.
- Coventry Canal – although the towpath itself presents opportunities for traffic-free walking and cycling between Coventry, Bedworth and Nuneaton, there are a number of narrow bridges where cyclists and pedestrians are crossing in close proximity to large volumes of motor traffic
- Ringway in Bedworth and A444 ring road in Nuneaton - both of which create severance for access to town centre on foot and by bicycle. ‘Transforming Nuneaton’ includes a [Ring Road Highway Improvements Programme](#) to unlock development, help reduce existing Air Quality Management Areas (AQMA’s), enhance existing cycling infrastructure, create new infrastructure for sustainable travel and relieve pinch points and congestion.
- Railway lines through Nuneaton – which limit access to the railway station and create pinch points on routes to the town centre.

The recent Coton Arches scheme in Nuneaton created new walking and cycling crossing points. These have helped to address the combined barriers of the railway viaduct and A444 Coton Road.

Existing facilities and networks

The towns and villages in the Nuneaton and Bedworth Borough area are connected by a network of main roads and local streets managed by Warwickshire County Council. The A444 and A47 form part of the **Major Road Network**.

The Borough is also crossed by the M6 motorway which, together with the A5, forms part of the **Strategic Road Network** managed by Highways England (Area 7, East Midlands for the A5 and Area 9, West Midlands for the M6).

Work started in 2021 on a major highway scheme in Bermuda as part of an ongoing programme of A444 Corridor Improvements (including Coton Atches in Nuneaton). The **Bermuda Connectivity** scheme includes the reopening of the Bermuda Bridge across the A444, improvements to the pedestrian footway on The Bridleway and a path connecting St Georges Way, Bermuda Bridge and The Bridleway.

The Transforming Nuneaton regeneration programme includes a wide range of projects including highway improvements to make it easier and safer to access the town centre by foot and cycle.

In terms of walking provision, the public rights of way network in the Borough and urban trails such as the Black Track and Weddington Walk provide good leisure opportunities, but the quality of paths is mixed. In the built-up areas, there is good pavement provision and street lighting. Current pedestrian facilities are defined into various categories (see Table NB2) in order to prioritise **maintenance**.

In Nuneaton town centre there is a large pedestrian zone including Church Street, Bridge Street, Newdegate Street, Abbey Gate and Harefield Road. In Bedworth town centre, the pedestrian zone is along King Street and All Saints Square. There are a number of parks and open spaces within the town including three 'destination parks' promoted by the Borough Council; Riversley Park, close to Nuneaton town centre; Miner's Welfare Park in Bedworth; and the 43 acre Whitleford Park on the west side of Nuneaton.

Footways are categorised (see Table NB2) 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 NB2: footway hierarchy, Warwickshire

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

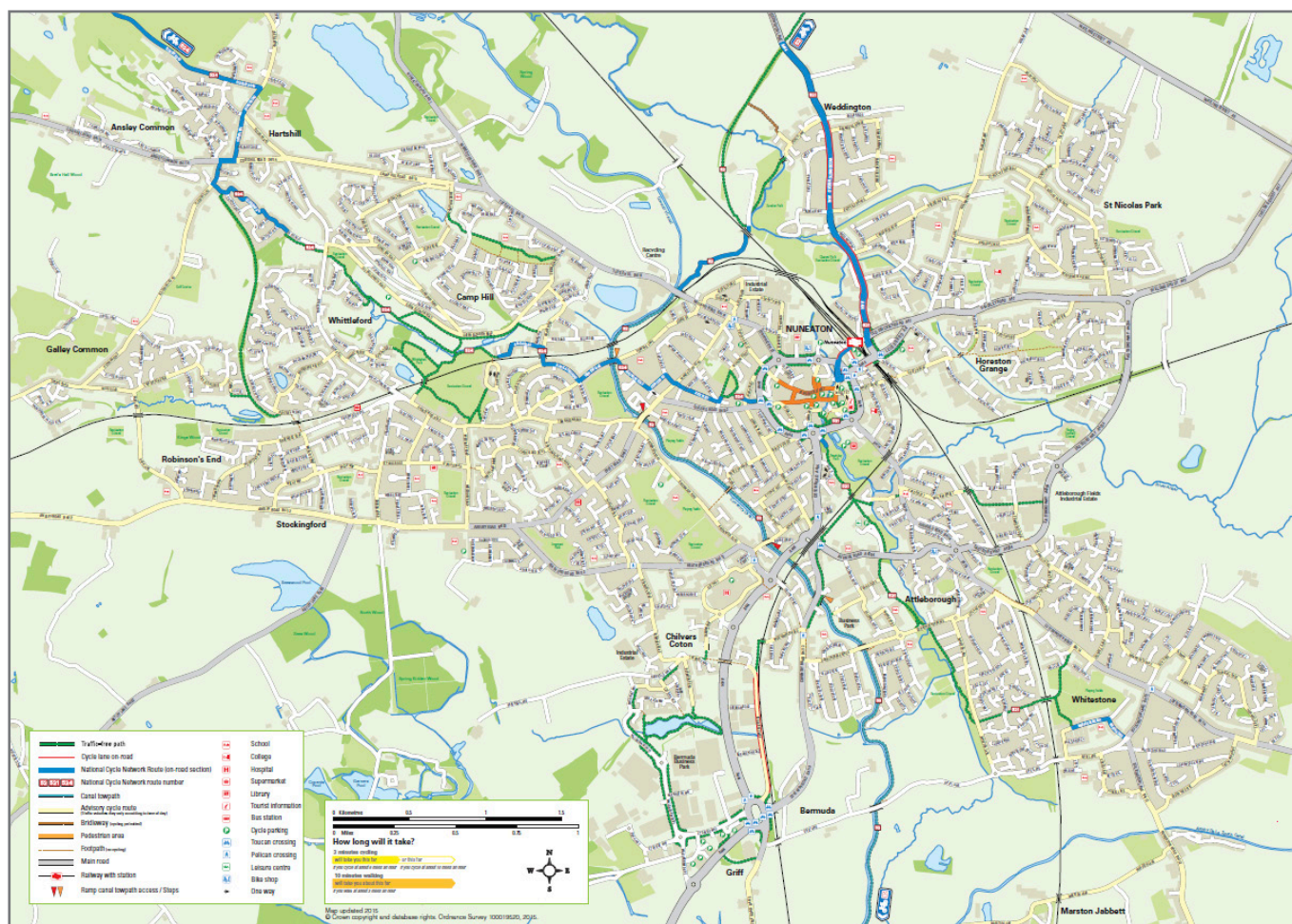
In 2018, it was estimated that the total length of dedicated cycling infrastructure (off-carriageway or on-carriageway) was 18km within Nuneaton. This includes traffic-free paths such as the Coventry Canal towpath and Weddington Walk (National Cycle Network Route 52). Other routes within the town (see Figure NB4) are a mixture of on-carriageway cycle lanes and shared use footways / cycle tracks adjacent to main roads.

The quality of existing cycle routes is mixed and there are some gaps, particularly around the east side of Nuneaton, and within Bedworth. Programmed schemes include approximately 4km of new cycle route on the Nuneaton-Bedworth-Coventry corridor and the 1.4km A47 Long Shoot Cycle Route (Hinckley to Nuneaton to Hinckley). There are various National Cycle Network routes:

- NCN 52 (Warwick – Coalville): connecting Warwick to Kenilworth, Warwick University and Coventry, although this has a missing link in the centre of Kenilworth
- NCN 524: this spur off NCN52 connects the town centre with Whittleford Park and Hartshill via a short section of cycle track along the ring road, quiet roads and the Bar Pool Brook traffic-free path
- NCN 521: an alternative to the NCN52 between Attleborough and Weddington

Walking and cycling is permitted on the Coventry Canal towpath, but there is scope to upgrade the surface and improve access for all. This would provide a more attractive daytime cycle route and link directly with Coventry where towpath upgrades have recently taken place.

Figure NB4: Nuneaton Cycling Map, 2015



There are several 20mph zones in Nuneaton including Queens Road and various streets just west of the town centre as well as residential streets in Stockingford and Camp Hill.

There is currently a reasonable provision of public cycle parking in Nuneaton town centre and at the railway stations (Figure NB3) although cycle parking is more limited in other parts of the Borough. Secure, long-stay cycle storage at public transport interchanges is important in ensuring that active travel can form part of longer distance journeys.

Table NB3: station facilities in Nuneaton and Bedworth

Station	Access	Cycle Parking
Bedworth	Step-free	None
Bermuda Park	Step-free	20 spaces, covered No CCTV
Nuneaton	Step-free	46 spaces, uncovered No CCTV

Nuneaton Station is served by frequent rail services; the Trent Valley section of the West Coast Main Line (to London, Crewe and Manchester); Birmingham to Leicester and Peterborough Line; and the local 'Nuckle Line'. Bermuda Park Station, which opened in 2016, and Bedworth Station, have less frequent services. They are part of the 'Nuckle' line between Leamington Spa, Coventry, Bedworth and Nuneaton. The railway stations all have step-free access for pedestrians.

Future plans include possible new stations, including a strategic multi modal station located between Nuneaton and Hinckley. A Nuneaton Parkway station would connect with Coventry, Leicester and Nottingham. At Stockingford /Galley Common, west of Nuneaton, the County Council is also investigating scope for a local railway station. At Nuneaton Station, there are plans (as part of the Transforming Nuneaton programme) to investigate the feasibility of a new northern access to the station, via Weddington Terrace.





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 NB4: Questions asked in the LCWIP survey, May-July 2021

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

Some of these options have been grouped together and then mapped for local areas. Figures NB5, NB6 and NB7 identify locations for walking, cycling and traffic issues for Nuneaton and Bedworth.

The data has provided detailed insight into the everyday problems for people on foot and bike, as well as horse-riders, in Warwickshire. It also sets 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 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 NB5: Warwickshire LCWIP Survey: walking issues in Nuneaton and Bedworth

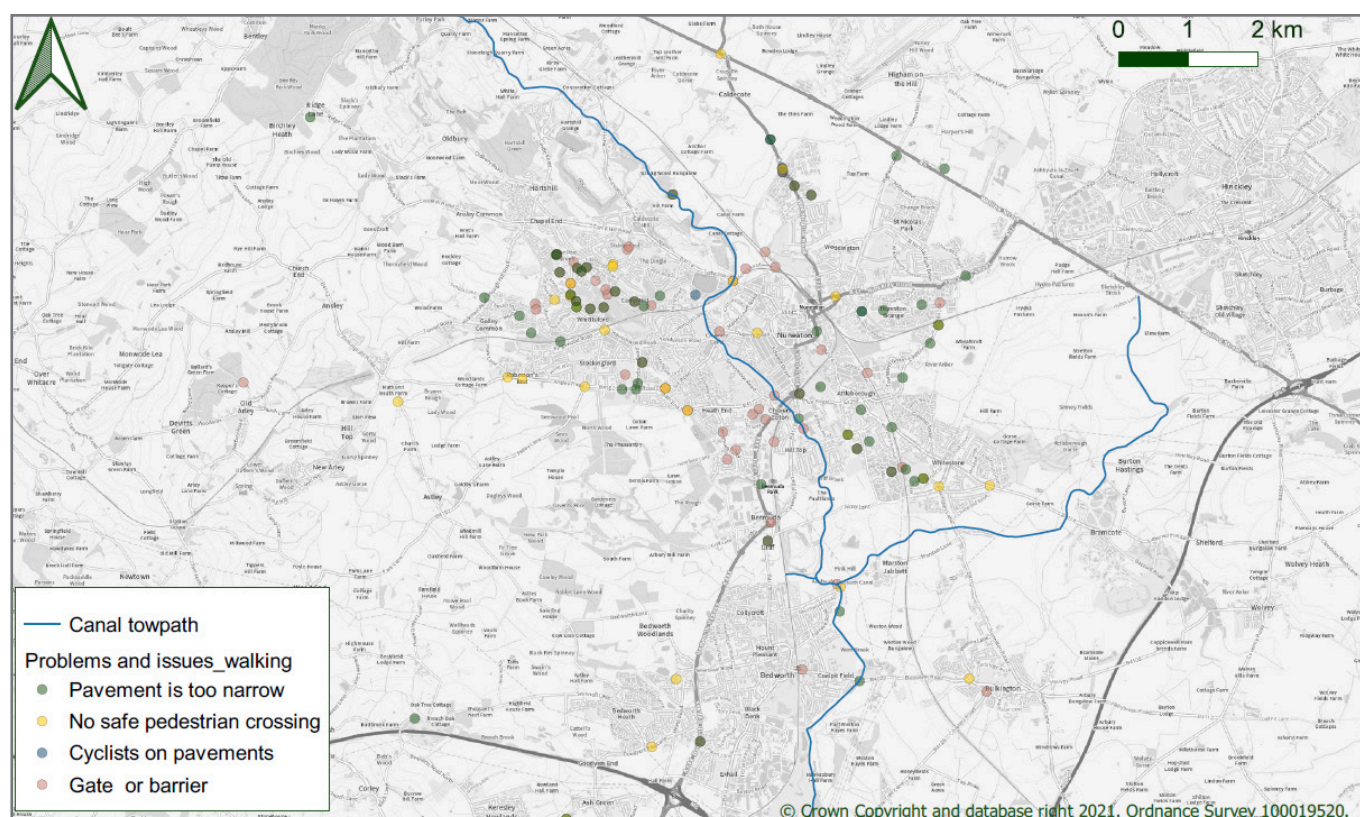


Figure NB6: Warwickshire LCWIP Survey: cycling issues in Nuneaton and Bedworth

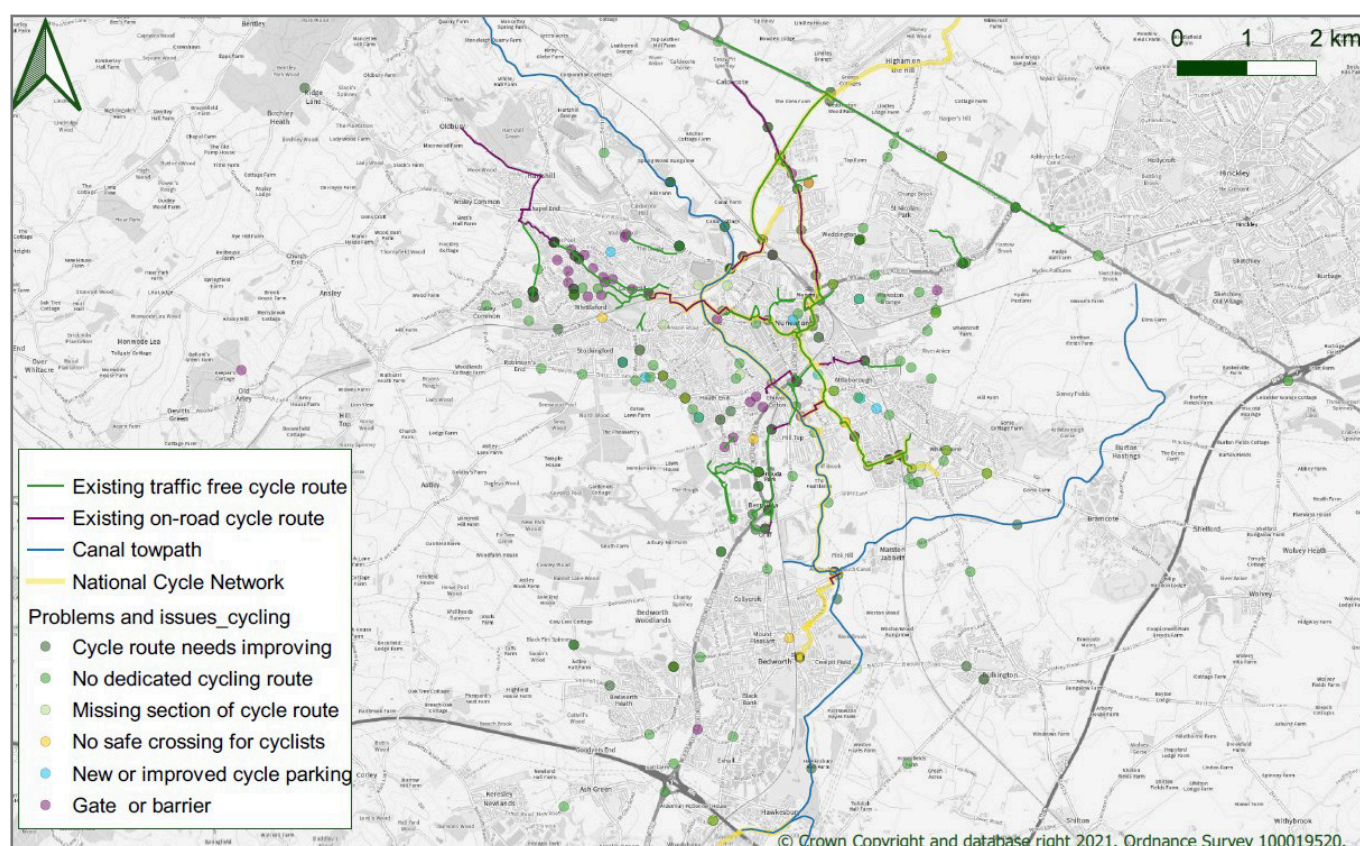
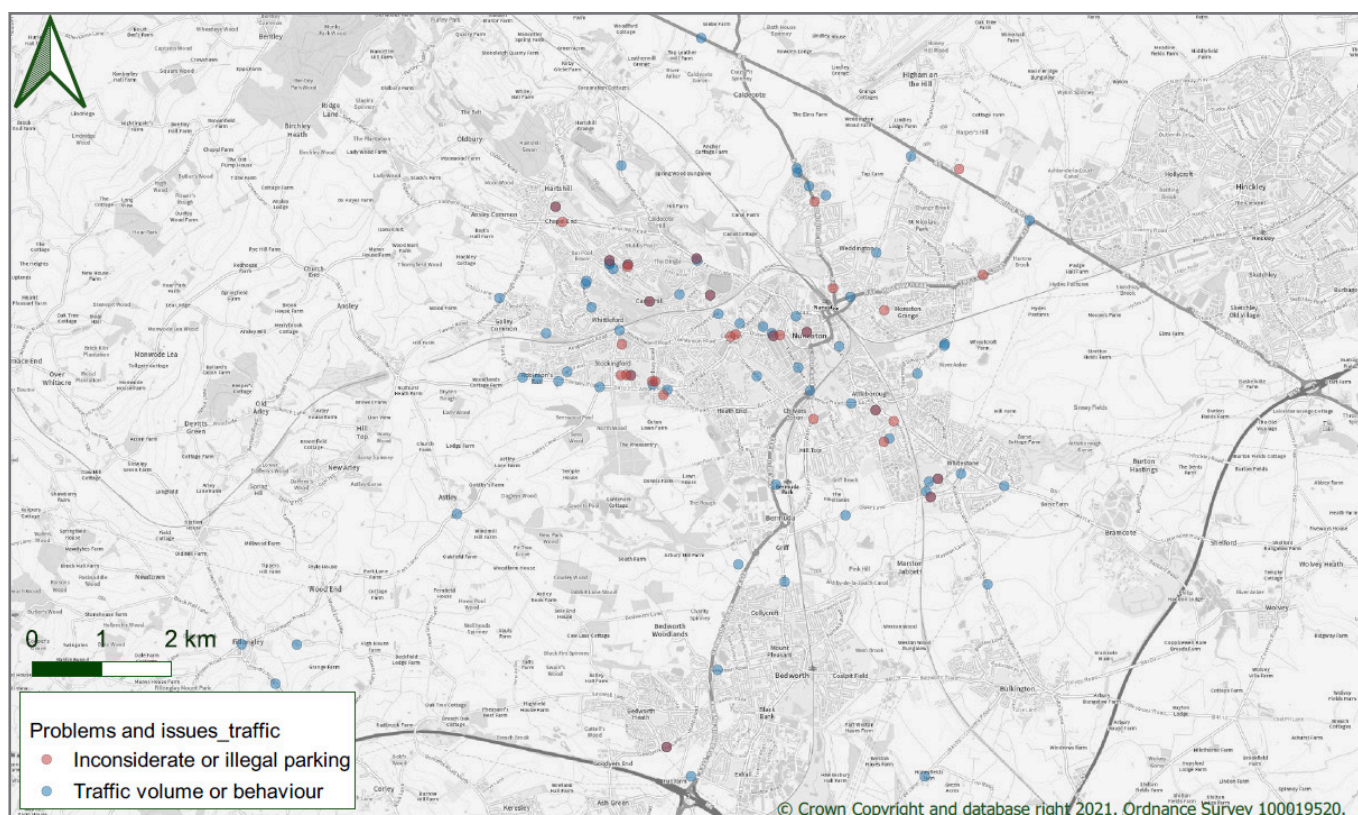


Figure NB7: Warwickshire LCWIP Survey: traffic issues in Nuneaton and Bedworth



Other local feedback

The Nuneaton and Bedworth Cycle Forum provides regular feedback and suggestions for cycling schemes.

Nuneaton is a focus area for public health with social prescribers employed across two primary care networks. Feedback on existing provision has identified:

- Reduced number of walking for health sessions post covid
- No outdoor provision for the 'Fitter Futures' programme
- No cycling groups available for those who are seeking shorter /easier cycling or family group activity
- No provision in Nuneaton at present to hire a bike at low cost to encourage cycling for exercise or travel

Other 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.

In most areas, the Neighbourhood Development Plan is a good source of local information on transport and active travel issues. However, there are no parishes within Nuneaton and Bedworth Borough so there are no Neighbourhood Development Plans.



3. Nuneaton and Bedworth Walking Infrastructure Plan

Potential for walking

Figures NB8 and NB9 show the 'core walking zones' for Nuneaton, Bedworth and Bulkington; the area within 2km walking distance of the town centres. (2km equates to just over 1 mile and about 25 minutes at a moderate walking speed). The map also shows 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.

As with the other districts and boroughs, substantial residential and employment growth is planned in Nuneaton and Bedworth. The larger residential sites are located in Nuneaton but are located more than 2km from the town centre; to the south west (potentially 1,500 homes) and north (potentially 3,000 homes).

Figure NB8: potential for walking: 2km walking zone around Nuneaton

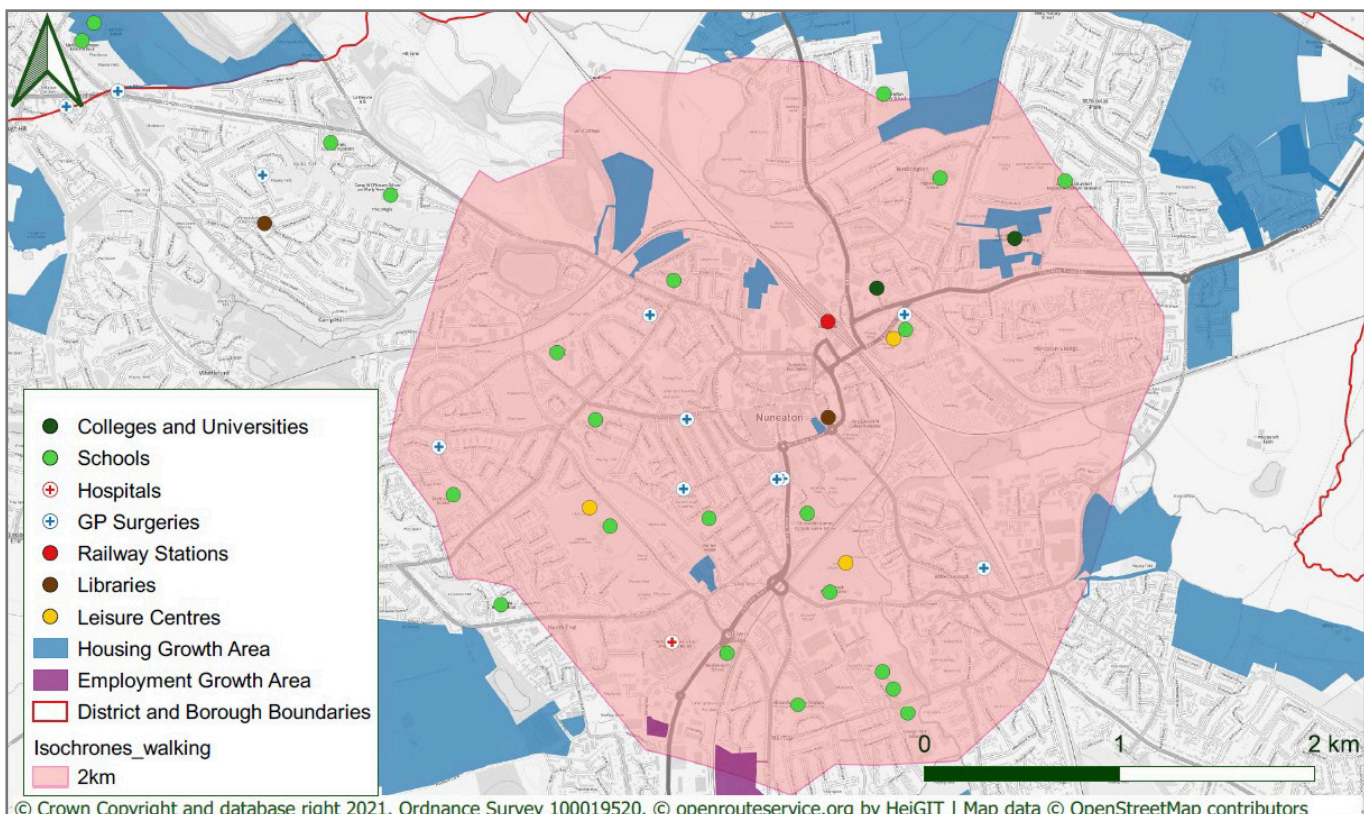


Figure NB8 shows the extent of the existing built-up area in Nuneaton. Several large residential areas to the west, such as Camp Hill, Whittleford and Stockingford, are beyond comfortable walking distance of the town centre. Some of these areas have local centres with a range of retail and community facilities, where there may be scope to look at additional neighbourhood walking zones.

Figure NB9: potential for walking: 2km walking zones around Bedworth and Bulkington

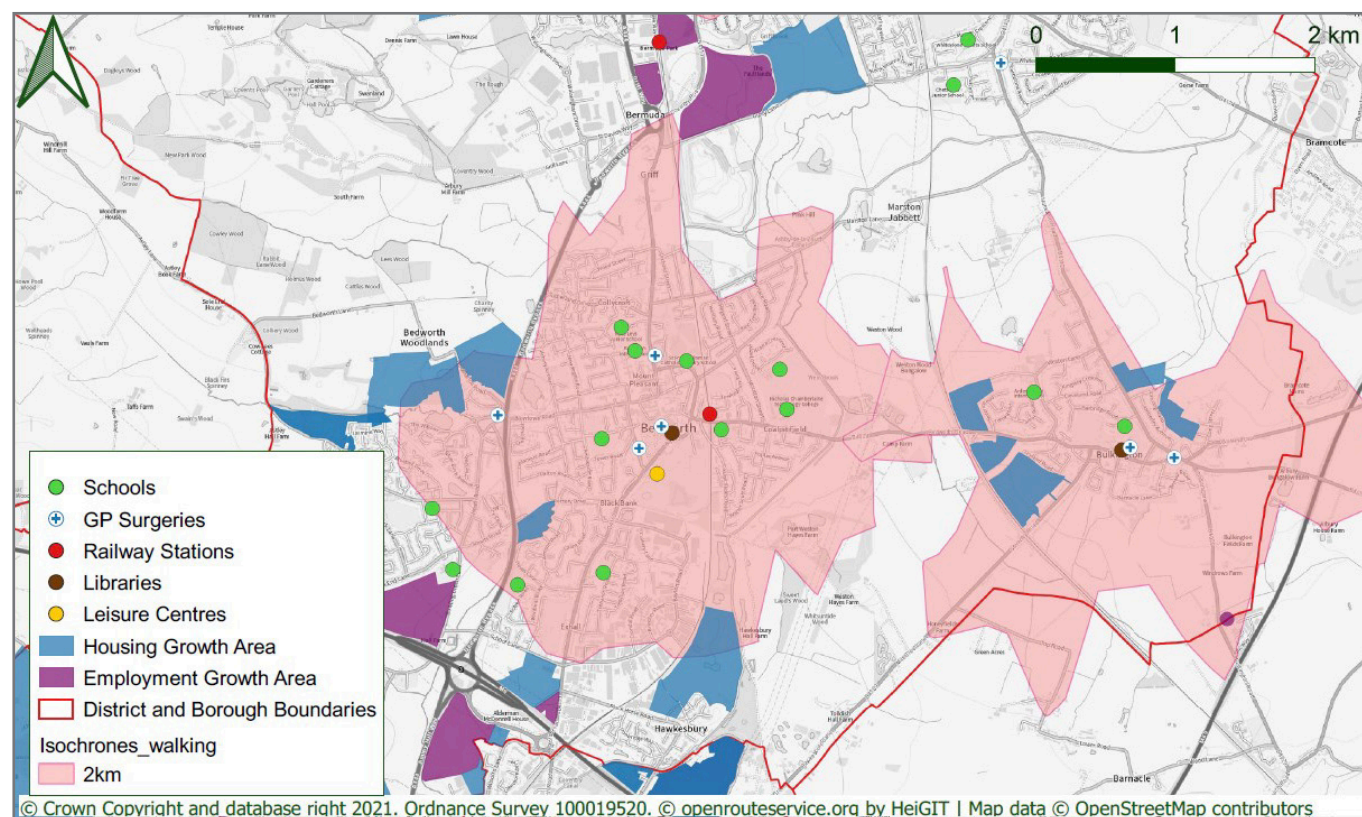


Figure NB8 shows that Bedworth and Bulkington are more compact settlements, with most places accessible on foot from the central areas. Goodyers End to the west and Hawkesbury Village to the south are beyond the 2km zone.

Proposals for walking infrastructure

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

The main focus for walking infrastructure is around Nuneaton and Bedworth town centres, where there is greatest demand for walking as well as a higher number of collisions involving pedestrians, and therefore the most potential to increase walking and improve safety.

However, this does not preclude walking improvements from being progressed in other locations, particularly in association with neighbourhood hubs, schools and 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). The Safe and Active Travel programme in Warwickshire will use site audits and travel surveys to identify further walking measures in partnership with schools, workplaces and community groups.

Figure NB10 and Table NB5 provide a high level overview of proposals for walking infrastructure in the Borough of Nuneaton and Bedworth comprising:

- Core Walking Zones (Z) - specific walking focus areas in town centres; a combination of the prestige walking zone and primary walking route categories identified in the Council's footway hierarchy (Table NB2).

- Walking (and cycling) routes in urban areas (Nuneaton and Bedworth) to enable walking for everyday trips. These are similar to the secondary walking routes in the Council's footway hierarchy (Table NB2). 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.

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 NB10 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.

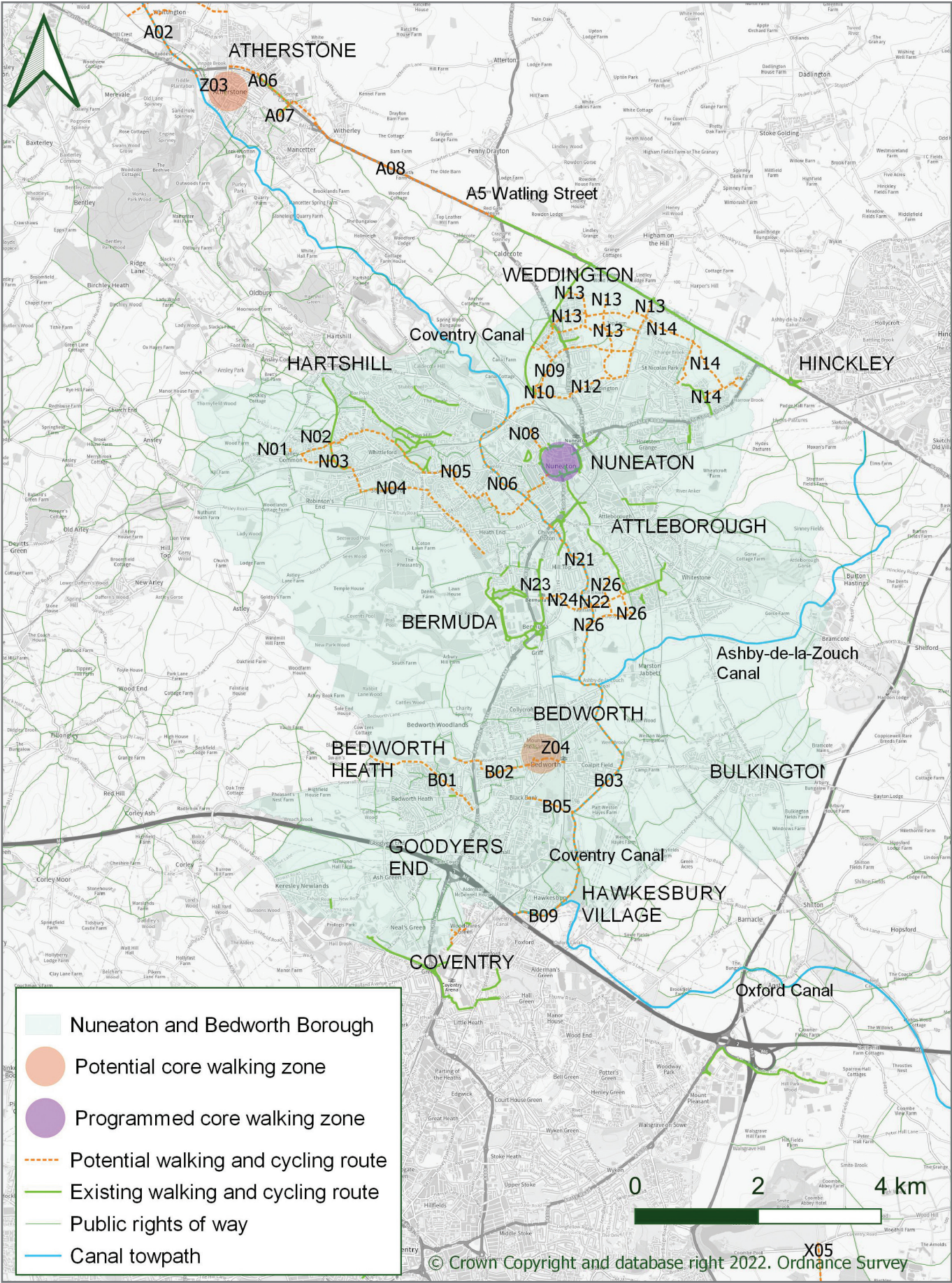
Table NB5: focus areas for walking improvements including new and improved routes

Ref	Scheme	Type
	Nuneaton - programmed schemes	
	Transforming Nuneaton	Core walking zone
	Nuneaton - potential schemes	
N01	Galley Common (Buchan Close - Sheridan Drive)	Cycle track/ path on open space
N02	Galley Common - Chaucer Drive paths	Cycle track/ path on open space
N03	Galley Common - Whytell Meadows	Cycle track/ path on open space
N04	West Nuneaton - Bermuda via Ensors Pool, Lingmoor Park, Stockingford and the Black Track	Cycle track/ path on open space and on carriageway route
N05	West Nuneaton to town centre	Cycle track/ path on open space
N06	Coventry Canal (Tuttle Hill - A444)	Cycle track/ path on open space
N08	Upper Abbey Street and Abbey Gardens link	Cycle track/ path on open space and on carriageway route
N09	North Nuneaton links (Stoney Road - Sandon Park)	Cycle track/ path on open space
N10	Sandon Park Link	Cycle track/ path on open space
N12	North Nuneaton links (Coronation Walk along Change Brook)	Cycle track/ path on open space

Ref	Scheme	Type
Nuneaton - potential schemes		
N13	North Nuneaton, Top Farm development	New footway/ cycle track adjacent to road and cycle track/path
N14	North Nuneaton, St Nicolas Park/ Callendar Farm developments	New footway/ cycle track adjacent to road and cycle track/path
N21	Coventry Canal (A444 - Gipsy Lane)	Cycle track/ path on open space
N22	Turn Over Bridge	Bridge
N23	Path (Bermuda Park Station - Coventry Road)	Cycle track/ path on open space
N24	Griff Brook paths (B4113 Coventry Road - Marston Lane)	Cycle track/ path on open space
N26	Gipsy Lane development, site connections	Cycle track/ path on open space
Bedworth - potential schemes		
Z04	Bedworth town centre	Core walking zone
B01	Bedworth Heath link	Widened/ upgraded footway adjacent to road, cycle track/ path and crossing
B02	Bedworth Woodlands - town centre	Widened/ upgraded footway adjacent to road, cycle track/ path and on carriageway cycle route
B03	Coventry Canal (Gipsy Lane - Hawkesbury Junction)	Cycle track/ path on open space
B04	Bedworth cross-town centre links	Widened/ upgraded footway adjacent to road, cycle track/ path and crossing
B05	Miners Welfare Park	Cycle track/ path on open space
B09	Coventry Canal (Hawkesbury Junction - Coventry)	Cycle track/ path on open space
B10	Sowe Meadows (Wilsons Lane - Woodshires Green)	Cycle track/ path on open space



Figure NB10: Proposals for walking infrastructure in the Borough of Nuneaton and Bedworth





4. Nuneaton and Bedworth Cycling Infrastructure Plan

Potential for cycling - cycling zones

Figure NB11: potential for cycling: 5km and 10km cycling zone around Nuneaton

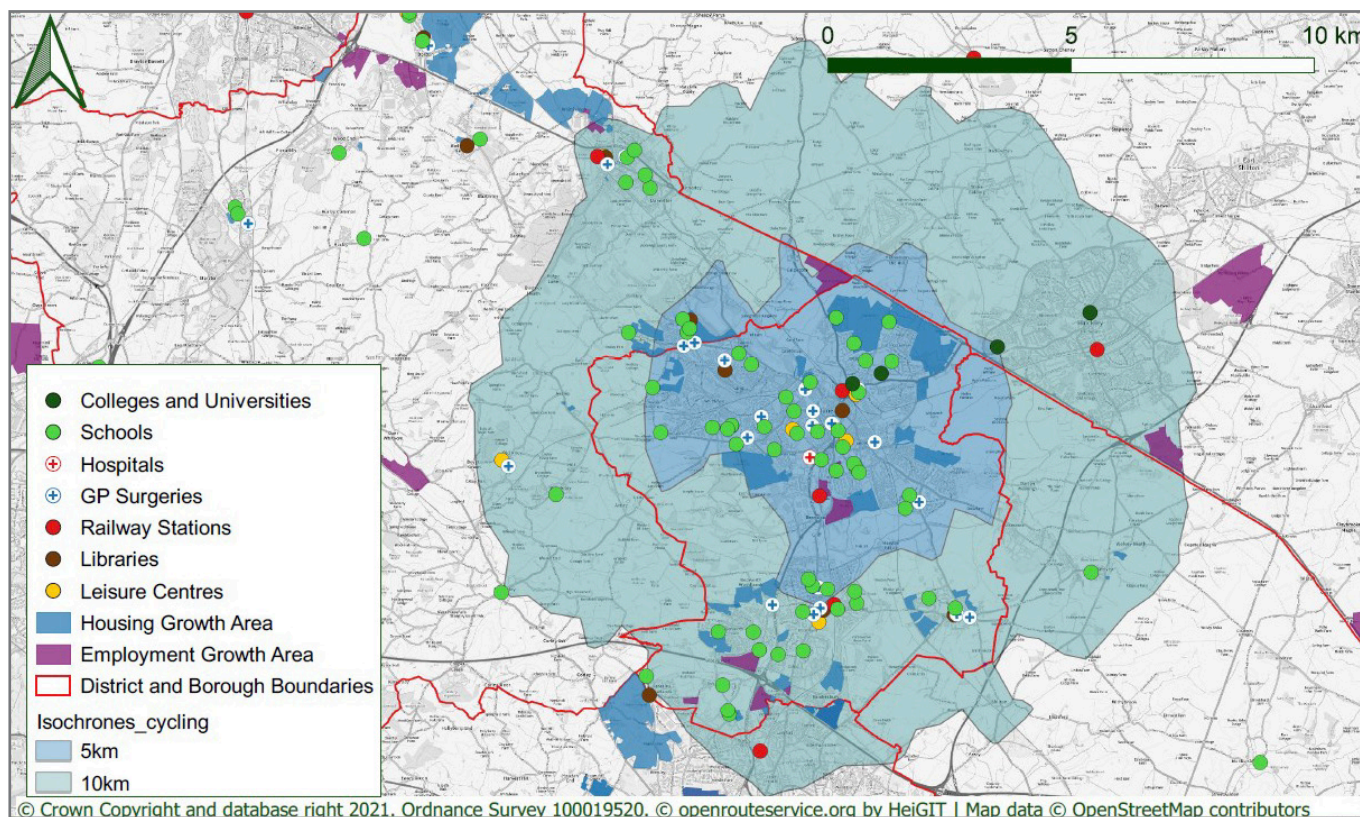
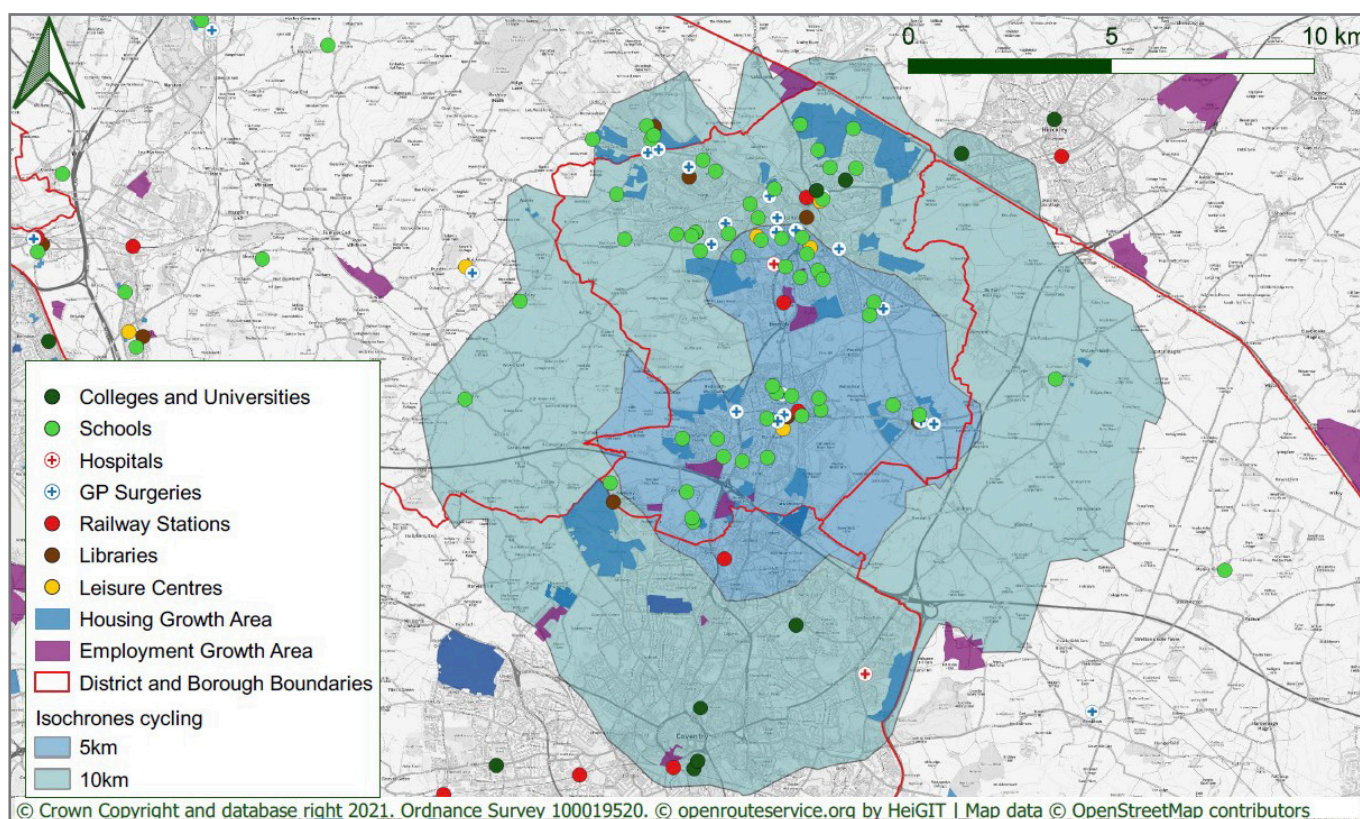


Figure NB12: potential for cycling: 5km and 10km cycling zone around Bedworth



Figures NB11 and NB12 show areas within 5km and 10km cycling distance of the centres of Nuneaton and Bedworth. (5km equates to about 3 miles and about 20 minutes travel time at a leisurely cycling speed).

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. Given the size of both Nuneaton and Bedworth, and their proximity to other major urban areas (Hinckley and Coventry), the scope for cycling is considerable.

In addition, the maps show that smaller settlements such as Atherstone and Bulkington, also fall within the 10km zones (under 40 minutes by cycle). There are some topographical challenges, particularly on the west side of Nuneaton, but the growing popularity of electric bikes is enabling many people to cope with steeper gradients and ride longer distances.

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 NB13 and NB14) were then produced which illustrate the corridors where large numbers of short motorised trips are currently being made, and help 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.

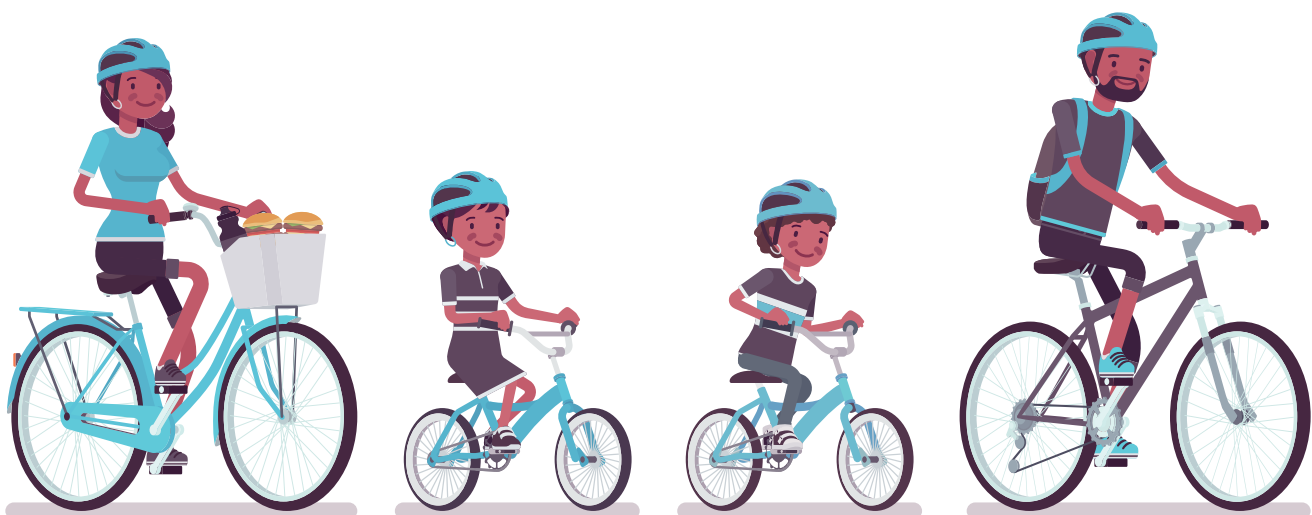


Figure NB13: potential for cycling: short trips, Nuneaton

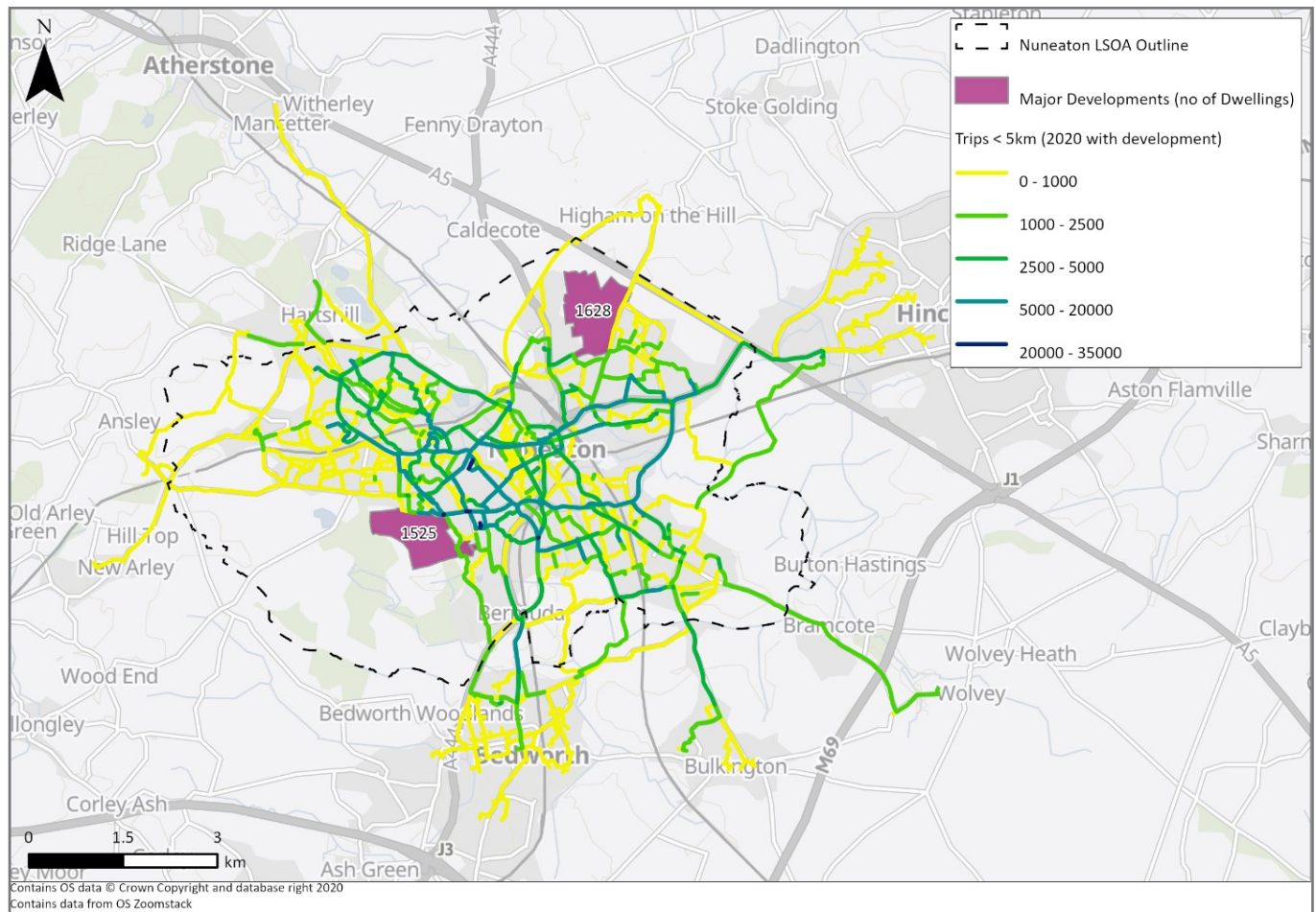
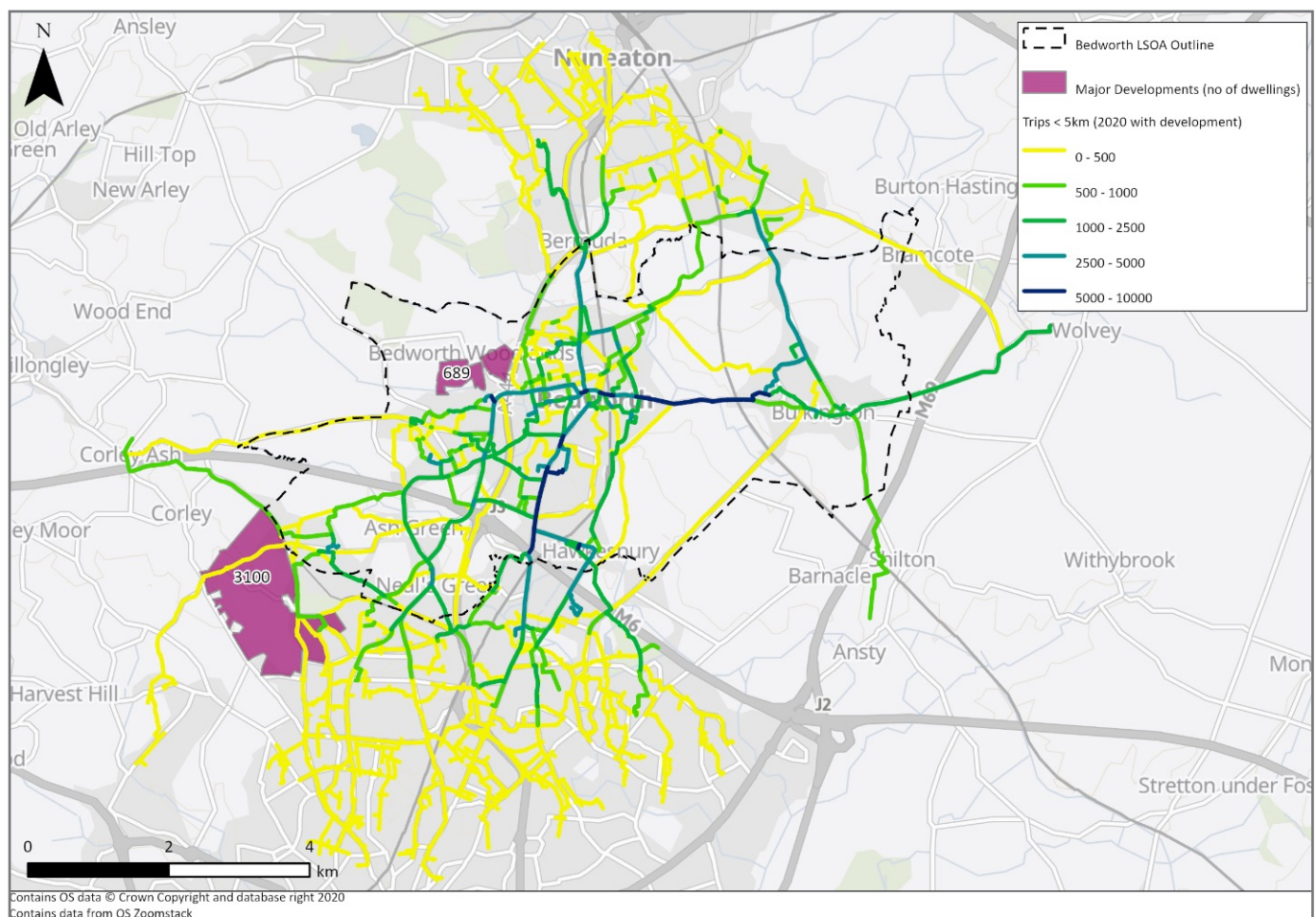


Figure NB14: potential for cycling: short trips, Bedworth



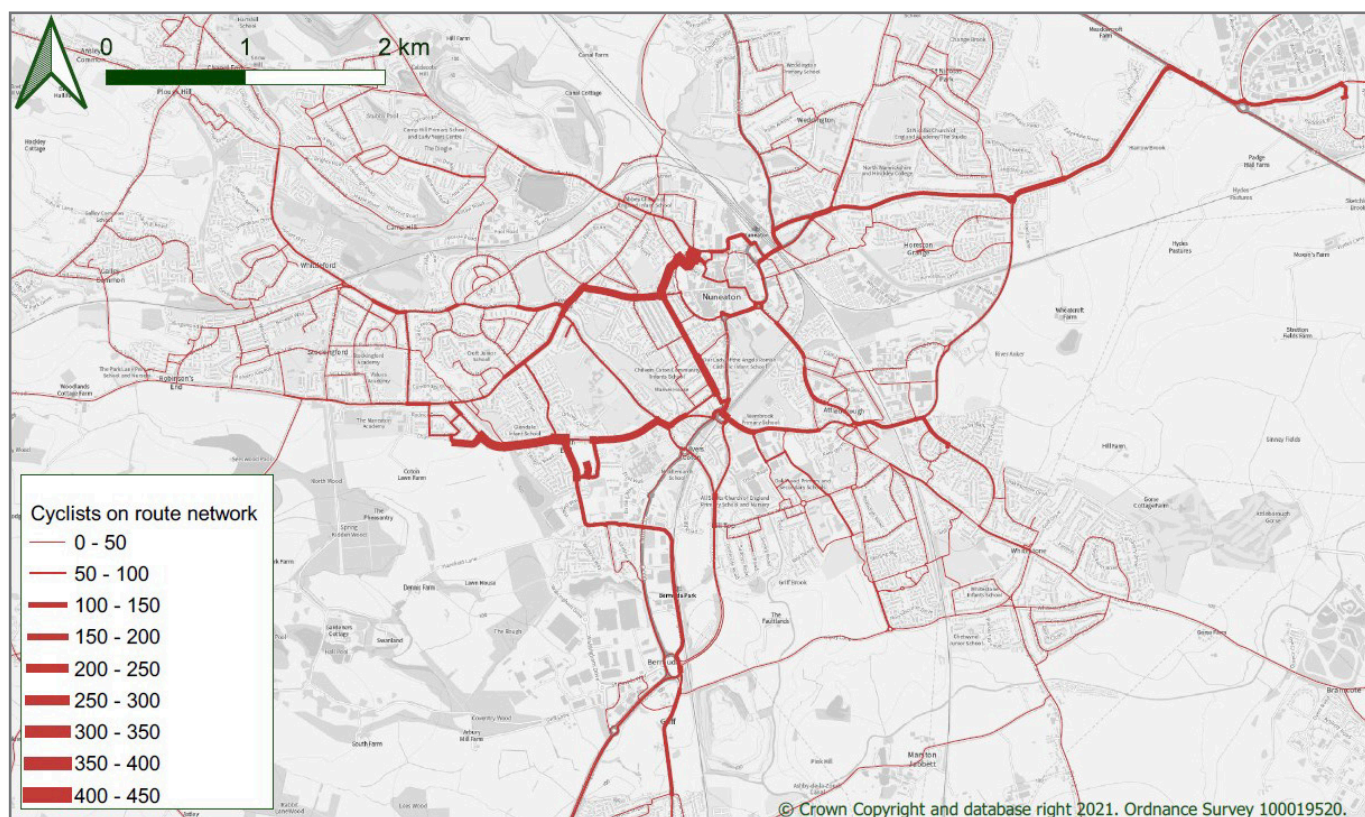
The interaction with Bedworth and Bulkington is clearly shown on the Nuneaton map. The importance of a route to Hinckley is also notable, as well as the considerably dense web of routes within the settlement where many short trips are taking place. The large developments in the west and north of the town intensify short trip making in these areas.

The Bedworth analysis highlighted the dominant north-south corridor between Nuneaton and Coventry, but it also revealed several short trips being undertaken to and from Bulkington, as well as many corridors within the town where there is a high prevalence of short trips being undertaken by motorised vehicle.

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.

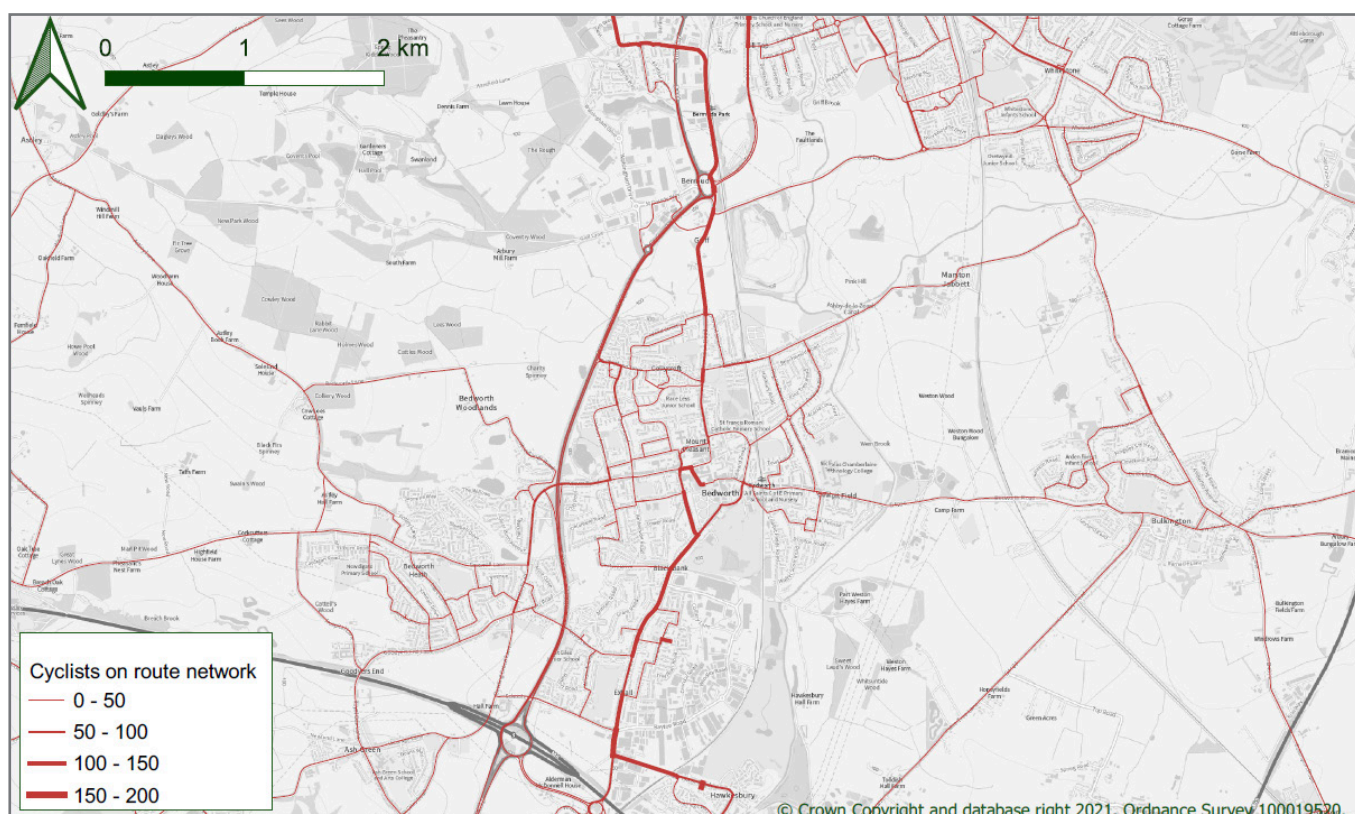
Figure NB15 propensity to cycle (LSOA Government Target Equality): Nuneaton



Due to lower population numbers and residential density in parts of Warwickshire, and the use of data from 2011 census (thereby excluding more recent developments), 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 NB15 and NB16 are based on the Government Target (Equality) scenario to predict future cyclists on the local route networks in Nuneaton and Bedworth.

Figure NB16: propensity to cycle (LSOA Government Target Equality): Bedworth



The PCT shows similar focus areas to the travel demand analysis, with the maps indicating greatest demand for cycling along the following routes:

- A47 Long Shoot between Nuneaton town centre and Hinckley
- Routes west of Nuneaton town centre including B4102 Queens Road, Edward Street and B4112 Heath End Road
- Routes between Nuneaton, Bermuda Park Railway Station and Bedworth, particularly St Georges Way and the B4113 Coventry Road
- Coventry Road and Blackhorse Road between Bedworth, Hawkesbury and Coventry

Proposals for cycling infrastructure

Previous sections have summarised the information gathered on collisions, barriers and cycling trip generators in Nuneaton and Bedworth Borough, 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 potential schemes and to identify possible measures to provide coherent, direct, safe, comfortable and attractive cycle routes.

Figures NB17 - 20 identify indicative cycling networks in Nuneaton and Bedworth, including upgrades of existing facilities as well as new infrastructure. These plans are indicative of how local cycling networks could develop in the next 10 years. However, 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 NB6 and NB7 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 NB6 and NB7 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 considered as 3rd party responsibility, planning applications and partners' scheme designs will continue to be monitored.

Section 3 of this LCWIP provides more detail on the prioritisation of schemes and possible timescales for delivery.



Figure NB17: Indicative Cycle Network for the Borough of Nuneaton and Bedworth

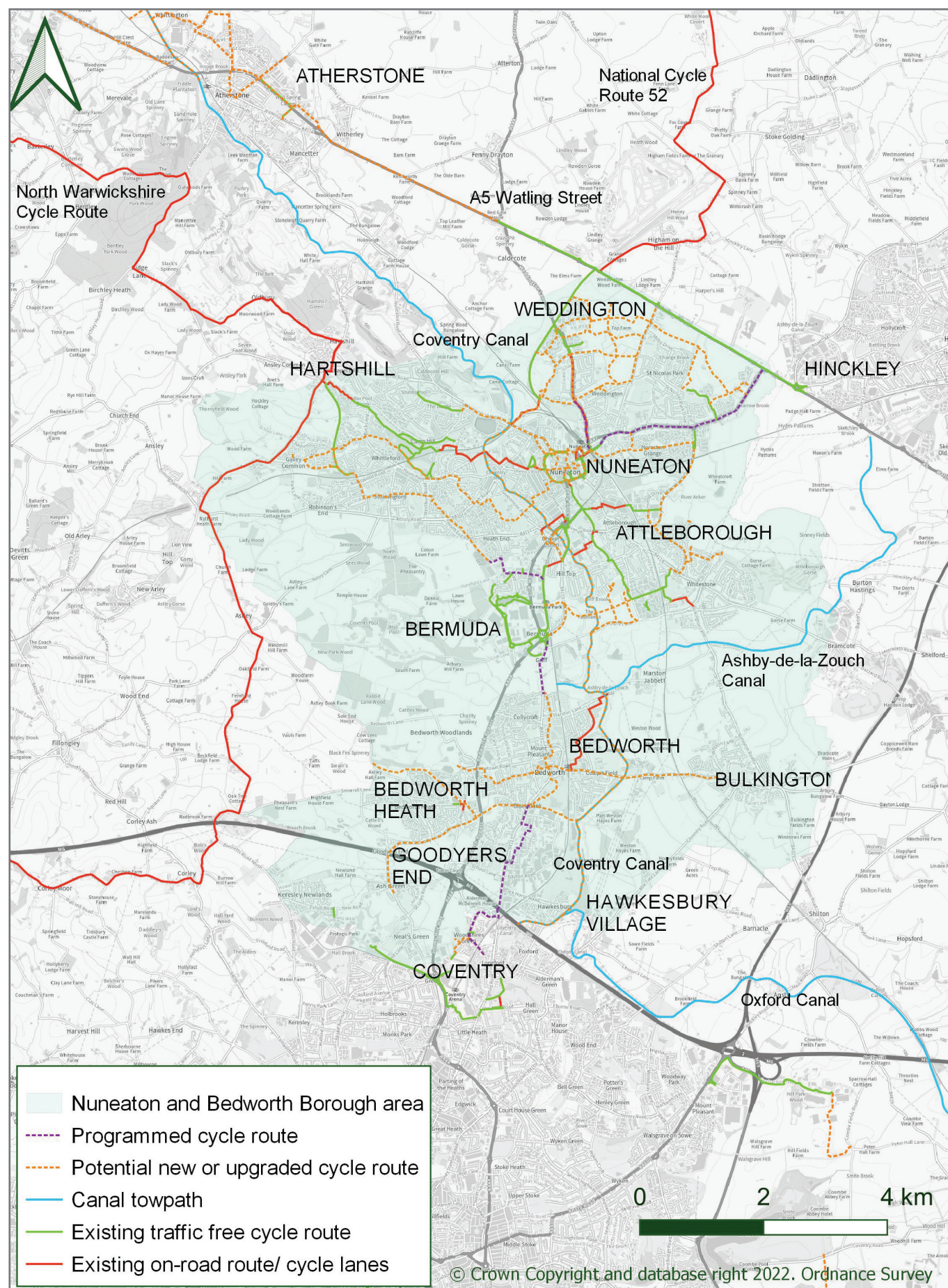


Figure NB18: Indicative Cycle Network for Nuneaton (West and Central areas)

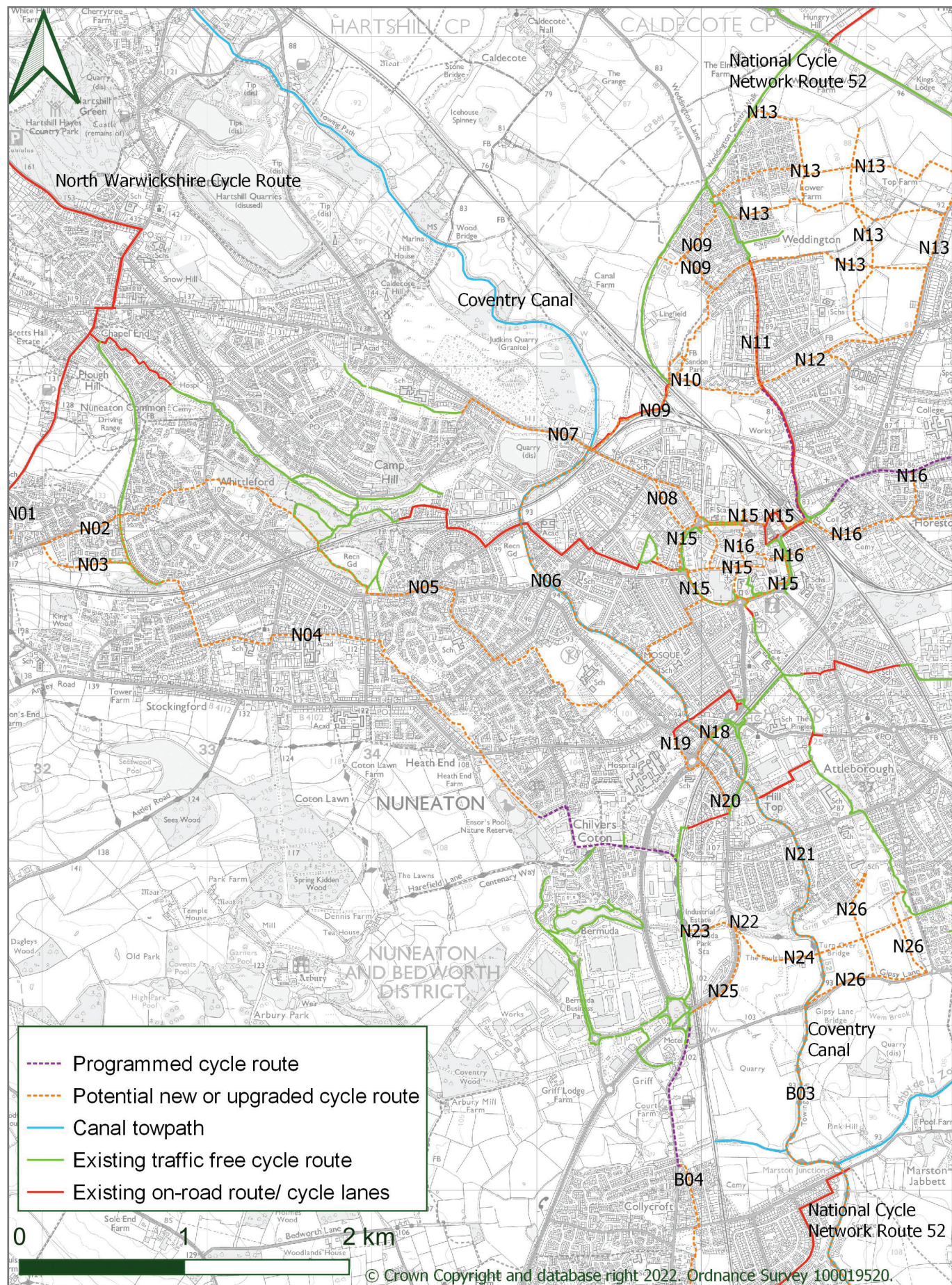


Figure NB19: Indicative Cycle Network for Nuneaton (East and Central areas)

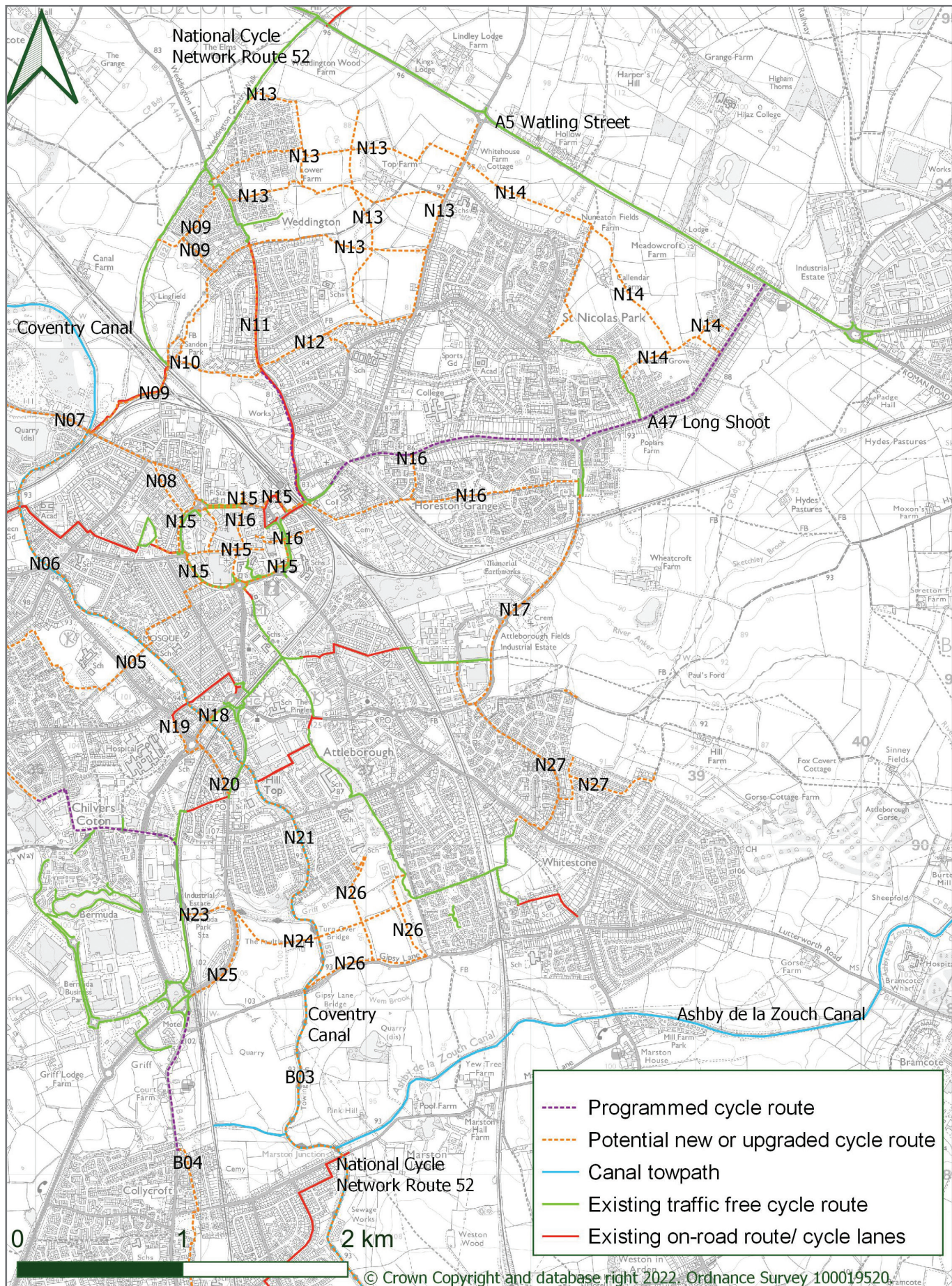


Table NB6: Proposed cycle schemes in Nuneaton

Ref	Nuneaton	Type
	Programmed schemes	
	A444 Weddington Road south (Town centre - Change Brook)	Widened/ upgraded footway adjacent to road
	A47 Hinckley Rd (Nuneaton – Hinckley: western phase)	Widened/ upgraded footway adjacent to road
	A47 The Long Shoot (Nuneaton – Hinckley: eastern phase)	Widened/ upgraded footway adjacent to road
	West Nuneaton - Bermuda via Bermuda Road	New footway/ cycle track adjacent to road
	Potential schemes	
N01	Galley Common (Buchan Close - Sheridan Drive)	Cycle track/ path on open space
N02	Galley Common - Chaucer Drive paths	Cycle track/ path on open space
N03	Galley Common - Whytell Meadows	Cycle track/ path on open space
N04	West Nuneaton - Bermuda via Ensors Pool, Lingmoor Park, Stockingford and the Black Track	Cycle track/ path on open space and on carriageway route
N05	West Nuneaton to town centre	Cycle track/ path on open space
N06	Coventry Canal (Tuttle Hill - A444)	Cycle track/ path on open space
N07	B4114 Tuttle Hill and Midland Road	Widened/ upgraded footway adjacent to road and on carriageway route and crossing
N08	Upper Abbey Street and Abbey Gardens link	Cycle track/ path on open space and on carriageway route
N09	North Nuneaton links (Stoney Road - Sandon Park)	Cycle track/ path on open space
N10	Sandon Park Link	Cycle track/ path on open space
N11	A444 Weddington Road north (Change Brook - Church Lane)	Widened/ upgraded footway adjacent to road
N12	North Nuneaton links (Coronation Walk along Change Brook)	Cycle track/ path on open space
N13	North Nuneaton, Top Farm development	New footway/ cycle track adjacent to road and cycle track/path
N14	North Nuneaton, St Nicolas Park/ Callendar Farm developments	New footway/ cycle track adjacent to road and cycle track/path

Ref	Nuneaton	Type
	Potential schemes	
N15	Nuneaton town centre links	Widened/ upgraded footway adjacent to road
N16	Horeston Grange links	Cycle track/ path on open space
N17	A4254 Eastboro Way, Nuneaton	Widened/ upgraded footway adjacent to road
N18	A444 Hospital access, Chilvers Rise	Widened/ upgraded footway adjacent to road
N19	College Street north (including junction with Bull Ring and A444)	Widened/ upgraded footway adjacent to road and on carriageway route and bridge
N20	College Street south	On-carriageway cycle route
N21	Coventry Canal (A444 - Gipsy Lane)	Cycle track/ path on open space
N22	Turn Over Bridge	Bridge
N23	Path (Bermuda Park Station - Coventry Road)	Cycle track/ path on open space
N24	Griff Brook paths (B4113 Coventry Road - Marston Lane)	Cycle track/ path on open space
N25	B4113 Coventry Road	Widened/ upgraded footway adjacent to road
N26	Gipsy Lane development, site connections	Cycle track/ path on open space
N27	Whitestone links	Widened/ upgraded footway adjacent to road



Figure NB20: Indicative Cycle Network for Bedworth

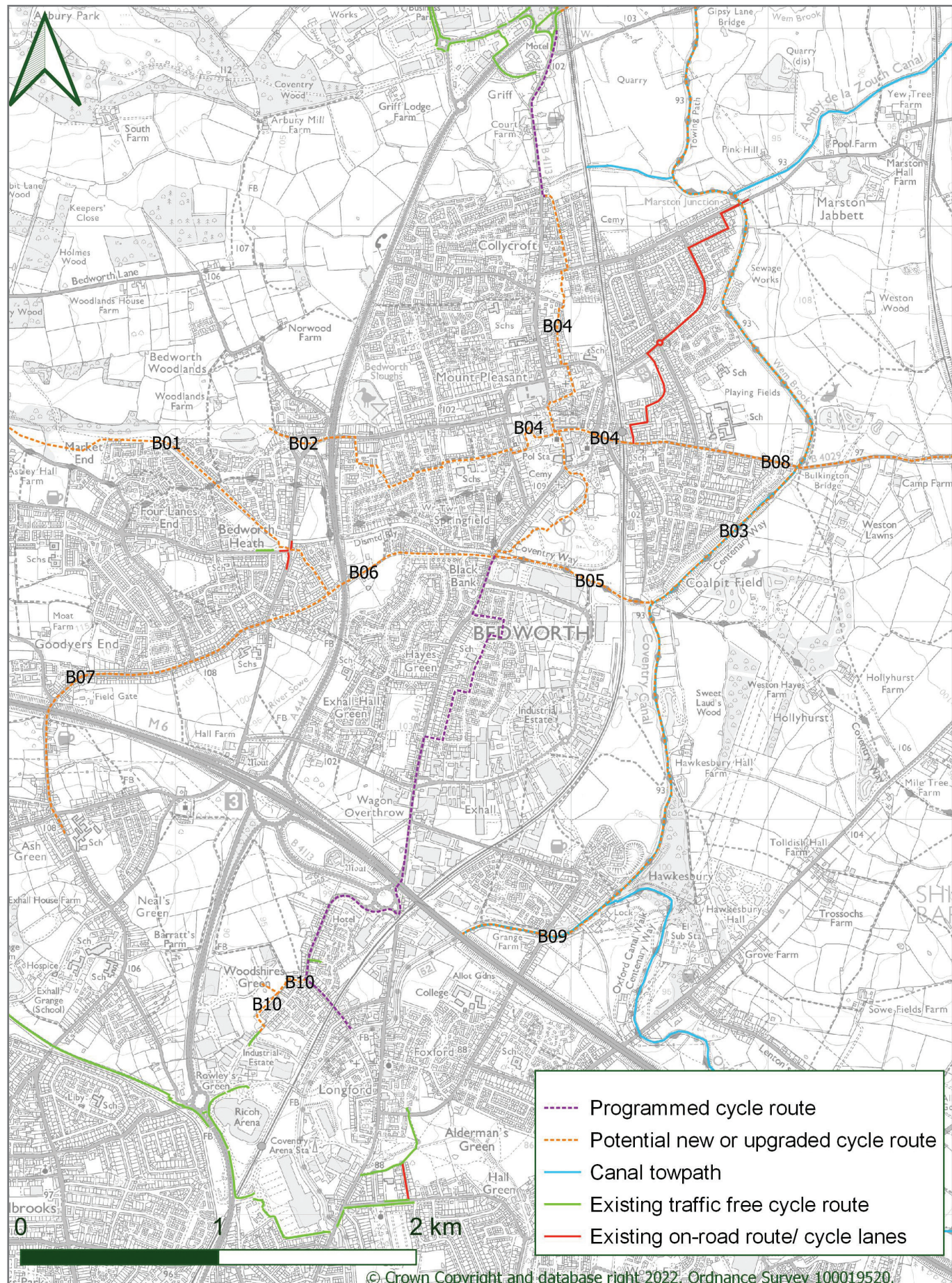


Table NB7: Proposed cycle schemes in Bedworth

Ref	Bedworth	Type
	Programmed schemes	
	B4113 Coventry Road (Bermuda - Bedworth)	Widened/ upgraded footway adjacent to road and crossing
	B4113 Coventry Road parallel route (Bedworth - Exhall)	Widened/ upgraded footway adjacent to road and on carriageway route
	Wilsons Lane/ Woodshires Road (Exhall - Longford)	New and upgraded footway/ cycle track adjacent to road, on carriageway route and crossing
	Potential schemes	
B01	Bedworth Heath link	Widened/ upgraded footway adjacent to road, cycle track/ path and crossing
B02	Bedworth Woodlands - town centre	Widened/ upgraded footway adjacent to road, cycle track/ path and on carriageway cycle route
B03	Coventry Canal (Gipsy Lane - Hawkesbury Junction)	Cycle track/ path on open space
B04	Bedworth cross-town centre links	Widened/ upgraded footway adjacent to road, cycle track/ path and crossing
B05	Miners Welfare Park	Cycle track/ path on open space
B06	West Bedworth - town centre (Smarts Road to Black Bank)	Widened/ upgraded footway adjacent to road and cycle track/ path
B07	West Bedworth - Bowling Green Lane junction (Ash Green Royal Oak Lane and Goodyers End Lane)	On-carriageway cycle route
B08	B4029 Bulkington - Bedworth	Widened/ upgraded footway adjacent to road
B09	Coventry Canal (Hawkesbury Junction - Coventry)	Cycle track/ path on open space
B10	Sowe Meadows (Wilsons Lane - Woodshires Green)	Cycle track/ path on open space