

- A. Why not put dual use signs on the path from Attleborough Fields Ind Estate opposite the Crows Nest pub to the first left turn (Cambourne Drive), then make the existing path behind the hedges suitable for pedestrians and cyclists (and improve the lighting) right up to the crossing on Hinckley Road by the Harvester pub, then carry on the dual use signage up to and along the Long Shoot to join the cycle way to Hinckley.
- B. Upgrade the path from the Ring Road behind Horestone Grange to where it joins the Hinckley Road at the Higham Lane roundabout. Also upgrade the lighting.
- C. Why not dig out the grass verges on the side of footpaths to provide cycle paths without reducing the width of the roadway.
- D. **What can be done to stop motorists parking vehicles (or skips) on cycle paths.**
- E. Provision for cyclists on the road or path on the B4118 Nuneaton to Bulkington road, and the Bedworth to Bulkington road.
- F. Change No Cycling signs to Dual Use signs on the path from Greenmoor Road to Aviemore Close and also the path behind Sainsburys from Attleborough Road to the park. It should be possible then to have a path through the park to link up to the Wembrook Trail
- G. Change the signs and improve the path from Glebe Lane to Windemere Avenue. This is an ideal route from Nicholas Park Estate to the College.
- H. Improve access both ends of the railway tunnel from Wheat street and re-sign.
- I. Improve the path from Oaston Road to Tavistock Way – a short stretch needs widening. If this could be combined with an assisted crossing on Hinckley Road it would be a good route to the College.
- J. Allow cyclists to ride into town via Abbey Street and make a dropped kerb at the end of the road by the Ritz to access the crossing.
- K. Make a cycleway along Coronation Walk to link Higham Lane and Weddington Road.
- L. Make a dropped kerb at both ends of the path to the Pingles from Avenue Road to enable cyclists to go along the Wembrook Trail by joining the road at the traffic lights.
- M. Look at the signage on the bridleway past Top Farm – at the end of Grove Fields and at the gate by the farm there are only footpath signs, not bridleway signs.
- N. Look at possible path improvement and signage to link the path linking Golf Drive and Hydes Lane bridleway.

1. Path from Oaston Road via Horeston Grange ideal for cycling to share - minimal work needed; ?width, signposting. Excellent link to proposed shared path along Eastboro Way.
2. Bermuda Lake -needs signs thru' Bermuda village for cyclist coming from Hill Top. Also needs exit from lake at top end into industrial estate/Walsingham Drive.
3. Great cycling paths thru' estate and into Griff Lane- needs shared path along Coventry Road towards Collycroft to provide link to Bedworth (dangerous bend in road and heavy traffic).
4. Path leading off Bermuda Road before Shillingstone Drive would make good shared path to and around pool ?Ensors and then on to Heath End Road (heavy gate access at present needs to be more cycle-friendly access). Could then continue on path opposite, would provide safe cycling route to top end of Westbury Road and a link to -
5. - the cycling permitted paths thru' Whittleford Park ?signs only needed; then link to-
6. Quiet cycling along Rannock Drive and Sherbourne Ave to old railway path and then linking up with Chapel End, Hartshill including Schools and Hayes.
7. Coventry canal from Tuttle Hill bridge to bridle path, Mancetter and Atherstone needs widening and attention to surface.
8. Is path marked as Weddington Country Walk on cycling map really meant for cyclists to Higham? Surface has not been maintained for safe family cycling; now extremely narrow and difficult for riding.

Re shared cycling paths around boro - can anything be done about vehicles parking across these paths - for example this has been noted in Coventry Road where new path was completed recently; contractors working in residents houses are parking/obstructing path and forcing cyclists back on to busy road.

Eric Rowland 20/11/2009

The footpath on the north side of the A5/Watling Street from The Long Shoot to Higham Lane is already signed as shared footpath/cycle-way. Although it is not shown on the attached map it is very well used by cyclists. One problem with it is that it is often blocked by advertising signs and cars for sale at the second car dealers near Hollow Farm, (see attached photographs).

The proposed Long Shoot/Hinckley Road link is much needed for although the speed limit on Hinckley Road has recently been reduced it is still very dangerous causing many cyclists to illegally ride on the footpath traveling to and from work at the various industrial estates in Nuneaton and Hinckley.

sunken path surrounded by an encroaching grass track. As a regular user of the National Cycle Network, this section has some of the poorest surface I have encountered on the NCN and in places it is actually hazardous due to the risk of hitting the edge of the path and slipping in the mud. The access from Stoney Road is very narrow and suffers from encroaching vegetation.

Other Examples:

- *Canal access to ^{Dunham}Dorington Avenue. There is easy and well used access across the grass to a path in front of the flats on the north side of the road. An 'official' route on the south side of the bridge has a barrier and would require users of Route 1a to unnecessarily cross the road.*
- *Canal access to Gypsy Lane. A short obscure grass track links to a section of old road to provide level access to Gypsy Lane. Most people would miss this route and assume there is no access.*
- *Access to lake from Walsingham Drive. This attractive lake has a network of cyclable paths around it but is separated by an earth mound from the cycle path on the road. It is easy to negotiate this access is not really encouraged- why is no surfaced link provided?*

Restrictions on Cycle Access

Some short sections of route have 'no cycling signs' but are obviously well used by cyclists with no problem. Some of these signs appear very old and may be covered by TROs which are never enforced. It would be more useful to replace them with 'cyclists give way to pedestrians' signage and remove unnecessary signage.

Examples:

- *Some short lengths of path on routes 1 and 2 (details need to be checked).*
- *The route through Riversley Park past the 'belt' art feature. This is a well used route by cyclists which has inconsistent signing. The only problem area appears to be the narrow bridge over the River Anker which has no cycling signs (pointing the wrong way) near the bridge when more park-friendly signing could ask cyclists to dismount when pedestrians are present.*
- *Miners Welfare Park. Cycling is allowed through the park but no cycling signs appear on the car park access road for no obvious reason!*

Signing

Much of the Wern Brook Trail signing is poor with missing/damaged signs and signs pointing in the wrong direction. The finger post signs are attractive but perhaps not very practical in this sort of environment. Signing of NCN Route 52 was observed to be generally poor in Nuneaton although it is used for only short sections of the Nuneaton cycle routes so no comprehensive picture has been obtained.

Example:

No signing at end of Dunns Close to indicate route to the canal via Triton Way on NCN52.

Miscellaneous Observations on Cycle Routes in the Nuneaton Area

During the surveys to prepare the Nuneaton Cycle Route leaflets it became clear that there is great potential to create attractive cycle routes in the area to encourage people in Nuneaton to cycle more. However it was also apparent that many routes were spoiled by minor features which require only relatively low cost improvements and could represent 'quick wins' which would make the routes more attractive.

This note highlights a few of these and more will be added once the route leaflets have been completed and all the survey information collated.

Barriers

A major issue in Nuneaton is barriers which are of inconsistent design and application. Many are unnecessarily restrictive for cyclists due to poor design and positioning. They are also a restrictive/a hazard for pedestrians, pushchairs and wheelchair users.

It is suggested there needs to be an audit of all the barriers on the routes asking for example:

- Is the barrier really needed? Is there an actual or just perceived problems? Is it possible to deal with the problem in other ways. If so the barrier should be removed.
- If a barrier is to prevent eg. motorbike access, how easy is it to negotiate by different types of cyclists with different types of bikes. Are certain members of the community being discriminated against. Why are some barriers easy to get through when others are very difficult if they are there to serve the same purpose?
- If the barrier is to reduce cycle speeds, does the design allow people to cycle through at a suitable speed without dismounting? What are the risks of inexperienced cyclists hitting the barrier and having an accident?

In some situations people have bypassed the barrier by using the grass which becomes an unofficial (often muddy path). Thus the barrier serves no purpose other than to annoy people and create a hazard. Can these non-barriers be removed?

Examples:

- *Cycle path near Sterling Way – amazing number of 'chicane' barriers on path near Stirling Way.*
- *Complicated and difficult to negotiate gate barriers at the Weddington Rd crossing of the Weddington Country Walkway.*
- *Numerous barriers of various designs on Route 3 between Chilvers Coton and Heath End.*

Poor Surfaces

There are a number of short links which are obviously well used but have no proper surface and spoil an otherwise good route. Generally these would require low investment to improve. A larger problem is the condition of the Weddington Country walkway which in places is now a narrow