

A47 Long Shoot cycle route

Analysis of public / stakeholder engagement

1. Summary of engagement exercise

An engagement exercise was carried out on the proposed cycle scheme for the A47 Long Shoot in Nuneaton. The cycle scheme consists of a two-way cycle route, separated from traffic on the northern side of the Long Shoot between the A5 junction and the Eastboro Way junction.

The engagement was carried out to inform the design process ahead of planned construction. The engagement ran for a four-week period, concluding on Thursday 18th March 2021. Responses were invited via an online survey or by emailing comments to tpu@warwickshire.gov.uk. A dedicated web page was set up which provided a detailed description of the scheme proposals and included the proposed route plan (drawing no. 9.2-A47—017-16 Rev A). The engagement was promoted through the following means:

- Letters to 215 residents living immediately on the Long Shoot
- Site notices on the three side roads on the Long Shoot to inform those living off Greendale Road, Sunburst Drive and Summerhill Drive
- Emails / letters to stakeholders (see list)
- Press release
- Social media

2. Total responses received

The survey generated a total of 74 responses, with a further 8 responses received via email.

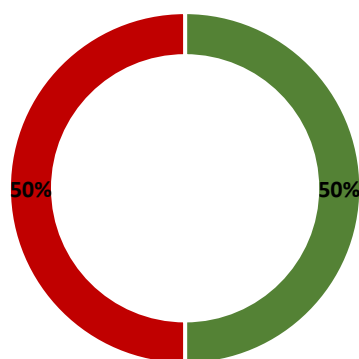
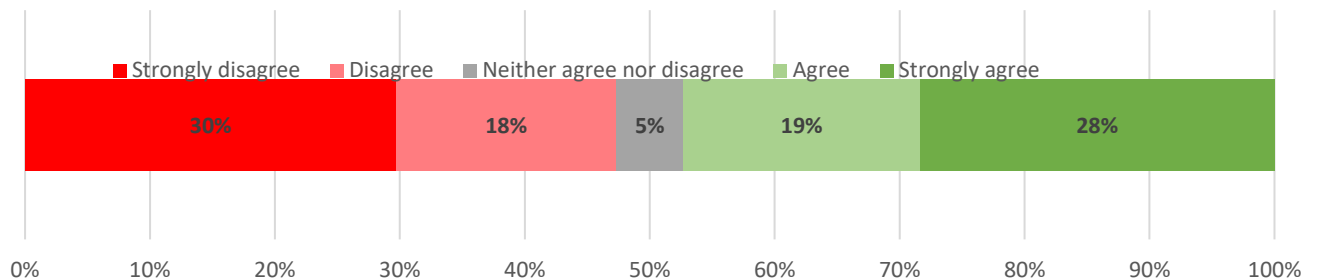
Respondents to the survey were asked to state, 'Which of the following options best describes you?' and were able to select all options that applied. Information from the email responses has also been included in the table below.

| <i>Type of respondent</i> | <i>Number of respondents</i> |
|--|-------------------------------------|
| Live on the Long Shoot | 19 |
| Live in another part of Nuneaton | 39 |
| Live outside Nuneaton | 18 |
| Work in Nuneaton | 4 |
| Go to school or college in Nuneaton | 1 |
| Responding on behalf of local group / organisation | 2 |
| Other / not stated | 11 |

3. Overall support for scheme (based on survey / email responses)

Respondents to the survey were asked, 'To what extent do you agree or disagree with the proposed scheme?'

Figure 1: Level of support for the proposed scheme (survey results only)



If the 4 (5%) who neither supported nor objected to the scheme proposals are removed then 50% slightly or strongly agreed and 50% slightly or strongly disagreed with the scheme proposals.

N = 70 respondents

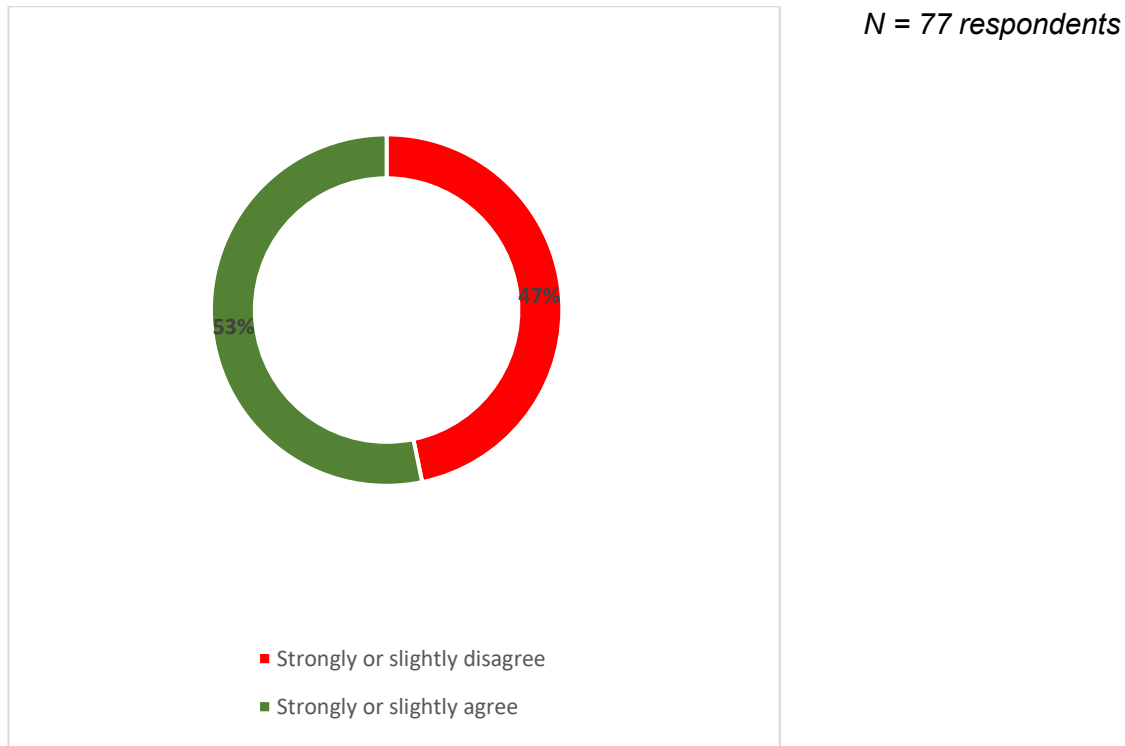
■ Strongly or slight disagree
■ Strongly or slight agree

An equal split of respondents to the survey agreed and disagreed with the proposed scheme. However, of the email responses received (*N = 8 respondents*) 6* were supportive and 1 respondent was not supportive. When these are added to the survey responses the results shown below are identified with 53% agreeing with the scheme and 47% opposing the scheme.

Of the 17 respondents who stated they were Long Shoot residents and responded via the online survey, 6 agreed with the scheme and 10 disagreed. Of those residents responding via email who could be identified as a Long Shoot resident, one disagreed with the scheme and the other did not state whether they agreed or disagreed.

** This figure includes respondents supportive of the introduction of a cycle scheme in principle but with concerns on aspects of the design*

Figure 2: Level of support for the proposed scheme (survey results and email responses combined)



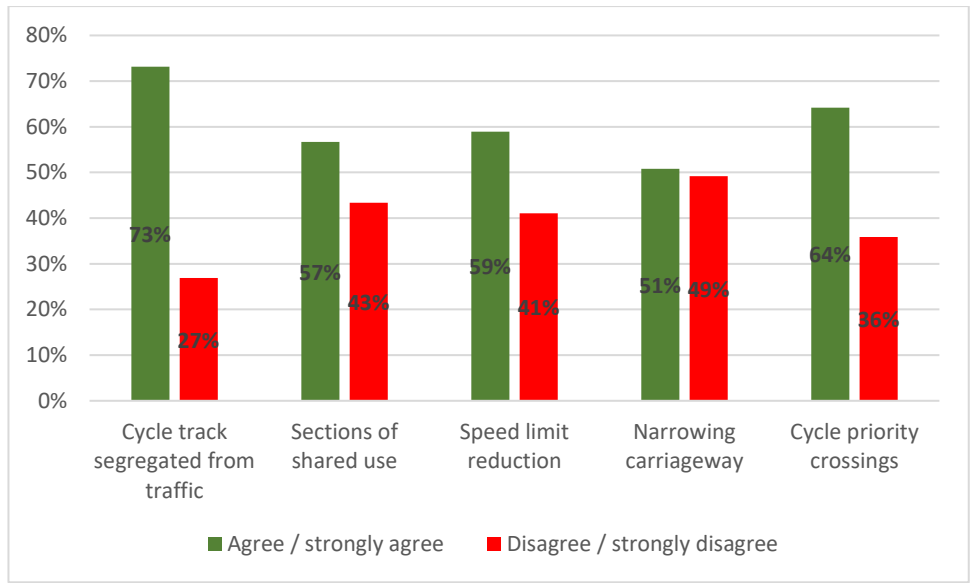
4. Support for particular aspects of the scheme (based on online survey responses only)

Respondents to the survey were asked to agree or disagree with a series of elements of the proposed scheme. The responses are provided below and demonstrate more agreement than disagreement for the proposal for a segregated cycle track, sections of shared use, speed limit reduction and priority for pedestrians and cyclists crossing side roads. There was broadly an equal split between those who agreed and disagreed with the proposal to narrow the carriageway to create space for the cycle track.

Figure 3: Level of support for the specific aspects of the scheme (survey results only)

| Aspect of scheme | Strongly agree | Agree | Strongly disagree | Disagree | Neither agree nor disagree |
|--|----------------|-------|-------------------|----------|----------------------------|
| Cycle track segregated from traffic and where possible pedestrians | 28 | 21 | 10 | 8 | 3 |
| Sections of shared use footway / cycleway | 7 | 27 | 13 | 13 | 8 |
| Speed limit reduction from 40mph to 30mph | 22 | 11 | 17 | 6 | 12 |
| Narrowing of carriageway to create space for cycle track | 17 | 14 | 25 | 5 | 8 |

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| Priority for pedestrians and cyclists across side roads | 19 | 15 | 13 | 6 | 9 |
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Percentage of respondents to the survey who agree or disagree with the specific scheme proposals when those who neither agreed nor disagreed with the scheme were removed. Aspect 1 n=67, 2 n=60, 3 n=56, 4 n=61, 5 n=53

Figure 4: Level of agreement for aspects of the scheme

For respondents who lived on the Long Shoot, the element of the scheme of most concern was the narrowing of the carriageway, with 9 strongly disagreeing, 1 disagreeing and 2 agreeing.

5. Specific comments about the scheme (survey / email responses)

Question 3 of the survey asked: 'Do you have any specific comments you would like to make about the design of the proposed scheme?' Responses to this survey question were grouped with the email responses and coded into categories of response and are outlined below.

| Concern | No. of comments | | Example comments |
|--|-----------------|-------|--|
| | Survey (Q3) | Email | |
| <i>Scheme is not needed / will not be used / waste of money</i> | 13 | 2 | <p><i>'Consider the scheme a complete waste of public money. Whenever we walk along that road we see few cyclists so that there would appear to be little demand for this cycle way. Other local schemes have also been little used. The idea that people will suddenly rush to use bicycles instead of cars to travel from Hinckley to Nuneaton is idiotic'.</i></p> <p><i>'Nobody uses them so what's the point'</i></p> |

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| | | | <p><i>'I and many other cyclists will not use it, we will continue to use the main carriageway as there will be less stopping, allowing smoother and faster travel and will be completely legal. But we will now get vilified by motorists for not using the cycleway and therefore (in their opinion) we will be blocking the road which will now be narrower making it more difficult'</i></p> <p><i>'Doesn't benefit enough people. Waste of money. Lowering speed limit unnecessary. Half a job as doesn't go into nuneaton enough'.</i></p> |
| Removal of central hatching / carriageway narrowing / impact on residents exiting driveways | 9 | 3 | <p><i>'we live at [redacted] the long shoot and disagree with the removal of the central hatchway which allows us to filter into it to turn right into our house from the A5 removal of this will cause a build up of traffic for those residents turning right behind them on an already heavily congested road'</i></p> <p><i>'Makes the road much more dangerous for residents when turning into their own drives. Delivery vehicles will block traffic and make the road more dangerous. More standing traffic as a consequence will increase already high levels of air pollution. More difficult for emergency vehicles. Massive lorries now use the road and this narrowing of the road'</i></p> <p><i>'Need the central reservation to be able to turn into the drive'.</i></p> |
| No concerns – various supportive comments | 8 | 2 | <p><i>'Very happy with it. My family will definitely be using it and especially look forward to the link into town'.</i></p> <p><i>'Great idea and very good for the community'</i></p> <p><i>'Just do it. I come from the Netherlands and I don't like to cycle here because it's so dangerous!'</i></p> |
| Impact on motorists / congestion / roadworks | 7 | 1 | <p><i>'You will increase still further journey times in and around Nuneaton! There are very few cyclists compared to motor users and the road is so wide that the few cyclists are not at risk'.</i></p> <p><i>'You're kidding right? The A5 at the longshoot needs widening and duelling for traffic, its the main snarl up on the A5. You'll get virtually zero cyclists using this route, and with all the new houses you'll have more queues more traffic and more air pollution'</i></p> <p><i>'This road has had enough development, its residents have had enough. Pick another link road because the amount of works carried out here in the</i></p> |

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| | | | <i>last 5 years and all the new houses being still built is affecting life daily. No more!</i> |
| Cycling infrastructure design comments / concerns e.g. bi-directional cycle lane, compliance with LTN1/20 etc | 5 | 2 | <p><i>'Bi directional is not good. Drivers confused by cyclists' lights at night. Cyclists dazzled by vehicle lights'</i></p> <p><i>'The shared use paths if kept will be a missed opportunity to make truly gold standard safe active travel opportunities, as will crossings of side roads where priority is not kept for active travel users. Because of the risk of shared use sections and delays at intersections without priority, a portion of cyclists will continue to use the road which will call into question the effectiveness of the scheme, and either result in future remodelling, or put future active travel projects into jeopardy discouraging active travel and making local traffic worse for everyone'.</i></p> |
| Visibility at Sunburst Drive restricted | 3 | 1 | <i>'I live on sunburst drive and when exiting that junction the visibility of oncoming traffic is blocked by parked vans and cars on the verge. I would ask that this is taken into consideration'.</i> |
| Speeding concerns / speed cameras needed | 5 | - | <i>'Motorists speed at 40mph how will 30mph be enforced?'</i> |
| Removal of right turn lane Sunburst Drive | 2 | 1 | <p><i>'I think the filter lane into manor fields estate should be kept. Bollards should be sorted at all the fittings into the estates to prevent parked vehicles obstructing the view for vehicles leaving the estate'.</i></p> <p><i>'Concerns over removal of the right turn lane into Sunburst Drive as this will create congestion as cars wait to turn, if necessary it should be made a no right turn junction from Long Shoot in to Sunburst Drive with cars alternatively using the roundabout at Eastboro Way end to come back on themselves and then turn left in to the estate'.</i></p> |
| Maintenance concerns | 2 | - | <p><i>'Will the surface be properly maintained? why only the longshoot?'</i></p> <p><i>'The pathways along the long shoot are currently a disgrace too, the are in a poor state of repair considering this is supposed to be a relatively premium area to live (not made any better by the damage to verges done by constant construction works and traffic) '</i></p> |
| Footway cycling | 1 | - | <i>Firstly, as a long standing resident, I would like to comment on the current misuse of the pedestrian</i> |

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| | | | <i>walkway used by cyclists - possibly as a result of the considered dangers trying to cycle on the roadway? It is obvious that pedestrians need to be given due and better consideration as cyclists often have none, but also the levels of traffic on the long shoot are in desperate need of improved control and reduction.'</i> |
| Equestrian use not included. | 1 | - | <i>'The scheme does not include any consideration for equestrians. Whilst it is an urban area, equestrians are vulnerable road users who often find themselves sandwiched between fast moving motorised traffic and cyclists'.</i> |

6. Suggested changes to scheme (survey / email responses)

Question 4 of the survey asked: 'Would you like to see any changes made to the proposed scheme?' and elicited a total of 58 responses via the survey. Responses to this survey question were grouped with the email responses and coded into categories of response and are outlined below.

| Suggested change | Number of comments | | Example comments |
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| | Survey (Q4) | Email | |
| No changes required / no suggested changes | 19* (4 stated no changes required, 15 provided no suggestions) | 2 | <i>'None' 'It looks well thought out'.</i> |
| Abandon scheme | 12 | | <i>'Scrap it'. 'Scrap it. Cyclists shouldn't get priority'. 'Cancel it and get on with duelling the A5' 'Yes. Reconsider utilising money for a road that actually does not need it especially if the road speed dropped to 30 mph as that would be sufficient'.</i> |
| Extend route to town centre / provide other routes | 7 | 1 | <i>'why not extend the scheme along eastboro way, and hinckley rd, currently the cycle way provision is poor or inconsistent' 'Consideration of extending the scheme not just to the town centre, but along Eastboro Way to the Crows Nest. Sections of this road are</i> |

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| | | | <p><i>unsafe for cyclists, due to speeding cars/lorries, the path needs resurfacing and as new houses continue to be built along it, there will be increased pedestrian and cycling traffic'.</i></p> <p><i>'If you head down to town by the college, the facilities for cyclists are poor into town, at the moment you can cycle to the island from the a5 kind of ok, when this is done it will throw you into the abyss of traffic to town. The scheme needs extending all the way to the centre of Nuneaton'.</i></p> |
| <p>Provide continuous segregated cycle track / remove shared use sections</p> | 3 | 3 | <p><i>'Not sure about the sections of 'shared cycle and pedestrian' use? Would need to see the plans but would be better avoided if at all possible. The cycle path from the A5 to Hinckley Town Centre is shared - and it's far from idea - especially at 'side road' junctions'.</i></p> <p><i>'Less shared space with pedestrians, it's bad for both sides and if well used will be troublesome with many cyclists and pedestrians attempting to use shared crossing, a segregated cycle crossing lane would be of huge benefit despite the higher cost'.</i></p> <p><i>'The Route needs high quality cycling infrastructure that keeps pedestrians, cyclists, and drivers separated to the benefit of all road users. It's important to maintain that separation the whole length of the scheme, no merging into spaces that have shared use this is not good for both pedestrians and cyclists The scheme needs to be adjusted to meet the five core design principles in LTN 1/20 this is the guidance for scheme designs issued by the Department for Transport'</i></p> |
| <p>Provide alternative route away from Long Shoot carriageway</p> | 5 | - | <p><i>'Why not move it to some of the fields either north or south of the longshoot, so it is completely separated from the road traffic? It should have been part of the new housing plans from the beginning'.</i></p> <p><i>'Narrowing the carriageway will increase the danger for me as a 'normal' proficient cyclist. The route should be re-considered, and a proper cycle route designed to run away from the road network. With all of the housing developments happening adjacent to this area the opportunity has been there to create a designated cycle link that runs behind the houses on the Long Shoot and through and down towards the cemetery. The thinking needs</i></p> |

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| | | | <p><i>to be far more strategic than doing one stretch at a time’.</i></p> <p><i>‘Don’t touch the road and cause delays put the bike lane through the rural land from woolpack drive to Dodwells roundabout’.</i></p> |
| <p>Provide cycle lanes on both sides of road / directional cycle tracks</p> | 4 | 1 | <p><i>‘Why not have cycle lanes on both sides of the road. If cycling against the flow of traffic at night it is dangerous as car lights have dazzling effect’.</i></p> <p><i>‘Unidirectional cycle paths on both sides of the road are superior to a bidirectional path on one side of the road, shared use just creates conflict between pedestrians and cyclists. One line for this? Obviously we’re supposed to limit ourselves to a few words rather than give real feedback’.</i></p> <p><i>‘I appreciate there are challenges to achieving gold standard active travel infrastructure on this route, however 2m wide cycle paths on both sides of the carriageway would seem to provide more length of segregated cycle path for active travellers as a first point, and help give more space to achieve the requirements for priority over the side roads. Provide priority at all side roads such as Greendale Road and the proposed Calendar farm entrance’.</i></p> |
| <p>Provide speed cameras / physical measures to support speed limit reduction</p> | 3 | 1 | <p><i>‘There is a certain need of speed reduction as well as speed cameras on this road! I can see a lot of cars and majority of trucks going really fast all day long and especially at night, there are cars racing here almost every night, no control what so ever’.</i></p> <p><i>‘A reduction in speed limit needs to be enforced by average speed cameras. The long shoot is already used as a race track due to the straight nature of the road and a simple reduction will not be enough to combat this’</i></p> <p><i>‘Speed cameras on the bend grass verges improved’.</i></p> |
| <p>Provide on-carriageway cycling provision / segregated route not needed</p> | 4 | - | <p><i>‘Yes make it entirely on road with segregated bike specific lanes, no having to swing off on footpaths/shared spaces just have bicycles stop with cars at any junction lights’.</i></p> <p><i>‘3m wide cycle lane seems excessive. I live off the long shot and cycle down the full length of it</i></p> |

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| | | | <p><i>to work. I would still prefer to cycled on the road as the proposed cycle way looks to have a number of deviations that would add to my cycle journey. Combined footpath/ cycle lane would hange less impact on the road’.</i></p> <p><i>‘Just reduce the speed limit, good enough’.</i></p> <p><i>‘yes improve hatchings and kirb sides which in general are in poor condition with poor drainage which allow for a proper cycle lane or open up the end of heart of england way to join dodwells island?’</i></p> |
| Improve start / end of scheme at Eastboro Way | 1 | 2 | <p><i>‘The “Start / End of Scheme” doesn’t allow easy and safe connection with the existing road/cycle network. The Hinckley Road end of the proposed cycleway should be connected to the cycleway of Eastboro Way, utilising the existing Pedestrian Refuge fronting 2 The Long Shoot and widening the footway along the southern side of Hinckley Road and around the eastern side of the roundabout into Eastboro Way. The termination point currently shown in Hinckley Road should be extended to St Nicolas Park Drive so that cyclist travelling to Nuneaton are taken to a more safe and convenient point beyond the roundabout to join the road network and continue their journey. There is adequate width within the Highway. If the start/end remain as shown, it’s likely cyclist will just cycle on the footways in conflict with pedestrians’.</i></p> |
| Support for shared use provision | 3 | - | <p><i>‘Reduce speed limit to 30mph .Keep shared access for both cyclists,e scooters,walkers etc’</i></p> <p><i>‘Convert existing footpath to shared use. DO NOT NARROW THE ROAD’</i></p> |
| Increase width of cycle track | - | 2 | <p><i>‘Ideally, if it is bi-directional, it would be good to have more width’.</i></p> <p><i>‘When it comes to general lane width, I’ll note again that this scheme is only targeting the absolute minimum of 1.5m per direction of travel, even where there is ample space to provide the recommended 2m per direction. This route has the potential to be a key corridor linking Hinckley and Nuneaton, a backbone to further routes that can branch off it, a route that can support not only commuter cycling (including school children as well as</i></p> |

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| | | | <i>adults going to work), but one that works for commercial cycling. Yet designing to the minimum width does not support that. I acknowledge that there may be some space constraints at points particularly to the western end, but as far as possible the scheme should be targeting the recommended width and not only going for the bare minimum’.</i> |
| Do not remove trees | 2 | 1 | <i>‘Do not remove any existing trees. These are part of the history of this road and have been around much longer than any of us – why should any trees be sacrificed for a cycle scheme? Cycles can very easily go around trees; vehicles cannot when roads are made. Additional tree planting in addition to existing is always welcomed however’</i> |
| Retain right turn lane (Sunburst Drive) | 1 | 1 | <i>‘Still a right turn into the street. It gets very busy in both directions and would impact flow of traffic’.</i> |
| Provide evidence of demand for scheme | 2 | - | <i>‘Would like to see details / feedback from a ‘detailed’ traffic or road usage study (for cyclists, pedestrians, etc, etc) published that demonstrates and support the overall benefit and need of the scheme (versus the negative impacts also)’</i> <i>‘I would like to see evidence that cyclists in numbers use the Long Shoot regularly, as I cannot see that it is necessary’.</i> |
| Don’t reduce speed limit | 2 | - | <i>‘Yes. Do not reduce speed limits and do not put extra traffic lights in’.</i> <i>‘Do not lower speed limit’.</i> |
| Address parking on verges | 2 | | <i>‘The verges either side of the junction of The Long Shoot and Sunburst Drive should be bollarded to prevent vehicles parking on it, this is a current issue with vehicles outside xxx parking on the verge completely obscuring the view to pull out, this would be exacerbated by the verge being moved out further with the road space, vehicles have to be prevented from parking on any section of the path/verge so the only option is their own driveway. Right of way of cyclists crossing Sunburst Drive is questionable as the visibility splay is already poor with numerous near misses of cyclists who currently cross without looking and that’s when they don’t have priority. It is currently also very difficult to exit Sunburst Drive when it’s freezing</i> |

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| | | | <p><i>temperatures due to the slight gradient, can this juncture be made of high friction surface’.</i></p> <p><i>‘There is a significant amount of vehicles parking on the verge along The Long Shoot, the hope is that something will be done to prevent/discourage parking on the cycleway’.</i></p> |
| Reduce width of cycle track | 1 | - | <p><i>‘Review the need for minimum 3m wide cycle track – this is the same width as currently one half of the A47 road carriageway (just for cycles!). It is just ridiculously wide for the needs although we appreciate this dimension is likely to come from suggested design guidance for this type of provision (there are various views on this when researching on the Internet and 3m seems to be the panacea solution). Could this not be 2m wide for example but increasing to 3m where possible and practical to do so, not just as standard along the whole length?’</i></p> |
| Use more verge / space and less road for scheme | 2 | - | <p><i>‘Use less of the road and more of the verge to create the path. As a person who frequently walks along there, its "no man's land" and therefore unkept and a muddy eyesore in large places’</i></p> <p><i>‘Just use existing space without encroaching onto carriageway’.</i></p> |
| Put cycle route behind bus stops | 1 | 1 | <p><i>‘The Bus shelter approximately 20m west of Summerhill Drive will need relocating to achieve the 3 metre width shown. Please note that the relocation of this shelter and the construction of a cycleway between Summerhill Drive and Greendale Road should have already occurred. Davidson Homes were required to do so by their Planning Permission’.</i></p> <p><i>‘The other concern I have is bus-stops. As it stands, it would appear that people waiting for a bus will be on the cycle route and will have to cross the cycle route as they get on/off. This seems a serious potential conflict point. Is it possible that the cycle route can go behind the bus-stops?’</i></p> |
| Allow equestrian use | 1 | - | <p><i>‘...Changes to the proposed scheme should include specific reference to safe access for equestrians by virtue of sharing any non-motorised user routes created or enhanced’.</i></p> |

7. Current experience of walking or cycling on Long Shoot

Question 6 of the survey asked 'If you currently walk or cycle on The Long Shoot or have done so in the past, do you have any comments you would like to make about your experiences?' This question gained 45 responses with some responses making multiple responses. Some of these responses commented on the proposals rather than existing conditions and have therefore been excluded from the analysis.

A summary of the comments is provided below.

| Comment / concern | Number of respondents | Example comments |
|---|------------------------------|--|
| <i>The carriageway is not conducive to cycling / specific issues for cyclists</i> | 14 | <p><i>'Scary road. Fast traffic, many pinchpoints, many close passes. Hate to think of my son riding to college that way from September'</i></p> <p><i>'Cycling is challenging. Motorised traffic resent my presence'</i></p> <p><i>'I used to commute by cycle 5 days a week via The Long Shoot and was hospitalised with a fractured skull after being hit by a vehicle exiting Summerhill Drive turning west when I was heading east at 8am in the morning. It is my passion to ensure others feel safe to choose to cycle and not fear being involved in a road incident.'</i></p> <p><i>'High noise pollution, very fast moving road with aggression from some drivers'</i></p> <p><i>'There are worse roads for cycling on - but have still had some high-speed close passes when cycling.'</i></p> <p><i>'The only issue is the narrow lane at the traffic lights by the belway estate when travelling north.'</i></p> <p><i>'On road drains are the only issue.'</i></p> |
| <i>The carriageway is suitable for cycling</i> | 5 | <p><i>'I've never experienced any particular issues cycling down the Long Shoot, the road is wide enough to allow cars to pass cyclists easily in the most part.'</i></p> <p><i>'I frequently cycle down the longshoot and prefer to use the road. As the road is wide there is plenty of room to overtake.'</i></p> |
| <i>Conflict between cyclists and residents accessing driveways.</i> | 5 | <p><i>'...it always feels a touch dangerous because of cars pulling off drives.'</i></p> <p><i>'A lot of drive entrances to be careful of. Any off road cycle route would be dangerous.'</i></p> |

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| <i>Conflict between cyclists and pedestrians.</i> | 6 | <p><i>'Cyclists who use the shared path do not have bells and suddenly you have someone passing you at speed with no consideration for the walker.'</i></p> <p><i>'I walk down the long shoot with my dog and people riding bikes along the path do cause an issue so a Cycle Lane is needed.'</i></p> |
| <i>Cycling on pavement</i> | 2 | <p><i>'If cycling with my children (5 and 7) we ride on the pavement'</i></p> <p><i>' Sometimes use the pavement but always stop or move out of way of pedestrians'</i></p> |
| <i>Existing paths (shared use / pavements) are poor quality and unpleasant for walking</i> | 7 | <p><i>'The path is horrendous. Holes, mud, water. The home owners treat it as their own property.'</i></p> <p><i>'The existing shared space is a real uneven and dangerous'.</i></p> <p><i>'The cycle provision at the new junctions is very poor & slows you down'</i></p> <p><i>'Frequent stationary traffic makes walking unpleasant (and I would expect the same is true for cyclists)'</i></p> |
| <i>Existing paths are safe / arrangements work</i> | 2 | <p><i>'I currently walk along the Long Shoot and have found it very safe.'</i></p> <p><i>'We walk The Long Shoot up and down each day whilst exercising and walking our dog. We are not cyclists. Whilst we do see other pedestrians and cyclists on our walks, we have never seen any conflict between cyclists using the current cycle paths or general paths and pedestrians'</i></p> |
| <i>Residents park on verges</i> | 1 | <p><i>'Lots of residents park where you are proposing to build.'</i></p> <p><i>'There is a significant amount of vehicles parking on the verge along The Long Shoot, the hope is that something will be done to prevent/discourage parking on the cycleway'.</i></p> |
| <i>Cyclists slow traffic</i> | 1 | <i>'Other cyclists do not use the shared path and can causes cars, lorries, etc to slow to pass them.'</i> |
| <i>Volume, make up and speed of traffic</i> | 4 | <p><i>'Very large trucks use the road'</i></p> <p><i>'Traffic travelling at speed can be intimidating especially at certain times of day and when the current speed limit is not being adhered to by all types of vehicles and specifically HGVs when be driven fast.'</i></p> |