Coundon Cycleway Info

Route length - 2.75km (1.7 miles)

Facility type - Two-way cycleway, fully segregated from traffic.

Households served - 4,500 directly in catchment

Destinations served - city centre, St. Osburgs School and Church, Bablake School, Coundon Hotel, Moseley Primary School, Moseley Ave Local Centre, St. George's Church, Lion's Inn, Westhill Road Local Centre, Christ the King Community Centre / Church / School, Bablake Playing Fields, Avenue Bowls Club, Coundon Court School, Hollyfast Primary School
Air Quality Action Plan
Coundon Cycleway

General Layout
Sheet 1 of 17

Phase 1 of cycleway to finish opposite Birchfield Road providing access to Coundon Green estate

Tree to be removed
Cycleway created in place of existing hard verge
Traffic gives way to cycleway
Cycleway runs behind bus stop, creating a 'floating bus stop'

Key
Kerb line
Cycleway
Footway (path)
Bollard
Tactile paving (pedestrian crossing dropped kerb)
Double yellow lines
Grass verge
Cycleway road marking
Tree to be removed and new trees to be planted

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Cycleway created in place of existing grass verge

Access to cycleway

Cycleway created in place of existing grass verge

Cycleway runs behind bus stop, creating a 'floating bus stop'
Cycleway created in place of existing grass verge

Cross Section

Path
Verge
Road
Cycleway
Path
Bablake Playing Fields

Key
- Kerb line
- Cycleway
- Footway (path)
- Bollard
- Tactile paving (pedestrian crossing dropped kerb)
- Double yellow lines
- Grass verge
- Cycleway road marking

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Cycleway created in place of existing grass verge

Cycleway runs behind bus stop, creating a 'floating bus stop'

Access to cycleway

Key
- Kerb line
- Cycleway
- Footway (path)
- Bollard
- Tactile paving (pedestrian crossing dropped kerb)
- Double yellow lines
- Grass verge
- Cycleway road marking
Hollyfast Road to be exit only to reduce conflicting movements around the junction. Traffic to give way to cycleway.

Cycleway created in part from existing hard verge and in part from carriageway narrowing. Parking restrictions on carriageway 7:00-10:00 and 15:00-18:00. Parking not permitted on cycleway or footway. Vehicle crossovers (dropped kerbs) will be permitted to access property frontages.

Parking in marked bays only. No parking on carriageway. Dropped kerbs permitted.
Cycleway created in part from existing hard verge and in part from carriageway narrowing. Parking restrictions on carriageway 7:00-10:00 and 15:00-18:00. Parking not permitted on cycleway or footway. Vehicle crossovers (dropped kerbs) will be permitted to access property frontages, see drawing 1505/CCC/118.

Parking on "odds" side of road to be permitted on hard verge only. Vehicle crossovers (dropped kerbs) will be permitted to access property frontages. No carriageway parking.
Cycleway created in place of existing carriageway

Roundabout re-shaped to create space for cycleway on east side

Puffin crossing adjusted to span cycleway as well as carriageway

Telegraph pole and post box will be repositioned

Cycleway runs behind bus stop, creating a 'floating bus stop'. Tree to be felled and two new replacement trees planted

New Parallel Crossing (zebra for people on foot and cycles)

Vehicles accessing and egressing Elmwood Avenue must give way to cycleway first
Cycleway created in place of existing carriageway

Gap to enable access to Laburnum Avenue

Parking laybys created from existing hard verge area

Cycleway runs behind bus stop, creating a 'floating bus stop'

Vehicles accessing and exiting Ashwood Avenue must give way to cycleway first

Parking laybys created from existing hard verge area

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Bus stop relocated. Cycleway runs behind bus stop, creating a 'floating bus stop'.

Parking laybys created from existing hard verge area

Browett Road to be egress only. No vehicle access from Barkers' Butts Lane into Browett Road. Vehicles must give way to cycleway.

Parking laybys created from existing hard verge area

Key
- Kerb line
- Cycleway
- Footway (path)
- Bollard
- Tactile paving (pedestrian crossing dropped kerb)
- Double yellow lines
- Grass verge
- Cycleway road marking

Detection loops on approach to traffic signals call a green light for cycleway

New traffic signals to facilitate cycleway switching from north to south side of carriageway

Cycleway created in place of existing carriageway

Cycleway created in place of existing carriageway

Kerb line
Cycleway
Footway (path)
Bollard
Tactile paving (pedestrian crossing dropped kerb)
Double yellow lines
Grass verge
Cycleway road marking

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Cycleway created in place of existing carriageway.

Parking laybys created from existing hard verge area

Pakes's Croft to be closed to traffic and accessed only from Troughton Crescent.

Parking laybys created from existing hard verge area

Detection loops on approach to traffic signals call a green light for cycleway

Cycleway runs behind bus stop, creating a 'floating bus stop'

Cycleway created in place of existing carriageway. Parking permitted in designated bays

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Cycleway created in place of existing carriageway.

Parking permitted in designated bays.

Vehicle cross overs (dropped kerbs) will be permitted.

Traffic signals will have a 'cycleway only' stage added that will operate only when cycles are detected. Pedestrian crossings will operate the same as currently but without the splitter island in the middle.

Detection loops on approach to traffic signals call a green light for cycleway.

Parking laybys created from existing hard verge area.

Build out to aid pedestrians crossing the cycleway and carriageway.

Cycleway created in place of existing carriageway.

Pavement

Key
- Kerb line
- Cycleway
- Footway (path)
- Bollard
- Tactile paving (pedestrian crossing dropped kerb)
- Double yellow lines
- Grass verge
- Cycleway road marking
Cycleway created in place of existing carriageway. Parking permitted in designated bays only. Vehicle cross overs (dropped kerbs) will be permitted.
Vehicles accessing and egressing Duckham Court must give way to cycleway first.

Cycleway runs behind bus stop, creating a 'floating bus stop'.

Access to cycleway from Tomson Avenue.

Build out to aid pedestrians crossing the cycleway and carriageway.

Vehicular access towards tunnel will be removed.
Access arrangements shown here are based on current proposals to remove vehicular access as part of site redevelopment. This is therefore subject to outcome of any 3rd party planning application.

Footway and Cycleway become 'Shared Use' through tunnel. Vehicular traffic removed.

Vehicular traffic will be removed from tunnel.

Refuge to aid pedestrians crossing the cycleway and carriageway.

Vehicles accessing and exiting Stanier Avenue must give way to cycleway first.

Cycleway created in part from existing footway and in part from carriageway narrowing.
Vehicles accessing and egressing Chester Street must give way to cycleway first.

Cycleway created from carriageway narrowing and removal of parking. Additional parking to be created on Barras Lane to offset loss.

Vehicles accessing and egressing Meriden Street must give way to cycleway first.
School access to be relocated from Upper Hill Street to Barras Lane

Vehicles accessing and egressing Barras Lane must give way to cycleway first

Abbotts Lane will become 'left out only' to reduce conflicting vehicular movements

New parking bays to offset the parking removed on Upper Hill Street and Coundon Road

Bus stop relocated and cycleway runs behind bus stop, creating a 'floating bus stop'

Barras Lane to become a cul-de-sac with vehicular access to Holyhead Road removed.

Footway and Cycleway become 'Shared Use' in advance of bridge ramp. Bridge steps to be removed and ramp widened.

Abbotts Lane to become 'left out only' to reduce conflicting vehicular movements

School access to be relocated from Upper Hill Street to Barras Lane

Footway and Cycleway become 'Shared Use' in advance of bridge ramp. Bridge steps to be removed and ramp widened.

Key
- Kerb line
- Cycleway
- Footway (path)
- Bollard
- Tactile paving (pedestrian crossing dropped kerb)
- Double yellow lines
- Grass verge
- Cycleway road marking
Existing ramp access to bridge to be widened / replaced with wider ramp and stairway removed

New ramp to be connected onto lower ramp section to improve connectivity to the south (Lower Holyhead Road, Spon Street and on towards Coventry Station)

Cycleway to connect to Lower Holyhead Road

Improvement and decluttering of ramp access for cycles and wheeled mobility aids
This sheet shows some typical details for how the cycleway will work.

The box at the top indicates how a driveway will be accessed across the cycleway and then footway.

The four boxes show how the cross section of the route varies along its length. Sometimes there is parking on carriageway, sometimes it will be permitted in between trees and other parts it will not be permitted within the public highway.