



Willenhall Cycleway

Humber Road section

**Report on consultation which took place in
July 2025**

Contents

Page Number	Description
3	Background
4	Plan showing changes
5	Methodology
5	Feedback – survey
8	Feedback – drop-in sessions
8	Feedback – emails

1. Background

Coventry City Council are developing plans for a significant upgrade to the city's travel infrastructure as part of the Coventry South Project.

The next phase of the project is estimated to cost £13.4 million and forms part of the wider Coventry South Sustainable Transport Package, which includes the construction of a new segregated cycleway and improved pavements. The route will extend along London Road from Tollbar End to Abbey Road, including the ASDA Roundabout, where London Road, Humber Road, and Allard Way intersect, and continue along Humber Road to Terry Road and Binley Road

This development aims to further enhance safety, improve air quality by reducing congestion, and encourage active travel in Coventry. The work enhances Coventry's existing cycle network, making cycling a more attractive travel option for local journeys and encouraging the transition from the car to cycling.

The plans include:

New cycleway

A new cycleway will be installed between the ASDA roundabout and Abbey Park, running alongside the London Road Allotments. This will be separated from pedestrians and vehicles, with a new, realigned pavement and resurfaced paths. A fully segregated cycleway will exist between Humber Avenue and the Binley Road roundabout, passing through Humber Road Open Space.

Connection with existing cycleways

We will utilise the existing cycleway between the railway bridge and Anglian Way, with minor pruning of trees to improve visibility and safety. Tactile paving will also be upgraded. A shared cycleway between Anglian Way and Humber Avenue will be created by widening the pavement. A section of double yellow lining will be removed, and where cars park on it, this will be marked as car parking bays. The cycleway will cross to the opposite side of the road before Humber Avenue at the improved Bolingbroke Road traffic lights.

Improved crossings and priority for pedestrians and cyclists

We will create two new signal-controlled crossings and enhanced pedestrian crossings at both Wheler Road junctions by installing refuge islands. The existing uncontrolled crossing at Sunbeam Way roundabout will also be signalised. Raised and coloured surfaces at side road junctions will be added, giving priority to pedestrians and cyclists. We will also install a new pedestrian zebra crossing between Hollis Road and Hugh Road, near the post office.

Increasing vehicle safety

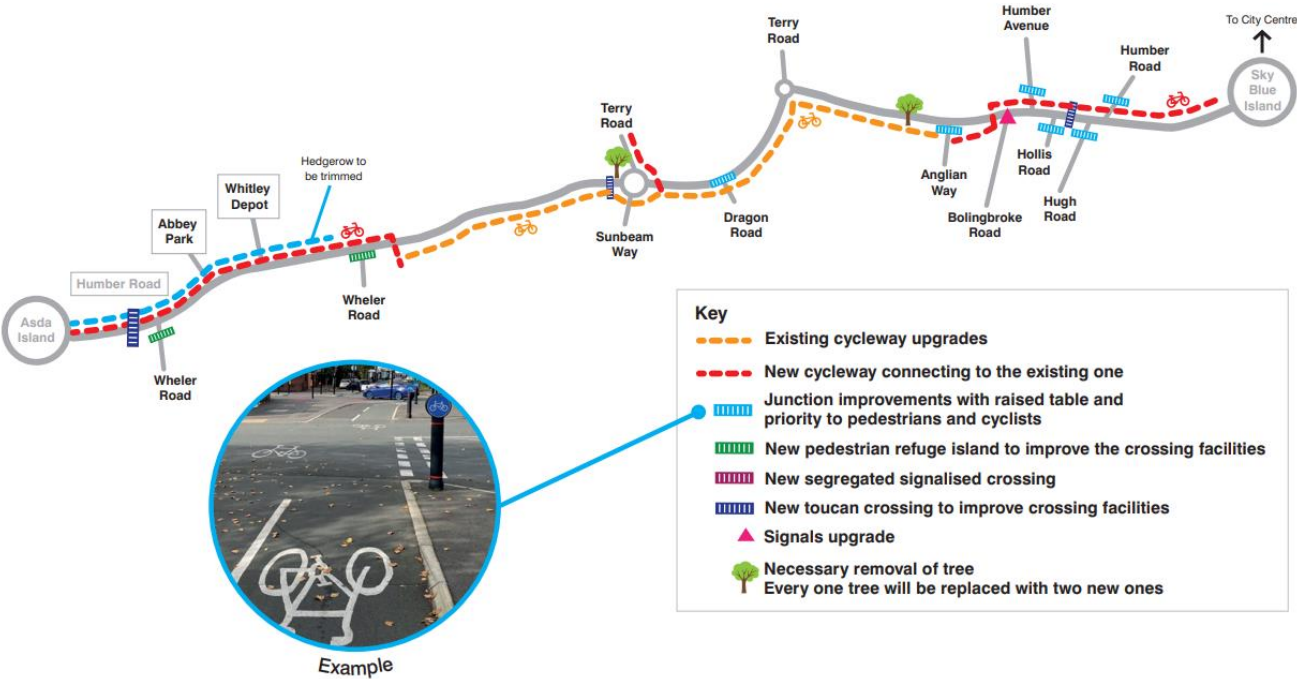
The speed limit between Sunbeam Way and ASDA roundabout will be reduced from 40mph to 30mph, subject to the approval of a Traffic Regulation Order. Double yellow lines will be added at both Wheler Road junctions to improve safety and access for larger vehicles. The yellow near Bolingbroke Road will also be reduced, and both will be subject to the approval of separate

Traffic Regulation Orders. Upgraded traffic lights, transitioning from halogen to modern LED systems, will be available along the entire route.

Necessary pruning and tree removal

Trees will be pruned as needed to benefit pedestrians and cyclists, but they will remain in place. Some vegetation removal is necessary, including the removal of a small number of trees and the narrowing of hedgerows next to the allotment, but this will be kept to an absolute minimum. New trees will be planted to compensate for the loss of any trees, along with hedgerows, once the work is complete.

Plan showing changes

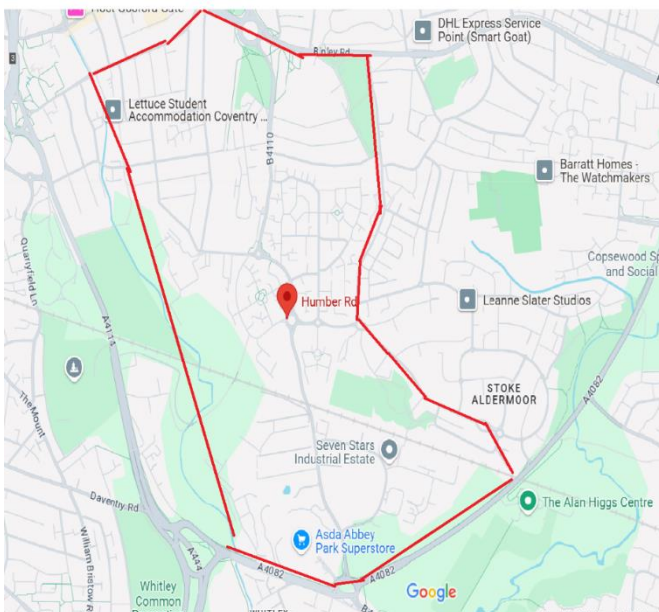


2. Methodology

A Street News newsletter was delivered to 4,665 residential and business properties around the proposed route. via a distribution company. This informed residents about the new cycleway and other improvements being made and included a link to a Survey Monkey where people could complete the survey to tell us what they thought. The Street News also included the project manager's direct email address and telephone number for those people who couldn't attend the drop-in sessions and wanted to ask any questions.

Following low engagement on the survey after delivery of the Street News, we decided to post the survey on our webpage and extend the closing date to encourage more local people to provide input formally.

Street News delivery area



A drop-in session was held for people to find out more about the scheme and ask questions at Aspire Family Hub on Thursday 17 July between 3:30 pm and 7:30 pm. This was attended by 9 residents, and their feedback is shown on page 9.

The project team and Councillors held a meeting with a concerned business owner to discuss and address their concerns.

Additionally, members of the project team attended the Whitley Residents Association meeting and briefed the group on the proposals, answering questions and responding to concerns.

The Disability Equality Action Partnership were consulted on the scheme, and we received the following questions and feedback:

- Can mobility scooters use the cycleway?

The group were told that cycle tracks are separated from the road by barriers or distance. Mobility scooters and powered wheelchairs in class 2 and 3 can be driven on cycle tracks. They can also use shared cycleway facilities.

- Can cats eyes be used to increase hazard perception at bus stops?

The group were told this will be reviewed.

- Suggestion to use more images than plans during engagement, for example pictures of similar completed similar schemes.

The scheme has also been audited by Travel for West Midlands and Active Travel England.

3. Feedback Survey

3.1 Survey Monkey results

Throughout the engagement period of 4 August to 20 August 2025 a survey was available so that people could tell us what they thought. The page was accessed 19 times, and 19 people completed the survey. The individual responses can be seen below. The main themes of the feedback are shown with example comments.

1. What do you think of the plans for the Humber Road section of Willenhall cycleway?

Of 12 responses, some comments received were in favor of the cycleway, including:

“Very good” - my son goes to school at Gosford Park School, and this will provide a useful route for him to ride. When he gets older and rides on his own, I am a little worried about him riding on the Charterhouse Loop Line as there are often people hanging around in the evening, and vandals burning stuff etc. It will be safer for him to ride on the cycleway on Humber Road to get to Binley Road Cycleway. I am hoping the cycleway will also be beneficial to the Uber Eats / Just Eat riders who service the McDonalds at ASDA, which is specifically set up for food delivery. This may help reduce traffic at this location, as it's obviously more efficient use of road space for delivery couriers to ride a bike than take a car.”

“No issue with it”.

“Very good.”

Whilst in agreement with the scheme, some did voice concern with the route covered:

“1) Seven Stars industrial estate There should be measures to encourage people working in the site to access it by pedal cycle. If a cycleway is not provided on the east side of Humber Road, some cyclists will use the footway. 2) Humber Road, west side. Crossing the access roads to Whitley Depot and Abbey Park. Will pedestrians/cyclists have priority or will turning

traffic? How will the priority be indicated? Will a cyclist approaching the junction at 15 mph be able to see any vehicle approaching the junction, which does not stop, early enough to avoid a collision? 3) Sunbeam Way The existing signalled crossing of Sunbeam Way is over 30m away from the outer edge of the roundabout's carriageway. Yet the uncontrolled pedestrian crossing over the southern arm of the roundabout is only 6m from the roundabout's outer edge. The carriageway crossings proposed at the "ASDA" roundabout have far larger turning radii for cyclists than the current crossing of Sunbeam Way. A more direct crossing of Sunbeam Way should be provided with turning radii appropriate to a cyclist's speed. 4) Between Anglian Way and Bolingbroke Road To reduce the competition for space, priority should be given to people using the area for movement. So the car parking and bus stop should be moved."

"Good initiative, a couple of suggestions: The 2 toucan crossings proposed on Humber road between the ASDA island and Sunbeam Way roundabout are on a slope. Looks unsafe as vehicular traffic, even at the new proposed 30mph speed limit would have lesser reaction time to stop. Rather make the ASDA island exit traffic light controlled and move the second crossing to the other side of the Sunbeam Way roundabout that has a flatter approach road. Secondly, Bolingbroke Road Junction already has a traffic light. No point in adding a second youcan crossing near Hollis road. It is not good for the vehicular traffic to have two traffic lights so close to each other. Rather, just upgrade the traffic light at Bolingbroke Road Junction to facilitate cycle crossing."

"Excellent apart from one observation. Would it not make more sense to keep the cycle way from Sunbeam Way to Asda roundabout on the same side of the road to link up with the existing cycle way at the top of London Road."

"Partially a fan but have deep concerns on traffic build up during morning and afternoon between a46 and Asda roundabout over to Humber road. It's already bad.!"

Others were concerned it would make travel in the area more dangerous for cyclists and improvements would be better made for pedestrians:

"The parts that are not a cycleway are dangerous for pedestrians, dog walkers etc. More options need to be looked at."

"I cycle to work and back every day that way and I can tell you for a fact that unless it is on the same side of the road as the rest of the cycle track I would not be using it, as it would just add more hinderance and time to my journey and all vehicles on the road having to stop. This idea is just a massive waste of tax payers money for a tiny section of cycle track that I and many others will not use. I suggest using the money to sort out the poor conditions of the paths and canal paths."

"Both busy roundabouts will become more congested causing further issues. By adding toucan crossings close to a major roundabout always causes traffic and likely accidents. Areas in Birmingham have done this and they're never used - with rumors of them removing the cycle

lanes due to congestion and lack of use - they are used by uber riders which is barely an improvement on sustainable travel”.

“Not needed as no one is cycling”.

2. Please tell us your full postcode

Ten residents provided their postcodes. Majority of these are in the CV3 area:

#	RESPONSES
1	Cv36gf
2	cv2 5ly
3	CV2 4AS
4	CV6 7AZ
5	Cv1 2ba
6	CV3 1AS
7	Cv3 1pt
8	CV3 1PQ
9	CV3 1JY
10	Cv31np

3. Which of the following most accurately describes you?

Of the 11 that answered this question, all were male.

4. Please tell us your age group?

25-40	5
41-65	3
66+	2

5. Which best describes your ethnicity?

White English, Scottish, Welsh Northern Irish or British	8
Other white background	2
Asian or Asian British	1

Indian	
--------	--

6. Do you have a disability or long-term health condition?

Yes	1
No	9
Prefer not to say	1

4. Feedback - drop-in sessions

Feedback from the drop in event on 17 July included:

- Consider the Charterhouse Loop route between Gosford School and Terry Road (at Terry Road Bridge).
- Parking adjacent Bolingbroke Road should be kept
- Reducing road width to 5.5m over whole length and provide a segregated footway/cycleway in lieu of shared surfaces that we have at the odd occasions
- Sunbeam Roundabout – form a separate crossing for cyclists nearer to the roundabout.
- Consider side road treatments.
- The narrowing of the road near the Bolingbroke Road traffic signal was highlighted as having a negative economic impact on the Humber Road shops.

5. Feedback - emails

During the engagement period we received the following emails about the proposals:

"I just wanted to email and say how pleased I am at the news of the new cycleway and improvements on the Humber Road. As an avid cyclist I am delighted to see this being brought to fruition and wanted to congratulate everyone involved for getting this off the ground."

"I would like to thank you for the planned improvements on Humber Road, especially the proposed addition of cycle lanes. It's reassuring to see forward-looking efforts to make our local roads safer and more sustainable for all users.

However, I would like to raise a concern about Terry Road, which connects directly to Humber Road. This road is currently in very poor condition, with multiple potholes and a deteriorating surface, which makes it difficult and potentially unsafe for drivers and cyclists alike.

Terry Road is also a busy route, especially during school hours, as it serves both a primary and secondary school in the area. Additionally, it acts as a key link between the city centre and Coventry University, with a high volume of daily traffic including students, families, and commuters.

Given its importance, I would kindly urge you to consider including Terry Road in future improvement plans, as it plays a crucial role in the wider local transport network.

Thank you for your work and continued investment in Coventry's transport infrastructure. I hope this feedback will be useful in identifying additional areas in need of attention."

"Just received the newsletter. What an utter load of woke nonsense and a complete waste of my tax payers money !! Was there consultation cos I never heard about this and I live on Terry Rd?! With all the costs and absolute hassle and disruption associated with building these cycle lanes, I have maybe seen one or 2 cyclists using these lanes and so I have to ask if these schemes are value for money?!! I can almost predict that your response will refer to future proofing and global warming. I love driving AND cycling but feel that the council is attacking the motorist by lowering speed limits and introducing other restrictions. There are roads which used to 40mph, have had their speed lowered it to 30mph and driving at this speed feels like you are moving in reverse if not standing still. This is infuriating!"

"The map on the street news delivered locally shows a proposed Toucan crossing across Humber Road starting between Hugh and Hollis roads as a resident of HHugh Road I regularly cross here using the existing pedestrian refugewhich is regularly used by School children one major problem is that when vans are parked in the parking bay in front of the post office the view of oncoming cars is completely obstructed and i presume thir view of pedestrians forcing you to step into the road to get a view.vans including post office/royal mail vans regularly use the bay as well as ^"white vans"dropping off parcels ..I am not quite sure what a toucan crossing is but if it is like what I think a pelican crossing is children crossing when the view is blocked may not be noticed by motorists especially at rush hour and when there are queues of cars in rush hours cars will stop across the crossing as they do on the crossing nearby on Bunley Road the notice on the road saying keep clear is more often than not ignored .I am afraid I have no positive suggestions as if the parking bay was removed vans would just park on the edge of the pavement."

"I'm unfortunately not able to get to the drop in session today, but feel there needs to be more information given before completing the survey for this part of the project.

I will selfishly start with the 'end' of the section, as I live in Hugh Road, so will be most affected by this part.

There is no detail given about how the proposed raised table sections will affect access and egress from both Hollis and Hugh Roads. At times this is difficult anyway being quite narrow, with cars parked both sides (double yellows frequently ignored), and many Lorries and large vans using the roads. If it is made narrower, it could cause more issues.

Outside the Kwik Fit garage, there is already no pavement as during business hours cars are parked across it and bump up and off at many angles, so not particularly safe for pedestrians. A better de marked path and proper forecourt with access with improve this, but a raised table could make garage users drive on the path to access the vehicle waiting area/forecourt, making it more unsafe than it is currently.

From the plans, it appears at the narrowest point of the Humber Rd, where Little Moon cafe is and the Polish shop, there will be a wider, shared use pedestrian and cycle path. It then appears to cross just before Bolingbroke (where there are currently double yellows and frequent cars parked up to the lights and delivery vehicles to the cafe and shop parked on the narrow pavement at Bolingbroke corner opposite.)

What will happen to their outside seating areas of the cafe and pub? Will the road be narrowest further as it indicates in the text this will be a new segregated cycleway from Humber Avenue (where the road is quite narrow) to Sky Blue island?

How will a planned raised table at the junction of Humber Avenue affect access and egress of Lorries which use the industrial estate?

What will the signal upgrade to Bolingbroke involve? I seem to remember work was done to

'upgrade' this signals around a year ago.

Currently too at the place you have marked Humber Rd (which I guess is Ribble Rd), there is currently parking which is often used as overspill for the surrounding roads and there is no detail on what will happen to this, and where and how the path will connect . If this parking bay and on street parking in Ribble Road is removed, it will cause more issues for residents in an area where parking is already a problem.

There is already a cycle path at the raised, far end of the open space which was part of the promised loop line to Charterhouse. Do you plan to connect to this, put in a new path across the open space where the new avenue is, or around the edge?

Existing cycleway upgrades - what will this involve?

There are already two pelican crossings around Sunbeam way roundabout, which at busy times when the school is out, cause backlogs of traffic along the Humber Road. Will these still be there if you plan a further crossing? Can they both be linked somehow to work with the cycle route but keep traffic flowing as much as possible?

Asda island - there are no details here following the previous street news, they show how the path will come off the island as it was previously shown as a diagonal. Will there be loss of the horse chestnut trees , where the route was originally showing?

There is also a real need for a proper crossing and signals on the Asda roundabout as it is very unsafe for people to cross three lanes of vehicles that are entering the roundabout, often at speed to beat the traffic pulling out of Asda or coming from the London Road. Why is there one planned so far up nearer to Wheler Rd?

Where trees are shown on the map to be removed , where will they be replanted? In the same area?

Lots of questions I know , but feel answers are necessary."

"I have received the Street News regarding the proposed Humber Road cycleway and although I hope to attend the drop in session on Thursday, in case I don't make it, I would like to ask a few questions please.

I live fairly near the Binley Road and believe some of the cycleway junctions to be quite dangerous. I would therefore like to ask you if any Road Safety Audit has been carried out on Humber Road and, if so, could I see a copy please?

I'm not sure if this is the same thing as a Risk Assessment, but if not, I would like to ask if that has taken place and if so, request a copy of the results please?

The installation of the cycleway on Binley Road has also caused considerable daily traffic hold ups and no consideration seems to have been given to the increased pollution levels and the effects on cyclists' and pedestrians' health.

There were temporary traffic lights at the roundabout at the bottom of the Humber Road hill last week, with stationary traffic all the way back to London Road. What will happen if and when the cycleway is being installed? It will cause traffic chaos.

Finally, I would like to ask why a cycleway on Humber Road is even being considered, when there is an easy link between London Road and Binley Road via Allard way?"

Further correspondence from the same resident:

"Thanks for your response.

No answer to a request to see the risk assessment?? I believe the one for Clifford Bridge Road was not revealed until it went to the High Court.

More of the city's precious trees to go with this one as well.

I understand this cycleway plan is going to Cabinet this week. Will they be presented with a risk assessment?

It doesn't make sense to go to town from London Road via Humber Road and Binley Road, which

doesn't seem to go to town anyway.

I was told at the drop-in that cars were the worst way that people suffer from pollution. This is not my understanding, I understand that modern cars have good air filters. I believe it is pedestrians and cyclists, especially children, who suffer most from the effects of pollution and all your cycleways are increasing it by the congestion they are causing. This is a really important fact and your officers seem to be misguided.

You mention Greenpower Park, I'm not sure it exists yet, or ever will.

And, lastly, the "element of congestion" you admit there will be actually put shops out of business on Empress Buildings when the Binley Road cycleway was installed.

Rather a lot of negatives."