

CITY CENTRE TO TOLLBAR END CYCLEWAY REPORT

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Methodology

A street news was delivered to 7,500 households with a link to a feedback survey to complete.

Three drop-in events were held, one in each of the impacted wards.

Survey Findings

23 survey responses were received.

Location of Respondents

Ward	Number
Lower Stoke	10
Cheylesmore	5
Binley and Willenhall	2
St Michaels	1
Westwood	1
Whoberley	1

The majority of respondents were from Lower Stoke, followed by Cheylesmore.

Is there anything you want to tell us about the plans for improving walking, cycling and wheeling at Asda Roundabout?

Full list of comments available in Appendix 1, all comments were themed, table below shows the amount of comments by theme.

Theme	Number
Increase congestion	8
In support	5
Risk of accidents	2
Change roundabout	2
Lack of information	1

Most comments made about the plans were that it would end up resulting in more congestion, concern was also raised about the positioning of the crossings and that they would exacerbate the congestion. In addition there is a worry that proposed new house building will add to this congestion.

- “Coming off the Asda island and onto allard way a crossing so close to the island will lead to backlogs of traffic round the roundabout”
- The roundabout needs traffic lights on the road to improve traffic flow especially with the new housing development being planned and not just for crossings.

There was also a feeling that they might increase the risk of accidents on the roundabout.

- I can see this potentially causing accidents (many people do not slow down when going around this roundabout, so may not see traffic backed up until it is too late).

A number of respondents were supportive of the plans, recognising the fact that it is a very busy roundabout and any measures to make it safer to walk or cycle are important. Although there was a worry that all the crossings may make it take a long time to navigate the roundabout.

- It is extremely important to provide as many means for active transport as possible. It's a very busy junction so making it safer to walk to and from Asda is important.
- I think this looks fantastic. I've always avoided this roundabout as a cyclist, and found it inconvenient at best, and outright dangerous at worst as a pedestrian.

A couple of respondents suggested making alterations to the roundabout itself, turning it back to a controlled cross road and reducing the size of it.

- why not return the roundabout back to a controlled ‘Crossroads’? With dedicated filter lane for traffic travelling city bound on London Road. Plus a dedicated access and egress for Asda customers
- Reduce the actual size of Asda roundabout and get 3 lanes going around to improve the flow of traffic.

[Is there anything you want to tell us about the plans for a segregated cycleway from Abbey Road to Tollbar End?](#)

Full list of comments available in Appendix 1, all comments were themed, table below shows the amount of comments by theme.

Theme	Number
In support	4
Reduction in road space	3
Pedestrians	2
Waste of money	1

A number of comments were in support of the plans.

- It would make it much safer for both cars and cyclists.
- This section is critical to the overall network so I strongly support it. I cycle to the Airport Retail park and the small road that leads into the retail park is a very poor experience (for cycling) at the moment

On the other hand some comments referred to the reduction in road space and the fear that might result in more accidents.

- By adding another cycle lane here, this means the road space for vehicles will be reduced. This is a main road which has buses & large lorries regularly driving on it, so by reducing the width this surely increases the risk of vehicles clipping each other
- I am concerned about the section between Abbey Road and Chace Avenue, since that section of the London Road is already quite narrow.

Whilst the plans are for improvements to the cycling infrastructure, better pedestrian infrastructure was mentioned.

- Looking forward to seeing London Road- Toolbar End cycleway being built but also the existing pavement being reconstructed so the walking to city centre would be comfortable.
- When the cycle route opens at the end of May it will cause havoc for pedestrians as the cyclists/scooters will not crossover at the lights as they are meant to and will head directly into the pedestrians outside folly lane clubhouse. This pathway is already not fit for pedestrians and will now cause a lot of collisions

Is there anything you think we should know before we develop more detailed plans for the Humber Road section?

Full list of comments available in Appendix 1, all comments were themed, table below shows the amount of comments by theme.

Theme	Number
Increase congestion	5
In support	5
Parking	2
Current cycleway	1

There is a fear that the plans would increase congestions in areas that are already heavily congested.

- Madness traffic bad as it is
- Narrowing roads causing traffic to jam up is senseless.

A number of comments were supportive of the plans.

- Humber Road has always needed good walking and cycling paths for years, well done.
- I'm very excited to see this being built.

A couple of comments focused on the need to sort out parking issues.

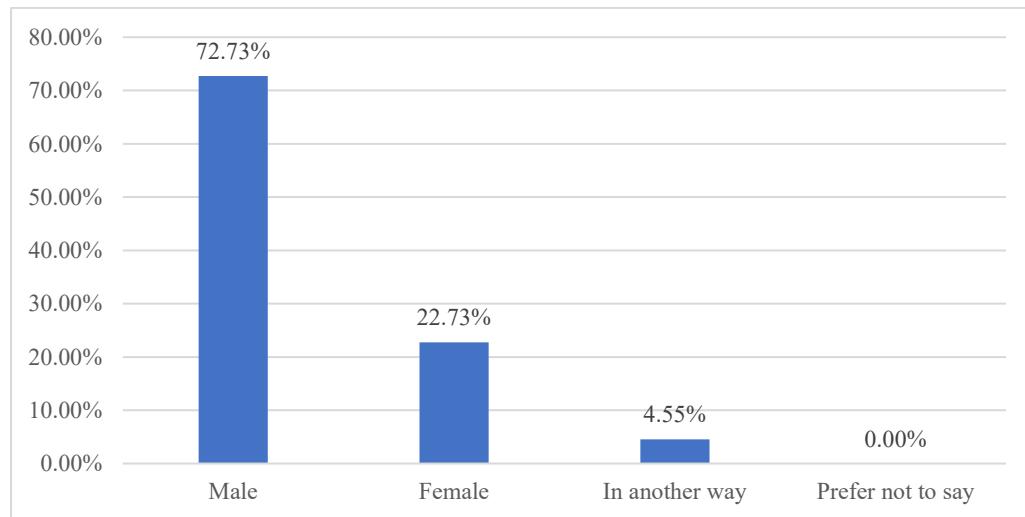
- If there is an intention to use the existing segregated cycle path on Humber Rd nr Hussar Court and the Peugeot Technical Centre, then I think provisions need to be taken to keep these free of parked cars, as the path is currently unusable due to cars consistently parking on it.

Finally, the quality of current cycleways was raised.

- The current "cycleway" on Terry Road is very poor

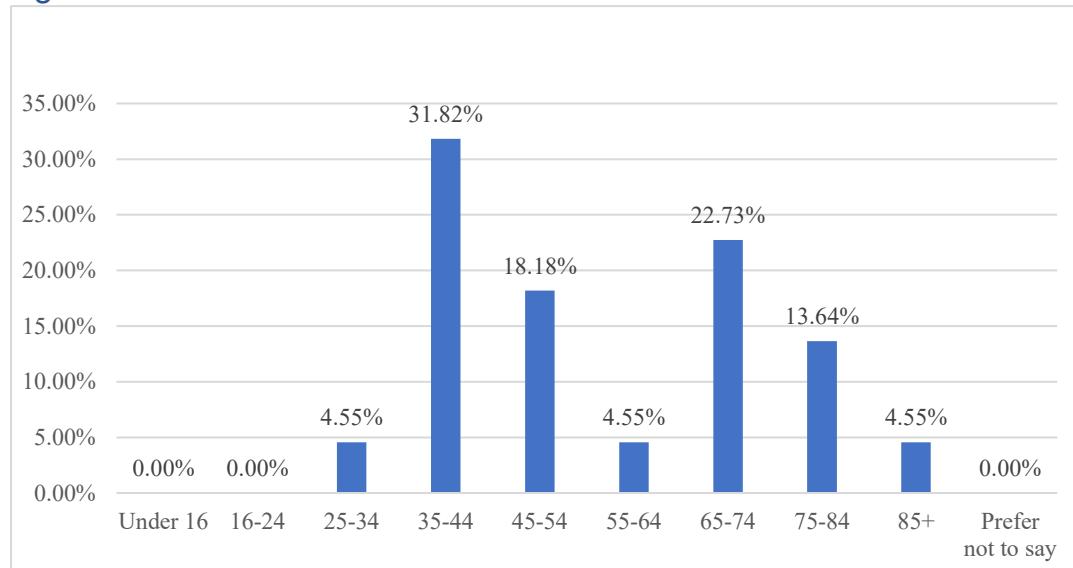
Equality Profile

Sex



73% of respondents were male.

Age



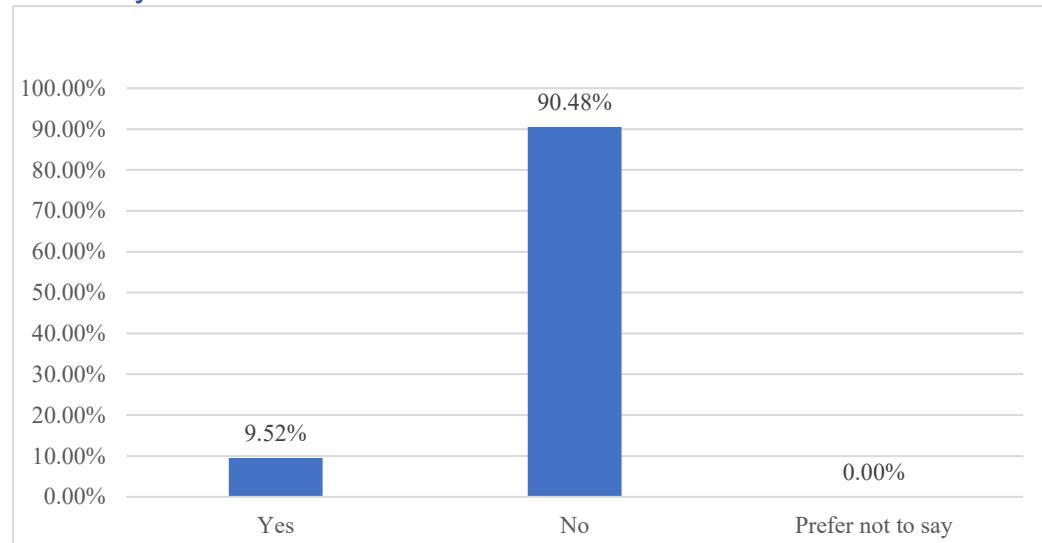
Respondents covered a wide range of ages, almost a third were aged between 35-44 (32%) followed by 23% aged between 65-74.

Ethnicity

Ethnicity	%	Number
Asian, Asian British or Asian Welsh: Bangladeshi	0.00%	0
Asian, Asian British or Asian Welsh: Chinese	0.00%	0
Asian, Asian British or Asian Welsh: Indian	0.00%	0
Asian, Asian British or Asian Welsh: Pakistani	0.00%	0
Asian, Asian British or Asian Welsh: Other Asian	0.00%	0
Black, Black British, Black Welsh, Caribbean or African: African	0.00%	0
Black, Black British, Black Welsh, Caribbean or African: Caribbean	4.76%	1
Black, Black British, Black Welsh, Caribbean or African: Other Black	0.00%	0
Mixed or Multiple ethnic groups: White and Asian	0.00%	0
Mixed or Multiple ethnic groups: White and Black African	0.00%	0
Mixed or Multiple ethnic groups: White and Black Caribbean	0.00%	0
Mixed or Multiple ethnic groups: Other Mixed or Multiple ethnic groups	0.00%	0
White: English, Welsh, Scottish, Northern Irish or British	80.95%	17
White: Irish	0.00%	0
White: Gypsy or Irish Traveller	0.00%	0
White: Roma	0.00%	0
White: Other White	4.76%	1
Other ethnic group: Arab	0.00%	0
Other ethnic group: Any other ethnic group	0.00%	0
Prefer not to say	9.52%	2

The majority of respondents were White British, 81%.

Disability



10% of respondents stated that they were disabled.

Feedback from Drop-in Events

A number of specific plan questions were asked, as well as suggested amendments at the drop ins.

Other questions raised were:

Will Sky Blue way cycle lane be extended into the city at a later phase?

Are there any plans to complete the segregated cycle lane along Allard Way?

Can a member of the comms team or project team attend the next Whitley residents meeting to keep dialogue going with them?

Any proposals for speed limit changes along Humber Rd?

Street news delivery delay, certain areas claiming they hadn't received a copy

What is the volume of traffic on the slip road?

What side will the cycleway be on and how will it impact nearby streets

Will there be enough parking?

How does this consultation change the design?

How does this impact safety of older people?

Other Feedback

Two email and a voice message were received.

Feedback given was consistent with other feedback that there is a fear of creating more congestions, pedestrian paths need to be looked at and that the cycle path is not needed and is a waste of money.

More detailed feedback was received in the following email:

There were a number of lessons learnt from the London Road cycleway development compared with the Abbey Road junction.

For the Abbey Road junction the Focus Group saw suggestions made and put into the various drawings of the junction and we were able to see those changes before construction. With the London Road cycleway there was the meeting with the residents where they were shown the design. Suggestions were made but we only saw the results when the cycleway was built. Misunderstandings that have arisen include.

* Residents asked about a bus lay-by and were told that would be looked at. Residents believed that a lay-by was going to be included but wasn't.

* The cycleway crossing at Abbey road was identified as being too tight and suggested changes were made in September 2024 .

As there was no feedback to the points raised, the results were only seen when the cycleway was built and that was too late.

For the Humber Road, London Road cycleway and Asda roundabout changes can there please be more engagement, more akin to that during the Abbey Road junction changes? If there can be, here are points compiled by Cllr Bailey and myself for which written replies will be appreciated.

Cycleway - Humber Road

1 Lack of detail on the plan & not to scale or showing actual road layout. When are you coming back with draft drawings?

2 The lack of detail on the junctions limited the understanding and should have included detail drawings particularly at junctions

3 Junctions should be at footway height so that cars have to drive over them and not cyclists changing level.

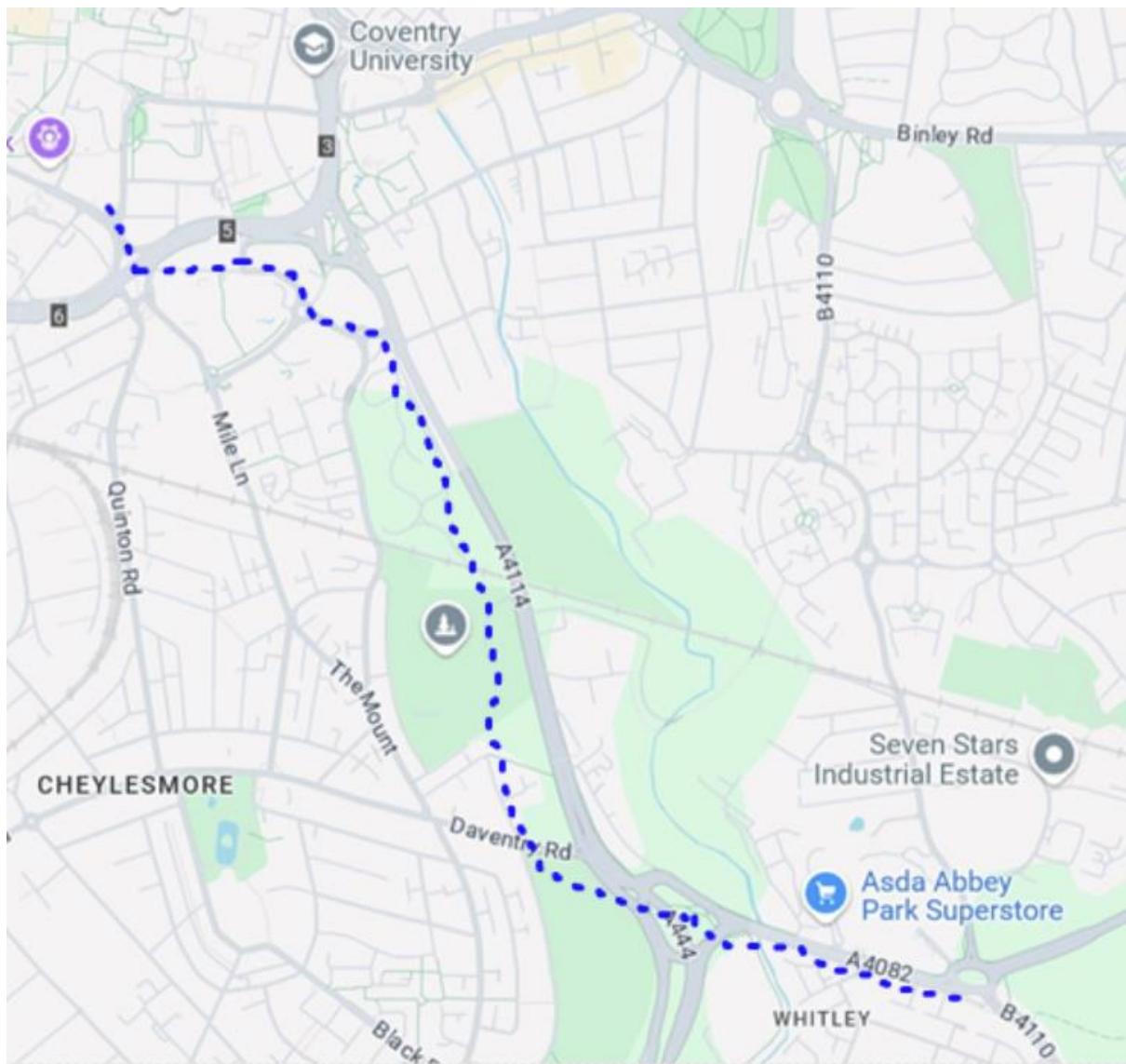
4 Sunbeam Way junction did not look cycle friendly

5 What's going to happen at the shops? The drop is session was virtually useless as all it did was show a cycleway was proposed. Details are needed

6 Concerns were raised about cutting down trees. Officers were unable to answer the question. The lack of preparation is unacceptable considering the battle the Council have just had on Clifford Bridge Road and a retreat in Coundon. It was an obvious question that officers should have been ready for. If any trees are to be cut down then my view (nothing to do with Whitley) is that Highways have not learnt from Clifford Bridge Road and should be engaging with the difficult issues before the project started and regularly as per the Government guidelines

7 Are parts of the road wide enough for traffic, cycles and pedestrians?

8 Rather than Humber Road is this a basis for an alternative?



Cycleway London Road

- 1 No details. What was the point of the drop-in? It felt as though it was largely a waste of Council money just to tick the consultation tick box
- 2 The bus stop led directly into the cycle lane. People don't expect to have to look both ways when exiting a bus. Some cyclists move very quickly, especially the electric bikes
- 3 Traffic is being slowed by buses stopping at bus stops on the London Road
- 4 Residents no wiser as to initial thoughts on the junction changes at Chase Avenue and St James' Lane
- 5 How will the no right turn at Chase Avenue be enforced. Police as well as others do not obey the signs

6 The current cycleway adjacent to the football pitches is regularly used as a car park. What will be done to stop this?

7 An officer agreed that the sharp turn on the new cycleway crossing at Abbey Road was too taught and was being looked at. What is now planned?

8 At the Planning Committee meeting 4 years ago we were told that for London Road south "...ensuring that the through traffic...uses the routes that are more appropriate for that traffic and keep London Road as a route primarily for local communities". What has been done so far to achieve that promise and what more will be done?

9 Residents are concerned the number and scale of the lane reductions on the new London Road cycleway mean greater daily congestion and poorer air quality for the sake of a rarely used cycle lane

10 Why mid install did they have to cut back the radius half circle to a mitre junction to avoid large vehicles turning left up to ASDA ending up in the oncoming lane.

11 Residents also want to know why they were not told of the electric scooter rack that we understand will be located adjacent to the shops.

Asda roundabout

1 Only traffic lights shown on the plans were pedestrian/ cyclist crossing lights

2 Accessing the rear garages to the London Road property would be dangerous because of the speeding traffic from the island as the current lay-by might disappear

3 Marking out parking bays in the service road off ASDA island might mean fewer cars parking as a result of the plans

4 Volume of traffic is too great for the size of road

5 Proposed new slip road into ASDA from the London Road will mean trees & green space being lost. Residents asked what volume of traffic would use this, as it would be an expensive project for perhaps limited gain

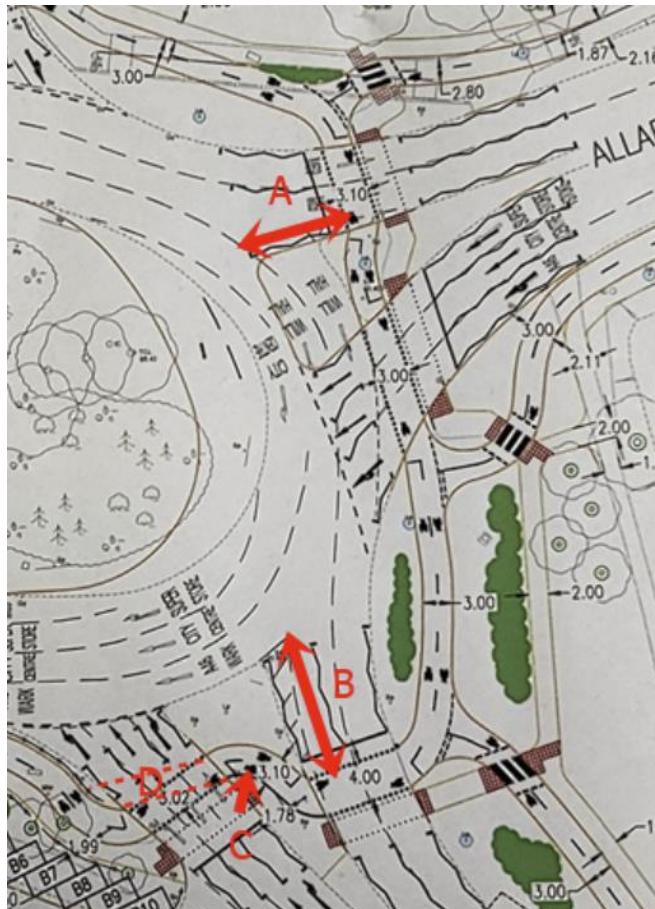
6 A couple of years ago we were shown plans that added traffic control light to each of the junctions and the modelling showed greatly reduced queues. Why is there no congestion reduction measures on this roundabout which was identified as overloaded even before any of the developments of the last few years?

7 When a lane approaching a roundabout is closed for road works, it can result in significant extra congestion. The reduction from 3 lanes to 2 on Humber Road would appear to indicate this junction will become more congested. Can we see the modelling with and without this change.

8 The only positive traffic change is the slip road into Asda. Can we see the modelling with and without this change.

9 Can we see the modelling for all the junctions as they are at present and after the pedestrian and cycleway crossings are added.

10 Allard Way and London Road south junctions.



What is the distance of "A" in the above sketch

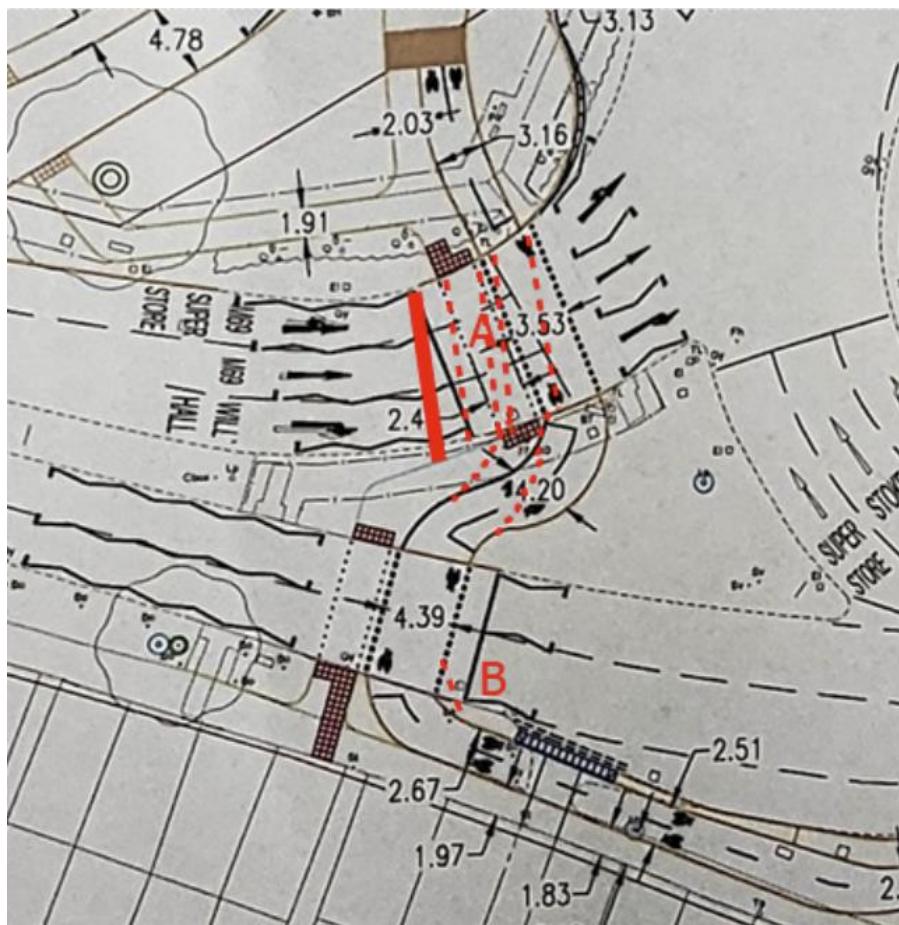
What is the distance of "B" in the above sketch

Could B be reduced to length A or even less

What is the minimum radius at "C" in the above sketch

Could the cycleway "D" cross the road at an angle to make it cyclist friendly

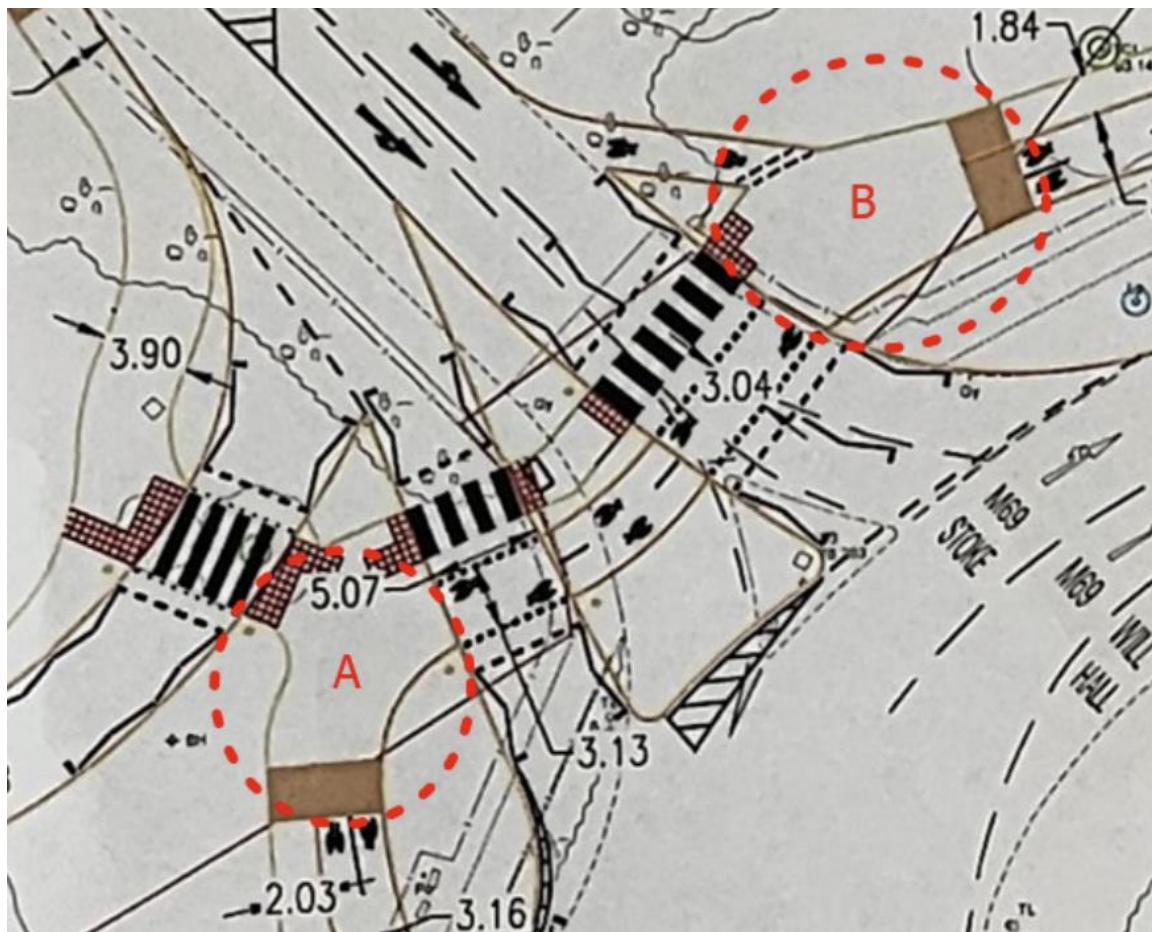
11 London Road north junction



At "A" above, what is to stop the traffic stop line, pedestrian and cycle crossing being angled to make it more cycle friendly. Also it would be safer as there would less risk of cyclists cutting the corner by crossing the pedestrian route.

At "B" above, could the cycle lane be bell mouthed to make it more cycle friendly

12 Entrance to Asda



What happens to the pedestrian route and the cycleway around "A" and "B" above.

13 What is the width of cycleway and footway in front of 160 London Road

The officers were making their own notes. Can you please add them to this list.

The general view is that residents need to see the draft drawings with more detail (not the final design) so they can make informed comments. Hence there needs to be another drop-in sessions with the design as it stands today. Then at least one further drop-in showing the updated changes.

As you wish to be the go between for the Stakeholders and WSP how will we know when WSP have draft changes and how will be be able to see them?

There also need to be a route for Whitley stakeholders to understand the items marked above in green as a written reply will not be adequate. How can that be arranged?

When can we expect to see answers to the above queries and the ones taken by officers.

Appendix 1 – Full list of comments from the survey

Is there anything you want to tell us about the plans for improving walking, cycling and wheeling at Asda Roundabout?
I suspect that a number of people cycling between the roundabout and Leaf Lane will use London Road (between Riverside Close and the roundabout) in preference to Tonbridge Road or Burnham Road to avoid the steep gradients on the latter.
I cannot see why you are spending money creating a cylce way all around theisland by Asda when, according to your own information the only cycle routes that are proposed or existing that come to this island are along London Road from Toll Bar end and Allard Way up to Humber Road. Unless there are future unreleased plans for further cycle routes along London Road towards the City centre. Also I believe you are creating a potentially dangerous situation by installing a crossing on the London road just past the Asda island going towards Toll Bar End. I have twice recently nearly had an accident since the contractors installed the temporary pedestrian crossing close to the Asda island in what appears to be a similar place to your own proposed crossing. When you approach the island along the London road from the city past Asda you have no visibility of the traffic situation at the top side of the island, what is happening with the installation of the temporary lights is you get a queue of traffic quickly build up which comes onto the island itself. This stops the traffic entering the island from Allard way causing more tailbacks congestion and pollution, but it also means as you come around the island effectively blind from London road past Asda you are confronted with stationary traffic. Twice recently I have had to take urgent evasive action to avoid this traffic, if I had just stopped behind it and othets done the same it most likely would have also blocked traffic entering the island from Humber Road. Under CDM regulations designers and constuctors are legally responsible for ensuring there designs and the subsequent constructions are safe and without risk. I believe if you go ahead and put a crossing as proposed near to this island on the Lo don Road towards Toll Bar End you will be increasing the risk of an accident and increasing the potential for more congestion and polution. As such I suggest you consider moving this crossing away from the island. I would also refer to my communication regarding this island during the consulatation about the new development, when I said you should never have allowed Asda to have an entrance off this island, the entrance should have been off London Road opposite The Close near the old hospital entrance, and the exit should have been onto the island so Asda was like a one way system, this would remove the congestion we already get at this island with traffic queing to get into Asda, I can ses no advantage in your proposed slip road off the London road unless you stop traffic going into Asda from this island. I thank you for taking the time to read and hopefully consider my points.
Coming off the asda island and onto allard way a crossing so close to the island will lead to backlog of traffic round the roundabout
What the heck is wheeling?!
First of all, I would like to highlight that not all the streets within Whitley received the Streetwise leaflet, meaning they missed out on the drop-in sessions & potentially completing this survey. With regards to the planned crossings for cyclists and pedestrians, the location of these (on the exits from the Asda roundabout) are ridiculous. This roundabout is already extremely busy, especially at peak-times & can regularly get backed-up. By adding these crossings so close to the exits this is only going to exacerbate the problem & I can see this potentially causing accidents (many people do not slow down when going around this roundabout, so may not see traffic backed up until it is too late). For road safety, I understand why you are putting these crossings in but what I don't understand is the positioning. Surely it would be better to put these slightly further away from the exits, giving more of a gap between the roundabout exit & the crossing; thus, reducing the potential for the roundabout to get congested with backed-up traffic. I do wonder if the team who made these plans are regular users of this roundabout – I guess not! Also,

whether they have actually observed the flow / amount of traffic that uses this roundabout? After having replied & having read your response to the first consultation about the cycle lane from Abbey Road to Asda roundabout, I have no doubt that once again you will not change these plans. These do not feel like proper consultations, as it appears that your decisions have already been made & nothing that is said will change these. Once again, it feels like this money could be spent more wisely – doing proper repairs on potholes that currently keep recurring, leaving streetlights on for longer at night, tackling knife/drug crime, etc.

I have concerns about the impact on traffic, which is already problematic due to the home buildin

It is extremely important to provide as many means for active transport as possible. It's a very busy junction so making it safer to walk to and from Asda is important. Lots of children try to cross there. I'd love to see lots of planting and things incorporated to support insects.

Improve the roundabout. No need for cycle path. (Hardly any cyclists)

I'm concerned that it will take a long time to actually get around the roundabout using the cycleway based on the proposed number of Toucan crossings. I appreciate a Dutch roundabout won't work here, but looking at the proposal I would rather use the road.

The roundabout needs traffic lights on the road to improve traffic follow espically with the new housing development being planned and not just for crossings.

Yes. I visited one of your Drop-in sessions on the 1May. As I expressed to two of your representatives, it is my opinion that the Roundabout has become redundant and no matter how much 'plastering over the cracks' it will not resolve the issue. As I did say, why not return the roundabout back to a controlled 'Crossroads'? With dedicated filter lane for traffic travelling city bound on London Road. Plus a dedicated access and egress for Asda customers. (your rep, Mathew took a photo of this idea?) This will make the control of motor traffic, pedestrians and cyclists so much easier. It will also likely reduce congestion, collisions and likely pollution from stationary traffic. I was informed that the cost of relocating numerous utilities hiding within the present island, would be a serious problem and expense. However, if one could look beyond the short term, the long term would provide a more joined-up solution for all types of traffic to negotiate and to be controlled through this choke point?

I think this looks fantastic. I've always avoided this roundabout as a cyclist, and found it inconvenient at best, and outright dangerous at worst as a pedestrian. Particularly the crossing at the entrance to Asda is really bad at the moment. Please implement this in full.

Think a better firm to cross for pedestrians is needed at Humber Road as see so many dodging between traffic. However, concerned at impact of so many lights as already when lights allowing cars to exit from London rd (alongside Asda) are red for cars approaching Asda/Humber rd backs up and blocks traffic from London rd in other direction and allard way. Unclear on how new access rd will affect McDonald area in Asda

Absolute waste of time and money no one cycles anyway , you would be better off reducing council tax

Reduce the actual size of Asda roundabout and get 3 lanes going around to improve the flow of traffic. If the lights going into Asda from tollbar are on red then it often causes backlogs and other traffic can't flow down to the London Road coming from Humber Road. People juts pull out and block the roundabout because they're afraid they won't be able to get across.

Yes

Having seen the plans, I am concerned that the pedestrians are given the longer routes, this will lead to desire lines across the cycleway, adding a potential for conflicts.

How will the proposed new access road, from London Road to the Asda access road, impact upon the McDonald's site? The plan would suggest it will cut right through the existing McDonald's "Drive-Thru" road. At the least, I would imagine the construction phase of the new access road would disrupt traffic flow onto the McDonald's site?

This is a great idea, and it should have been done 50 years ago, but beware motorist don't like it when pot hole are still around.

I strongly support the plans, the roundabout is currently very tricky to cross so this will be a dramatic improvement. If you could please increase the amount of tree planting as much as possible. With trees recently cut down on Clifford Bridge Road and Tamworth Road the council need to give dramatically more back in terms of planting new trees otherwise it's seriously going to start losing the narrative because a lot of people are very angry at the trees that have been cut down.

Is there anything you want to tell us about the plans for a segregated cycleway from Abbey Road to Tollbar End?

Segregation didn't work well in the US back in the 60's and shouldn't be contemplated here in the UK. This is a constitutional democracy after all.

By adding another cycle lane here, this means the road space for vehicles will be reduced. This is a main road which has buses & large lorries regularly driving on it, so by reducing the width this surely increases the risk of vehicles clipping each other. These are very busy roads & once again it feels like you are focussing on improvements for the very small minority of cycle users, at the detriment of the majority of road users. I believe that the responses that you received in your Phase 1 consultation covered all the reasons as to why this cycleway was not a good idea, so these views will not have changed.

Has the traffic impact on the local community been considered? As could be seen from the recent A46 closure and effect on nearby communities, the volume of traffic can be problematic.

It would make it much safer for both cars and cyclists.

I'm really pleased to see this being implemented.

It seems very backwards when considering VLR as road now too narrow to install both. Same with Humber Rd

Waste of time and money

No

Yes

Yes, it is a great idea.

Can, at least, the section between the St. James Lane junction and the Allied Mobility showroom not be run along Old London Road/Kenelm Court? Also, I am concerned about the section between Abbey Road and Chace Avenue, since that section of the London Road is already quite narrow.

please don't cut down any trees, cycles can go around them

When the cycle route opens at the end of May it will cause havoc for pedestrians as the cyclists/scooters will not crossover at the lights as they are meant to and will head directly into the pedestrians outside folly lane clubhouse. This pathway is already not fit for pedestrians and will now cause a lot of collisions

This section is critical to the overall network so I strongly support it. I cycle to the Airport Retail park and the small road that leads into the retail park is a very poor experience (for cycling) at the moment. Also, once you cycle into the car park itself, the bicycle parking stands are located on

the pavement on the right-side of the road so it's a bit sketchy on a blind corner trying to quickly scoot across in front of cars. As part of this project I think it's very important how cyclists get into the Airport Retail Park is improved. And the bicycle locks need moving to be somewhere out the front of the actual shops rather than their current location. I think making how we cycle into the retail park a safe experience will improve the effectiveness of this overall part of the infrastructure, because if the new cycleway is good but then the final 100m into the retail park is on the road and a poor experience then it will definitely diminish the overall effectiveness of the cycleway.

Looking forward to seeing London Road- Toolbar End cycleway being built but also the existing pavement being reconstructed so the walking to city centre would be comfortable.

Is there anything you think we should know before we develop more detailed plans for the Humber Road section?

The current "cycleway" on Terry Road is very poor

I have been having ever increasing visions about a giant 'pac-man' type creature who will devour all and sundry, particularly on the infamous Humber Road

As per my response to question 2 about the cycleway from Abbey Road to Tollbar End.

Traffic build-up on the London road roundabout already backs up as far as the smaller roundabouts on the Humber road. I would like to see plans on how this will be managed

No but I think it's an important to do especially with the large new housing estate being built.

Why waste all that money on a cycle path for a tiny minority of cyclists. Narrowing roads causing traffic to jam up is senseless. Binley road has jams all the time, you could count the number of cyclists 🚲 on the fingers of one hand.

I'm concerned about the number of turnings that would go across the cycle lane. The crossings on the Binley Road cycleway at Stoke Green and Bulls Head Lane aren't brilliant with drivers often stopped across the cycleway or failing to give way.

Will this be serrated as well? I am unsure where this sit from gross green down to the first roundabout. Will parking be removed as the road is narrow. Additional the parking at the entrance to the new estate blocking the t junction causing blockage onto humber road

I'm very excited to see this being built. If there is an intention to use the existing segregated cycle path on Humber Rd nr Hussar Court and the Peugeot Technical Centre, then I think provisions need to be taken to keep these free of parked cars, as the path is currently unusable due to cars consistently parking on it. My 9 year old son has taken to counting them as we cycle past on the road - he thinks the average is about 8 cars.

Unclear in here how this will be done. One plan shows right side of the road, other shows left side from roundabout. At top end of Humber arc is very narrow with access for Lorries, residential roads and businesses (shops, industrial estate and garage). How will this be done safely? Bottom of Stoke Green already prevented from accessing binley rd so all traffic now needs to come up and down these roads to go towards town or long unsafe right turns towards binley on binley rd. could the cycle route come up the bottom of Humber and access the existing path at Terry rd but join binley rd by using sunbeam way then use the wide path on Aldermoor lane? Top of Humber by co/op and Bolingbroke is very narrow and frequently jams here at lights at busy hours coming off the A444 and sky blue way. Could paths be more shared use than large segregated ones that block road and businesses entrances ?

Madness traffic bad as it is

The top of Humber Road by the shops is narrow anyway with the on street parking, narrowing the road further will surely make it more difficult for trucks and buses getting through. Before this is started should also look at the exit coming out of Stoke Aldermoor onto allard way, if 2 cars want to turn right then it blocks all traffic wanting to go left so should make that wider first (take away the big chunk of grass). People will cut through this way when roadworks start just so they avoid traffic on the roundabout making it wider here first would help the additional traffic via this road.

Yes

No, keep up the good work!

Humber Road has always needed good walking and cycling paths for years, well done.

I don't personally cycle on the Humber Road so I have no personal opinion on it other than please try to avoid cutting trees down. Other than that thank you very much for the hard work, as someone who wants to cycle a lot more journeys it is genuinely appreciated, and I look forward to using the new cycleways more as they get bigger.