



London Road cycleway phase 1

Consultation report

Background

We want to improve connectivity between the city centre and the area by Coventry Airport, where the proposed new Gigafactory will be located. These improvements will make it easier and safer for people to cycle and walk and we will also encourage through traffic to use the larger A roads rather than local, residential roads.

Improvements are being delivered in phases. Work at the junction of Abbey Road and London Road is now complete with a new signalised junction that includes a new access into the future housing development, and safety improvements to the junction.

We are now getting ready to start work to create a segregated cycleway along London Road, between Abbey Road and the Asda roundabout. The next phase will be improvements to the roundabout and we hope to back out to consult on our ideas after the school summer holidays.

This first section of the cycleway will be 500m long and will be fully separated from the traffic with a kerb. The cycleway will be lined so that it can be used in both directions.

To install the cycleway, we will need to make some changes to the road layout. We will use the existing inside lane as it leaves the roundabout all the way to Abbey Road. The pavement will remain where it is without any changes.

Future phases of the work will include completing the cycleway from Tollbar along London Road and into Humber Road where it will connect into Binley Cycleway which then provides a route into the city centre.

Methodology for consultation

A Street News newsletter was delivered to almost 1,000 properties in the area around the proposed cycleway. The newsletter included a link to the Let's Talk Coventry which had more information and a survey.

We held two public drop-in sessions so people could find out more and ask any questions. These were not well attended with eight people in total attending over the two sessions.

We also attended the Whitley Residents Association meeting and took questions on the scheme.

Consultation responses

Summary

We received 69 responses to the survey. Overall, there was an almost 50/50 split in terms of support for a cycleway in the area. Those in favour were pleased that there would be more opportunity for safer cycling in the city but were keen to see the cycleway link up to existing cycleways in the city.

Those against feel that cycleway would be a waste of money and that other cycleways in the city are not used. There was also concern about traffic and congestion as well as safety.

Responses

Themes

| Theme | Number of responses |
|----------------------------------|---------------------|
| Support | 27 |
| Against | 24 |
| Needs to link to other cycleways | 14 |
| Traffic and congestion | 7 |
| Won't be used | 5 |
| Safety | 3 |
| Utilise existing routes instead | 2 |

Example comments

Support

"It seems like a good plan"

"Brilliant - really positive step for the city, the environment and all our health"

Against

“I disagree with these plans. Coventry city council seem obsessed with cycle lanes even though the council are in financial difficulty. I travel round many areas of Coventry where there are cycle lanes and can honestly say if I see 1 or 2 cyclists that's the most I see. Many people I know say exactly the same. The volume of traffic on this road is excessive and if it is anything like the Binley Road cycle lane the lanes for cars are reduced significantly. I assume you are going to reduce the lane width as you say you are not reducing the pavement width. Where you have introduced the one at the junction of Abbey Rd and London Rd already causes problems.”

“Absolute waste of money, hardly any of the cycle lanes are used in the city. It will cause more traffic congestion. London road is busy and will have more cars using it once the housing estates is built. Residents have not been considered. Council should spend the money cleaning, litter and graffiti and street lighting”

Needs to link to other cycleways

“It needs to be a complete link from city to airport”

“Great start. but it's needs to be joined up to the rest of it”

“It is positive as we need more cycle routes. However, how will this short stretch connect with other areas? The public should be consulted on a wider route/network, even if that would be delivered in phases. For example how does this route connect with people who live in Cheylesmore (Daventry Road area)?”

Traffic and congestion

“Concerns on impact of traffic flow, cars turning right to London Road from Tonbridge Road is a problem, lots of near misses already, hoping this won't add to the issue”

“The road is already congested especially being a main route for emergency services. This will cause yet more traffic trying to cut through Whitley, putting more risk for local residents and children”

Won't be used

“I'm not opposed to cycling but we see no school children or factory workers on the cycle path that is already there. How will this plan encourage cycling as the road is very polluted which puts people off cycling. My sons both have asthma as a result of walking along the London Road (as there doesn't seem to be any other explanation) We are also concerned about emergency vehicles as we recently witnessed an emergency vehicle trying to pass a grid locked road on the Binley road which they were unable to do. They also have cycle lanes which have narrowed the road considerably.”

Safety

“Kerbed segregated cycleways do not allow an escape route. I was cycling on a road with a segregated cycleway. Had I been on the cycle lane I would have had to negotiate my way past 5 youths spread across it. Very intimidating and dangerous to my safety. As it was on the road one of them still attempted to lunge at me.”

Utilise existing routes instead

“As there are currently cycle signposts at the bottom of Abbey Road suggesting that this road (and over the Abbey Road bridge) is the way to cycle into the city centre I'm not sure why money is being spent to provide an alternative route rather than improving the existing one which avoids the Asda roundabout (I wouldn't want to cycle round it). Cycling down London Road from the Asda roundabout then involves changing sides of the road to use the cycleway past Abbey Road and then changing back again shortly afterwards. This seems confused and designed more for virtue signalling than cycling”

We also asked if there was anything else we should know about before installing a cycleway. Responses included:

“Traffic turning right into Tonbridge Road will block London Road traffic travelling from ASDA roundabout, if there is a single lane. There is already a problem with traffic turning right, (I have seen accidents there and road rage) especially when traffic is heavy going North towards ASDA roundabout. There could be a small roundabout installed.”

“Traffic lights on Abbey Road are ridiculous. Already not enough space for cars. Traffic builds up from Toll bar lights since the traffic lights have been installed. Not enough space to turn front Ashington Grove, build-up of cars. To add cycle lane is going to cause more congestion.”

“Lorries will still use the London Road unless banned! Usage has increased over the years. Lorries come out of Middlemarch business park and they come along the London road. Along with the increase in Bin lorries from other areas. Also increased bus usage along the London road from workers the Middlemarch factories The London road is the most polluted road in Coventry and there will be more traffic when the new houses are built. The lorries will still use the quickest route.”

“Would be interesting to understand why the south side of London Road is being utilised rather than the north side.””

Have the Council done a recent census of the type of traffic that utilises this road? It would be interesting to see what percentage is attributed to cycle traffic, as it feels like yet again the Council are implementing something for the minority that will significantly impact the majority of users. What is the evidence / data that you have which has resulted in the outcome of these plans? Lastly, I'm under no illusion that

the Council will go ahead with these plans regardless of the outcomes from the surveys (this survey does feel like a tick-box exercise) so how will works interact with those proposed by Taylor Wimpey?”

“I’m not sure which lane 'inside lane' refers to on what is a straight road, but whichever it is although there are two lanes coming off the roundabout these merge to form one lane so what happens here?”

“I believe the tremendous amount of money the Council are spending on cycle lanes that are very rarely used would be better spent on repairing the terrible roads in Coventry.I wonder if the council have done a census on these cycle lanes around the City. I doubt that they have. I know the council will go ahead with these plans regardless of these surveys. As is normal practice with the council these plans will have been passed before these surveys are read.”

“Hopefully not too many crossings of London Road. A major weakness of the Binley cycle way”

Demographics of respondents

Age

| Age | Number of respondents |
|----------|-----------------------|
| Under 16 | 1 |
| 16-24 | 1 |
| 25-34 | 7 |
| 35-44 | 12 |
| 45-54 | 11 |
| 55-64 | 19 |
| 65-74 | 11 |
| 75-84 | 6 |
| 85+ | 0 |

How would you describe your ethnic background?

| Ethnicity | Number of respondents |
|---|-----------------------|
| White – English, Welsh, Scottish, Northern Irish, British | 54 |
| White Irish | 2 |
| White other | 2 |
| Mixed – white and black African | 1 |
| Asian/Asian British Indian | 2 |
| Asian/Asian British other | 1 |
| Other | 3 |

How would you best describe yourself?

| | |
|-------------------|----|
| Male | 39 |
| Female | 26 |
| Prefer not to say | 0 |
| In another way | 0 |

Do you consider yourself to be disabled?

| | |
|-----|----|
| Yes | 6 |
| No | 60 |

Appendix one

All responses – written exactly as received

Question 1 – What do you think about the plans for a cycleway on London Road?

| |
|---|
| It seems like a good plan! |
| Great idea, but, use the pavement instead of the road causing more traffic problems on an already too busy road. If you think everyone is going to swap their car for a cycle you are in lalah land. |
| Great idea |
| Kerbed segregated cycleways do not allow an escape route. I was cycling on a road with a segregated cycleway. Had I been on the cycle lane I would have had to negotiate my way past 5 youths spread across it. Very intimidating and dangerous to my safety. As it was on the road one of them still attempted to lunge at me. |
| Great start. but it's needs to be joined up to the rest of it |
| Brilliant - really positive step for the city, the environment and all our health. |
| Concerns on impact of traffic flow,cars turning right to London Road from Tonbridge Road is a problem, lots of near misses already, hoping this won't add to the issue |
| Terrible idea, traffic is already god awful at work hours so making the road more narrow is not smart. |
| great idea, I'll defo use it. |
| Complete waste of money |
| I think this is a great idea to create a safe route for cyclists in our area. |
| A complete waste of money,the same as the one on Binley road . Traffic is permanently at a stand still during peak times ,if you use existing Traffic lanes ,this will cause more co2 emissions and longer Traffic ques. |
| There is a problem with this being on the wrong side of the Carriageway. I am not against the cycleway, as I am a Cyclist (for fitness) |
| Absolute waste of money, hardly any of the cycle lanes are used in the city. It will cause more traffic congestion. London road is busy and will have more cars using it once the housing estates is built. Residents have not been considered. Council should spend the money cleaning, litter and graffiti and street lighting ! |
| I,m not apposed to cycling but we see no school children or factory workers on the cycle path that is already there . How will this plan encourage cycling as the road is very polluted which puts people off cycling. My sons both have asthma as a result of walking along the London road(as there doesnt seem to be any other explanation) We are also concerned about emergency vehicles as we recently witnessed an emergency vehicle trying to pass a grid locked road on the Binley road which they were unable to do . They also have cycle lanes which have narrowed the road considerably. |

Will bring lots of disruption and probably won't be used.

Im an occasional cyclist and while I live in Whitley I still drive to my place of work at ryton organic gardens despite it being only 3/4 miles away, and that's because tollbar island isn't cyclist friendly.

It would be good if diversions and alternatives are advertised to motorists because it will be a very frustrating period when all of these works take place. At peak times london road is already at capacity, all of the developments should never have happened.

Fantastic idea, appreciate funding is tight but also looking forward to future stages which I would have thought could have been done along the entire london road route into the city centre as well as connecting to humber ave.

I don't agree with these plans at all.

Over recent years, the Council seem to be obsessed with installing cycle lanes – however, when driving around Coventry I very rarely see anyone using these. Many of my friends, family & colleagues also have commented on this.

The Council needs to seriously consider the volume of vehicle traffic that utilises the Asda roundabout & the impact of reducing the exit road down to a single lane. That roundabout is already busy, what with traffic commuting to / from the town centre, access to Asda / McDonalds, traffic from Humber Road (with the Seven Stars Industrial Estate & access to A444), traffic coming from / to the motorways (which includes large commercial vehicles), a major bus-route & then you have the impending housing developments to factor in as well.

You say that the pavement will remain where it is without any changes – does this mean that you are going to narrow the rest of London Road (where it is single lane) to accommodate this planned cycle lane? If so, this will only add to the issues I've mentioned above; plus, you then have traffic wanting to turn into the bottom of Tonbridge Road / Burnham Road – due to the volume of traffic heading towards the City Centre, this can already be an issue (i.e waiting for a gap in the oncoming traffic to cross). If you have a couple of cars waiting to make this turn, as the filter lane is only long enough for one vehicle, currently the road is wide enough to manoeuvre around any cars that are waiting to turn. However, if this part of the road becomes a single lane then surely this means that traffic could build up significantly (with traffic potentially being backed-up to around the roundabout). Then there is the bus stop (opposite the small row of shops), as traffic will build up behind any stopping bus.

Also, the addition & proposed location of a light-controlled crossing will only add to the build-up of traffic – which in turn, will impact the traffic trying to go around the Asda roundabout; at peak times it can already be a nightmare & that is without all the added extra complications of less road to use.

When you recently had temporary lights at Abbey Road / London Road junction, the traffic was horrendous – regularly backing up to the exit at the Asda roundabout & that was with 2 lanes being available for part of the way.

The amount of money that the Council must be spending on cycle lanes is ridiculous –

especially when it has been reported the financial struggles it is encountering.

Would this money not be better spent sorting out the many potholes in this City - & when I say sorting out, I mean properly fixing by relaying tarmac along the whole section of road & not just the 'plaster over the cracks' fix that seems to happen (with the pothole then reappearing).

Alongside that, although I understand that budgets are set by department, but when you have issues such as child poverty & gang/drug culture prevalent in the City then surely this is what the Council should be looking to spend money on to tackle these problems – rather than create a cycle lane for very few to use.

I think it is a pure waste of money. our money. the one at binley road you could count on one hand how many times you see cyclist using it. Were is the money coming from its not from the E U now so it must our council tax which goes up yearly.

As there are currently cycle signposts at the bottom of Abbey Road suggesting that this road (and over the Abbey Road bridge) is the way to cycle into the city centre I'm not sure why money is being spent to provide an alternative route rather than improving the existing one which avoids the Asda roundabout (I wouldn't want to cycle round it). Cycling down London Road from the Asda roundabout then involves changing sides of the road to use the cycleway past Abbey Road and then changing back again shortly afterwards. This seems confused and designed more for virtue signalling than cycling

A total waste of money. Why wasn't a cycleway built when the new road to the airport was built from the A45? The country is in a mess this money could be better spent.

I don't think we need it, some of the cycleways never have cyclists on them, which makes it a waste of money and a lot of disruption for nothing.

I think it's abhorrent and a huge waste of money. These cycle lanes are being rolled out across Coventry without any thought to what people are unhappy about. They are not used and a complete eyesore.

I disagree with these plans.

Coventry city council seem obsessed with cycle lanes even though the council are in financial difficulty. I travel round many areas of Coventry where there are cycle lanes and can honestly say if I see 1 or 2 cyclists that's the most I see. Many people I know say exactly the same.

The volume of traffic on this road is excessive and if it is anything like the Binley Road cycle lane the lanes for cars are reduced significantly.

I assume you are going to reduce the lane width as you say you are not reducing the pavement width.

Where you have introduced the one at the junction of Abbey Rd and London Rd already causes problems.

Very promising development. It's a small step towards a route from south east towards the centre. It will not be particularly used until the whole route exists, or rather a comprehensive joined up complete network exists, but thereafter I would expect cycling to start to take off in Coventry.

My concerns regarding the proposed implementation of a cycleway along London Road in Coventry. While I appreciate the council's commitment to promoting sustainable transport, there are pressing financial and social issues that must take precedence.

Firstly, amidst significant budgetary constraints and increasing council tax, it is concerning that the council continues to prioritise spending on new cycle lanes. According to reports in the Coventry Evening Telegraph, the project is expected to cost £19 million. This expenditure comes at a time when essential services, such as support for dementia patients, are being reduced and street lighting is being removed, compromising both safety and quality of life for all residents.

Furthermore, the effectiveness of existing cycle lanes in Coventry has been questionable. Despite the council's claims of success, public feedback suggests that these projects have neither significantly altered transport habits nor alleviated traffic congestion. On the contrary, they have added to it, particularly on already congested routes like London Road. Introducing a cycle lane here could exacerbate the current traffic issues rather than alleviate them.

Moreover, with rising inflation impacting lower-income earners the hardest, and increasing homelessness and poverty within our city, the focus should surely be on immediate and direct support for those most affected. It is essential that our local government prioritises spending on programmes that provide substantial relief to those facing economic hardship.

In light of these points, I strongly urge the council to reconsider the cycleway project on London Road. Please focus on the immediate needs of our community and ensure that our city's spending directly contributes to the well-being and improvement of Coventry's residents.

Thank you for considering my position. I look forward to your response and hope that we can see a more appropriate allocation of resources that aligns closely with the urgent needs of the people of Coventry.

WHAT A WASTE OF MONEY, VERY FEW PEOPLE USE ANY OF THE OTHER CYCLEWAYS IN COVENTRY (EXCEPT JOGGERS AND DOG WALKERS). MORE SLOW TRAFFIC AND POLLUTION BECAUSE WE ARE ALL DRIVING AT 20MPH OR SLOWER.

I'm in favour of increasing Coventry's current cycleway network. I'm pleased this section will be segregated protecting the most venerable road users. My concern is the long term plan. Have a route which would get to this point along Humber Road. This road between Sunbeam Way and Wheler Road is quite steep. I'd rather see a link along London Road which is downhill as it follows a similar to the River Sherbourne or upgrading the cycle route along Allard Way where the segregated section at Second Avenue finished and the roundabout on London Road. Cycling needs to be convenient and as easy as possible to encourage people to do to as proven with the Binley Road scheme. Make it work for everyone.

If part of the road is used then it's going to cause a bigger build up of traffic during peak hours which is already a problem. Local people need to use the road to access homes and shops not a larger 'A' road as you would like to 'encourage' people to use as stated in reports. With a new housing development being built and the access to that being at the Abbey Road junction what larger 'A' road would you like them to use? The housing development as it is will add to traffic queues at peak times without losing part of the road to a cycle lane which will hardly be used. That would be apart from the local dealers whizzing around on illegal 'e' scooters!! An additional pedestrian crossing just before the roundabout at Asda is also going to add to traffic build ups. That would be 3 pedestrian crossings plus a set of traffic lights in less than a mile of road. Absolutely ridiculous!!

A complete waste of money. Cyclists won't use it and when it is used, cyclists won't use it correctly.

Think they are a waste of time, causing yet more traffic chaos in the area. The changes at Abbey Road are already causing traffic problems and need changing to improve traffic flow. There should be no reduction in the lanes on the London Road.

Ridiculous waste of money.

Cycleways are brilliant but why aren't you starting at the most dangerous section for cyclists and walkers which is the Asda roundabout. I contacted the council a year ago and they said improvements to the roundabout will be made with a consultation beginning in Spring 2024. The Asda roundabout needs to provide cycleway access towards Humber road but also Cheylesmore so that cycle routes join and don't suddenly stop at awkward junctions.

Terrible waste of money. Put 19mil into schools and potholes. Instead of 500m of path... I can't justify that level of spending.

Great, more cycle lanes are always a positive move,.

Pointless, if there isn't enough money why waste it on another unused bike lane. Making roads smaller making difficult for motorists to enable more road and accidents.

I think it's a great idea to make more safe cycle routes available.

It is a good idea that will go some way to providing a decent safe cycling network in the city. We need more of these giving people a choice how they wish to travel around the city.

What a waste of money. Hardly seen anyone using the existing cycle ways. We are going to have even more traffic on the London Road and you are reducing the size of the road, this just does not make sense.

It makes logistical sense to connect the cycle way to Conley cycle way. It will expand the cycle network and promote a more accessible means of transportation.

I do not want it, my immediate neighbours who I speak with don't want it. Please do not implement it.

Dangerous

Cycle lanes are not used enough by the public so seems a waste of funding. It will also create a bottle neck for vehicles leaving the Asda island and joining London Road. At busy times the traffic already builds up due to the traffic lights on the island and block exits on the roundabout junction

Complete waste of money as cyclist's DON'T use the cycleways especially the one on Clifford Bridge Road as I have NEVER seen any cyclists use it

In theory it's a good idea but in practice, none of the cycleways are being used to the extent that warrants the massive amounts of money being spent on them. On the London Road a cheaper solution would be to either; Keep the existing split cycle path and pedestrian footpath clear of vegetation. Or, designate one side of the London Roads' existing footpaths as a cycleway and the other for pedestrians.

It is positive as we need more cycle routes.

However, how will this short stretch connect with other areas? The public should be consulted on a wider route/network, even if that would be delivered in phases. For example how does this route connect with people who live in Cheylesmore (Daventry Road area)?

Good idea but it's too short. I see that there are plans to extend along London Road to toll bar.

I guess the issue with it being two ways is the requirement to cross the busy road to get to the cycle path of joining from the opposite side of the road.

Waste of money on useless and unnecessary cycleway on London Road. Only a handful of keen cyclists use cycleways regularly, so it is just a pure waste of huge amount of money by damaging nature. You should encourage people give up their cars and walk or use public transport instead of implementing multiple unnecessary cycleways. Riding a bike is a dangerous activity. I rode a bike a couple of times and gave it up. I had many bruises on my legs and my ass was very painful from sitting on a hard seat. Thankfully, I bought a second-hand bike on eBay which is now kept in a garage and not wasted money on an expensive piece of metal - SCRAP called bicycle.

Great

As long as it is a segregated cycle track all the way out to Tollbar Island, and links to the city centre, it will be a fantastic piece of infrastructure. I have already been encouraged to try the Binley and Coundon segregated tracks and despite being used to road riding these new tracks provide a much improved experience in terms of safety and enjoyment/relaxation. These segregated routes are most welcome and have encouraged me to cycle more. When I drive along Binley Road in the car I notice it flows better too since the cycle track was built.

I think they are good, we need safe ways of getting into the centre from the outskirts of Coventry

Very good. Very handy. Good that it links to existing cycle paths

I think they are good as cycle ways make it easier to cycle in the city and safer.

Utter waste of time and money

Are you lot on DRUGS!!!!!! YOUR PLANS are going to cause huge traffic CHAOS to an ALREADY VERY BUSY ROAD!!!!!!

The width of the the road is already very accommodating for the invisible CYCLISTS!!!!!! That segment of London Rd is already busy with traffics at peak times in the morning and evening rush hour and now you want to WASTE MONEY AND CAUSE TOTAL TRAFFIC CHAOS FOR LOCAL RESIDENTS..... FOR WHAT????? 1 OR 2 cyclists every other HOUR.

MAYBE you should spend your resources on road surface improvements instead of turning coventrys residents even more resentful of THE COUNCIL for wasting money on POINTLESS SCHEMES!!! JUST LIKE TURNING LONDON ROAD INTO A 30MPH ZONE ON THE DUAL CARRIAGEWAYS..... THIS COUNCIL HAS BEEN RUIN THIS CITY FOR DECADES CUZ YOU AINT GOT A F**CKING CLUE.

Excellent

I guess I think it will make London Road traffic slower and more congested as it has on Binley Road. This will also increase pollution for residents, cyclists and walkers alike. Tonbridge Road is also quite likely to become a dangerous junction.

It's an essential idea. London Road is currently not safe for cyclists. Lots of cyclists already use this route but they often feel obliged to cycle on the pavement. A cycleway would be an enormous improvement. I use a bicycle myself and would welcome this development.

I support the plans.

Fantastic idea to separate cycles from road traffic.

The Cycleway on London Road is an essential part of the segregated cycle infrastructure on what is a very busy motor traffic route. There is an immediate need to consider East-West connectivity with Allard Way (Alan Higgs Sports Centre) and London Road West as well as B4110 north.

I think this is a good idea but my concern with cycle ways is launching them with more fan fair - launch days inviting people to try it out. I use Binley Cycleway and see few cyclists. But perhaps it is a slow burn. I believe in the future these schemes will be seen as great forward thinking and planning.

It's a good start, but it is the next phase or phases that are crucial, particularly how you will supports cyclists and pedestrians to navigate the large and fast roundabouts at either end

I think it is a great idea.

Excellent

I was surprised to see that there was no provision of a pedestrian/cyclist controlled crossing at Allard Way which would connect the the new cycle way to the cycle path already running down Allard Way to the Binley Road, This omission seems to be very short sighted.

1 The drawing is too vague to see details. Can residents have outline drawings of the cycleway design. Specifically

- Changes to the middle margin from the Asda roundabout
- Approach and junction at Tunbridge
- Tonbridge junction with just light controlled pedestrian crossing
- Tonbridge junction with pedestrian and traffic light control
- Approach to Abbey Road junction

2 Will there be a budget to keep the cycleway maintained? Leaves etc.

3 Will the margin between the road and cycleway prevent motorists driving over it as happens outside the Whitley football ground?

4 When roadworks are being carried out after the cycleway has been built, can cyclists diversion be included as well as car diversions. As has not been done to the roadworks that block the cycleway on Charter Avenue.

5 Is there any Section 106 money and McDonalds?

6 Has the arboreal report been done? If it has does it say that the adjacent matures trees will have to be felled as the one for the Butts required trees whose tree root radius encroached on the road works to be felled.

It will be great once connected with Binley cycleway, but before that it's going to be quite useless.

It's welcome that progress is being made increasing the extent of cycleways in the city. It's also welcome that space is not going to be taken from the footway or grassed areas.

Question 2 – Is there anything you think we should know about before installation of the cyclesway starts?

It needs to be a complete link from city to airport.

Look at Binley road, there is hardly anyone using it, I drive that way twice a day & the most I have seen is 5 people using it, 3 were Deliveroo riders on illegal electric bikes, the road is now too busy, road markings not put back & often (everyday) cyclists are using the pavement on the other side whilst joggers are using the cycle path. Do research instead of spending grants, the traffic in these areas is far worse now with the cycle paths in place, the roads are dangerous with many junctions almost unusable.

No

How will cyclists get onto/ off the cycleway. Cycleways need to be thought of like roads. A route from place to place is great. However this is not how people plan roads, and not how people travel.

Joined up to existing routes is essential. Even small gaps erode the value enormously.

As above

Please assess the situation instead of just ruining the road even further

any plans to improve crossing over the ASDA island? It's currently quite dangerous, especially with kids.

| |
|--|
| Council got no money why spend money you have not got |
| No |
| The road is already congested especially being a main route for emergency services .This will cause yet.more traffic trying to cut through whitley, putting more risk for local residents and children |
| Traffic turning right into Tonbridge Road will block London Road traffic travelling from ASDA roundabout, if there is a single lane. There is already a problem with traffic turning right, (I have seen accidents there and road rage) especially when traffic is heavy going North towards ASDA roundabout. There could be a small roundabout installed. |
| Traffic lights on Abbey road are rediculas. Already not enough space for cars. Traffic builds up from Toll bar lights since the traffic lights have been installed. Not enough space to turn front Ashington Grove, build up of cars. To add cycle lane is going to cause more congestion. |
| Lorries will still use the London road unless banned! Usage has increased over the years . Lorries come out of Middlemarch business park and them come along the London road. Along with the increase in Bin lorries from other areas . Also increased bus usage along the London road from workers the Middlemarch factories The London road is the most polluted road in Coventry and there will be more traffic when the new houses are built. The lorries will still use the quickest route. |
| See above. |
| Would be interesting to understand why the south side of London road is being utilised rather than the north side. |
| Have the Council done a recent census of the type of traffic that utilises this road? It would be interesting to see what percentage is attributed to cycle traffic, as it feels like yet again the Council are implementing something for the minority that will significantly impact the majority of users. What is the evidence / data that you have which has resulted in the outcome of these plans? Lastly, I'm under no illusion that the Council will go ahead with these plans regardless of the outcomes from the surveys (this survey does feel like a tick-box exercise) so how will works interact with those proposed by Taylor Wimpey? |
| go and look at the one .already there and see how often its used |
| I'm not sure which lane 'inside lane' refers to on what is a straight road, but whichever it is although there are two lanes coming off the roundabout these merge to form one lane so what happens here? |
| Yes you should have a referendum. |
| Think about it again, take a proper survey to see how many cyclists actually go along London Road! |

I think you should think about what the people of Coventry want. Coventry does not want this and everyone I speak to about it thinks it's a laughing stock. Not one positive thing. Disgusting.

I believe the tremendous amount of money the Council are spending on cycle lanes that are very rarely used would be better spent on repairing the terrible roads in Coventry. I wonder if the council have done a census on these cycle lanes around the City. I doubt that they have.

I know the council will go ahead with these plans regardless of these surveys. As is normal practice with the council these plans will have been passed before these surveys are read.

I used to go around the Asda roundabout from London Road to Allard Way, and back, by bike, and found it extremely dangerous, at one point being struck by a car driver who wasn't looking, on the roundabout itself, so it will need careful design work to get an effective and reassuring cycle way through this, and not just leave cyclists to fend for themselves amongst cars. If this isn't done correctly then the whole route will never be a success and will be a waste of time.

As previously articulated in my response to the first question, my position remains staunchly opposed to the proposed £19 million cycleway project on London Road. The ambiguity inherent in this subsequent query does little to dispel my concerns and seems to imply a course of action already set towards realisation despite substantial public disapproval.

Firstly, the financial backdrop against which this project is being proposed cannot be ignored. Coventry is experiencing profound economic challenges, challenges that should naturally redirect focus towards maintaining and enhancing essential services rather than endorsing high cost infrastructural projects with questionable returns. The allocation of £19 million in such an economic climate is not merely imprudent; it is a misallocation of scarce public resources that could be better spent addressing more critical areas such as social care, public safety, and support for the economically vulnerable.

The proposed cycleway on London Road, an artery already burdened by significant traffic, is poised to exacerbate existing congestion issues rather than alleviate them. This installation could disrupt daily commutes, hinder emergency services, and negatively affect local businesses that depend on clear access routes for survival. The practical implications of narrowing an already constrained road are far reaching and must be thoroughly assessed beyond mere traffic studies.

Moreover, the consultation process or the apparent lack thereof raises serious concerns about the inclusivity and transparency of the council's decision making processes. A decision of this magnitude, involving a significant financial outlay, should not only be made with comprehensive input from all stakeholders but should also be transparently justified to the public it aims to serve. The current approach seems to sidestep this vital aspect of civic engagement, leading to decisions that feel unilateral rather than collaborative.

Additionally, it is critical that the council considers alternative solutions that might achieve similar objectives at a lower cost or with less disruption. Has there been adequate exploration of alternative routes, less intrusive designs, or other transportation improvements that could serve the same end without imposing such a high financial and social cost?

In conclusion, I urge the council to reconsider the planned cycleway on London Road. The focus should remain squarely on the broader needs and priorities of the Coventry community, especially in these trying economic times. We need assurances that our voices are heard, our concerns are addressed, and our tax pounds are spent judiciously to reflect the community's most pressing needs.

THINK ABOUT HOW MANY PEOPLE (OR NOT) ARE ACTUALLY GOING TO USE IT AND THE DISRUPTION TO EVERYONE ELSE.

Points made in the first box. How will this connect to current next work. Humber Road is steep. Could London Road be used from city centre. What is the likelihood of the second phase to Tollbar so is 500m worth the hassle?

Maybe you should sort out the potholes that benefit everyone rather than the few people who cycle.

Forget about it - you have already decided to do it before consulting with the public. This consultation is a joke.

There is no real need for this type of cycle way. The council is just spending money they can access through special sceans. Curbed cycle paths are dangerous for everyone who has to cross them. They could easily be a simple painted line. As a cyclist I use the existing Abbey Road from the junction on London Rd to ride to The jaguar sight which has a direct route to bagington industrial sight. This route also links up with London road cycle path opposite the covntry city council depot. The goverment does not have the money to waste on these kind of projects. Also I rarely see anyone else using these lanes to make it worth it. Please include me on your consultation meeting lists. Pot holed are afar more and immediate danger to us cyclists.

This junction is already really busy and dangerous..if the path on the side is cleaned all the moss and overgrowth and possibly resurfaced. It will be fine for both pedestrians and bicycles. Considering ccc are nearly broke this idea is not great business wise

Make sure it links up with existing network.

Why not check all other bike lanes for a month or longer to see how many people are actually using bike lanes in a whole day to see if it's even worth it, as I hardly ever see them being used.

As a pedestrian or cyclist at the moment it is really hard to cross Humber Road and the southbound London Road

What timescale is there for the cycleway to be extended to Toll bar island

The new controlled crossing in my opinion will make it even more difficult to turn right onto the London road and should be to the left of Tonbridge Road. As far as I am aware, and I have lived in this area all of my life, there is no inside lane all the way down to Abbey Road, the inside lane ends at Tonbridge Road.

| |
|--|
| Yes please desist |
| There are not enough cyclists using any cycle lanes |
| See above points |
| Check how many cyclists use the road before wasting any more money, use the money to keep street lights on |
| It's a waste of money that could be spent on other services within the city. There is a desperate need for safe pedestrian crossings at the junction of Humber Road/ London Road and Allard Way/ London Road (Asda island). |
| The cycleway will only be useful if it is well connected to other routes |
| You mention the new gigafactory. But also the reopening of Chase avenue police station. This will be the main city location of all Police investigation teams and will be the location for hundreds of officers. I will be cycling to work from Cheylesmore and working shifts. So cycling at darkness too. So I have a vested interest in road and cycle safety. At this time I intend to cycle from leaf lane near the jag onto Abby road then London road. So this new route and phase 1 does not support my journey but the later phases will. I hope the crossing to the cycle lane from Abby road will be easy. This will then put me on the same side of chase avenue. There will to many other officers cycling so it will be nice to see the cycle lanes in use. |
| Yes. STOP THE PROJECT! There is no need for one more cycleway. |
| No |
| Perhaps cycle lanes at adjoining side roads could be added just to make entering/exiting the new segregated lane easier. On Binley Road track it can be a bit counter intuitive joining from side roads - you have to join the footpath first or cross the junction in a way that does not feel totally safe. |
| Hopefully not too many crossings of london rd. A major weakness of the Binley cycle way |
| I prefer cycleways segregated but on the right side of the road. This makes it easier to join and you don't have to keep swapping sides of the road when the cycleway moves. |
| It will cause chaos coming from 2 lanes off the roundabout into one lane on the London Road |

Charging residents for brown bin collections and turning off street lighting BECAUSE YOU ARE ON THE VERGE OF BANKRUPTCY YET YOU ARE WASTING MONEY ON STUPID CYCLE LANES WHICH DOES NOT REPRESENT VALUE FOR MONEY TO US COVENTRY TAXPAYERS!!!!!!!

You lot are trying to justify your jobs and your PATHETIC AND POINTLESS SCHEMES ARE CLEAR INDICATION THIS COUNCIL DOES NOT REPRESENT THE PEOPLE OF COVENTRY AND THERE ACTUAL AND MORE PRESSING NEEDS..... Your ridiculous war on MOTORISTS wasting MILLIONS OF POUNDS INSTALLING THOUSANDS OF SPEED CAMERAS AND CYCLE LANES CAUSING MORE AND MORE TRAFFIC, MORE POLLUTION AND MORE ANGER TO THE COVENTRY PEOPLE, DONT BE SURPRISED WHEN THE PEOPLE OF COVENTRY RISE UP AGAINST THIS COUNCIL..... YOU HAVE BEEN WARNED, WE ARE AT BREAKING POINT AND ALL OF YOU SHOULD START WATCHING YOUR BACKS.....

I regularly cycle everywhere and have found the binley road one and new parts in canley really helpful. Cycling is smooth and so much safer . It would be good to have joined up routes as they do in Europe as many just stop. But I appreciate this takes time. You are doing a great job

I would be extremely concerned about the possibility of a cycleway in Humber Road. Firstly it is far too narrow and secondly it has a very steep hill. Surely the obvious route to join a London Road cycleway to the Binley Road cycleway is along Allard Way?

The Asda roundabout is especially tricky for both pedestrians and cyclists. Going from the new Abbey Road junction, up London Road and across to Humber Road, for example, is incredibly difficult and dangerous. Navigating across Allard Way from the existing pavement/cycleway is always dangerous because traffic soars around the roundabout and it's not always clear where they are heading. There needs to be a safe way for cyclists (and pedestrians) to get across this roundabout, heading either to Humber Road or the Asda supermarket.

I use the Binley Cycleway every week. Please build more cycleways. Thanks

The London Road Asda roundabout cannot be safely negotiated by even experienced cyclists. Crossing West to East towards Allard Way is also extremely difficult on foot for pedestrians and cyclists. It discourages use of the excellent facilities at Allard Way except by motor vehicle and this needs to change. It would also be helpful to see plans for the continuation towards Stonebridge Highway and improvements in crossing processes at that major national highways junction.

Try to make entrance and exit to cycle way as clear and safe as possible- may need signage and lights.

Cycleways are a great addition to the city, and I know they encourage more people, such as myself, to cycle rather than drive. However it is frustrating when the cycle lane abruptly ends and you are forced to then cycle on the road.

No

Yes. All the questions raised through this consultation are answered and the opportunity for residents to see the answers and be able to ask for changes.

I cross ASDA roundabout quite frequently when cycling to the swimming pool. Recently cycling there with kids too. It's a very busy and dangerous roundabout for pedestrian and cyclists. That's mostly due to UK drivers not using indicators when exiting the roundabout. Waiting to cross the road leading to ASDA and Humber Road you never know if the car is going to exit the roundabout or not. This leads to situations when you're either not being able to cross at all or risk crossing hoping that the approaching car is not going to exit the roundabout. Something should be done (maybe zebra crossing or smart traffic lights (but due to car traffic these would need to be smart with pedestrian sensors to deactivate the lights quickly)). PLEASE DO SOMETHING TO INCREASE SAFETY THERE BEFORE IT'S TOO LATE!

No