

Tell us what you think

HULL CITY COUNCIL
LOCAL CYCLING AND
WALKING INVESTMENT
PLAN (LCWIP)
2025 - 2035

RESIDENT SURVEY
SUMMARY REPORT

Results from insight@hullcc.gov.uk

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About This Survey

The Hull City Council Cycling and Walking Infrastructure Plan (LWCWIP) 2025 – 2035 survey ran for 8 weeks from 13th June 2025 to 8th August 2025.

The survey was primarily available as an electronic survey through Hull City Council's Your Say engagement website.

The survey link was shared with members of Hull's People's Panel, included in the fortnightly residents eNewsletter, promoted internally to staff via Hull Tak and Regen News, and was posted on the Travel Hull X and Facebook accounts.

Paper versions of the survey were also available and used as part of face-to-face engagement at four drop-in events.

Response Number

Overall, 226 respondents have completed this survey.

Q. Which of the following describes you?

I am a resident of Hull	181	80.1%
I am a resident of the East Riding of Yorkshire	43	19.0%
I am a resident outside Hull and the East Riding of Yorkshire	-	-
I work / attend education within Hull	62	27.4%
I own a business in Hull	1	0.4%
Other	6	2.7%

181 responses came from Hull residents.

A further 43 responses came from East riding residents.

This provides a confidence level, for Hull, of 95% with a confidence interval (margin of error) of approximately 7.28%, which is outside the corporate standard of a maximum confidence interval of 5%.

The results therefore do not meet the Corporate Standards for Research and Consultation as they do not meet the minimum sample size. Care should be taken when interpreting these results which may be significantly different if the survey were to be repeated.

Walking and Cycling Habits

Q. How frequently do you use the following modes of transport?

	Never	Less often than once a week	Once a week	2 – 3 times a week	Every day
Walk	3.7%	6.0%	9.3%	23.7%	57.2%
Cycle	28.7%	15.3%	7.7%	25.4%	23.0%
Public transport	21.6%	48.0%	13.7%	13.7%	2.9%
Motor vehicle	12.3%	13.3%	15.6%	31.3%	27.5%

Walking Habits

Of the 90.2% of respondents who do walk at least once a week:

Q. For which of the following reasons do you regularly walk?

To go shopping	70.1%
To exercise	69.6%
To see family or friends	47.4%
To visit leisure or entertainment venues	45.4%
For fun	40.7%
To get to and from work	26.3%
Other	11.3%
To get to and from school / college / university	8.2%

Of the 9.8% of respondents who do not walk at least once a week:

Q. You said you do not regularly walk. Please tell us why

Too far to travel	57.9%
Insufficient time available	42.1%
Feel unsafe	26.3%
Age or health	26.3%
Doing other things on your journey	15.8%
Other	10.5%
Lack of facilities	5.3%

Cycling Habits

Of the 56.0% of respondents who do cycle at least once a week:

Q. For which of the following reasons do you regularly cycle?

To exercise	71.8%
To get to and from work	62.4%
For fun	53.8%
To see family or friends	48.7%
To go shopping	47.9%
To visit leisure or entertainment venues	41.9%
Other	6.8%
To get to and from school / college / university	4.3%

Of the 44.0% of respondents who do not cycle at least once a week:

Q. You said you do not regularly cycle. Please tell us why

Feel unsafe	36.8%
Too far to travel	31.6%
Doing other things on your journey	31.6%
Other	31.6%
Age or health	21.1%
Insufficient time available	15.8%
Lack of facilities	10.5%

Walking Routes and Networks

Q. Do you live in any of the areas which have been identified as priorities for improvements to the walking network?

Anlaby Road	14	6.4%
Hessle Road	5	2.3%
St George's Road	2	0.9%
Boulevard	-	-
Woodcock Street / Gordon Street / Cholmley Street	-	-
None of these	199	90.5%
Not sure	4	1.8%

Q. How much do you agree that the following are the right key priority walking routes in the Local Cycling and Walking Investment Plan?

	Strongly disagree -2	Disagree -1	Neither 0	Agree +1	Strongly agree +2	Average Score -2 to +2
Anlaby Road	8.2%	4.1%	28.3%	30.1%	29.2%	0.68
Hessle Road	8.7%	4.1%	29.8%	32.6%	24.8%	0.61
St George's Road	8.3%	5.1%	41.7%	29.6%	15.3%	0.38
Boulevard	8.8%	7.0%	39.5%	27.9%	16.7%	0.37
Woodcock Street / Gordon Street / Cholmley Street	8.3%	6.9%	46.1%	22.1%	16.6%	0.32

Average Scores From – 2 (Strongly Disagree) to +2 (Strongly Agree):

	Overall	Live In The Named Priority Area	Live Outside The Named Priority Area
Anlaby Road	0.68	1.36	0.64
Hessle Road	0.61	1.40	0.59
St George's Road	0.38	2.00	0.37
Boulevard	0.37	-	0.37
Woodcock Street / Gordon Street / Cholmley Street	0.32	-	0.32

Q. How frequently, if at all, do you travel along these walking routes?

	Rarely / Never 1	Less often than once a week 2	Once a week 3	2 or 3 times a week 4	Daily 5	Average Score 1 to 5
Anlaby Road	47.7%	27.3%	6.4%	10.9%	7.7%	2.04
Hessle Road	49.5%	35.6%	7.9%	4.6%	2.3%	1.75
St George's Road	67.5%	25.0%	5.2%	1.4%	0.9%	1.43
Boulevard	70.1%	23.8%	3.7%	1.4%	0.9%	1.39
Woodcock Street / Gordon Street / Cholmley Street	72.8%	23.5%	1.9%	1.9%	0.0%	1.33

Average Scores From 1 (Rarely / Never) to 5 (Daily):

	Overall	Live In The Named Priority Area	Live Outside The Named Priority Area
Anlaby Road	2.04	4.36	1.88
Hessle Road	1.75	3.50	1.72
St George's Road	1.43	3.50	1.42
Boulevard	1.39	-	1.39
Woodcock Street / Gordon Street / Cholmley Street	1.33	-	1.33

Q. Would investment in these key walking routes and networks encourage you to walk more often?

	Overall	Live In Any Priority Area	Live Outside A Priority Area
Yes, a lot more	12.8%	41.2%	9.7%
Yes, a little more	16.9%	-	17.9%
No	35.6%	29.4%	36.9%
Not sure	14.6%	11.8%	14.9%
I already walk as often as I can	20.1%	17.6%	20.5%

Q. How important are the following for walking routes in the city?

	1 Not at all important	2	3	4	5 Very important	Average Score 1 - 5
Safety	0.9%	0.9%	3.6%	13.6%	80.9%	4.73
Maintenance ((e.g. removing rubbish, clearing vegetation etc)	0.9%	0.0%	6.3%	22.6%	70.1%	4.61
Directness	2.8%	0.9%	17.6%	35.6%	43.1%	4.15
Signage	5.2%	6.1%	24.4%	30.0%	34.3%	3.82
Attractiveness	6.0%	6.9%	20.3%	33.6%	33.2%	3.81
Monitoring (e.g. tracking and bench marking usage)	8.3%	15.3%	31.9%	19.0%	25.5%	3.38
Branding and promotion of routes	13.6%	12.6%	29.4%	27.1%	17.3%	3.22

Cycling Routes and Networks

Q. Do you live in any of the areas which have been identified as priorities for improvements to the cycling network?

Preston Road	11	5.1%
Clough Road	21	9.8%
Freetown Way	6	2.8%
Marfleet	11	5.1%
Cleveland Street	6	2.8%
Sutton Fields	13	6.1%
Kingswood	17	7.9%
Hessle Road	5	2.3%
Sutton / Ings	16	7.5%
Thornton	3	1.4%
Hull to Cottingham	70	32.7%
Holderness Drain	12	5.6%
None of these	81	37.9%
Not sure	9	4.2%

Q. How much do you agree that the following are the right key priority cycling routes in the Local Cycling and Walking Investment Plan?

	Strongly disagree -2	Disagree -1	Neither 0	Agree +1	Strongly agree +2	Average Score -2 to +2
Hull to Cottingham	8.3%	0.5%	21.8%	28.7%	40.7%	0.93
Clough Road	8.5%	1.9%	20.3%	32.1%	37.3%	0.88
Freetown Way	11.8%	3.8%	17.5%	29.7%	37.3%	0.77
Hessle Road	8.9%	1.4%	28.6%	31.9%	29.1%	0.71
Holderness Drain	7.1%	1.9%	32.7%	29.4%	28.9%	0.71
Cleveland Street	9.0%	2.8%	32.1%	27.4%	28.8%	0.64
Sutton Fields	9.0%	2.8%	35.5%	28.0%	24.6%	0.56
Sutton / Ings	9.0%	2.4%	41.0%	23.3%	24.3%	0.51
Kingswood	9.4%	5.7%	36.3%	23.6%	25.0%	0.49
Preston Road	8.6%	3.8%	39.7%	26.8%	21.1%	0.48
Marfleet	8.7%	3.4%	43.0%	22.7%	22.2%	0.46
Thornton	9.2%	1.0%	48.1%	23.3%	18.4%	0.41

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Average Scores From – 2 (Strongly Disagree) to +2 (Strongly Agree):

	Overall	Live In The Named Priority Area	Live Outside The Named Priority Area
Preston Road	0.48	0.36	0.50
Clough Road	0.88	0.90	0.88
Freetown Way	0.77	1.00	0.78
Marfleet	0.46	0.18	0.49
Cleveland Street	0.64	0.33	0.67
Sutton Fields	0.56	0.85	0.57
Kingswood	0.49	1.12	0.45
Hessle Road	0.71	1.50	0.71
Sutton / Ings	0.51	1.00	0.48
Thornton	0.41	1.00	0.40
Hull to Cottingham	0.93	1.36	0.72
Holderness Drain	0.71	1.00	0.69

Q. How frequently, if at all, do you travel along these cycling routes?

	Rarely / Never 1	Less often than once a week 2	Once a week 3	2 or 3 times a week 4	Daily 5	Average Score 1 to 5
Hull to Cottingham	35.8%	26.9%	12.3%	13.7%	11.3%	2.38
Freetown Way	36.5%	25.1%	16.6%	13.3%	8.5%	2.32
Clough Road	37.4%	35.1%	15.6%	8.1%	3.8%	2.06
Cleveland Street	55.7%	20.5%	12.4%	5.2%	6.2%	1.86
Hessle Road	45.9%	33.5%	13.4%	5.7%	1.4%	1.83
Sutton Fields	56.5%	20.3%	12.1%	7.2%	3.9%	1.82
Kingswood	56.9%	25.4%	9.1%	5.7%	2.9%	1.72
Sutton / Ings	61.7%	20.4%	10.7%	4.4%	2.9%	1.67
Marfleet	63.3%	21.9%	7.1%	2.9%	4.8%	1.64
Holderness Drain	68.4%	17.7%	5.7%	4.8%	3.3%	1.57
Preston Road	68.1%	20.0%	5.7%	1.9%	4.3%	1.54
Thornton	72.2%	18.0%	5.9%	2.9%	1.0%	1.42

Average Scores From 1 (Rarely / Never) to 5 (Daily):

	Overall	Live In The Named Priority Area	Live Outside The Named Priority Area
Preston Road	1.54	4.10	1.43
Clough Road	2.06	2.95	1.99
Freetown Way	2.32	3.80	2.32
Marfleet	1.64	3.80	1.55
Cleveland Street	1.86	2.80	1.85
Sutton Fields	1.82	3.42	1.74
Kingswood	1.72	2.88	1.64
Hessle Road	1.83	2.75	1.80
Sutton / Ings	1.67	2.93	1.59
Thornton	1.42	3.00	1.42
Hull to Cottingham	2.38	3.45	1.88
Holderness Drain	1.57	4.00	1.45

Q. Would investment in these key cycling routes and networks encourage you to cycle more often?

	Overall	Live In Any Priority Area	Live Outside A Priority Area
Yes, a lot more	29.5%	34.1%	22.5%
Yes, a little more	22.7%	21.1%	27.5%
No	31.4%	27.6%	32.5%
Not sure	6.8%	4.1%	11.3%
I already walk as often as I can	9.5%	13.0%	6.3%

Q. Generally, how would you prefer to see cycle routes developed in the city?

	Overall	Live In Any Priority Area	Live Outside A Priority Area
Off-road segregated	65.0%	60.2%	77.8%
Off-road	52.9%	52.0%	51.9%
Off-road shared with pedestrians	36.8%	35.8%	38.3%
On-road segregated	35.9%	39.8%	35.8%
On-road cycle only	26.0%	31.7%	17.3%
On-road shared with buses	12.1%	13.0%	9.9%
Other	3.1%	4.1%	1.2%
None of these	1.8%	1.6%	1.2%

Q. How important are the following for cycling routes in the city?

	1 Not at all important	2	3	4	5 Very important	Average Score 1 - 5
Safety specific issues, including dedicated cycle crossings, lighting and cycle priority at junctions	4.1%	1.4%	5.9%	14.5%	74.1%	4.53
Maintenance (e.g. removing rubbish, clearing vegetation etc)	4.1%	1.4%	6.4%	18.3%	69.9%	4.48
Directness	4.6%	2.7%	11.0%	31.1%	50.7%	4.21
Signage	6.0%	4.1%	16.5%	30.3%	43.1%	4.00
Cycle parking	8.9%	8.9%	20.7%	25.4%	36.2%	3.71
Monitoring (e.g. tracking and bench marking usage)	10.0%	12.8%	28.3%	19.6%	29.2%	3.45
Branding and promotion of routes	12.0%	13.0%	27.3%	22.7%	25.0%	3.36
Attractiveness	14.4%	9.7%	30.1%	25.5%	20.4%	3.28

Local Networks and Last Mile Connections

Q. How frequently, if at all, do you visit the following areas?

	Rarely / Never	Less often than once a week	Once a week	2 or 3 times a week	Daily	I live in the area
Bransholme / Kingswood	35.3%	36.3%	13.5%	6.5%	2.3%	6.0%
The Avenues	28.6%	22.1%	10.3%	10.3%	7.0%	21.6%
North Hull Estate / Orchard Park	54.2%	24.5%	11.3%	5.2%	3.3%	1.4%
Preston Road Estates	61.1%	25.9%	5.1%	3.2%	1.4%	3.2%
Thornton Estate	72.3%	19.2%	6.1%	1.4%	0.5%	0.5%
Longhill Estate	74.4%	17.2%	4.2%	2.8%	0.5%	0.9%

Q. How much do you agree that the following are the right key priority residential areas in the Local Cycling and Walking Investment Plan?

	Strongly disagree -2	Disagree -1	Neither 0	Agree +1	Strongly agree +2	Average Score -2 to +2
The Avenues	6.3%	1.0%	30.4%	26.6%	35.7%	0.85
Bransholme / Kingswood	7.7%	1.9%	35.3%	30.9%	24.2%	0.62
North Hull Estate / Orchard Park	6.8%	1.0%	49.8%	23.7%	18.8%	0.56
Preston Road Estates	6.8%	1.0%	49.8%	23.7%	18.8%	0.47
Longhill Estate	6.9%	1.5%	52.0%	21.3%	18.3%	0.43
Thornton Estate	6.8%	2.4%	50.7%	22.4%	17.6%	0.41

Average Scores From – 2 (Strongly Disagree) to +2 (Strongly Agree):

	Overall	Live In The Named Priority Area	Live Outside The Named Priority Area
Bransholme / Kingswood	0.62	1.54	0.56
The Avenues	0.85	1.59	0.62
North Hull Estate / Orchard Park	0.56	1.67	0.55
Preston Road Estates	0.47	0.80	0.46
Thornton Estate	0.41	1.00	0.40
Longhill Estate	0.43	1.00	0.42

Having a Local Cycling and Walking Investment Plan

Q. How much do you agree with the following statements?

	Strongly disagree -2	Disagree -1	Neither 0	Agree +1	Strongly agree +2	Average Score -2 to +2
New developments should be designed to encourage and facilitate walking and cycling	5.4%	2.3%	3.2%	21.6%	67.6%	1.44
Existing developments should be improved to encourage and facilitate walking and cycling	4.1%	2.3%	4.1%	24.0%	65.6%	1.45

Q. How much do you agree that the following are benefits of having a Local Cycling and Walking Investment Plan?

	Strongly disagree -2	Disagree -1	Neither 0	Agree +1	Strongly agree +2	Average Score -2 to +2
An ability to plan ahead	5.0%	2.3%	15.5%	35.6%	41.6%	1.06
Communities can have their say on priority areas for investment	6.8%	3.6%	12.7%	35.3%	41.6%	1.01
A greater likelihood of securing funding	5.6%	2.8%	19.6%	36.0%	36.0%	0.94
More options for making funding bids	5.5%	3.2%	18.4%	38.2%	34.6%	0.93
Communities understanding where investment is most likely to take place	5.6%	5.1%	16.2%	39.8%	33.3%	0.90

Q. How much do you support having a Local Cycling and Walking Investment Plan?

Strongly oppose -2	Oppose -1	Neither 0	Support +1	Strongly support +2	Average Score -2 to +2
6.7%	2.7%	9.0%	26.9%	54.7%	1.20

Respondent Characteristics

Q. In which of the following age ranges are you?

16 - 24	0.5%
25 - 34	1.0%
35 - 44	11.0%
45 - 54	16.3%
55 - 64	24.9%
65 - 74	25.4%
75 +	18.7%

Q. What sex were you registered at birth?

Female	42.3%
Male	57.7%

Q. Is the gender you identify as the same as your sex registered at birth?

Yes	99.5%
No	0.5%

Q. If no, please tell us how you describe yourself?

Female	-
Male	-
Gender fluid	-
Gender non-conforming	-
Non-binary	100.0%
Trans female / MTF	-
Trans male / FTM	-
I describe myself some other way	-

Q. Which of the following best describes you?

White - British / English / Welsh / Scottish / Northern Irish	97.1%
Other White	1.4%
Black / Black British	-
Asian / Asian British	-
Mixed / Multiple ethnicities	0.5%
Arab	-
Other	1.0%

Q. Are your day-to-day activities limited due to a health problem or impairment which has lasted, or is expected to last, at least 12 months? (Please include conditions such as mental health issues or those related to ageing).

Yes, a little	21.1%
Yes, a lot	6.2%
No	72.7%

Open Text Responses

Q. Are there any other walking routes or networks that you think should be a priority for investment, or anything else you think is important for walking routes that we have missed?

- "Walking" I think you should be focussing on making all the routes accessible. Currently, the pavements are in such a state and have cambers making it more difficult for wheelchair users to use the pavement without rolling into the road!
- A good look at all the pavement areas to remove overhanging vegetation from private property which obstruct the highway would be a good start. The council need to get to grips with these property owners and either demand they do the work, or the council does it and invoices the property owner.
- A lot of people walk (and could cycle) from the Spring Bank West/Princes Avenue areas to the city centre aiming for the city centre at St Stephens/Paragon Interchange and aiming to be more direct than just going down Spring Bank and Ferensway and using quiet low traffic streets and green areas. There are routes through the housing south of Spring Bank and north of Londesborough St but these are not signed and are hard to follow if you don't know the area well. At least one route should be identified, signed and improved.
- a pedestrain bridge walkway over ferrensway to improve safety. (or re-route the bus station)
- Add Spring Bank / Spring Bank West to the above.
- Albert Avenue junctions with Spring Bank and Anlaby Road really need a pedestrian crossing as there are none currently and yo have to take your chances which is not good if you struggle with your mobility (I don't but it does need sorting) Whilst on this theme the junctions of Witham and New Cleveland Street and Witham and Great Union Street need a pedestrian crossing.
- All walking routes should be a priority for safety
- All walking routes shpould be for walking and no cycles or scooters should be allowed on footpaths. Only paths that should have cycles and pedestrians on should be well sign posted.
- along Beverley Road
- Along the end of Holderness High Road into town via George Street - i.e. from Mount Pleasant westwards.
- Along the River Hull; could be a fairly direct north-south route across Hull (especially city centre) but currently not usable in the city centre area.
- Anything in East Hull as this area is frequently overlooked.
- Avenues to Clough road, Avenues to marina/ Avenues to St Andrews Quay
- Bank side area to Freetown Way James Reckitts Avenue area to Sutton, Sutton Road to Leads Road area & Stone ferry Cleveland Street
- Between Sculcoates and Clough Road to avoid Beverley road. This needs a new cut through fro both cwalking 7 cycling to connection Clough Road (near the drain) to access the walking/cycling route to city centre. Also, Chants Ave area needs better pedestrian space.
- Beverley Road
- Beverley Road and Spring Bank, two main routes into town. Tacky shop fronts, litter, badly timed crossings, speeding traffic, too few road crossing points.
- Beverley Road from Cottingham Road to Ferensway Spring Bank/Ferensway pedestrian crossings incoherent and unsafe Many missed opportunities for pedestrians in Hessle, but as these are not HCC I presume out of scope for this survey.
- Bit more work on old railway lines.
- Bridleways and permitted footpaths in Hull and East Yorkshire

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- Chanterlands and Prince's Avenues
- Chanterlands avenue and spring bank.
- City cycle track for walking too
- Cottingham Road
- Cottingham to Dunswell - there is no footpath.
- Could you, in future, refer to walking and wheeling to include wheelchairs and mobility equipment.
- Currently along Beverley Road there are too many roadworks, the road is so busy it's difficult to walk to work.
- Don't do it! And just improve the pavements that are all ready there. Its a waste of our money!!!! Get rid of the cycle lanes too! Hadly anyone uses them and when an ambulance come down i cant move out of the way and the ambulance cant get through. Its a joke! And if you were to bike to town then your bike wouldn't be where you left it when you come back. Even with a bike lock, it would get robbed!
- East Bank of the river Hull, alongside rear of highstreet. More nature trails throughout the city and surrounding suburbs
- East Hull
- East Hull James Reckitt Wincolmlee
- East Hull walking routes would benefit from inclusion into this scheme. A lot of people come travel into East Hull for leisure at the weekend but use car travel causing issues with parking and traffic. If there were better routes for cycling that were safe for families it would be better. There is also a nice walking route for leisure along the Humber from the marina to St Andrews Quay that could be much improved by making it safer.
- Foredyke cycle track
- From Pearson Park to Hull City centre could do with being clearer
- From Willerby/Wold Road towards Town and the Univerity areas.
- Holderness drain, from Salthouse Road to Hull-Withernsea cycle route (eg more trees, benches)
- Hopefully if these are to be joint walking cycling routes they are split into 2 different parts as the people on the bikes or scooters will probably kill the walker
- Hornsea rail trail and England Coast Path. Priority is to keep routes free from bicycles, scooters and their evil electric versions.
- Hornsea to Hull Cycle Path (Trans Pennine Trail)
- Hull and E riding Local Nature recovery strategy is crucial. Please read and apply it, your routes can provide wildlife corridors if well planned, destroy them if not, it's just draft but very relevant and important
- Hull is fortunate that a short drive, bus journey, cycle ride you have the coast and many, too many to list public footpaths & bridleways. Stop gridlocking Hull traffic for a minority group of cyclists & pedestrians and turning Hull into a 15 minute city being: The 15 minute city module is an urban planning concept where essential services like work, shopping, education, healthcare, and leisure are accessible within a 15 minute walk or bike ride from residents' homes. It aims to reduce car dependency, improve air quality, promote active lifestyles, and foster stronger community bonds by decentralizing urban functions and creating self sufficient neighbourhoods. You have killed the city centre of its businesses already and what retail resources are left are more than under threat from ideas such as this.
- I assume personal security is included within the safety question. This is extremely important and should include pathway lighting.
- I think Spring Bank and Beverley Road need some real investment by way of pedestrian and cyclist safety. Both routes are dangerous and are in need of some traffic calming, speed cameras or something. Speeding, illegal cars, illegal activity and cyclist and scooters on the pavement, along with gangs of men hanging around, make it a really undesirable and dangerous route.

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- I would walk more often if I felt safe when it is dark e.g. winter mornings/evenings and also if walking was clearly separate from cycling/electric bikes
- It is very important to maintain walking routes. Routes which are overgrown are not pleasant and do not always feel safe. Littered routes are unpleasant too. I love to be able to walk in Hull away from the major roads.
- It's well and good saying about maintenance of new walking routes, but there are many current paths and walkways that are not well maintained and very overgrown with path vegetation that need addressing, too.
- Kingswood should be prioritised over these areas. The council do next to nothing for people living on Kingswood. Public transport links and the regularity of busses is atrocious. Kingswood should have a direct/protected cycling route into Hull city center and Beverley. The River should also be utilised with a path/Cycling route running its length. I would also look at rail or tram access to Hull from Kingswood.
- Newland ave down through avenues and dukeries to hospital and town
- No matter how much money you waste on things like this it won't change. If people want to go for a walk they will.
- North Hull is not well served
- Note being so familiar with the area, I am not sure but linking any paths along drains, or old drains/railways would be useful. I know some improvement have been proposed along some drain routes and that some cycle/pedestrian tracks exist along old railway lines but these routes are disparate and not always easily linked or you have to cross or traverse busy roads. Would raised walkways be viable?
- Number, location and safe use road crossings. Safe separation from road traffic. Amount and speed of road traffic. Type of road traffic. Number of Shops and bars on walking route. Tree coverage.
- Off road walking routes need upgrading. For example in stoneferry, the walking and cycling paths are great but very narrow and poorly lit, poorly maintained, not well signposted, not easy to access, and do not connect well with safe crossings. The toucan crossing across Leads Rd is great, and this should be replicated at every part of these routes.
- Off Spring Bank to get to St Stephen's and HRI. The main road is busy and polluted. Crossing Chanterlands Avenue to St Ninian's - terrible trying to cross this road to access the nursery, concerts in the church etc, especially as there is an excellent car park opposite.
- Old rail track from Anlaby Rd to Kirklands Rd
- Priory Road/ County Rd South to Cottingham Priory Drive over the footbridge (Hull/Beverley railway line) to Hotham Rd North and West towards Snuff Mill Lane
- Provision of benches along the route
- Resurfacing the Hull side of the Hornsea - Hull Rail trail. This route would be more popular with some investment and would be a clear leader of getting people to cycle to and from the the city centre. At the moment the track is poorly maintained with tree roots damaging the track in most places. With the right investment this route would be the jewel of the city's cycling infrastructure.
- Segregate cyclists from walkers. Ensure walkers have priority over cyclists. Stop cyclists riding in bunches. Proactively control e-bikes and scooters.
- Some walking routes in the east of the city
- Somewhere in the north of the city. Beverley Road, Spring Bank to Newland Avenue
- Spring back maybe,
- Spring bank
- Spring Bank - as this is a major route into the City.
- Spring bank & Spring bank west as it is a major route to the city centre and is not the safest road to walk down at any time of the day.

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- Spring Bank and Beverley Road: the pavements on Bev Rd are in a mess and are dangerous in places, there is a lot of street furniture that could be better placed on both streets. Cars take priority in these areas but they housing is high-density and walking should be prioritised.
- spring bank area
- Spring Bank should be looked at, Willerby/Kingston Road. You need to look at cycling routes. All cycling routes are intermittent, will disperse then start-up around bus lanes/stops, they'll jump onto pavements and then off again or just stop altogether. Cycling in this city is not safe, at all. And you're attempt to change road systems, creating various bottle necks has only exacerbated this problem. Go to any other country in Europe and you'll see how incompetent our councils are, and how insufficient our infrastructure is.
- Spring bank, Princes avenue and particularly Newland Avenue !
- Springbank West from Calvert lane to Princes Avenue and Springbank West to Anlaby Road
- Stoneferry area
- The camber on the footpath connecting Hotham Road North & Priory Drive has gotten worse over the years and its very uncomfortable to walk on. Most people use the grass or cycle path which isn't great when busy (its a major school route) and this must be a pain for cyclists too. The footbridge over the train track is way past its best - it isn't accessible (ironically for the old folks home right next to it) it always stinks of urine. I did complete a survey for Network Rail about its replacement probably 18-24 months ago but heard nothing since
- The city contains a network of designated public rights of way, including some very good routes and also some routes with ongoing/longstanding issues that require addressing. The Council's existing Rights of Way Improvement Plan (ROWIP) is now out of date and the JLAF strongly recommends that resources are allocated to review and update the ROWIP as a matter of priority, identifying key actions to improve the public rights of way network in Hull accordingly. The JLAF is supportive of HCC's proposals to improve walking and cycling in the city. We do not have specific comments to make on the routes included in the proposals.
- The Dukeries, Avenues and Spring Bank
- The Fremantle avenue to stonebridge park has zero lighting, zero cctv, and has motor bikes and quad bikes using the public foot paths and fields on a daily basis, it is extremely dangerous to walkers, school children going to and from schools, families and the elderly.
- The pavements of Roslyn meadowbank and cardigan are atrocious they are uneven messy not enough bins a danger for trips and falls due to being dug up time and time again not maintaining an even leveling of the footpath and there are not enough dog waste bins to encourage people to use them and there are lots of overgrown foliage blocking the routes
- The pavements should be cleared of obstructions within 24 hours of the work being finished. ALL necessary work should be done" in one go " not spread over 2 or 3 separate visits. The work on one area should be finished before starting another .
- The route from Holderness Road onto Witham and up to North Bridge into the town centre needs better pedestrian crossing options, especially at the top of Cleveland Street. The nearest safe crossing point is either halfway down Cleveland Street or (on the other side of the road) all the way up Great Union Street at Drypool Bridge. Taking the route down Clarence Street is a massive detour if you need to be at the Beverley Road end of town. Speaking of the Clarence Street/Drypool Bridge crossing, I think more needs to be done to prevent vehicles blocking the junction and the crossing areas. I walk this route twice a day and often have to walk around vehicles that have blocked the safe route. A camera enforced box junction would deter such nuisance driving practices and make the crossing areas safer.

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- The walking route along the banks of the Humber from Marina to Makro needs to be connected up better. There are some good sections and some that are totally neglected such as near the old Lord Line building. Also the walkway along the west bank of the River Hull running parallel to High Street needs re opening
- The walking route from Kingswood to Beverley Road/Orchard Park needs signage improvement, the crossing that goes under the road at the blue bridge on Raich Carter Way is poorly signed and not very inviting - often people are trying to cross the dual carriage way as it rises to the bridge where driver visibility is reduced. This walking route is importance because many buses that do not go onto Kingswood are caught at the end of Beverley Road, including buses to Beverley/York and the stagecoach bus that Wyke students use during the day.
- There is so much antisocial behavior now wouldn't feel safe
- These are all West Hull, anything to the East? Any poss routes along the river to get towards the town centre? But walking direct is important, any added distance is a lot to walkers.
- Track between Hull KR Stadium up to Escort Street, Holderness Road
- Victoria Dock promenade is amazing, but could be better. Cleaning of dog muck. Some outdoor art and sculptures would make more interesting.
- Walking routes along the river Hull. Walking routes from East Hull into the city centre.
- Walking routes need to be improved on Holderness Road, Maybury Road, Ings Road, Newbridge Road, Hedon Road, Mount Pleasant. Walking routes are all very well but when they have cross lots of side roads and major roads there is an issue, more thought needs to put in to this.
- Walking routes need to be maintained regularly, and it needs to be ensured that they remain accessible, especially to wheelchair users.
- Walking routes need to be well separated from vehicles such as bikes but especially electric bikes and mobility scooters that go too fast (many do)
- Walking routes should be save. At present pavements are being used by cyclists, electric scooters and bike riders with disregard to the safety of walkers. There should be zero tolerance for this and current legislation should be enforced by the police and the council.
- Way of the roses along Humber bank and other walking paths that cross the area. Some are so overgrown you can't walk down them putting people off from doing the walks and visiting the area
- We live in East Hull and occasionally visit Hessle Road
- Well, given that this survey is about proposed new walking routes which are ALL based in west Hull, how about investing in east Hull for a change? The east of the city is vastly underinvested by the council. It's the forgotten part of Hull, with the majority of money being allocated to projects which are either in the city center (west of the River Hull) or directly in west Hull. It's disgusting.
- What about the East of the city? It does feel as though cycling is the only option. Low hanging fruit would be to improve the Withernsea disused rail walk.
- why are they all in west hull? what about the rest of the city?
- Yes better footpaths for OAPs who are not very steady on their feet because the paths in Hull are like walking on building sites they are disgusting.
- You are having a laugh !! seeking to resolve walking routes is not even close to being on 'to do list' horizon
- You need to have a system for reporting vehicles that are illegally parked on pavements. These create a hazard, particularly for disabled people, people pushing prams who often have to endanger themselves by walking on the road to get past. I know that pavement parking per se is not illegal outside London but drivers who act inconsiderately in this way should be reminded that their actions have consequences for vulnerable people. And where you receive evidence of illegal pavement parking, e.g. parking inside double yellow lines, the council/police should issue warnings and fines if necessary.

Q. Are there any other cycling routes or networks that you think should be a priority for investment, or anything else you think is important for cycling routes that we have missed?

- Again Spring Bank and Beverley Road are appalling for dangerous drivers. My 65 year old uncle was knocked off his bike on Bev rd while in a cycle lane the other week. No wonder people ride on the pavement. Something needs to be done about the terrible driving in this city.
- Again, Spring bank, Princes avenue, Cottingham road and particularly Newland avenue !
- All cycle routes in the city are very dangerous and therefore it would definitely not encourage me to use a cycle, when sharing the road to buses, cars, lorries etc. The only way to encourage myself with cycling would be if this were off-road. I think as a city we have tried to tick so many boxes, probably to be able to apply for external funding to put in place cycle lanes etc - which has ended up with our cycle lanes being not fit for purpose and very dangerous. I have been cycle riders forced off the road by ignorant bus drivers. The worse area I feel has got to be the road outside Castle Hill Hospital where the cycles/car share a lane (as it is too narrow for both) - yes, stupidly a cycle lane has been drawn on there!!!! Why!!!! An accident waiting to happen. Cycling in the city is a complete joke.
- all shared on road should be abolished all cycle tracks should be shared OFF ROAD FOR SAFETY
- Any National cycle route that families may use. Some of the routes are overgrown and dangerous. Stopping people from visiting the area and encouraging exercise
- Argyle Street. A clear bike lane towards spring bank but no bike lane towards anaby road - no where for cyclists to bike over the bridge next to Hull Royal - road too narrow to cycle and path full of pedestrians, had one too many near serious accidents here if stay on the road and comments of frustration from pedestrians if I used the path. This is my commute to work, I used to cycle daily but the safety of this area to cycle has put me off.
- As a high percentage of cyclists now ride on the pavements and are very unlikely to ever consider riding on the road I feel the best way forward would be to provide a wide off road route divided into two, preferably with different coloured surfaces, one for pedestrians and the other for cyclists. This would be particularly useful for the arterial routes to the city centre but ideally would be implemented in as many areas as possible. A good percentage of the population of Hull already walk I feel even more would cycle if they knew they could do so legitimately without using the roads.
- Barrier free to allow for trikes etc.
- Being a Hessle residents, I would like cycle routes from Hessle to Hull from Hessle Foreshore along the River Humber.
- Being able to cycle along the River Hull for north-south city centre access.
- Better routes throughout the city that focus on leisure as much as transport Better segregation of cycling and pedestrians within the city centre to improve safety of all. Cycling should be encouraged within the city centre as a means of quickly travelling across the city and visiting different areas with ease - helping to spread the footfall of people across the centre - currently, it's a bit of a wild west with no proper rules or guidance. Following something like the dutch or London model of seperate walking and cycling paths within the centre would ensure less frustration between cyclists and pedestrians and I believe increase the attractiveness of cycling within the city as a whole. Please note, low cost solutions for the installation of segregated cycling/pedestrian paths should be a priority. A complete rebuild of infrastructure shouldn't be needed to make some of these changes and ensure a wider reach of your proposed changes. See the path from

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Shropshire Close (Priory Road) to Priory School as a good example of repurposing current infrastructure.

- Between Sculcoates and Clough Road to avoid Beverley road. This needs a new cut through for both walking & cycling to connect Clough Road (near the drain) to access the walking/cycling route to city centre. This would enable cyclists to get from Oak Road to Cit Centre without having to go on Beverley Road. It would require cutting through the embankment under the railway, but would be worth the investment. Cost would be a fraction of what is spent on car infrastructure, and makes economic sense. Also, better cycling provision to get from Clough Road to either way Stoneferry Road, as it needs complete segregation from cars/lorries, as it is so busy and fast in that area. Also, Chants Ave area needs better cycling space. Perhaps a segregated cycle path on Westbourne Ave, to encourage more access to local shops by bike. Also, addressing junction of Beverley road/Springbank for cyclists. A more Dutch approach is essential here.
- Beverley road is horrible to cycle on now the bus lanes are not permanent.
- Beverley Road to Beverley as a collaboration with East Riding could be one worth improving. An off-road method of going from Beverley Road to Beverley could improve cycle journeys from Hull to the various college and business sites in that area.
- Beverley, Chanterlands and Prince's Avenues
- Chanterlands Avenue and Spring Bank
- Chapman st. bridge
- Completeness of route and connection to other cycle routes. Reduction in speed of vehicle traffic next to cycle lanes. Reduction in vehicle weight and size next to cycle lanes. Widening of cycle lanes and narrowing of vehicle lanes. Cycle lanes being 24 hours. Provision of cycle lanes to turn right across traffic and exit the cycle. Traffic light stop areas and advanced cycle lights.
- Connecting routes into east riding to build a comprehensive network - e.g to Brough, Castle Hill, Hedon and Beverley.
- Cottingham road
- Cycle lanes are pointless if cars are allowed to park in them. All cycle lanes must include continuous double yellow lines.
- Cycle parking should be secured and under CCTV, I now ride an E-bike and would not risk leaving it locked up somewhere without CCTV.
- Cycle path from Pearson Park to Beverley Road and Beverley Road to Bankside - too many drunks/drug users/drug dealers. Feel unsafe at times. Cottingham Road roundabout needs resurfacing and making more cycle friendly.
- Cycles are vehicles and should not be sharing pavements with pedestrians. Pedestrians should not be put at risk because car drivers forget the rules of the road and don't prioritise the safety of cyclists. Reduce the speed limit for cars to 20mph around Hull and have more "think bike" campaigns. Listen to cyclists when they tell you what will best keep them safe.
- Cycling superhighways along drains and away from motorists should be prioritised.
- **CYCLISTS SHOULD BE ON THE ROAD LIKE OTHER VEHICLES, NOT ON PAVEMENTS**
- Deliver the promised removal of the poorly designed Freetown Way scheme - there is plenty of pavement to share along there for cyclists to have safe passage.
- Don't do it! Get rid of the cycle lanes! Hadly anyone uses them and when an ambulance come down i cant move out of the way and the ambulance cant get through. Its a joke! And if you were to bike to town then your bike wouldn't be where you left it when you come back. Even with a bike lock, it would get robbed! They cause too much traffic and take up too much space.
- Dunswell Roundabout should be signalised. I know quite a few people who would cycle from Hull to Beverley but don't because of Dunswell Roundabout. It is a fantastic route but spoiled by the roundabout. Pedestrians and cyclists have to rush through oncoming traffic as the cars are speeding up as they drive onto Raich Carter Way. It is a death trap and

puts people off using the route. This is a shame as the money was spent raising the cycle lane from the road on Beverley Road, but the main problem was not addressed which stops people from using the route. This is the roundabout. Also there is a problem with people parking cars and car transporters on the raised cycle path just past Tesco on Beverley Road outside the car showroom. The cycle lanes on Raich Carter Way should be regularly swept because of glass and screws littering them. Large shrubs which block the view of oncoming traffic from roundabouts on Kingswood/Thomas Clarkson Way and the new Lidl should be cut back. When crossing the roads near Lidl on the roundabouts it is impossible to see cars until they are coming off the roundabout which makes it dangerous. Cut the shrubs back and improve visibility for cyclists and motorists. The cycle track between Aldi and Sutton Fields pub on Sutton Road needs resurfacing urgently, the surface is horrendously broken up. Could something be done to prevent bus users from standing all over the cycle lanes where the cycle lanes and footpaths are split? They stand on the cycle lanes looking at their phones and block the cycle lanes. This actually worked better when the cycle lane was part of the road, it is when the cycle lane was raised to the footpath that it became a problem. Also near the school on Beverley Road just before Tesco, people use the dedicated cycle track as a footpath rather than walking on the footpath. Something should be done to stop them from doing this. I cycle between Sutton Road and Beverley through Dunswell every day and the route is superb apart from these few issues which I encounter every day.

- Ensure that the current off road cycle routes are maintained and monitored.
- Existing off road cycle networks. ie. Old railway lines. Need maintenance. Poor
- Freetown Way ASAP
- Freetown way back to 2 lanes and cycles off-road/on path with pedestrians. Promotion of routes could include safety information,
- Freetown way, Holderness road, Beverley road and every other location in which a cycle path shares its location with road users.
- Fremantle avenue to Stonebridge park to preston road
- From Hessle into the City centre for commuting
- Get cyclists off the roads and pavements. They are a menace to everyone. They just ride where they like and don't use the existing provisions, so why do you think they will suddenly start obeying the rules and using these cycle paths?
- Green Wood Avenue Beverley Road to Endike Lane.
- Have there been surveys of cyclists using footpaths along roads? Many do this and it is because either they feel unsafe on the road, they feel their progress is faster on the pavement or they do not know it is illegal. Chanterlands Avenue has a lot of cyclists using the footways. As an experienced cyclist I notice that drivers give cyclists very little room especially in peak periods and this can be unnerving. This would be good location for a 'cyclist priority" scheme where drivers cannot pass cyclists between Spring Bank West and Bricknell Avenue. I suspect this would make very little difference to drivers' journey times but would greatly enhance cycle usage and safety. Without a safe alternative it will be hard to deter cycling on the footpaths. In conjunction, in quieter streets such as those off Chanterlands Avenue and other quieter residential areas of the city, stronger education/enforcement should be used to stop cycling on the pavement.
- Holderness Road since the priority hours has made cycling very dangerous for the elderly. I use it regularly and constantly find cars speeding down what was a cycle lane but now only in priority hours it makes a mockery of safety
- Hopefully they will get used unlike the ones on bricknell Ave as all of the bikes still use the pavements it is safer to use the bike lanes if you walk
- Hornsea and city centre to brandshome
- Hornsea ex railway track needs attention
- Hornsea to Hull (Trans Pennine Trail)

- How much more money are you going to waste on this. You have already wasted thousands upon thousands upon thousands on creating cycle lanes. There are still more people cycling on the pavements and not in the cycle lanes, either on the road or the specified part on the pavements than on the roads. Doesn't matter how much money you waste on the pointless exercise, if people can't be bothered to cycle on the cycle lanes, either on the road or the specified part on the pavements then they won't. This has always been the case for decades and it won't change. Most people on bikes are arrogant and ignorant. They think cycle lanes, either on the road or the specified part on the pavements don't apply to them. They ride on the pavements because they can. No one has stopped them or stops them. Why do you keep wasting so much money on pointless exercises. A fine should be imposed on people riding on pavements. Pedestrians are not safe. Pavements are for people not bikes. Bikes belong on the should or the dedicated part of the pavement - not the whole pavement. The cyclists think they own the pavements - which - lets face it - they do.
- Hull Road, Cottingham Road = route from Cottingham to Newland. Quality of the surface. Often the side of the road is very uneven and badly worn. The special green colouring put on roads has deteriorated and makes for an uncomfortable ride now. Smoother the better and drains etc level with road surface.
- Hull, once lauded as a cycling-friendly city, is increasingly falling behind the curve, particularly when it comes to safe and connected infrastructure in its western reaches. While major arteries like Willerby Road and Boothferry Road may boast dedicated cycle lanes, the crucial linking roads that connect these thoroughfares are largely devoid of any meaningful cycling provision, creating a dangerous and frustrating experience for cyclists. Consider the journey between Boothferry Road and Willerby Road. Despite both being significant routes, the intervening roads offer virtually no cycling infrastructure. The same critical gap exists between Anlaby Road and Spring Bank, and subsequently between Spring Bank and Cottingham Road. This lack of connectivity means that cyclists, even if they can safely access a major road, are then left to navigate a perilous network of residential and minor roads to reach their destination. Roads like Calvert Lane, North Road, Chanterlands Avenue, Pickering Road, and Anlaby North Road are prime examples of this systemic failure. While they serve as vital links, they offer little to no safe passage for cyclists. The absence of even a single linking road with dedicated or safe cycling paths, or indeed an off-road cycling alternative, forces cyclists into a dangerous dance with traffic. Travelling on these unequipped roads is inherently hazardous. A pervasive issue is the sheer volume of parked cars, often occupying a significant portion of the lane, effectively narrowing the road to a dangerous degree. This forces cyclists into the main flow of traffic, often in close proximity to fast-moving vehicles. The danger is compounded on routes like Boothferry Road near King George Park, County Road North, and Calvert Lane, where large Heavy Goods Vehicles (HGVs) frequently operate. On these sections, cyclists can find themselves precariously trapped between an HGV attempting to pass and an unbroken line of parked cars, with oncoming traffic adding to the extreme close-quarters. Furthermore, the numerous driveways on these roads present another significant hazard, as cars frequently reverse out between parked vehicles, often with limited visibility, creating sudden and unavoidable obstacles for cyclists. Parked cars also pose a particular danger to cyclists due to the risk of "dooring" – a sudden opening of a car door into the path of an unsuspecting cyclist. The unpredictable nature of car doors, combined with the already cramped conditions, makes these roads a constant source of anxiety and risk. Furthermore, the limited cycling improvements proposed for Hull often overlook the pressing needs of West Hull, a glaring omission that demands immediate attention. This area is in dire need of a comprehensive overhaul, with a particular focus on establishing safe and continuous cycling routes between its major roads. Even where some form of cycling provision exists, its effectiveness is often compromised. Dotted painted lines, frequently touted by the council as cycling infrastructure, are often rendered useless by parked cars. While these lines contribute to impressive "kilometre of cycling infrastructure"

statistics, the actual usable infrastructure is significantly less than quoted. Similarly, narrow painted lines, such as those seen on parts of Cottingham Road, inadvertently encourage close passing by drivers, leaving cyclists with minimal buffer space and increasing the risk of collision. Hull's ambition to be a truly cycling-friendly city hinges on addressing these critical gaps. Without a concerted effort to create safe, connected, and usable cycling infrastructure on the linking roads, cyclists in West Hull will continue to face unnecessary risks, and the city will remain far behind its more progressive counterparts.

- I am a keen cyclist and NEVER cycle in Hull. I don't feel safe.
- I believe you have missed a huge trick!!!! Use existing paths alongside rivers/drains and so on, I will attach an image of my "dream" map if I can somewhere.
- I cycle down the cycle track running back of Foredyke Avenue into the town centre. This route requires resurfacing down the majority of the route. It is such an uncomfortable ride and impacts on the repair and maintenance of my bike.
- I cycle from Hessle to Hull (city centre) and I don't feel it is very safe to cycle on the road and in the bus lanes on Anlaby Road from Fiveways roundabout right to Ferensway
- I frequently cycle to Beverley from Beverley Road/Endike Lane and back. Although I don't like the parts where you are directed off the shared paths onto the road it is still much improved and generally the route is excellent. However crossing from Beverley road onto the Dunswell road is a NIGHTMARE ! Particularly coming back to Hull and having to get across the Kingswood road. A pedestrian/cycle crossing is desperately needed here. A shared cycle pedestrian path is needed the length of Clough Road - this never feels safe in rush hour. A cycle route from North Hull to Cottingham would be great. More segregated cycle paths straight down Beverley Road would feel a lot safer particularly from Clough Road/ Cott Rd crossroads into town.
- I think HCC should do what they promised and move Freetown Way back to 2 lanes for cars. It is something that the public asked for, and it is something that was approved years ago, so why has it not started yet? How about actually giving the public what they asked for, for a change?
- I think that maintenance of existing routes should be a higher priority than creating new routes. Some of the cycle paths are virtually impassable on a road bike, I choose my route based on which is least likely to cause punctures, rather than any other criteria listed here
- I think the biggest thing is segregation - safety is a primary concern. I drive a car mainly, and there has been a dramatic increase in car usage in my lifetime. This impacts all road users and I think that having segregated cycle routes would help mitigate many, many issues.
- I think the draft LCWIP is prioritising the wrong routes. Your data is highly selective and provides only a very partial picture both of current cycling uptake and how this could be increased to create the modal shift that we all want to see. You have focused on commuters using the main arterial routes for your primary routes because that is what your incomplete data has led you to focus on. However, you seem to take no account of the huge political difficulty and expense that making these major routes LTN 1/20 design compliant would entail. In the current funding environment, I can't see most of them happening. From a strategic point of view, I would argue that it is far more sensible and feasible to prioritise secondary and off-road routes that are often a lot cheaper and wouldn't attract anywhere near as much pushback from angry drivers. A good example is your proposed secondary route along the western edge of Oak Road playing fields. A semi-permeable path here would be relatively inexpensive. It would link up with an existing off-road route at the southern end of Oak Road, providing a safe, off-road route all the way from Riversdale Road to Clough Road. Extending this south of an improved Clough Road, the path could then follow Barmston Drain or the back streets off Clough Road all the way to Sculcoates Lane, where further back street routes towards the city centre could be identified. This route would provide a quiet, safe route on a combination of off-road paths and quiet back streets that would appeal to the sort of person - a parent with young children, say - who would never consider riding along the main road into town. In other

words, it would achieve modal shift in a way that a main road route never could without massive remodelling. Moreover, it would create beneficial destinations en route. An Oak Road path would not just be for people travelling through. It would also be used by people who wanted to visit the park and enjoy the outdoors. The same justification could be made for opening up a path along Barmston Drain, south of Clough Road. So my advice would be, when redrafting the LCWIP, complete the arterial road schemes that you have - Preston Road, Freetown Way etc. While this is happening, carry out some serious research on what people do (or would) use a cycle network for, other than commuting - e.g. shopping, school drop-offs, university, leisure etc - and find out where they do it (or would if safe infrastructure existed). This research would show greater diversity of places and uses than is represented in your current draft LCWIP. With this new data in hand, you could then design and start to create a network of green and quiet routes covering the whole city that would hardly impinge on the drivers who dominate usage of the arterial routes. This is how the Dutch got started in many cities. Please, also get going immediately with some quick wins, like the Oak Road route, which is such a no-brainer.

- I work in North Hull and there are part of the journey which are congested, with the roads in poor condition and with no cycle routes. Newland ave is a free for all, but disadvantages pedestrians trying to cross the road, cycles, buses and cars. Cranbrook is congested with cars parked all the way along and hall road is poor. This area needs some investment.
- I would agree with CycHull's submission regarding selection criteria for the routes, e.g. most cycling is not for commuting. Also integration is key. Routes that end by dropping the cyclists back into heavy traffic will not attract new users and existing cyclists who don't feel safe on roads will stick to "pavement" routes especially if they are more direct.
- I would like to see more safer cycle routes than the ones on the roads with buses.
- Improve disused Withernsea rail route into city centre.
- It is disappointing that when investing in cycling infrastructure, it is only focussed on routes and not the wider schemes for getting people onto bikes, especially from a young age. Cycle busses, off road cycle tracks, handling practice areas, pump tracks etc would all have an impact on future uptake.
- It would be brilliant if the banks of the River Hull could be developed into an urban cycle way, using much of the public footpath that already exists, it would be a direct off road route from the boundary at Kingswood all the way into the centre of town, while giving safe and easy access and connection to some of the proposed improvement areas, and major employment zones such as Sutton Fields, Bankside etc. It could be a tourist point for the city with info boards on the industrial landscape, linking the new east bank development, and not too far from the ferry port.
- Keep them away from pedestrians.
- Keeping cycle lanes free from glass & damage
- Liaise with east riding to improve access around Dunswell roundabout. Travel at peak times is very difficult to cross the roads
- Lighting .cctv
- Linking safely between Spring Bank / Spring Bank West and Anlaby Road. Park Street, Argyle Street, Walton Street, Albert Avenue and Calvert Lane are all awful to cycle down. The only safe option north-south between Ferensway all the way to Calvert Lane is the old railway track between Spring Bank West and Anlaby Road. This is not good enough. West Park could be used as a hub to enable multiple west Hull active travel journeys, but is hamstrung without a suitable connection to Spring Bank / Spring Bank West.
- maintenance of existing cycle lanes, we are left with the gutter on the roads where all the sharp loose chippings and rubbish are, potholes in wet and icy conditions are much more dangerous for cyclists. cycle routes that lead to the city's parks could encourage more people to use both
- Need to prioritise walkers and cyclists more than cars

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- Newland Avenue. Park Street - very wide pavement, narrow road. Rawlings Way - same as above.
- No more investment in producing the routes. Invest in monitoring the 90% of cyclists who use the footpath as a racetrack every day, endangering pedestrians as they feel they have the right of way while speeding along 2 foot away from an already heavily invested cycle lane in bright green, to be used.
- None, all the investment already been made in the route above, there not used, the cyclists I've seen do not use them and it just impacts travel in and around Hull creating more travel back up, especially during peak hours and during events in the city.
- Oak Road playing fields to Sculcoates Lane. Bricknell Ave: put the cycle lane between the pavement and parked cars. Improve the links from Newland Ave to Kingswood. Queens Road off-road link.
- Off-road development for families and less confident cyclists; on-road shared facilities for confident cyclists
- On road with proper segregation (kerbs) where there is parking, the cycle lane should run to the left of the cars, but not give way to side roads (unless the parallel road gives way)
- On your list of what important you should have added wildlife, nature etc
- Please can you look at making the existing cycle lanes safe (and lawful) for all road users. The current "flexible bollards as light segregation" approach is a hazard to other road users, especially at night. In some locations, having been there a time, the black bollards can not be seen at night as they have been hit by traffic so many times. Also, the reflective white striping has gone missing on many of them, especially those that are singly placed. Such light segregation should only be used in groups at locations where it can be seen from the road layout that cyclists need to be protected and not used simply to highlight that the council has provided a cycle lane in line with government funded targets, such as on Hessle Road, as this just looks like an exorbitant waste of public money. Can you please look to remove all those that have been singly placed - such as along Bricknell Avenue and Anlaby Road (to name but 2 locations). So, for me some of the planned improvement should be around consolidating and improving the existing provision with funded tweaks around locations that create the most congestion. For example Anlaby Road j/w Calvert Lane where more turn lane is needed.
- Priors Road. The cycle lane switches sides of the road which is impractical. Cottingham to Kingswood. This should be easy as the distance is not far but there is no walking route or cycle route which doesn't involve a long detour.
- Road crossing points - the timing of bike traffic lights to consider traffic speed, flow, and where cars stop. The bike lights at the end of the bike path from Duesberry Street, where it crosses Beverley Road, are dangerous. Cars going north stop directly in front of the cycle path exit (there's no yellow box at the junction) and the cars turning onto Beverley Road from Station Drive are released too soon. When Beverley Road is busy, it's dangerous trying to cross at that point as you don't have time to negotiate the static traffic right in front of you - if you're turning right onto Beverley Road you also have to get around any cars before the cars at the opposite lights attempt to turn right onto Beverley Road from Station Drive. Similarly, other bike lights don't give you enough time to get ahead of waiting cars, causing issues at left-hand junctions, or on-coming traffic wanting to turn right (the junction of Fountain Road and Beverley Road is an example).
- Routes along drains, old drain/railway routes could be improved or created. Some have been proposed along the Holderness drain but the route along Barmston drain would be useful. Only parts of it are traversable but if it was all linked up as a cycle/pedestrian path, it would be a pleasant route most of the way into town. When I have cycled in the past, I tend to stick to back streets, rather than main roads as I don't feel safe or enjoy the ride when it's busy or cycle tracks are on the road. I understand that it is not always possible to have off road cycle paths on main roads but could back roads/tenfoots or routes along drains/old trainlines be used? It might not be so direct but it would be safer and more

pleasant. Raised cycle paths/walkways might be a good idea if possible. The bridge across the A63 seems to have improved cycle and pedestrian links.

- Saltshouse Road, going from Midmere Avenue, stops, so the roundabout at the bottom of Leads Road is not fit for cyclists, so do we just fly off the cycle path near Midmere Avenue to Saltshouse Road?
- Same as i said in the last comment box. Go to Holland, anywhere in Holland, and look at the infrastructure over there. There is a very clear and obvious reason why cycling rates are much higher in Europe. Our current infrastructure is dangerous and is not fit for purpose!
- Segregated protected junctions are essential. You will never increase cycling rates without ensuring segregated lanes continue through junctions. Advanced start boxes are not enough to make people feel safe to cycle on the roads. There needs to be much more segregation from pedestrians too, they do not mix. If theres not enough room for a wide pavement and segregated cycle lane then you must claim car space, not just force the modes you want to encourage to share the scraps.
- Some areas need to be made much safer in general to allow for safe cycling routes. One such example would be Clough Road/Ferry Lane roundabouts, where lack of accurate signage/road markings make it difficult for a lot of motorists, and therefore unsafe for cyclists. Additionally, some road markings (cycle paths included) are SO faded, that it can appear impossible to read them accurately, and therefore makes them hugely unsafe.
- Spring Bank. Newland/Princes Ave (or a signed route through back streets) from the Avenues to Derringham St/Argyle St for the stadium and HRI
- springbank
- Springbank off road where possible
- Stoneferry.
- Sutton Rd Bridge along river Bank. Through beresford Park and onto clough Road. Missing out bev Rd. And there are alot of routes around hull off the main Rd that with a little signage and painted Rd that could get cycles off main routes.
- Sutton Road, Leads Road , Sutton Fields , Cleveland Street, Stoneferry & Bank side area
- The bus and cycle lane on the Anlaby Road was a waste of money. More cyclists cycle on the pavement than the cycle lane. I find cyclists have no awareness for people walking on the pavement.
- The city and the surrounding area is flat, if Hull was in europe everyone would cycle. The current routes city wide are poor and not well maintained. I'm a very keen cyclist and would massively increase cycling access across the city, otherwise Hull will face environmental catastrophe. People need to get out of their cars and quite frankly stop being so bloody lazy. The obesity rate in the city is disgusting. 75% percent of adults are classed as overweight or Obese and this has a massive impact upon health and Local Authority budgets. I can bike the distance it takes to get from Kingwood to Hull in around 10-15 minuets yet every morning, 100's of people jump in their cars to sit in stationary traffic on Beverley road, this is ridiculous, like a person with emphysema sat smoking 20 cigarettes a day. The fact that the council seem to do so little to combat this or to dissuade people form driving, it's astounding. Make cycling a priority, pedestrianise areas, remove cars from the city centre, improve busses and other public transport options and people will use them, I can take my son on a bus into town as 9/10 the bus is late, so you are left waiting around with an unhappy/impatient child. Or the bus doesn't arrive (see same situation) or their is no pram access on the bus as it's in use. If the busses ran more often, where on time and where maintained without graffiti or smelly seats/rubbish etc, then people will use them. The same with biking lanes, walking paths etc. This shouldn't be difficult, and the benefits of supporting active travelling, exercise and health are huge. Take heed from cities like London, Amsterdam, Paris, Singapore etc where people travel on public transport or cycle or walk. Hull is a mess, the city centre is a mess due to a major lack of investment and a change in how people engage with cities after covid. The council own loads of the buildings, let people live in them or use them for business opportunities, stop

letting the city fall into rack and ruin and you will see people come back, work with local businesses who want to see Hull get up off the floor and for goodness sake finish infrastructure projects that drag on and on and on!

- The cycle crossing on Stoneferry at Foster Street is a nightmare. Loads of people don't obey the lights and stop when they should. Had multiple near misses trying to cross to get between Foster Street and the off road Stoneferry track.
- The cycle network route A65 needs serious work, full resurface in my opinion.
- The cycle route that you can use from city centre Charles St across Freetown way the signals are out you wait ages to get the green light I don't think anything is maintained
- The Hull to Hornsea cycle route is poorly / not maintained and not attractive to ride. The Ferry Lane roundabout has not been designed for use by cyclists and is dangerous to use
- The LCWIP currently does not mention the Trans Pennine Trail or the National Cycle Network, despite much of the network being part of the named schemes. It is crucial to include these networks throughout the document or as a separate point to affirm Hull City Council's support for both the Trans Pennine Trail and the National Cycle Network. This inclusion will highlight the importance of these networks and the strong partnership with the Trans Pennine Trail National Office and Sustrans. There is also mention of wheelers – is it to be presumed that the term pedestrians also includes those using mobility aids, wheelchairs / scooters? If so, this should be made clear from the start of the document. All schemes should be designed to a minimum of LTN 1/20 standards and this is referenced throughout the document. Road crossings should include Toucan crossing facilities and side road crossings should incorporate raised tables. Signage to/from TPT/NCN should be incorporated wherever possible. Access controls should be removed if in situ to ensure schemes are accessible to all users. Accessible seating should also be provided to ensure safe resting points for active travel users. Comments on LCWIP Document: Pg 5 - The list of identified Key Walking Routes prioritised for investment are on/near the TPT/NCN network and are therefore fully supported: Anlaby Road: from Hawthorn Avenue towards Hull Royal Infirmary – close to the TPT/NCN Hessle Road: from North Road towards Coltman Street – on the TPT/NCN St George's Road: from Anlaby Road towards Hessle Road – close to the TPT/NCN Boulevard: from Anlaby Road to just beyond Hessle Road – close to the TPT/NCN Woodcock Street / Gordon Street / Cholmley Street: from Hawthorn Avenue towards Coltman Street – on the TPT/NCN Noted that upgrades to cycle parking will be in line with LTN1/20 guidance. 2.1.2 - Some routes still have prohibitive barriers on which are a hindrance to families with pushchairs or those using mobility aids. 2.1.3 - Some routes still have prohibitive barriers on which are a hindrance to tandems or those using adapted bikes. 2.1.4 - The new Hull Cycle Map should clearly identify and brand the TPT and NCN with both logos. 2.9.1 - Both TPT and Sustrans welcome the opportunity to comment on major developments on/near the route to support active travel provision – this does not happen automatically at present. 6.4 - TPT and NCN routes should also include relevant branding which has been agreed by all partners including Hull City Council. TPT logo + NCN logo and number and relevant users. A copy of guidance can be provided contact info@transpenninetrail.org.uk This detail should be incorporated within the LCWIP to ensure it is used on all routes which are part of the TPT or NCN network. Comments on schemes: Preston Road - Southcoates Lane/Preston Road between Holderness Road and Stonebridge Avenue: Not TPT but runs parallel to the north of TPT/NCN along part of Headon Road and crosses proposed Holderness Drain route and Marfleet route. Clough Road - Clough Road / Ferry Lane between Beverley Road and Stoneferry Road: Not TPT/NCN but this route is less than 1km off the TPT/NCN and could link onto the TPT/NCN through quiet streets. A quality off road proposal to replace the narrow on-road cycle lanes along a busy road with draft scheme in place. Feb 2023 consultation – support for crossings to be upgraded to Toucan crossings and side streets to have raised tables. Freetown Way - Freetown Way between Beverley Road and Cleveland Street/Witham: Not TPT/NCN but eastern end lies in close proximity to TPT/NCN and was consulted on as part of 2022 Active Travel Consultation

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with comments asking for clarification on width of active travel provision. Marfleet - Maybury Road / Marfleet Lane between Holderness Road and Hedon Road: Route starts to the east of King George Dock where TPT/NCN is. Could provide another route from communities in Stonebridge Park to access Dock area and also to get to Holderness Drain Route (which could link to TPT if extended. Route also connects to Preston Road Scheme, Sutton Ings Scheme and Holderness Drain Scheme. Cleveland Street - Cleveland Street between Freetown Way/Witham and Foster Street: This route runs parallel to TPT/NCN. Comments from 2023 Consultation: Inclusion of cycle parking would be supported. Relocating lighting columns to back of footway to enable full accessibility is fully supported. This scheme provides a high-quality off-road route to replace the existing poor quality on-road facility. Sutton Fields - Stockholm Road / West Carr Lane between Sutton Road and Holwell Road/Stoneferry Road: Not close to TPT but links to NCN66. Kingswood - Thomas Clarkson Way / John Newton Way / Chalky Path between Sutton Road and Richmond Lane: Not close to TPT but links to NCN 66. Hessle Road - Hessle Road between the city boundary (nr. First Lane) and Rawling Way: Western half of this is currently the TPT/NCN. TPT/Sustrans would welcome inclusion in design meetings/consultations. Sutton Ings - Sutton Road / Ings Road between Leads Road and Holderness Road: Route shown in green. Would cross TPT/NCN along Sutton Road but TPT/NCN goes under road. It is noted that there are quiet roads that could link to the TPT, the Scheme itself should provide link from TPT/NCN to new route. Thornton - Hawthorn Avenue to Ferensway via Woodcock Street, Gordon Street, Cholmley Street, Coltman Street, Bean Street, Great Thornton Street, Pease Street, St Lukes Street and Osborne Street: This is the route of the TPT/NCN as shown below, apart from the re-alignment at the eastern end of the route, and would provide much needed improvements to the network. Please involve TPT and Sustrans on further details regarding this scheme. Hull to Cottingham - Chanterlands Avenue section of the route between St Ninians Walk and Bricknell Avenue: Not close to TPT or NCN. Holderness Drain - Holderness Drain / Exeter Grove / Bilsdale Grove between Salthouse Road and King George Dock/Ferry Terminal: Users part of TPT/NCN at King George Dock/Ferry Terminal. If extended further along north along Holderness Drain to Salthouse Road could also connect with TPT/NCN, with potential better connection to Hornsea Rail Trail. Could be useful for European travellers heading home after completing the Trail. Would like to be involved in consultation re design. The map below highlights how valuable this route would be in connection to the TPT/NCN and the Preston, Marfleet and Sutton Ings schemes.

- The main roads in and out of the city are very dangerous for cyclists even with the improvements that have been made, such as Spring Bank, Beverley Road, Anlaby Road, Holderness Road, Hessle Road
- The path to the MKM stadium was a really useful way of getting from the back of Spring Bank to Anlaby Rd, West Park, Hessle Rd etc. avoiding the very busy Spring Bank West. It would be great to have this open all the time and not just on match days.
- The route from Hull to Cottingham could easily be diverted at Chanterlands Avenue, so cyclists could cycle mostly off road, via Murrayfield Road, Setting Dyke, Cropton Woodland to Snuff Mill Lane.
- The route from Victoria dock past the Deep, a better route through the car park that avoids cycling directly in front of the entrance. Better segregation though Whitefriargate of cycle route and pedestrians.
- The southern part of Beverley Road i.e. from the Haworth Arms southwards. Spring Bank and Spring Bank West
- The state of all cycling routes in Hull in comparison to say, somewhere like Amsterdam is embarrassing. Painting the road green doesn't make it a good cycle lane. The surface needs to be smooth, with traction for cycle tyres. They should NOT be on a shared space with foot pedestrians. Cyclists can travel very fast and cycling on pavements should be banned. Cyclists belong either in their own lanes, or in shared space with motorists.

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- The transpennine trail through Hull towards Hornsea would benefit from improvement. Some of the routes recently had investment into them and new cycle lanes introduced but the cycle lanes were poorly installed and have bumps every meter to meter and a half if additional cycle lanes were introduced there would need to be a better installment of them to make them smoother to ride on. I witness many cyclist avoiding the cycle lanes from holderness road through the city centre down anlaby road because of how they were installed.
- There is an off road route from Hessle (Priory Park) to the city centre (Marina) which runs parallel to the A63, this route would need a small amount of investment - particularly from Hessle Road/St Andrew's Quay to the City Centre as this is tarmacked, however it is often quite overgrown and I'm not sure many people know about it!
- There needs to be a good quality continuous cycle route along the banks of the Humber from the Marina to the City boundary. This should continue all the way to the Humber ridge which I appreciate is outside of the City boundary. It would be a real asset and unlock the Humber frontage which is very neglected in parts
- There needs to be strict speed limits where cyclists share routes with pedestrians. The barriers to separate cyclists from cars are good but get damaged and need maintaining otherwise they are dangerous. Electric cycles should not share routes with cycles unless they keep to restricted speeds. The 2 are not compatible.
- There seems to be a bias towards east/central Hull in the priority routes, so I would like to see consideration given to other west Hull cycling routes. There is little mention of the upkeep and maintenance of some aspects of cycle infrastructure, such as uneven surfaces caused by tree roots; and cleaning and repair of dirty/damaged cycle lane separator wands and signs. Growing numbers of electric cycles and scooters (possibly illegal?) are using current foot and cycle infrastructure, often at high speeds not permitted for e-bikes etc. These pose a risk to cyclists and pedestrians, with little visible enforcement or deterrence. This issue does not seem to be considered in the draft LCWIP.
- Trans Pennine Trail needs a significant overhaul. Tree roots affect ride comfort.
- Univetsity and Newland Ave/Princes Ave/Bev Road/Cottingham Road/Spring Bank/Chants - y'know the part of the city where the most people actually cycle [students and university staff]! It is outrageous that money is being spent on Kingswood - an intentionally car dependant out of town privately developed estate.
- Until they link up to create a full journey, they won't be utilised by 'new comers'. Any missing link breaks the chain and stops the "am I, or my kids safe" decision. Tricky I know, gotta spend and keep spending until there's a tipping point.
- Waste of money because cyclists use pavements anyway and there is nowhere at destination to secure your bike
- We don't need anymore cycling routes the ones installed on freetown way etc nobody uses them causes more congestion let cyclists use the road no cycle lanes. Maybe try fixing pot holes instead of wasting more of our tax money
- Why did it take weeks to introduce Cycle Lanes on roads that are rarely used by cyclists, Freetown Way is a classic example and yet it is taking years to remove them. Cyclists typically ignore Road traffic rules such as Traffic Signals and ride on pavement's putting pedestrians at risk of serious injury. Lights at night seem to be optional and woebetide you if you challenge them. All the time and money being spent on providing for cyclists should be spent on segregating them from the road network and allowing better traffic movement by motor vehicles.
- Willerby/Wold Road into town and University areas. Derringham Bank roundabout is lethal as is Spring Bank(Railway/hymers)
- Wold Road/Wymersley Road = new route Shropshire Close/Priory Road - to Cottingham
- Would like a 'park and cycle' scheme that would encourage people from further distances to be able to do some cycling as they get nearer to the city centre to avoid congestion, parking fees and improve health.

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- yes, Chanterlands Avenue is very dangerous to cycle on due to the parked cars on both sides. Historically you could not park from 7.00-9.30am going into town and 4.00-6.30pm coming out of town and this made the lane clear to cycle on, now you can park there all the time and with the volume of traffic there is no longer any room for cycling as once the traffic comes to a stop due to congestion, the parked cars make it impossible for cycling.
 - Yes. Oak Road between Clough Road and Beverley Road (through park and exit by Riversdale Road) then through the old Endike school field from Beverley Road to Greenwood Avenue
-

Q. If you said that you oppose or strongly oppose having a Local Cycling and Walking Investment Plan please tell us why.

- Because no one will use them no one uses the existing ones
- Because the city as it is isn't suitable for the addition of cycle paths. Where it has been implemented in the past it has been to the detriment of motorists and has caused further delays than before for motorists. The city is congested enough without cutting lanes down to create cycle lanes etc. The city is also spaced too far apart for people shopping to realistically want to cycle anywhere
- Because there not used now, walking i can get behind, but cycling has already had a huge investment in the city and its just not been used, two lanes roads have been condence down to one, traffic is backed up, especialy during Peak and when events sre on in the city, even worse with yhe current works on A63 and potential closire of drypool/north bridge. Hull is a city already awful to drive in, its got a reputation for this and is reducing tourism already.
- Cyclists should be on the road, pavements are for pedestrians
- Focus more on cars and public transport.
- I don't oppose a walking plan, I stronly oppose a cycling plan as I rarely ever see cyclists using the facilities already provided. Feetown Way is one example of thi which is a waste of public funding.
- I oppose this because HCC promised they would alter the existing structure - namely Freetown Way. The public have asked for it to be moved back to 2 lanes, and the bollards removed. At the moment Freetown Way is gridlocked at most times of day. HCC agreed to fix this over 2 years ago, yet it still hasn't happened. It seems to me that HCC are doing all they can to cause misery and chaos for motorists who use our roads daily. It is my view that HCC should fix the problems they already have, and carry out the public's requests before wasting more money on hare brained schemes that nobody asked for, likely at the expense of the motorist yet again.
- It is a waste of money and futile. If people want to walk, they will. Cyclists will continue to use the pavements as they do now and as they have always done.
- It is a waste of money as next to no one will use the routes.
- its a waste of money seen as a lot of cyclists dont follow th rules of the road .. why waste money on them & congest the roads even more , cycle & bus lanes a what is slowing the traffic in hull
- Its a waste of money!
- Money should be spent better
- More important things to spend money on, at the moment electric bikes travel faster than cars, and council police do nothing, walking on pavement is unsafe
- Most people use cars and motorists contribute over £40bn a year in taxes. Give up on the virtue signalling minority and focus on the tax paying majority. Improve the roads!
- Previously, works have been completed which impact road users which can lead to 2 lanes merged into one to make use of cyclists using the road, which due to this means the cyclist is more of a health and safety risk on the road than they are to cyclists on footpaths based

on the amount of people that walk on footpaths and the amount of traffic on the road. No public available risk assessment with this comparable data to back up any theory that the cyclist is safer on the road than they are on a footpath. Instead of monies being spent on roadworks, road / lane closures to make the city a “greener” place, they could tackle the ongoing traffic related issues such as Chapman Street bridge which has been closed for around 5 years already, with no work ever taking place. Additionally, if the scheme of more people generally using a cycle path, then provide an incentive for people to do so; rather than punish those who don't wish to participate.

- The city is already a disaster zone when travelling around.
- The plan makes some dubious proposals. I do not believe the data for cycle usage in this city.
- The only way to reduce congestion in a city is to give people alternatives to driving. This means better public transport and walking & cycling opportunities. It is right that improvements should be made, but must be done in a planned way to make people feel safer to not use the car, such as making junctions and other pinch points more cycle/walking friendly.
- Too much disruption
- Unless you are going to put them on the paths and not narrowing road which causes slower traffic which causes pollution, then don't bother.
- Waste of money, improve roads first

Q. Is there anything else you would like to say about the Local Cycling and Walking Investment Plan?

- A little less conversation and a lot more ACTION.
- A need for a change in attitude from motorists towards cyclists and pedestrians
- A plan is just a plan - the hard part is making it a reality, something this council seems to have difficulty doing. Going on previous 'consultation', the information will just end up being shelved and then another 'consultation' will take place. It would be great to see more, and improvement to existing, cycling/walking routes around the city, but I won't hold my breath!
- ABOLISH THE SHARED CYCLE ROAD
- Active transport is a major way of tackling health inequality, obesity and making Hull a cleaner and greener city.
- Active travel plans and developments to date have all had insufficient/no obvious consideration of the consequences for those with disabilities who are unable to take advantage of them. In most cases they've made things more difficult for those with such disabilities. It's extremely frustrating to be excluded from any benefits of developments and have your life made actively more difficult because of them. Indeed, this questionnaire has made no consideration of these issues.
- Another reason is that you are helping with climate and biodiversity crises. Plan can make it better for wildlife
- Any cycling and walking routes need to be made with the safety of pedestrians and cyclists in mind. Cyclists should be encouraged to use the designated lanes and not just ride on the pavement. Likewise cars should not drive in any cycle lanes.
- As a resident of the Holderness area I feel totally left out from this survey
- As a visually impaired person, I will never cycle if I have to share the road with motor vehicles. Please create more off road segregated cycling routes.
- As I have highlighted in a previous answer, it would be useful if the plan could be expanded somewhat to include what infrastructure development that could take place to allow for a wider acceptance of cycle use, rather than just providing routes and hoping people change behaviours. Building facilities that would allow us to include more cycle events for example in healthy holidays, playdays and other council/hcandl events as well as for leisure use

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would help the wider adoption of cycle use. Leeds Urban Bike park would be a good example. While we have the track at Ennerdale this is under utilised and could be expanded to include handling areas/challenges, pump track, skills area, cycle safety tuition area etc.

- As said, you are trying to 15 minute module Hull and failing.
- Be realistic. The glory days of the 50's and 60's are gone when almost everyone had a bike and used it. We've moved to the era of multiple car ownership and you will not reverse that. A more realistic way forward would be to encourage low or no emissions transport and ensure the road networks fit for purpose which it clearly isn't now. Get rid of bottlenecks where cycle lanes have reduced the lanes available to cars to one. A good example is the junction on Witham at North Bridge. Bottlenecks are on Witham going into town, on North Bridge going out of town, etc. There are too many in the City for free flowing of traffic. Also why not get Chapman Street Bridge reopened? There are few enough routes across the river and this again free up alternative routes.
- Boothferry road was not mentioned at all. Fiveways Roundabout needs specific cycle infrastructure, there is plenty of space and boothferry road also has plenty of space for off road cycle lanes. Anlaby road also requires segregated cycle provision but this was not mentioned.
- Businesses and employers should be encouraged to make their buildings and facilities cyclist and walker friendly. This means having well maintained and secure cycle sheds, and proper shower and storage areas. If a cyclist or walker is travelling any distance to work they should be able to leave wash bags and clothing in a secure locker and be able to get a shower when they arrive. There also needs to be areas to dry clothing and towels, particularly important when it rains as cyclist/walkers can get soaked when coming to work. Nothing worse than having to put wet clothing on to go home. For all its talk HCC is poor in this regard. There are minimal facilities to shower and leave clothing in lockers
- Community support should not be necessary for the implementation of walking and cycling plan. People are bad at envisioning change and will be resistant until they see the benefits. A few nay-sayers have the loudest voice but rarely represent the true feelings of a community. Communities are rarely consulted about road changes because designers realise the community doesn't know best. We need to transition to a society where car use is reduced. That is none optional, the consultation can be on how not whether it is happening
- Consideration needs to be given for mobility equipment being used, wheelchairs, mobility scooters and walking aids as part of the planning. Dropped kerbs are not everywhere, overgrown bushes and parking and obstacles on pathways etc.
- Cycle lanes on pavements is the ONLY way to make me to feel safe on walking around Hull. I believe people should be fined for cycling on the pavement, especially if there is an existing bus and cycle lane on the road.
- Don't waste the money,
- Ensure it doesn't directly impact car users. Not all of us can use public transport daily due to the cost or walk all the time because of distance and time it takes. I walk once a week on a day I can leave earlier due to the time it can take to get to my place of work
- Ensure TV gives this an airing to all persons and mail drop from council
- Every community deserves to feel safe and have good cycling/walking routes. Not only to reduce obesity in Hull (and every city) but also it's good for mental health, whilst meeting the Climate Agenda by leaving the car at home. It amazes me how people take the car to the local shops. I love walking and am lucky enough to have the countryside on my doorstep - not sure I'd want to regularly walk alongside a busy road to walk into the City Centre, breathing in Carbon Monoxide fumes - therefore these routes will need to be heavy with trees/bushes/hedges to encourage more clean air. Thanks
- Go for it, it can only be a good thing! It really needs to be thought out well with integrated planning and foresight on usefulness, not only for cyclists and pedestrians but all other road users as well.

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- Got to spend the money. The pay-back will come. We need to get some people out of cars to stop the road network grid-locking. So, we've got to make those not confident to cycle / walk to feel that. Can we link this in with a bus service in certain areas?
- Great forward planning!
- Great idea. I am looking forward to continuous cycling routes, especially across the Hull/East Riding boundary. I cycle along Hull Road into Hull. E. g. Nice off road shared path up to Bricknell Avenue junction, then on the narrow road. Cycling along Greenwood Avenue, the provision is intermittent and the same along Beverley Road
- Great in principle; shouldn't become overly bureaucratic and be able to act purposefully
- How joined up is it with the ER?
- Hull already has some very good cycle and walking infrastructure, but it can be disjointed at times and my hope for this plan is that a cohesive network of routes develops, making it safer to cycle (i.e. not in shared bus lanes). It would be great if longer term the plan could be connected with ERYC routes to provide easy access to leisure routes in that area.
- Hull City Council, Hull Daily Mail, local commercial and residential developers have a strong anti cycling, pro-car, pro-road building, pro new car parks bias. That's the problem, tackle that or there simply will never be room for active travel infrastructure. I cycle anyway, I believe in critical mass cycling, not waiting for infrastructure that I don't believe will ever actually be prioritised. So prove me wrong.
- Hull has a congestion problem which walking and cycling can help to alleviate.
- Hull is a perfect place for cycling and cyclists should be applauded for lessening the motor traffic on the roads however when the previous cycling routes were put in place I could not believe how horribly anti-cycling some motorists could be towards cyclists. Poor cycling habits should be seen to be addressed too.
- Hull is great for off road cycle tracks. Making some of the on road options safer would be a benefit. This plan is a good idea but should keep in mind there are improvements to be made across the city.
- Hull is such a flat city the fact the cycling fatalities are so poor and fragmented is a massive oversight of the previous council. A city that suffers bad congestion needs bike and walking routes to free up space on the roads. I've cycled in hull to work mainly for over 30 years and I no longer enjoy riding on hulls roads . Bad surfaces and idiot drivers are making cycling dangerous and tiresome.
- I am pleased that cycling and walking are being considered. I used to cycle more but gradually stopped as I found it stressful to ride in busy areas, I would plan routes to avoid this but it wasn't always easy to link existing off road cycle paths and there are few in my area (Beverley road, north of Clough Road). Though I support the improvements to cycle tracks, including off road cycle tracks, along Beverley Road, alternative routes would be beneficial to those who are not confident riding on the roads or would prefer a quieter more scenic route along which to cycle or walk. Although not direct, these routes might be quicker as there would be no vehicle traffic. I generally find it easy and relatively pleasant to walk around the area I live (Beverley Road/Cottingham Road/Newland/The Avenues) but I always seek out the less busy and more scenic routes.
- I am writing to provide feedback on Hull's cycling infrastructure, drawing on my experiences as a resident and cyclist, and aligning with the principles of effective active travel. While I welcome the ongoing consultation for the LCWIP 2025-2035 and recent positive steps like the Freetown Way scheme and the planned CYCLOPS junction at Blundell's Corner, there are critical areas where Hull currently falls short of best practice and needs significant improvement to genuinely encourage cycling. My primary concerns revolve around the quality and true usability of existing cycle lanes, the pervasive issue of parked cars, and the lack of consistent, dedicated infrastructure between key routes. 1. The Illusion of Cycle Lanes: "Painted" vs. "Protected" Infrastructure Many of Hull's current cycle lanes, such as those on Bricknell Avenue and Hessle Road, are defined by broken white lines. These "advisory" lanes, while present on maps, are fundamentally flawed. They: * Permit Parking: The broken lines often mean cars are permitted to park within

these areas, or frequently do so unchallenged, rendering the lanes unusable for cyclists. This forces cyclists into the main traffic flow, negating the very purpose of a cycle lane. * Offer No Protection: Research consistently demonstrates that painted cycle lanes offer minimal to no physical protection from motor vehicles. Studies, including those from London, have even indicated that advisory painted lanes can increase the risk of cyclist casualties compared to having no infrastructure at all, as they create a false sense of security for both cyclists and drivers. * Are Cycle Lanes "By Name" Only: They do not provide the dedicated, safe space necessary to encourage less confident cyclists or families to choose this mode of transport. For these lanes to be effective, they require physical segregation, similar to those being developed in other progressive cities.

2. The Dominance of Parked Cars and Lack of Priority for Active Travel Across many major routes and residential "avenue" roads in Hull, such as Chanterlands Avenue, Cottingham Road, County Road North, Fairfax Road, Calvert Road, and Princess Avenue, parked cars significantly impede movement for cyclists and pedestrians. * Road Narrowing: These parked vehicles effectively reduce multi-lane roads to single lanes in many sections, creating bottlenecks and forcing cyclists into direct conflict with moving traffic. This is exacerbated by the increasing size of vehicles, particularly SUVs. * Pavement Parking: The widespread issue of cars parking fully or partially on pavements forces pedestrians, including those with pushchairs or mobility aids, into the road, and often forces cyclists onto even busier routes or into dangerous manoeuvres. This clearly prioritises car storage over the safety and accessibility of public spaces for walking and cycling. * Safety Compromise: This prioritisation of parked cars over the safety of vulnerable road users sends a clear message that cycling and walking are secondary considerations.

3. Fragmented Infrastructure and Constant Give-Way Requirements The lack of continuous and high-quality cycling infrastructure between major roads is a significant barrier. Even where painted lanes exist, such as on Priory Road and other areas in East Hull, their placement on footpaths with frequent side roads and drive entrances means cyclists are constantly required to give way. This creates a frustrating and inefficient "stop-start" experience that discourages cycling, particularly for utility journeys. Effective cycle infrastructure should aim to maintain momentum and priority for cyclists, with well-designed crossings that minimise interruptions, rather than effectively re-routing cyclists to give way at every potential conflict point.

4. Falling Behind Other Cities: The "Build It and They Will Come" Principle Hull, with its flat terrain, has immense potential to be a leading cycling city. However, we have fallen significantly behind our neighbouring cities like Leeds, York, Sheffield, and London in developing genuinely safe and comprehensive cycling networks. These cities have demonstrated that investing in high-quality, physically segregated cycling infrastructure leads to a substantial increase in cycling uptake. The principle of "build it and they will come" is supported by abundant evidence: when safe, direct, and convenient routes are provided, more people choose to cycle.

Recommendations for the LCWIP 2025-2035: To truly transform Hull into a cycle-friendly city and achieve the ambitions of the LCWIP, I urge the Council to:

- * Prioritise Physically Segregated Cycle Lanes: Move away from advisory painted lanes and invest in dedicated, physically separated cycle tracks, especially on major routes and strategic links. This is the only way to provide the necessary safety and comfort to encourage a wider range of people to cycle.
- * Reclaim Road Space from Parked Cars: Implement stricter enforcement of parking regulations, particularly concerning pavement parking and parking within existing cycle lanes. Explore innovative solutions for residential parking that do not compromise active travel routes. Consider residents' parking schemes that free up strategic cycle routes.
- * Ensure Continuity and Priority: Design cycle routes that are direct, logical, and minimise unnecessary stops or "give way" points at side roads and driveways. Junction design must prioritise cyclist safety and flow.
- * Learn from Best Practice: Continue to study and adopt the successful strategies and infrastructure designs employed by leading cycling cities in the UK and internationally.
- * Embrace the "Build it and They Will Come" Mindset: Recognise that significant investment in high-quality

infrastructure is a prerequisite for increasing cycling modal share, rather than waiting for demand to materialise on unsafe routes. Thank you for the opportunity to provide this feedback. I am optimistic that the LCWIP 2025-2035 will mark a turning point for active travel in Hull, provided it is underpinned by a commitment to genuinely safe, direct, and accessible cycling infrastructure.

- I believe this will be good to have as there are too many cars on the roads now and if this can assist even a few of those to walk or bike then it will be good for the city.
- I cannot see how the case is made in this document around justifying the continued disproportionate investment in cycle provision considering the under utilisation of the current network. The document itself identifies on P17 that usage only accounts for between 4% and 6% of 'traffic' on our major routes in the city, with no allowance made of the clear multi occupancy of motor vehicle traffic (such as taxis, buses and family cars), which acts to reduce this already low percentage further. The document also outlines multi-million pound investment packages alongside other schemes such as the cycle hub and Stoneferry improvements. In total this looks to be somewhere in the region of a £4.1million investment since 2020. So, taking these two sets of figures on face value and using them with the working age information (mainly for comparison) it is possible to identify that each of the 11,200 working age people (6.4% of 176k) who seem to cycle to work daily has had £364 spent on them to improve their cycling experience. While this seems a small amount. If the same pro-rata figure was applied to the remaining working age road users (some 164k) the total spend on additional road improvements between 2020 and 2022 would have been £60million. Over 23 times the highway budget shortfall of £2.3million identified by the leader of Hull City Council in 2021-22! There is also no case made for the value for money aspects of the investment made so far. Just looking at a couple of important metrics. Firstly, cycle casualties, these have not reduced considerably over the last 5 years, with no real reduction at all in the first 2-3 years after the main set of cycle ways were introduced. Secondly, cycle usage, it is clear that this has declined in the last 10 years (as cited in the document at Table 4) from 8.2% to 6.9%, with 1 to 2 years of that decline being after the initial cycle improvement expenditure outlined. This 'flat lining' could also be extrapolated from the information at Table 1 where the percentage of cycles on most routes is well below 6%, without the issues highlighted above around multi occupancy vehicles which would work to reduce this percentage further. So, what value has every person in Hull got out of the £4.1million investment? Many will say it has made their quality of life worse by introducing congestion, confusing road layouts and increased travel times. Against this backdrop the document outlines an ability to spend a further £35.8million focused exclusively on cycle way improvements, with no indication of any current and associated ongoing maintenance costs or whole life costings over a 10 or 15 year period around these proposed schemes alongside the existing schemes. This need a lot more investigation I think to ensure we are not signing the council tax payers up to ever increasing costs which are being directed towards less than (in reality) 5% of road users. The desire lines work is excellent and something that is needed to ensure investment is focused correctly. Unfortunately, the associated appendixes, especially Appendix 11 which outlines the improvement schemes, is not visible to me. I can therefore not comment on the validity of spending £3.25million on Preston Rd, or £3.1million on Spring Bank. Personally, I would have liked to see a focus on improving segregation at pinch point on our network and locations where there is a clear risk to those cycling. For example at Roundabouts or where historic highway schemes have introduced conflict between different transport modes, such as where traffic islands have been badly located. With the clear aim of both reducing the unforced near/dangerous pass rate (i.e those where motorists have simply misjudged road conditions of layouts) and making the navigation of these locations by cyclists less stressful, daunting and safe for those of all abilities. Doing this may not fill government quotas around 'miles of cycle lane' provided but would, I think, do a lot more to encourage people to take up or move back to cycling regularly. In summary, the document is a good starting point and one that is needed if we

are to open up targeted government funding. It is comprehensive and has some good analysis which can be used to evidence bids and access grant funding. I've outlined where I see some main weaknesses in that I think it needs more on: - The value and holistic community wide benefits of recent investments, - How future revenue maintenance and whole life cost pressures will be managed, - Lessons that have been learned from recent investments, - How these lessons will be taken forward, and - How the balance between the minority cycling users of the road can be balanced against the clear huge majority still using their motor vehicles.

- I strongly suggest that you read and take onboard the criticisms and recommendations made in the CycHull response to the draft LCWIP - <https://www.cychull.org.uk/s/CycHull-LCWIP-response-final.pdf>
- I support a SENSIBLE cycling and walking plan, and feel that Hull can benefit from this as long as cycle paths are away from the road, you want to ease congestion and get more people cycling and walking, however, taking up vehicle lanes with cycle lanes just makes traffic worse for those unable to have the options of cycling or walking. Due to health issues I am unable to cycle at all, and unable to walk far, this is why I use a car for work and all journeys that are not close by plus as a Adult Social Care worker, I have a laptop and other items I could not carry on a bike. Pushing cycling and walking to everyone is not helpful or safe, social media keyboard warriors and the plan makers do not seem to understand that some jobs also cannot be done on a bike, such as home carers, mobile cleaners, and other jobs that require taking equipment with them, and some people simply are unable to cycle or walk everywhere.
- I think more should be done to encourage people to get on a bike and have access to one. It is great to provide the infrastructure but if people are unable to either ride or access a bike then it is a waste and just builds up resentment from motorists, furthering anti-cyclist bias.
- I was under the impression that according to Mike Ross funding was in place to reverse the cycle lanes in Freetown Way, at least a year or more ago? Why is it still single lane traffic both ways?
- I would like you to refer to a 'local cycling, wheeling and walking plan'.
- I would never cycle in Hull . It is too dangerous . The roads and traffic is crazy in Hull. It takes me nearly an hour to travel across the city in my car from Victoria Dock to Silverdale Road. Imagine how long and scary it would be cycling!
- If we cant make Hull a safe city for cycling we are failing the people of Hull.
- If you're going to be tied up in red tape, waste money on pointless schemes and not bother listening to the public, don't bother.
- Important to coordinate with ERYC for linking West Hull villages to city of Hull. A job for our mayor???
- Improving and protecting walkers and cyclists will encourage more people to walk and cycle. It will also make motorists more aware of the safety and rights of these groups and hopefully reduce the negativity of drivers views towards cyclists
- Individual scheme comments noted earlier. The Trans Pennine Trail has a wish list of investment needed in each area of the Trail. These are agreed with our Local Authority contacts. The details we have listed for Hull are: Hull city centre to boundary (Holderness Drain) - resurfacing. Humber Foreshore - upgrade to make accessible and include cyclists. St Andrews Dock - bridge over St Andrews lock gate. River Hull - look at riverside accessible route. Ferry Terminal route - part of proposed Holderness Scheme East side of Holderness Drain - alternative traffic free route. Access controls - remove/redesign to make compliant Throughout Hull - apply green surfacing Harthill Drive to Rawling Way - reconstruct to LTN 1/20 standards. Hull City Council has also taken part in the Trans Pennine Trail's Accessible Mapping which helps those using mobility aids better assess which sections of the route would be suitable for them to use. The mapping is shown on our website <https://maps.transpenninetrail.org.uk/map/tpt-map/> and guidance to the scheme is shown here <https://www.transpenninetrail.org.uk/accessibility/accessible->

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mapping/ Hull are encouraged to look at further measures that can open up further opportunities to grade more of the route as Accessible to All.

- Invest in the walking plan. Scrap ideas of investment for the cycling plan. Until current developments are policed and cyclists made to use them instead of the public footpaths, being a danger to all who walk on them, there is no point. Cycle paths are currently a waste of investment. Safe walking routes that are lit, maintained and signposted is much more valid an investment.
- It does not go far enough and doesn't adequately address the issues facing cyclists on Hull's roads.
- It is a waste of money and futile. If people want to walk, they will. Cyclists will continue to use the pavements as they do now and as they have always done.
- It is much safer to use cycle tracks and paths for walking as you are aware from cars, trucks and buses.
- It is time that priority is given to cyclists and walkers. The car needs to take second place in the planning of city and residential areas.
- It should be integrated with East Riding (the cycling plan). Cycle paths should be built that are fast and direct with priority at side streets.
- It would be so beneficial for the city as Hull and the surrounding areas are so far behind other cities.
- It's a waste of time and our money
- It's a complete waste of money and resources.
- It's a complete waste of money, but you'll do it anyway.
- Keep the idiots wearing masks intimidating cycle path users off any new path should be for cycle users or separate path for walking as even riding on the green part of cycle path two many dog walkers on our path this should be stopped
- Lots of things need to improve to make such a scheme work, including repairing/maintaining existing road markings/signage. The "flow" of traffic in the city makes it incredibly difficult to navigate, and as motorists become more aggravated by this, it makes it more likely that they would not pay enough attention to cyclists/pedestrians using areas on/near their lanes. Existing routes need to be made much safer before committing to newer routes.
- Make all bikes nationally have a number plate so as cameras can fine them for riding on pavements.
- Make plans for how to overcome the incompatibility of electric scooters, electric bikes and mobility scooters, cycles and pedestrians. Important to note that ordinary bikes are often put in danger by electric bikes as are pedestrians by all bikes, scooters and mobility vehicles. Speed limits will need to be enforced.
- Make then safe for people to use and stop motorised vehicles using them
- More frequent maintenance/checks should be done on the old railways converted to cycle tracks. The state of the surfaces in many locations are in a state of neglect and in serious need of resurfacing. The checks should be carried out with someone actually cycling. Someone walking unless they cycle often themselves, can not properly assess how bad it is for cyclists.
- More joined up between Hull and East Riding i.e. Cottingham - Kingswood. Also it would help if cycle storage facilities were logged somewhere. It is frustrating/off putting to travel somewhere and have the worry around where you will store your bike. When we send out event invitations we say "free parking available at XXXX" but don't ever say about bicycle storage.
- Must be safe for women
- Need to make it more appealing to walk rather than giving so much space over to car drivers, would be better to reduce road widths and plant more trees ect
- needs more discussion at a local level to understand the needs etc

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- Needs to be policed. Stop cyclists travel off the network onto normal footpaths that are not designed for cyclists and pedestrians on the same path
- One would like to know how much this report has cost. It's 65 pages long and I suspect few will have read it or understand it.
- Only support the Walking plan, cyclists get enough attention already.
- people who use their vehicles for short journeys could be asked about why they do this and the cycling and walking plan put in place to tackle some of these perceived problems eg, its quicker, they have kids to get around, don't want to get to work all sweaty, roads are not safe for cyclists. make the car journeys unattractive while promoting the walking and cycling, eg increase bus lane times, have cycle only lanes, use street furniture to slow traffic. we were supposed to be becoming a leading "green city" but that never happened. we have an obesity problem, particularly in children due to parents passing on unhealthy habits, perhaps this is a chance to improve those issues too. People will not change their habits unless forced to. Its not just about making greener transport more attractive its also about making other transport less attractive.
- People will cycle or walk not because you want them to but because they want to. The single biggest thing you can do that will encourage more people to walk and cycle is to make it safe for them to do so, especially at night in the winter.
- Please invest in Sutton Road, Leads Road , Bransholme, Stoneferry, Cleveland Street & Bank side to Freetown Way
- Promote existing cycling routes more. Maintain existing cycling routes better.
- Remove conflict segregate walking cycling driving as much as possible. Buy up pinch points as near Air St to widen cycle/ footpaths
- Safety must be a priority. Need to educate car drivers and cyclists that they're supposed to give way to pedestrians waiting to cross / already crossing since the change in the Highway Code. Saner street junction on Anlaby road being quite difficult to cross. Already a cycle lane all the way down Anlaby rd, cyclists need educating in riding on the road and not pavement. I regularly walk down Anlaby road from Anlaby to work in town and lose count of the many cyclists on the pavement, often wearing cycle helmets and other cycling safety items but where is my protection as a pedestrian ! I suggest that the powers that be, actually walk these routes themselves so they can experience the struggles of a normal pedestrian. Keep cyclists on the road.
- Spend the money elsewhere, create better security and facilities in parks, create better security on popular dog walking routes, introduce secure areas for dogs in popular parks. Tackle fly tipping. Invest in better lighting. Look at public car parks and reduce the cost or at least make the spaces slightly bigger, there very tight as it is. There so much more that can be done with funds instead of wasting it on things that are not even used as it is.
- stop giving away to nimbys, quite frankly i couldn't care less what impact a cycle lane has on a driver as the cycle lane is much more important, people will adapt if forced, they wont if their precious opinions are consulted at every turn, these overweight, obese idiots need to stop dictating the future of the city and its infrastructure.
- Striking a balance between walking, cycling and other road users is key to success. Transparency and showing how improvements can benefit all road users could help.
- Take all cycle lanes off the roads. This causes congestion hence more pollution. Done cyclists for not obeying the law. ie. Running red lights etc.
- The Avenues gets a lot of investment already and there are streets on Avenue Ward, particularly around the edges, that get ignored. It would be great if you'd look at those.
- The people are not interested.
- The Plan as it stands is too focussed on cycle journeys being for commuting. It takes no account of journeys for utility / errands, that don't align to commuter routes. This is reinforcing the longstanding approach in the city - the reason why we have the sub-par cycle routes along the main arterial roads - and offers no scope for evolution beyond this.

The statistics in the report reinforce the commuter-centric status quo by surveying journeys that already take place, and not investigating the journeys people want to take, but don't. This would give the Plan a broader and more useful scope, and fit in with peoples' lives better, for more journey types. Additionally, Central Ward should be included in the neighbourhood areas that should benefit from internal infra improvements, in line with the concept for a 'mini Holland' in Central Ward that was previously proposed.

- The plan is movement in the right direction, and i want to thank the council for considering this plan. Any investment in walking and cycling infra is a net positive for Hull. Hull is a very car-centric city and currently people only cycle if they are too poor to drive or if they earnestly try to live more sustainably. This is because current cycle routes dont connect where people live to the places they want to go, and public transport is extremely lacking for a city of 250k. As a result, we see a polluted congested city that is not moving fast enough to change this. Safe, connected, well maintained and high quality cycle routes that protect users at junctions are the key to solve the citys financial and transport sustainability. There will be a lot of pushback to these upgrades from motorists who think these plans are not for their benefit, and the council must explain that they actually are, and not bow to any pressures from motorists, who are an already highly subsidised and catered for segment of the population. Other Northern cities in the UK such as Middlesborough have zero plan, and those cities are the ones that will carry on stagnating in the next few decades.
- The provision of fixed computers in HCC to reduce the burden of carrying portable devices
- There are lots of inexpensive solutions in my area that would make cycling safer, like repairing cycle lane markings and bollards, preventing vehicles being able to stray or park on designated cycle lanes, make it safer for us to turn right on busy roads and allow straight ahead and left turns where possible !
- They should prioritise and maintain the existing cycle routes and then move on to new routes from their.
- Thi survey is very difficult as I do not know most of the areas
- Things to do with cycling routes: From Cranbrook Avenue/Cottingham Road the branches overhang from the trees, so they hang over the cycle way on the road. Still on Cottingham Road - near Ashcourts and Newland Avenue - go down there on a bike, its not wide enough, so I just go on the pavement. It is not easy to report lights out or rubbish on cycle paths, either they don't get done or people in the council don't know where you mean. I have mentiuned about Saltshouse Road is a busy road and I don't know that a cycle path would fit in that area. I think before you think about cycle paths you need to maintain the ones you have and you DON'T. There is a stretch of cycle path just past Waterloo Street, all green, yesterday, after heavy rain, you couldn't use it. What a waste of money. Its between Goodrich Close/Lichfield Close and its often got glass on it, or, bit further just past the school, the cycle path has dog dirt on it. Also, people just walk on the cycle path and don't like to be told to move. That is why I think a safer route on the road would work better. Also, masked cyclists are frightening and this is during light nights.
- Think of other areas that are traffic heavy, have schools.
- This is a stupid question. Local authorities in England are required by central government to prepare a Local Cycling and Walking Infrastructure Plan.
- This moving the deckchairs around on the titanic does not deal with 'the issues' in anyway. The roads in Hull are overly congested because of what you have allowed to be done in the previous years. This appears that you intend to blindly continue
- This needs proper joined up thinking to reduce car use, and the realisation that making car use less convenient. A LCWIP along side better public transport is a way to good way to acheive this.
- This plan with help with better health, better personal finances if cars are not used and of course will help with the challenge of the environmental crisis.
- Waste of money
- Waste of money, improve roads first

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- We are now an extremely un-healthy city and yet in design we are a flat area, the same as Amsterdam and yet getting from A to B has become harder to do. We have prioritised the car as the main vehicle and yet it has become too congested - In the from 70s to 90s I felt safe on the road cycling and at the same time get almost anywhere around this city by bicycle and stay get fit/healthy - Eg my daily route was living Holderness road area, to working on Sutton fields, to visiting family on Bransholme, to then visit friends on Ings road ended up back home to Holderness rd creating a full circle - wouldn't do it now, too dangerous, congested, polluted air and loss of green spaces, safety
- We don't want 15 minute cities.
- We don't want it! You're making a problem out of nothing!
- We need to invest in our cycling and walking infrastructure, but not at the expense of the driving public, who are the majority of travel/road users. Walkers, cyclists and motorists should all be able to use the network together
- Why no community involvement before producing a draft? why concentrate on busy on-road schemes?
- Would be good to get the funding.

“Other” Responses

Q. Which of the following describes you?

- I support active travel across the uk
 - I use the facilities that are available in Hull
 - Retired, used to work in Hull.
 - statutory advisory organisation - East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum (JLAF)
 - support family in Hull
 - Trans Pennine Trail & Sustrans
-

Q. For which of the following reasons do you regularly walk?

- Around my work site
 - Church
 - Community group called Molescroft Wildlife Network
 - Commuting between work places
 - Dog walking
 - Dog walks
 - Price of bus fares
 - Relaxation
 - School run
 - To generally get around.
 - To walk the dog.
 - To wear out my son
 - Walk my dog
 - Walk the dog
 - Walk the dog
 - Walking the dog
 - Walking the dogs
 - Work in the community.
-

Q. You said you do not regularly walk. Please tell us why

- Prefer to cycle
 - Prefer to cycle
-

Q. For which of the following reasons do you regularly cycle?

- Attend appointments
- Childcare
- Church
- For sport
- Going to allotment

- I cycled around East Park and feel ok to frightened to cycle on the roads as I am 78 and cannot trust the cycle lanes
 - To go allotment
 - voluntary work
-
-

Q. You said you do not regularly cycle. Please tell us why.

- Difficult to motivate when not working
 - don't own a bicycle
 - The places I often have my disabled father with me
 - The road surfaces in Hull are frequently poor; putting cycle lanes 'in' is all well & good but it is being put onto the 'road' where cycles already are How would this system a) make cycling safer, b) reduce traffic c) make the already over congested road system of Hull better in any way
-
-

Q. Generally, how would you prefer to see cycle routes developed in the city?

- Cyclists need protection from all other road traffic as they are ignored. Parking in cycle lanes should be fined and removed. Pedestrian safety is key to making more people cycle - to do this, segregate the traffic so pedestrians are safer!
- Doesn't really matter as the amount of arguments I've had with people riding on the pavement and nearly knocking you down. Especially electric scooters. Even when there is a cycle path in the road.
- It is a good idea if bikes had bells to let you know they are approaching.
- Old railway lines
- Simply reduce habitual non essential car use through banning free parking spaces for able bodied people
- The cycle lane on Freetown Way needs removing off the road immediately
- Whatever helps nature. The new walkways and cycle ways won't help me as I'm not local but I support them

Responses Received In Addition To The Survey

In my opinion, I believe that the plan is not ambitious enough for these times.

The proposed system scoring system is inadequate and I hope it can be revised?

It introduces barriers that I believe will, in effect, obstruct necessary development and retain the status quo.

I feel the other council policies should not be lumped in together, should be considered on an individual basis.

The "impact on other road" users section is especially problematic. Presumably the term "other road users" is a euphemism referring to private car users as this tends to be in council active travel documentation? Ergo, this scoring system still prioritises cars, to the detriment of pedestrians and cyclists, and against road hierarchy. In places, perversely seems rigged against those who it should prioritise.

The scoring also relies on reductionist tropes and lazy assumptions.

It mentions "measurable impact" on "other road users" (private car users), inferring negative connotations. I drive (and cycle) - I would not have an issue with the removal of parking or a lane to establish a high quality active travel network leading to modal shift. I understand in the long-term this would result in less demand on the general road network, and that removing parking on busy through-fares can improve traffic flow (the scoring ignores this). These long-term benefits that are observable in cities like Paris and Amsterdam. The scoring is wrong to presume my attitude.

In light of the recent council decision to rescind lengthened bus lane hours in response to what were unproven claims, ignorance, and mass hysteria - damning cyclists to dangerous roads in the process - how will potential "impact on other road users" be measured by the council? I would like to see the LWCIP instil practises involving more robust measures for schemes that use actual facts to dictate policy and not just unfounded public outrage.

Regardless, of the above - minor "other road user" inconvenience should not outweigh the public need for better air quality achieved via modal shift, or my right to use a road safely as a cyclist.

Regarding schemes being dependent on active travel funding - as well as seeking this funding, I would like to see the council divert more of its own funding into active travel schemes instead of expensive pro-car schemes. The LWCIP does not offer financial arguments for segregated active travel infrastructure - it is cheaper to install that general road infrastructure for general traffic, having a small imprint, and cheaper to maintain as it not being subject to the same stressors - for example, bikes are lighter than SUVs.

Regardless, the council could develop a policy similar to that used in European countries by installing infrastructure at opportune moments, rather than expensively retrofitting it. For example, Holderness Road was recently repaved, and curbs were relaid, this would have been an ideal time to add new protected bike lanes however they were not.

Dear Sir / Madam,

with great interest I have been reading about your future plans for the Hull cycling infrastructure. Unfortunately - and despite me being quite well informed in the scene, I did not stumble upon it earlier than today (well after the end of the survey) and have not heard about the public consultation in any other way as well. If possible, I would still like to add a few comments as an interested cyclist, who is using many of the routes you intend to work on in the future.

First of all - should participation levels have been low, it might be worth to extend the time to answer the survey, as I would assume that I'm not the only interested member of the public who may like to participate.

Secondly I'd like to thank you for giving this matter your time and effort. Furthermore many thanks for appreciating as well, that some of the designated cycle paths currently don't create a (perceived) safe and pleasant environment for cyclists in your report. I think, this is something that is difficult and important to address, when trying to get more people to use bikes in the future, so thank you for that as well.

Thirdly, lots of the data you are using is based on the 2021 national census and therefore more likely skewed towards effects of the COVID pandemic and will likely need updating to reflect current trends and developments such as the change to bus/bike paths on main roads in Hull.

Unfortunately, there is no mention of the Transpennine trail, which could be a major attraction point for cyclists for the city (with many already using this), that unfortunately requires addition route changes wg Bean ST / Coltman Street connection and St Nectan close. A waterfront path along the Humber would be the most desireable way and could be combined with plans for the cruise terminakl at St Albert Dock / dockland.

Perspectively the Hull to Withernsea trail could be a good cycle path adding another destination from Hull on the coast accessible via bike (additionally to the Hornsea trail). In it's current form the area outside Hull would need significant work, but could be performed as part of a broader scheme for the area involving the new mayoral office and thereby generating funds to improve the section in the Hull city borders as well.

Currently, there is no mention of Anlaby Road, which connects the HRI to all other parts of the city and currently does not offer a safe cycling environment to one of the city's main employers.

I think my main point would be proposing a dedicated bike path along the Beverley and Barmston drain from Clough road running along the River Hull and joining Freetown Way

1. This would connect several important bike paths (Clough Road and Freetown Way on the North and South as well as the Hull-Hornsea cycle trail (running East-West in the middle))
2. It would provide a direct connection to old town and the fruit market area for the Avenues, Sculcoates and Wilcolmlée area as well as cyclists from the Norther end of Beverley road and the connected areas (eg residents of the planned buildings on St Peter Street / Tower Street to the Avenues or north bound).
3. Running along a waterside it would be a highly attractive and safe path that would encourage cycling into old town / fruit market and the city centre as well as north bound onto Clough Road and connected areas for people who would hesitate to use on street cycle lanes such as Beverley Road
4. It would provide tourism benefits as it would directly connect the Hornsea cycle trail to Dock office row / High street with direct access to the new Arctic corsair Museum and the Museum quarter, which could make access to funds easire as it would be part of sustainable tourism infrastructure. It could be used to upgrade the Transpennine trail to pass the museums to generate further visits in the sites.
5. Parts of this trail already exist connection between Bridlington Avenue and Sculcoates Lane and it could be used to gradually extend this trail from this site.
6. Parts of this trail are open plain such as the bank of the Baeverley and Barmston Drain and the River Hull next to Wilcolmlée Street
7. Parts of this trail could be used as flood protection works with a raised cycle path on a dyke providing additional defense to the close by neighbourhoods, which could achieve access to further funds
8. It would bring the waterways of Hull closer to the people in the city and increase the general attraction of the city and commuting.
9. This could be a good alternative or addition to the planned Cleveland street cycle way (#5)

