

Response to Worcester LCWIP



Network consultation

October 2025

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Network consultation - Bike Worcester

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General comments/observations

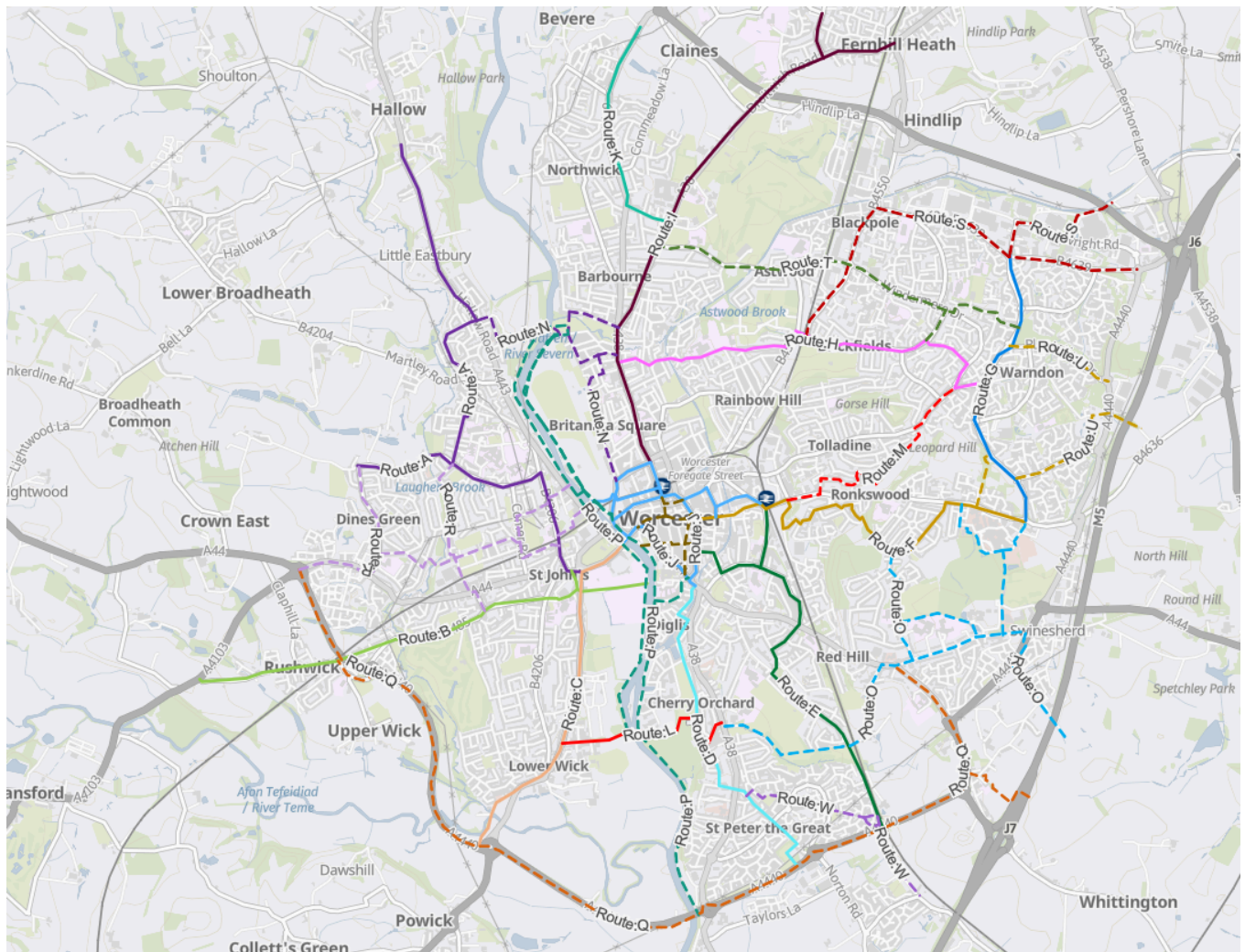
Bike Worcester considers the network proposal as part of the Worcester LCWIP consultation as a positive step to encouraging and enabling short journeys by bike within Worcester city limits. As a community, Bike Worcester would be delighted if a high quality, safe and intuitive cycling network was implemented across the majority of the proposed routes.

Please refer to the link below to a Google Map, where we have provided additional detail of the following issues that are difficult to communicate in text:

[LINK TO EDITABLE MAP](#)

- Identified Primary Routes that need little improvement (should be secondary)
- Identified Secondary Routes that are higher priority (should be primary)
- Identified existing routes not shown in LCWIP (eg. existing NCN) that are part of the existing network
- Identify existing used routes that are part of the existing network that need improvement
- Identify required routes missing from the LCWIP (eg. Fernhill Heath to Blackpole)

Map of proposed routes



Specific feedback on proposed routes

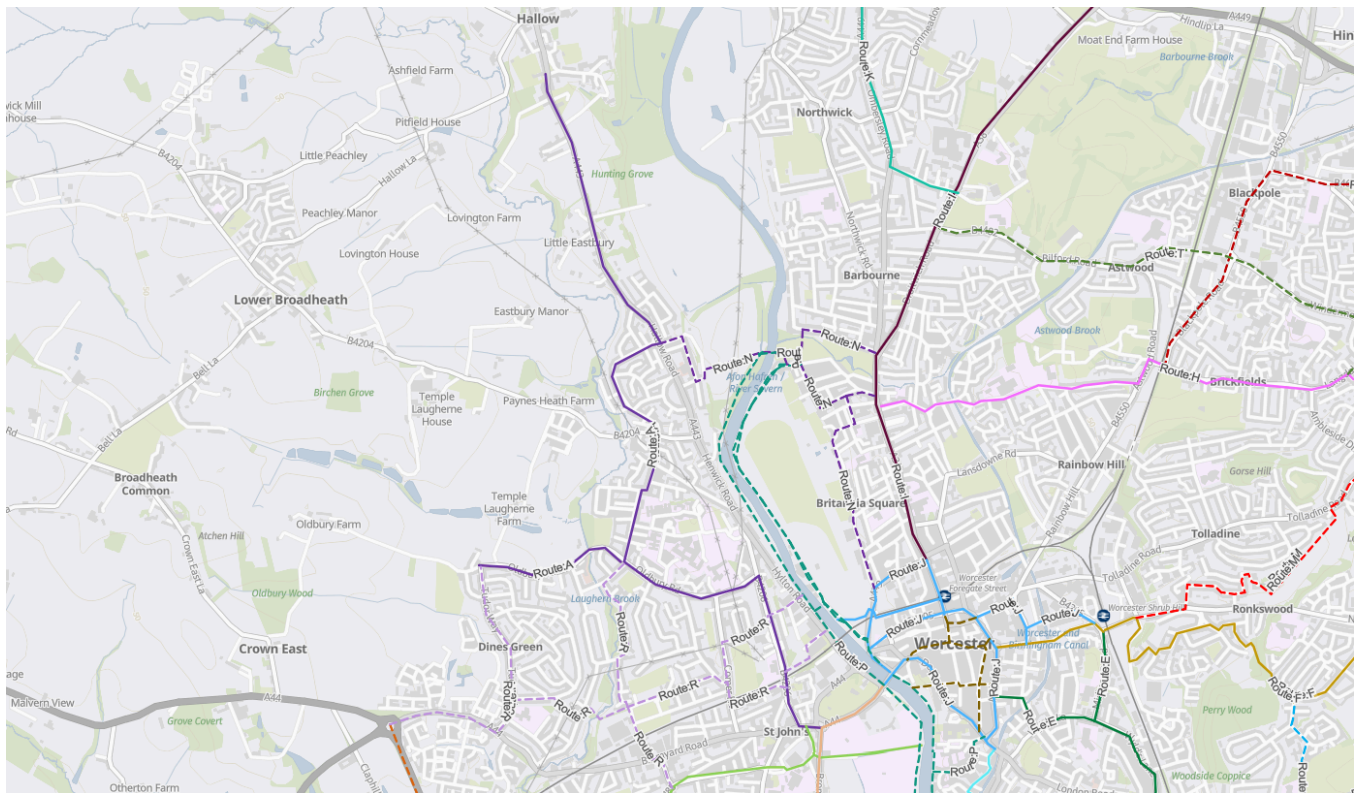
Primary routes

- [Route A \(Primary\) - Hallow to St John's and Dines Green](#)
- [Route B \(Primary\) - Rushwick to St John's and Riverside](#)
- [Route C \(Primary\) - Powick Roundabout to Worcester Bridge](#)
- [Route D \(Primary\) - Power Park to Sidbury](#)
- [Route E \(Primary\) - Broomhall Bridge to City Walls Road and Shrub Hill](#)
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- [Route G \(Primary\) - Worcestershire Royal Hospital to Warndon](#)
- [Route H \(Primary\) - Warndon to Barbourne](#)
- [Route I \(Primary\) - Fernhill Heat to Foregate Street](#)
- [Route J \(Primary\) - City Centre Loop](#)
- [Route K \(Primary\) - Bevere to Droitwich Road](#)
- [Route L \(Primary\) - Lower Wick to Cherry Orchard](#)

Secondary routes

- [Route M \(Secondary\) - Shrub Hill to Warndon](#)
- [Route N \(Secondary\) - Hallow Road to city centre via Kepax Bridge](#)
- [Route O \(Secondary\) - Cherry Orchard to Worcestershire Royal Hospital](#)
- [Route P \(Secondary\) - Kepax Bridge to Diglis Bridge \(Carrington Bridge\)](#)
- [Route Q \(Secondary\) - A4440 Southern Link Road](#)
- [Route R \(Secondary\) - Dines Green and St John's links](#)
- [Route S \(Secondary\) - Brickfields to Wainwright Road](#)
- [Route T \(Secondary\) - Barbourne to Warndon](#)
- [Route U \(Secondary\) - Worcestershire Royal Hospital to Worcester Six Business Park](#)
- [Route V \(Secondary\) - City Centre Loop \(secondary network\)](#)
- [Route W \(Secondary\) - St Peter's to Brockhill Village](#)

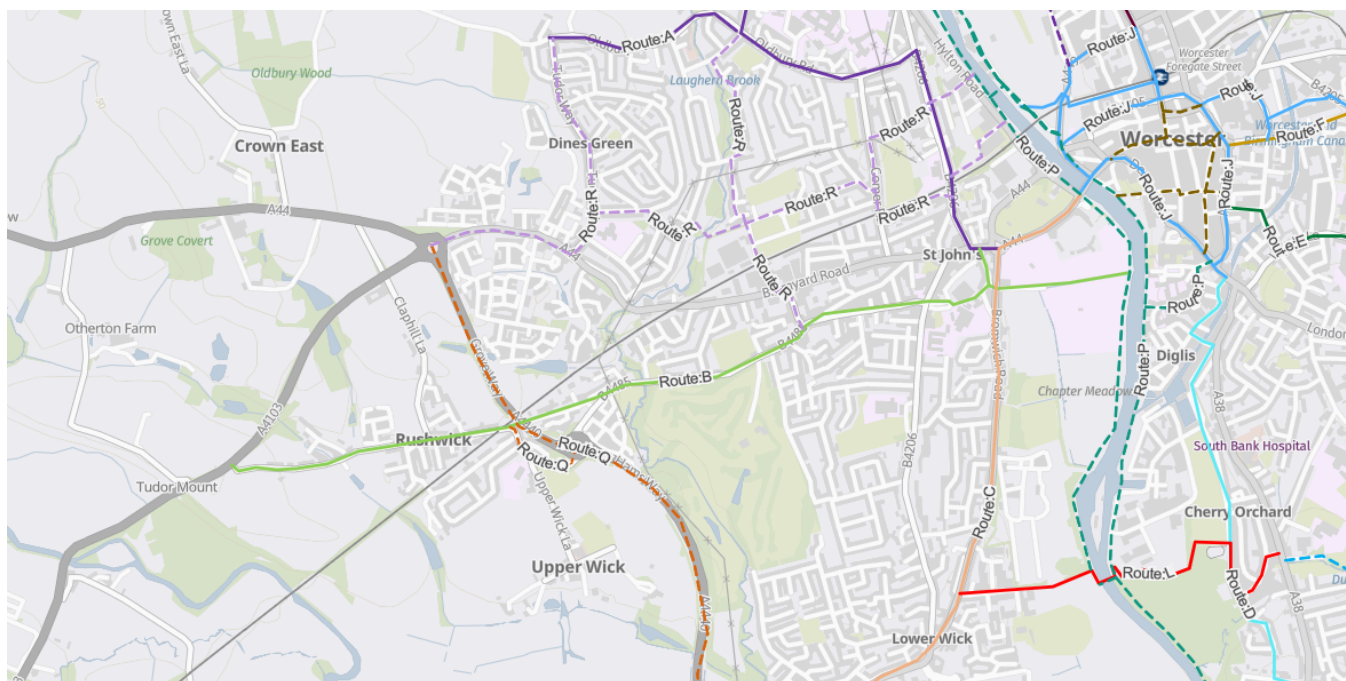
Route A (Primary) - Hallow to St John's and Dines Green



Summary

We agree this is needed as a primary route. We would expect a good quality route would be well used by the community. The proposed route is not sufficiently direct and could be extended directly to Henwick and Hylton Road.

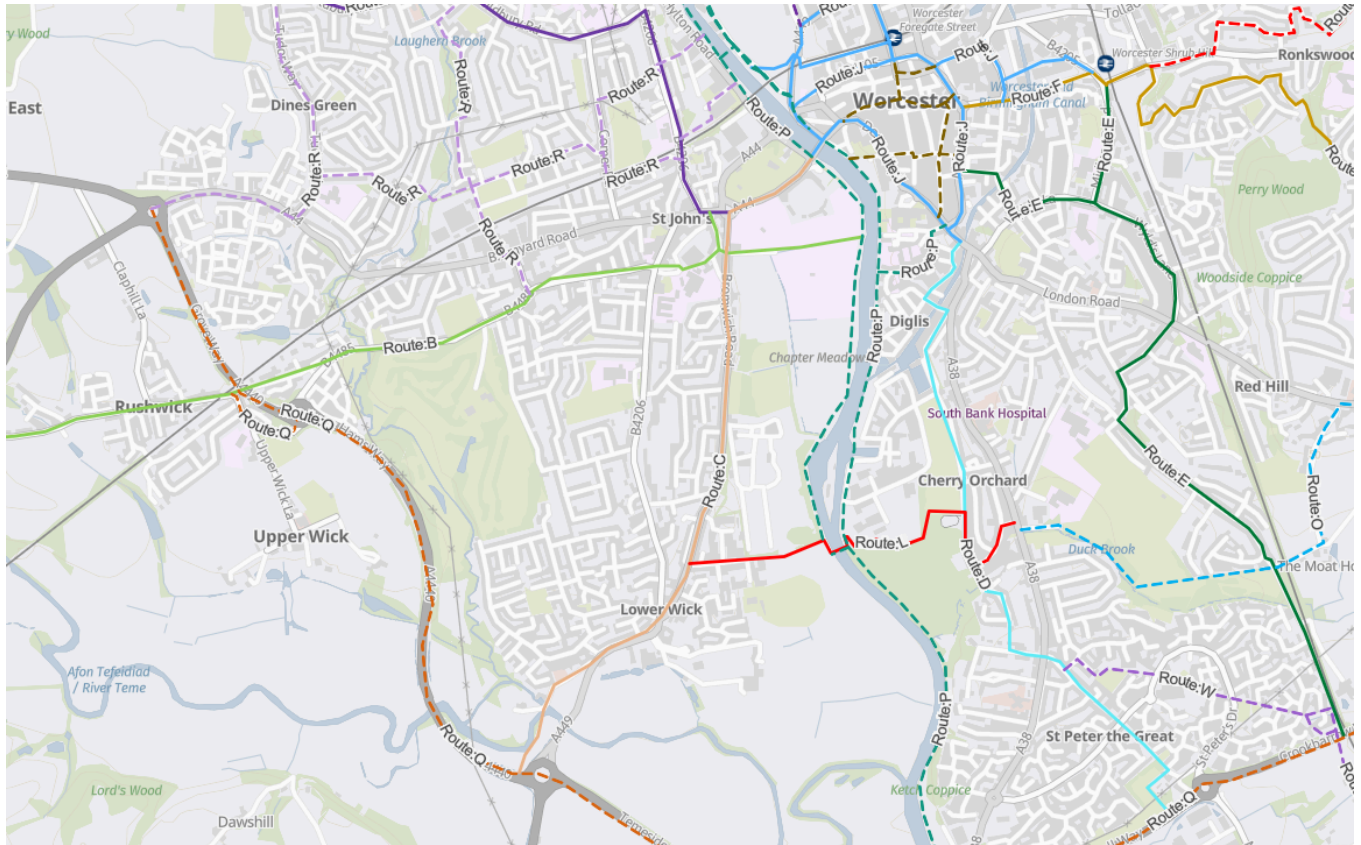
Route B (Primary) - Rushwick to St John's and Riverside



Summary

We agree this is needed as a primary route. We would expect a good quality route would be well used by the community.

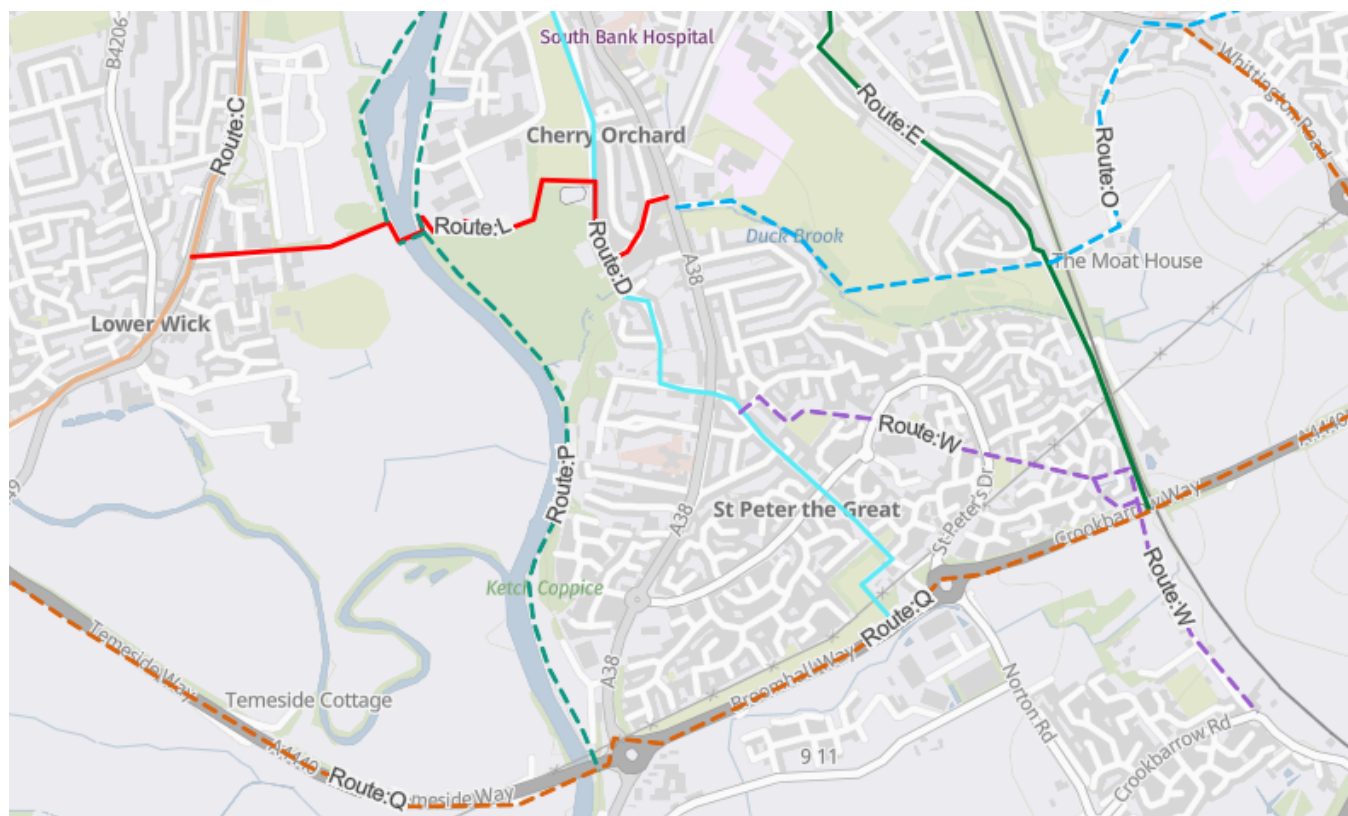
Route C (Primary) - Powick Roundabout to Worcester Bridge



Summary

We agree this is needed as a primary route. We would expect a good quality route would be well used by the community. It would provide year-round infrastructure for all users, including women and girls (the river path is not user friendly for women in the winter). The route is terminated too soon as it doesn't connect to the city centre.

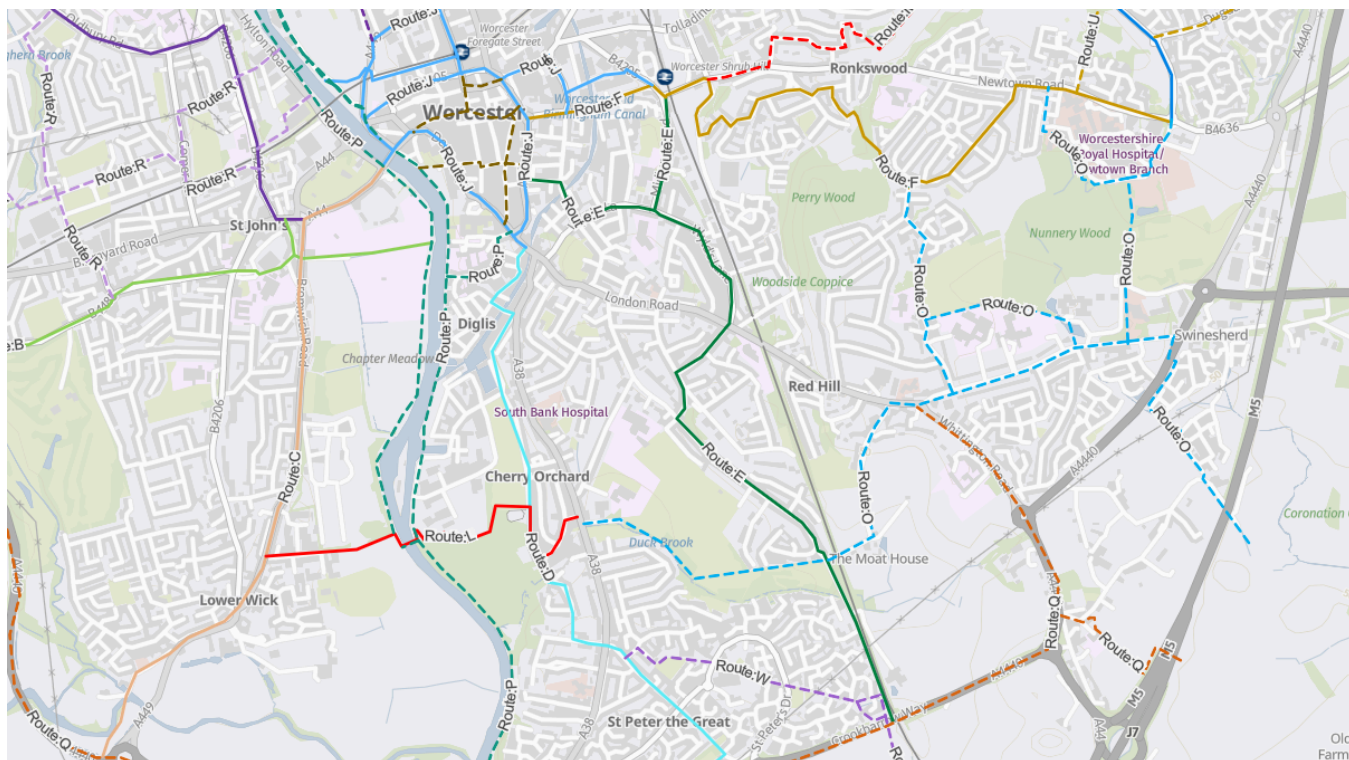
Route D (Primary) - Power Park to Sidbury



Summary

We think this is a positive suggestion as much of the required infrastructure is already in place, however we do not think it is a primary route. Whilst improvements could be made, we do not believe it should be a priority.

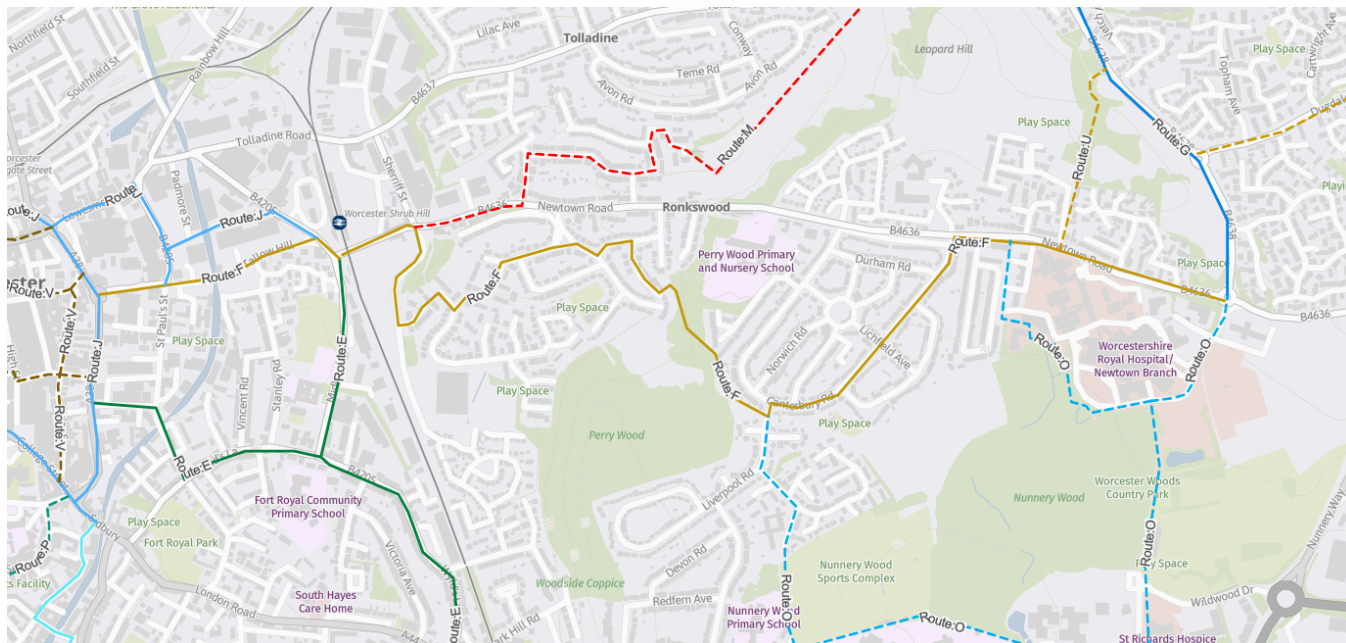
Route E (Primary) - Broomhall Bridge to City Walls Road and Shrub Hill



Summary

We agree this is needed as a primary route. We would expect a good quality route would be well used by the community. It would provide important connectivity to routes that are currently difficult to navigate.

Route F (Primary) - Worcestershire Royal Hospital to City Walls Road



Summary

We agree this is needed as a primary route. The proposed route is not sufficiently direct. We would expect a more direct route to be well used by the community.

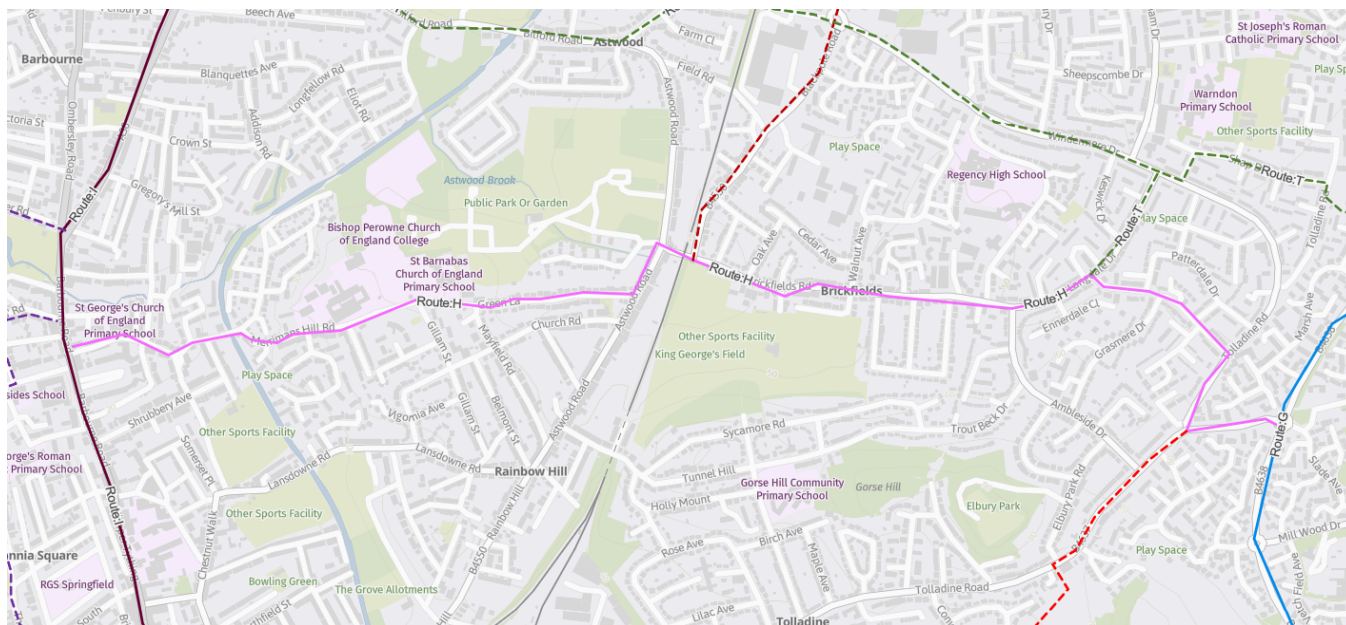
Route G (Primary) - Worcestershire Royal Hospital to Warndon



Summary

We agree this is needed as a primary route. We would expect a good quality route would be well used by the community.

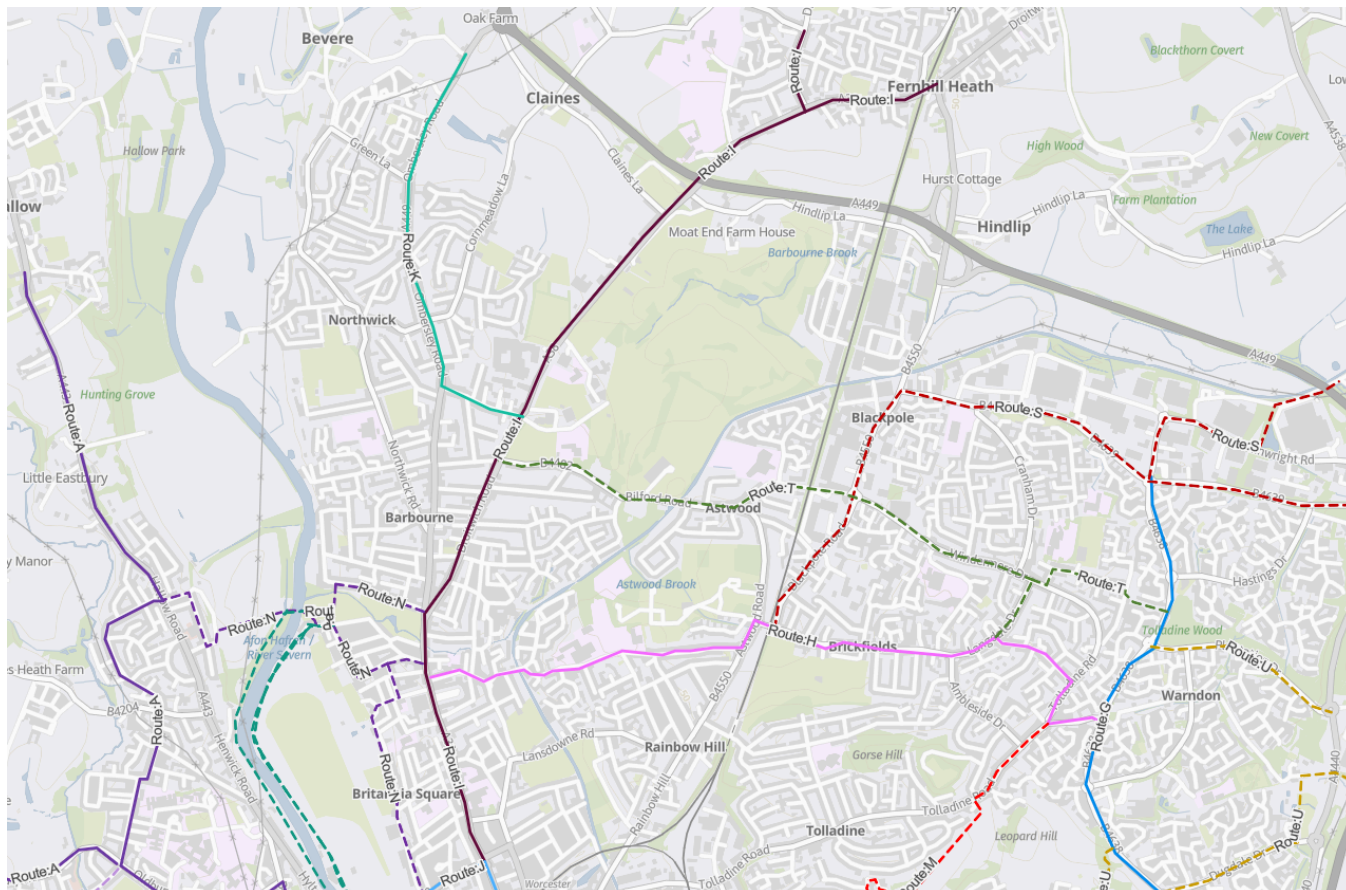
Route H (Primary) - Warndon to Barbourne



Summary

We agree this is needed as a primary route. We would expect a good quality route would be well used by the community.

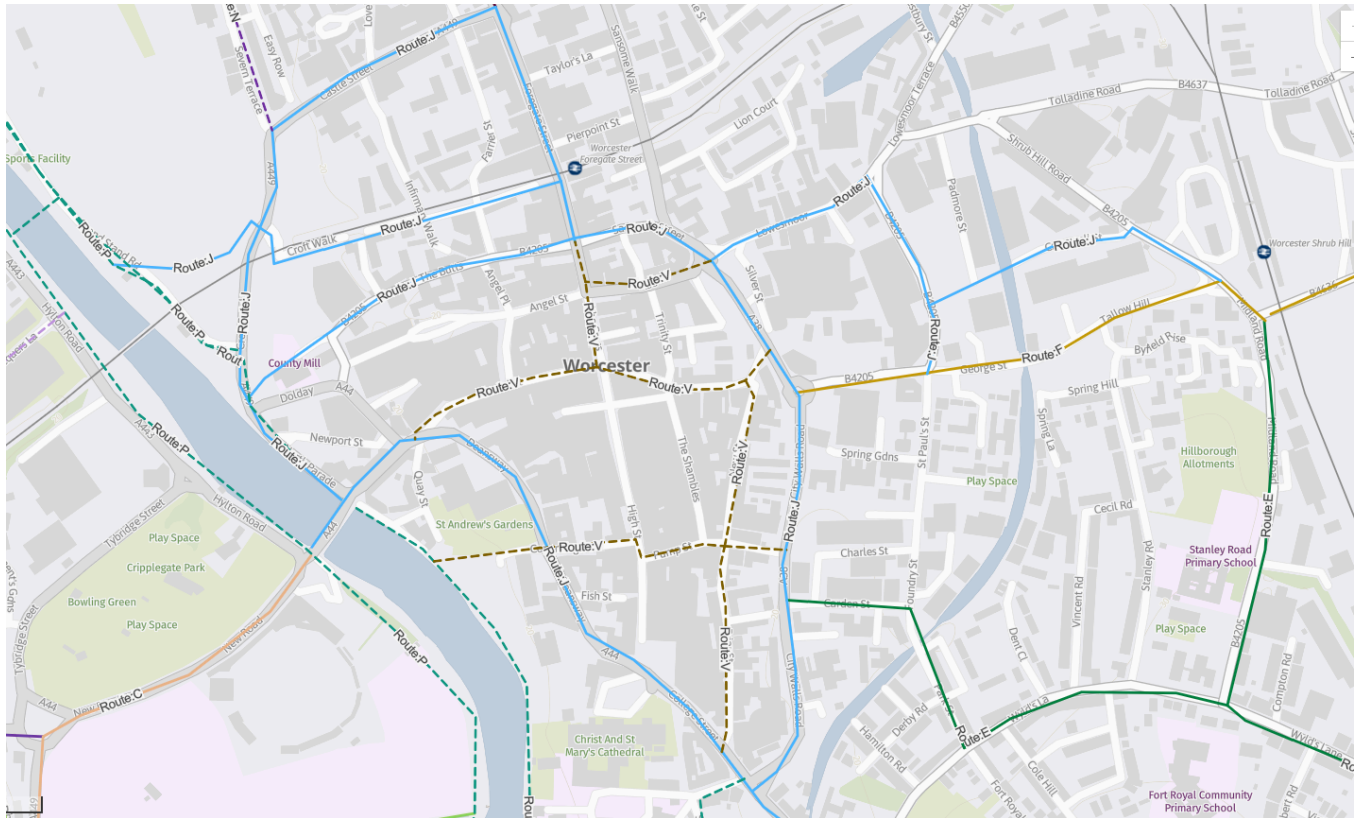
Route I (Primary) - Fernhill Heath to Foregate Street



Summary

We agree this is needed as a primary route. We would expect a good quality route would be well used by the community.

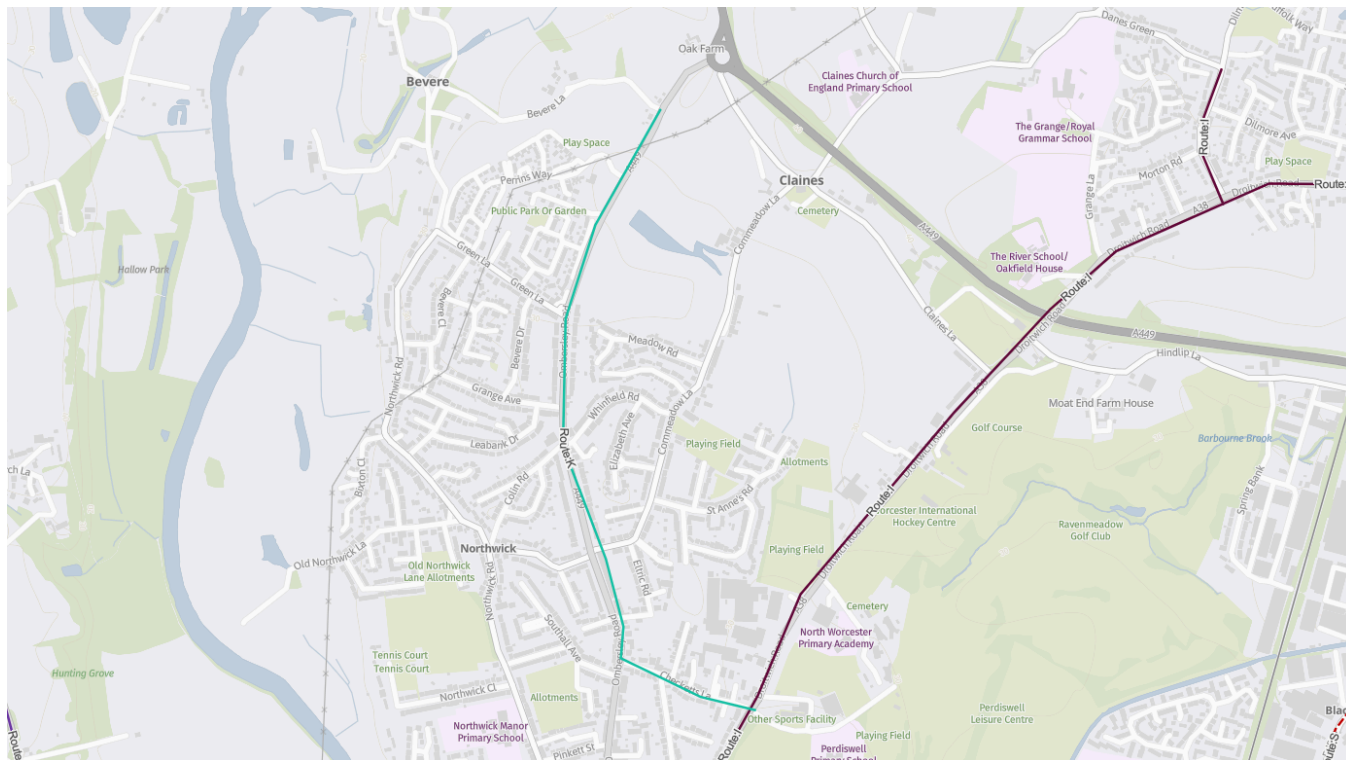
Route J (Primary) - City Centre Loop



Summary

We agree this is needed as a primary route. We would expect a good quality route would be well used by the community. Prohibition of cycling in the city centre is a huge barrier to cycling rates. It is essential that routes across the city centre from all directions are established as soon as possible. We would envisage a combination of this route and route V as being considered highest priority.

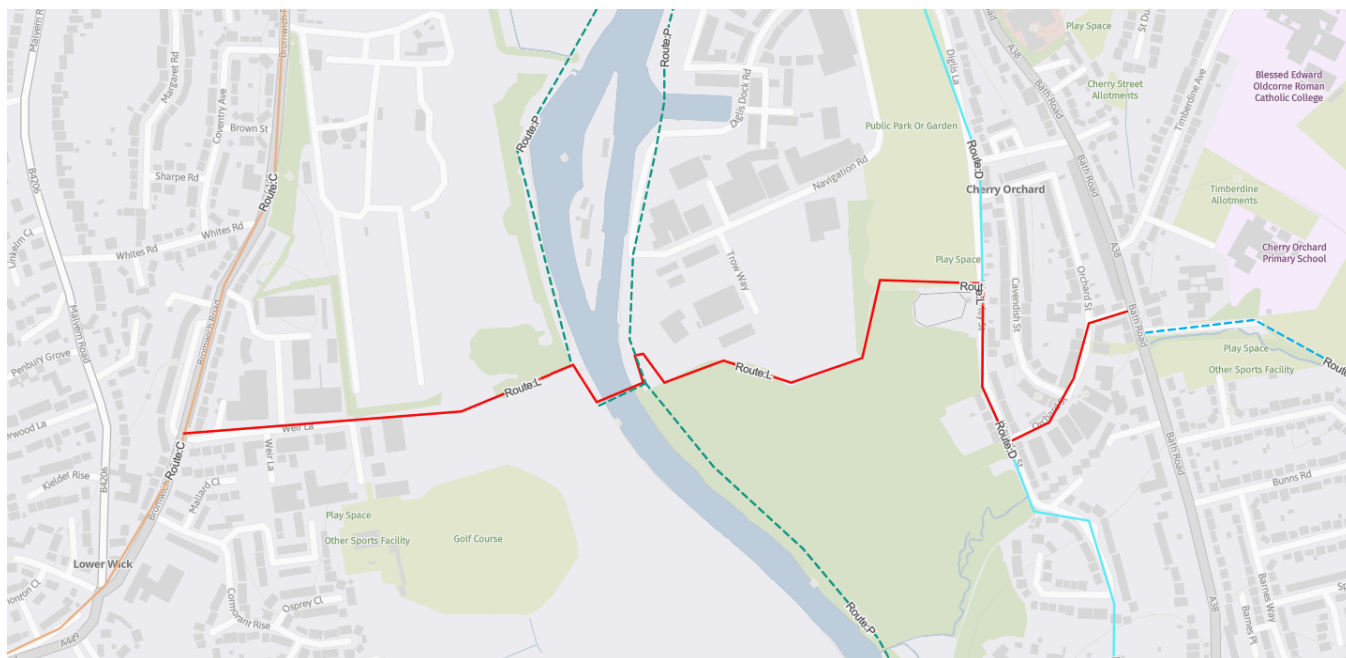
Route K (Primary) - Bevere to Droitwich Road



Summary

We agree this is needed as a primary route. We would expect a good quality route would be well used by the community.

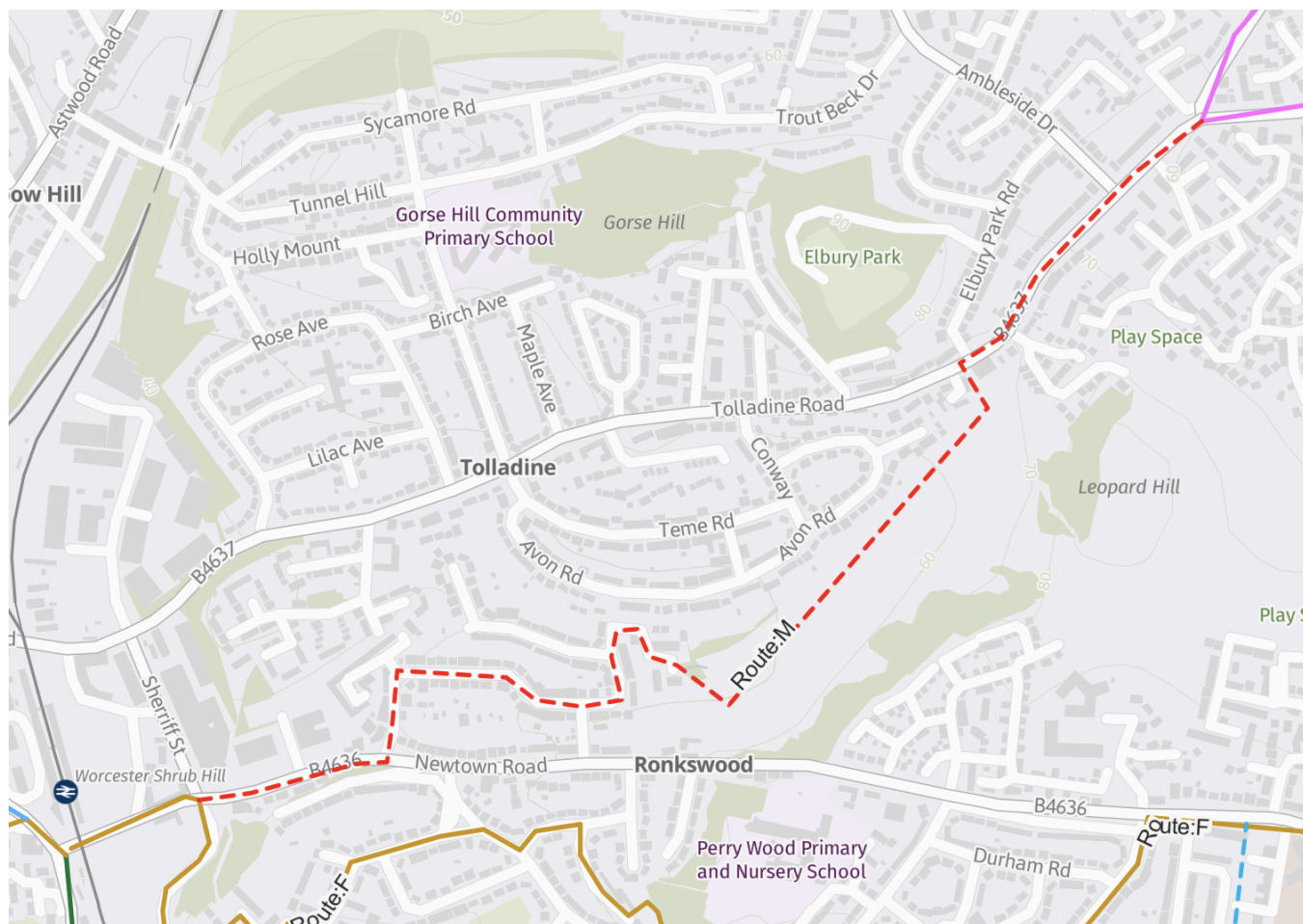
Route L (Primary) - Lower Wick to Cherry Orchard



Summary

We think this is a positive suggestion as much of the required infrastructure is already in place, however we do not think it is a primary route. Whilst improvements could be made, we do not believe it should be a priority.

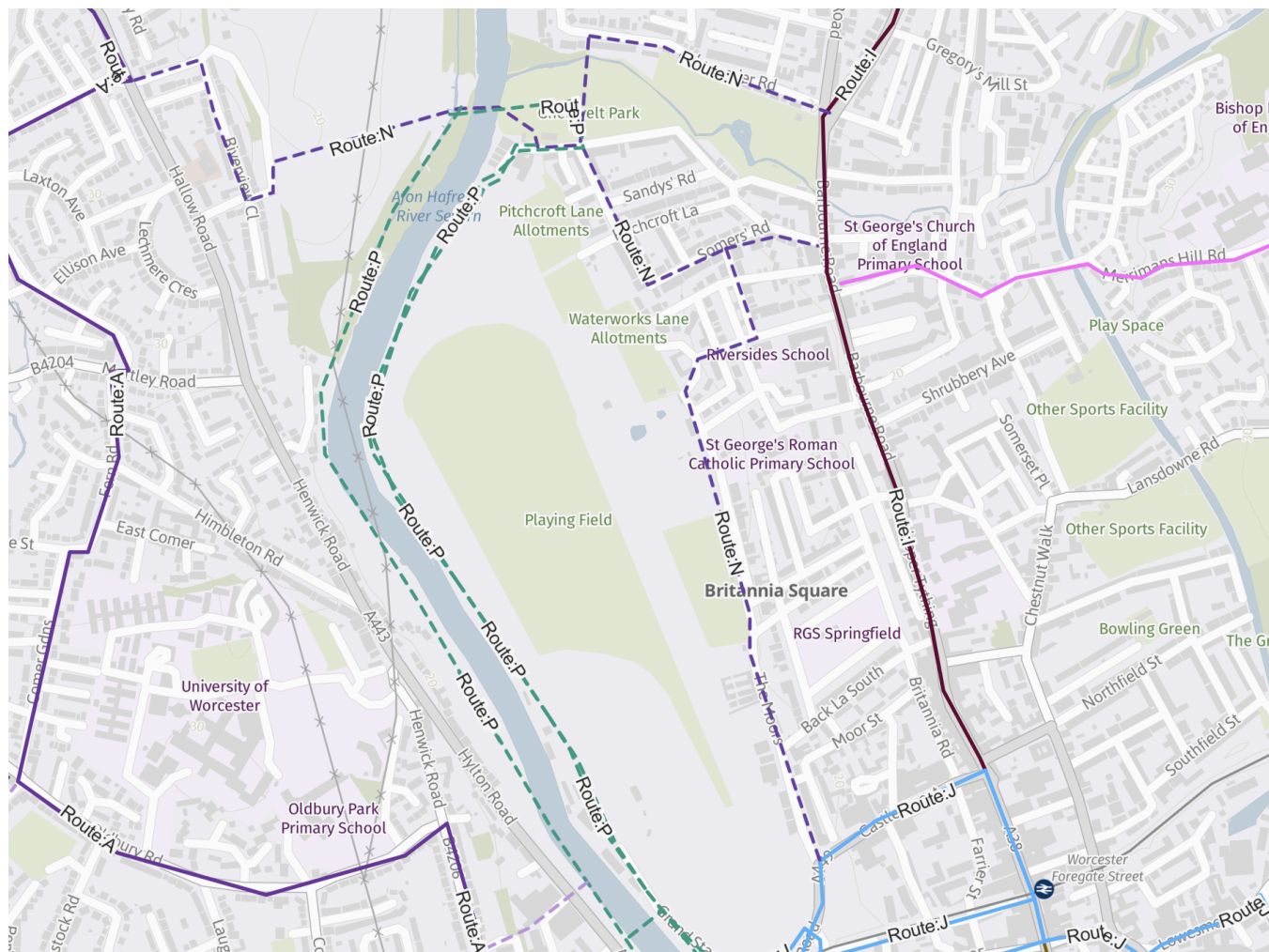
Route M (Secondary) - Shrub Hill to Warndon



Summary

We think this is needed as a primary route. The proposed route is not sufficiently direct. We would expect a good quality route would be well used by the community.

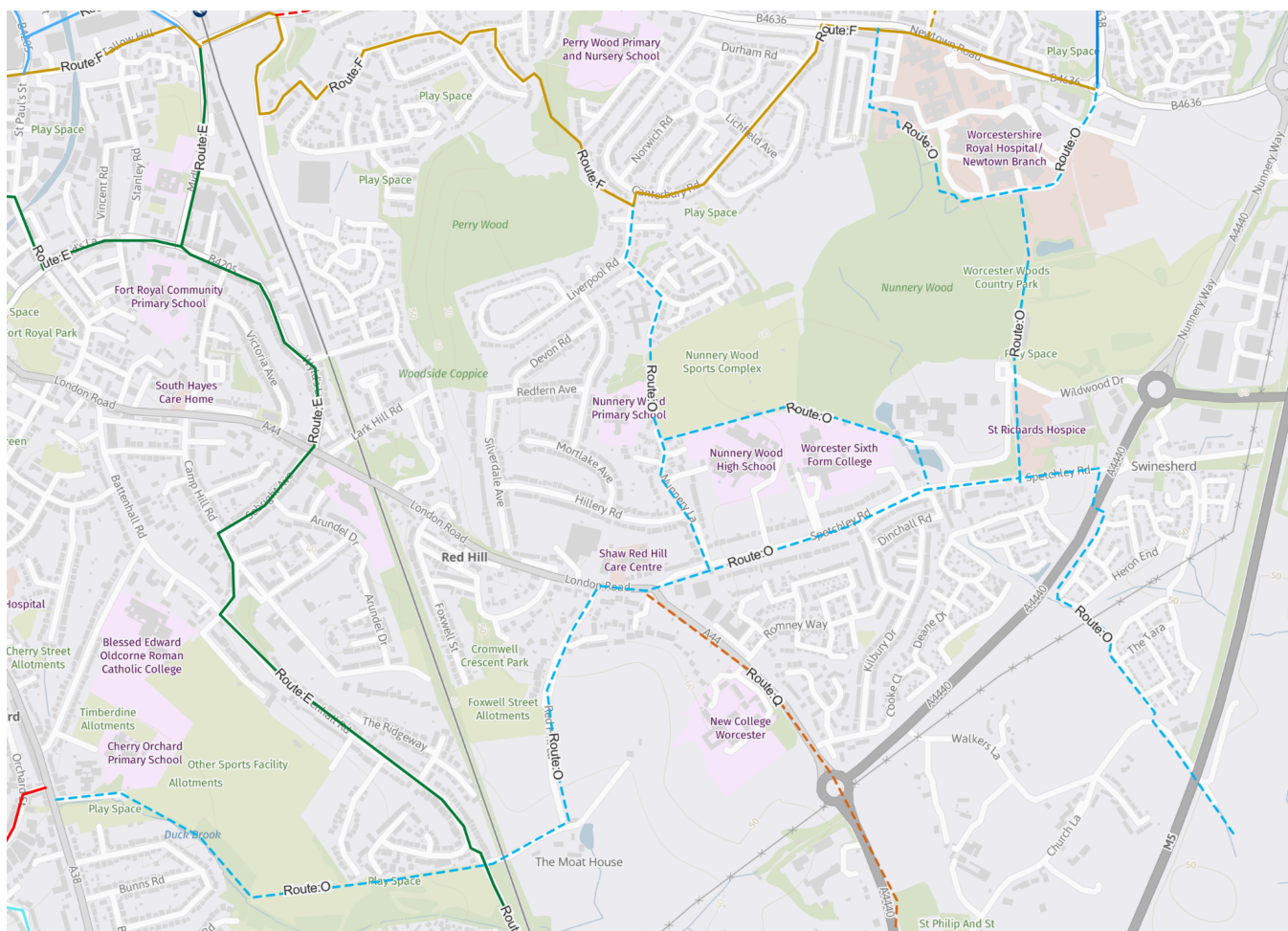
Route N (Secondary) - Hallow Road to city centre via Kepax Bridge



Summary

We agree this is needed as a secondary route with improvements in place. The route is already well used by the community.

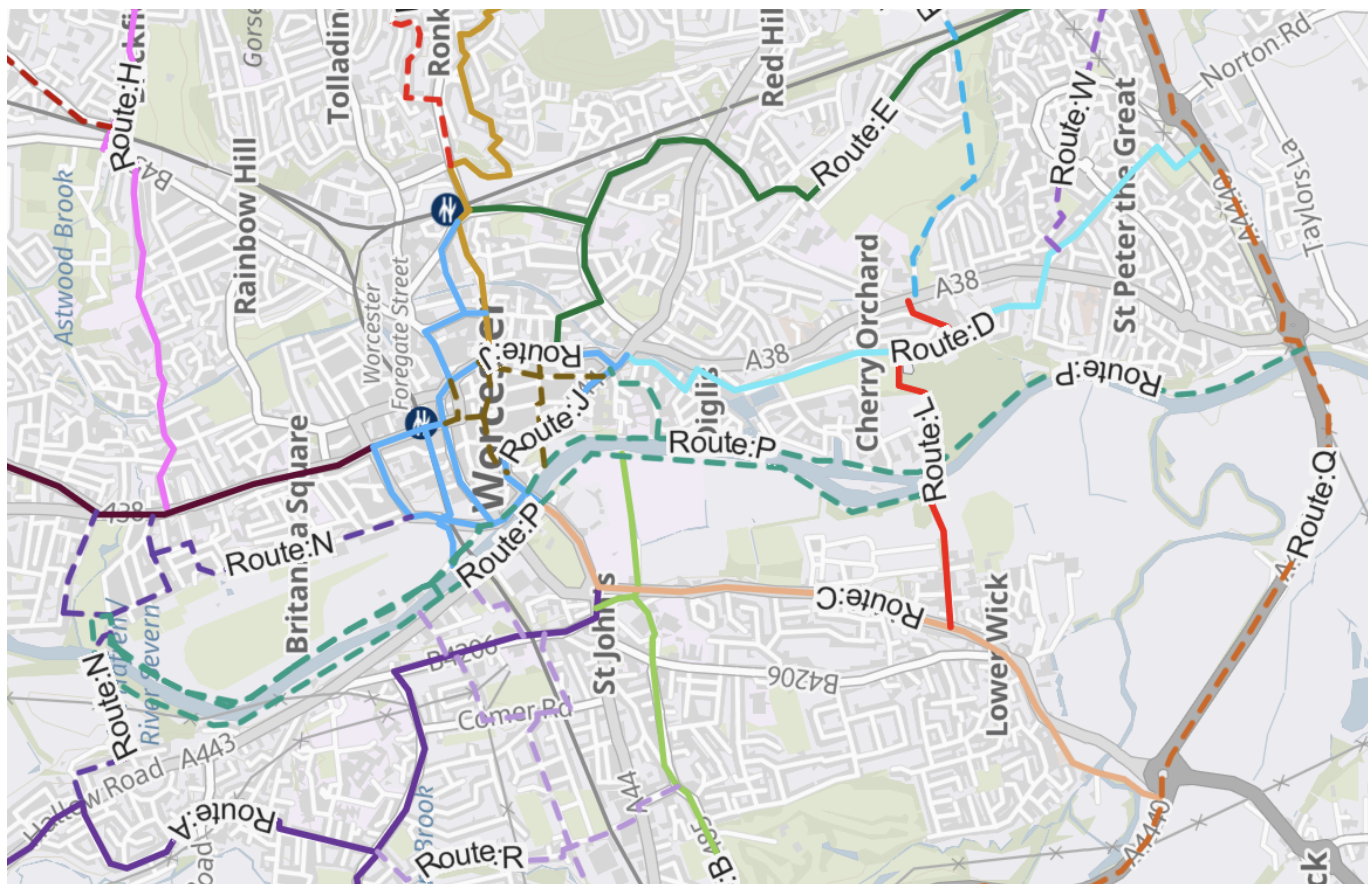
Route O (Secondary) - Cherry Orchard to Worcestershire Royal Hospital



Summary

We agree this is needed as a secondary route with improvements in place. The route is already well used by the community.

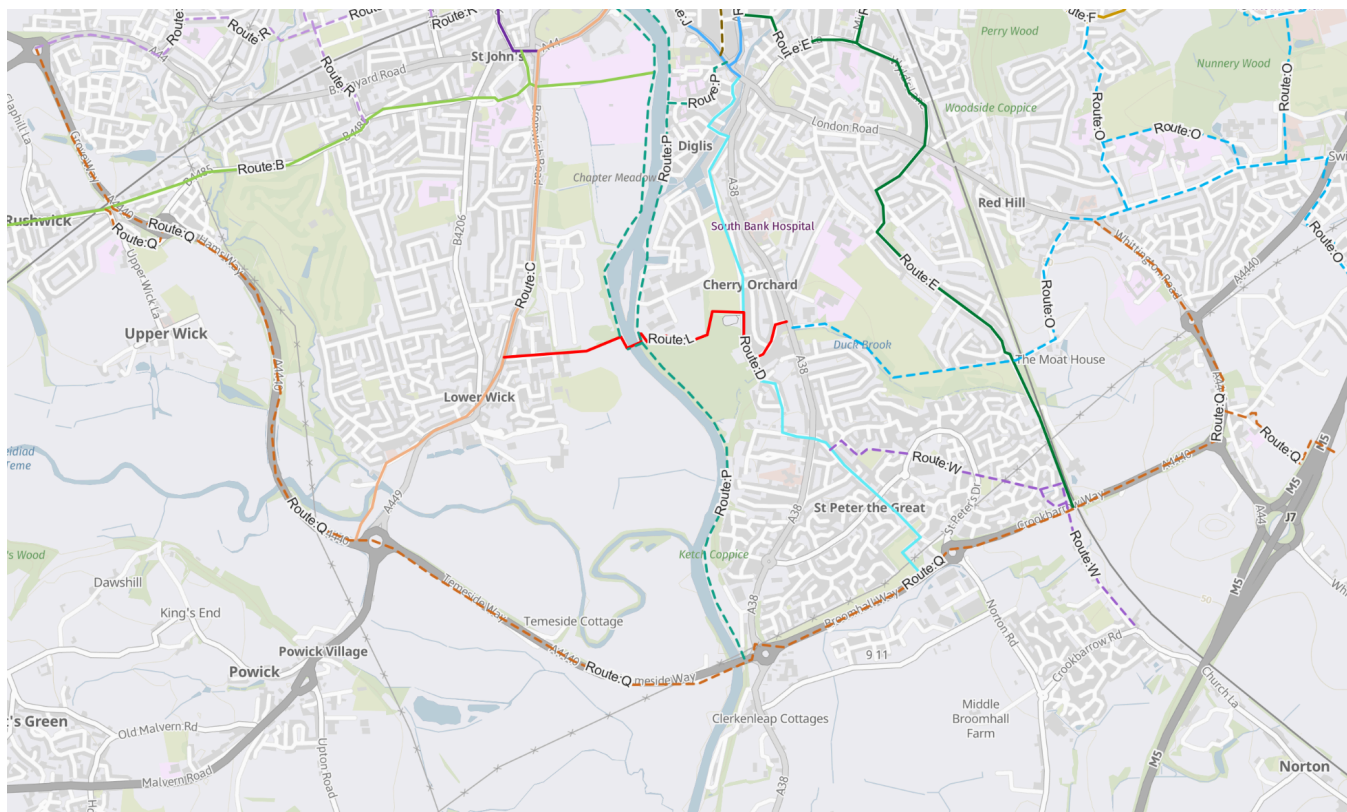
Route P (Secondary) - Kepax Bridge to Diglis Bridge (Carrington Bridge)



Summary

We agree this is needed as a secondary route with improvements in place. The route is already well used by the community.

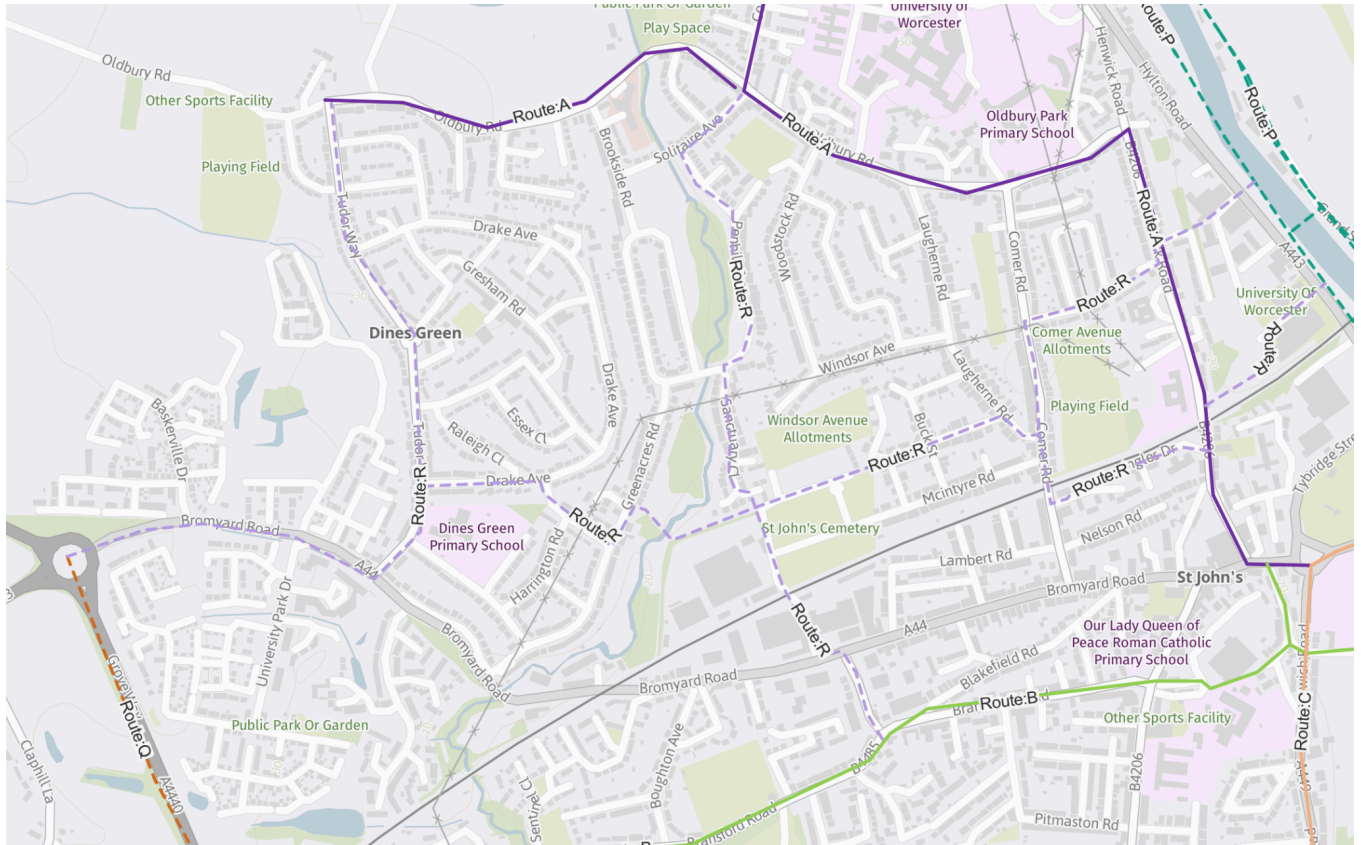
Route Q (Secondary) - A4440 Southern Link Road



Summary

We agree this is needed as a secondary route but do not consider this a priority. The route is already used by the community.

Route R (Secondary) - Dines Green and St John's links



Summary

We think this should be a primary route with certain improvements in place. This route links multiple future housing developments to the city centre. We think there should be more consideration for onward links.

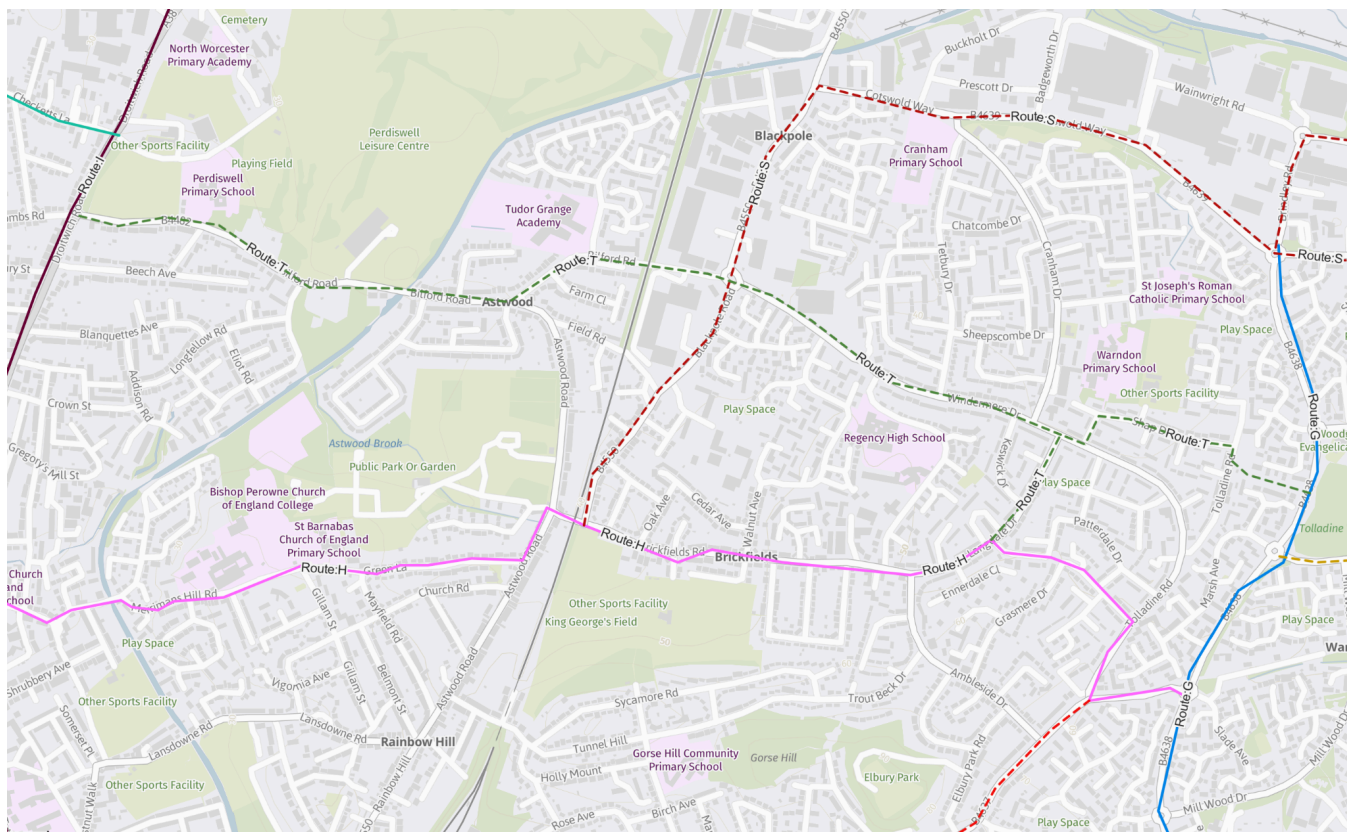
Route S (Secondary) - Brickfields to Wainwright Road



Summary

We think this should be a primary route. A good route would be well used by the community.

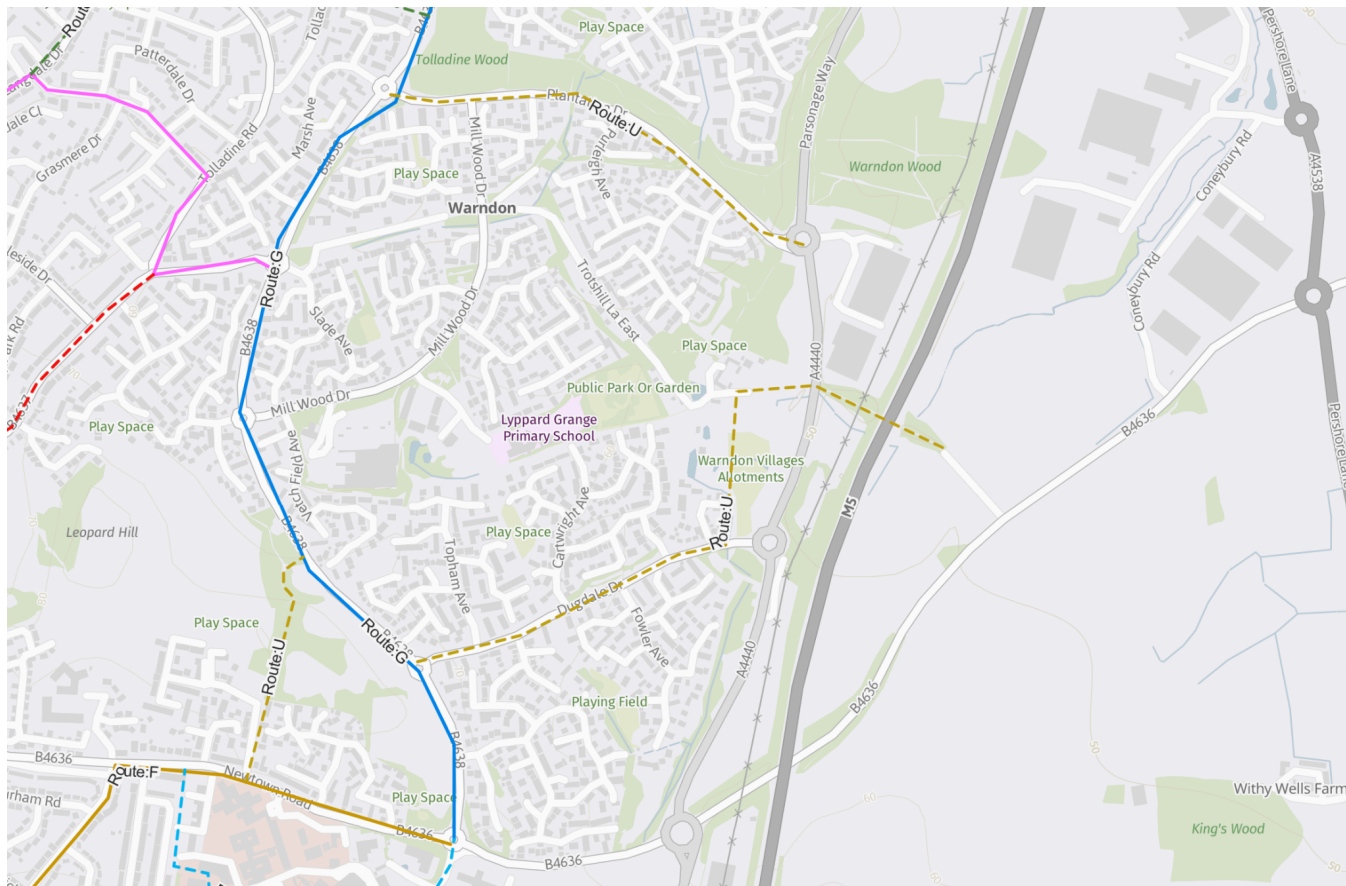
Route T (Secondary) - Barbourne to Warndon



Summary

We think this should be a primary route. A good route would be well used by the community.

Route U (Secondary) - Worcestershire Royal Hospital to Worcester Six Business Park



Summary

We agree this is needed as a secondary route but do not consider this a priority.

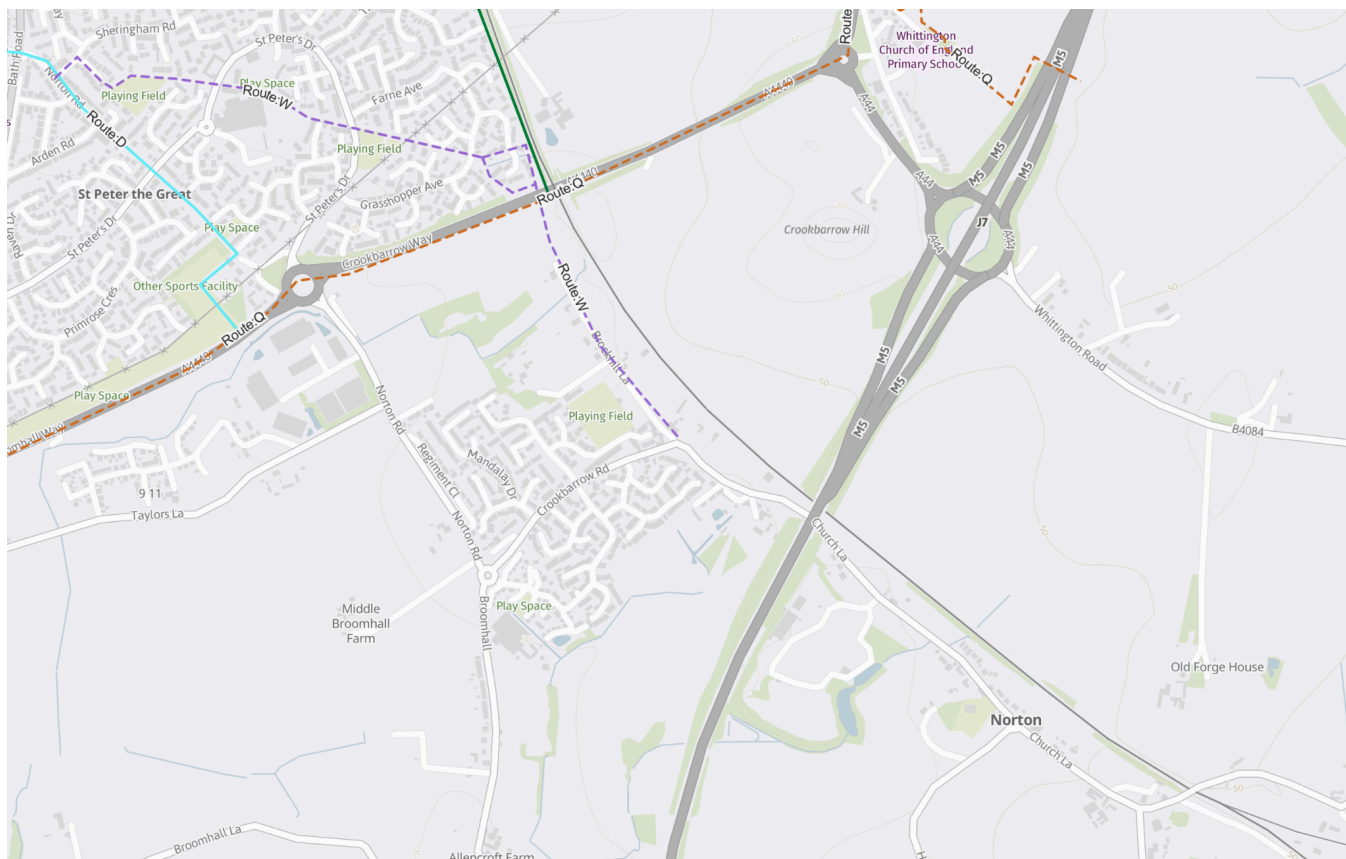
Route V (Secondary) - City Centre Loop (secondary network)



Summary

We think this is needed as a primary route. We would expect a good quality route would be well used by the community. Prohibition of cycling in the city centre is a huge barrier to cycling rates. It is essential that routes across the city centre from all directions are established as soon as possible. We would envisage a combination of this route and route J as being considered highest priority.

Route W (Secondary) - St Peter's to Brockhill Village



Summary

We agree this is needed as a secondary route but do not consider this a priority. The route is already used by the community.

Additional comments

Missing routes

Chantal P	Spetchley road to City centre - there is currently no direct route between Spetchley road and the city centre. The following key destinations are located on Spetchley road: Nunnery Wood High School (approx 1500 pupils aged 11-16) plus staff), Worcester Sixth Form (1800 pupils aged 16-19 plus staff), Nunnery Wood Sports centre. In addition Waitrose supermarket is at the top of London road and Worcester Woods / Country park as well as Worcester Royal hospital is easily accessible from the end of Spetchley road. A large amount of new housing between Spetchley road and Whittington road was built in the last few years and more recently there is a new estate (Willow bank etc) on the other side of the A440 which can be reached using a pedestrian and cyclist footbridge at the end of Spetchley road. All the above represents a substantial amount of people who are leaving or arriving throughout the day. The junction of Spetchley road and Whittington road going towards the city centre is currently not suitable for any but the most experienced cyclists. London road itself is also off putting for the majority of non-experienced cyclists including younger people.
Dan B	I use a bike as my most frequent mode of transport to get around the city. I've ridden most (all?) the roads in the city, and enjoy trying and varying routes between places to find options that work depending on the time of day (and levels of traffic; cars or pedestrians on shared use), my available time, sometimes shortest, sometimes avoiding climbing. I don't use a lot of the shared use paths for a variety of different reasons (see blog post here). I mention all of this because whether I would use a designed route is completely dependent on its features. Much could be done to create a genuine network by removing selective TROs in the city centre and on some walks (alleys etc), adding more modal filters to create quiet routes on back streets, bi directional cycling on key one way streets, and introducing more 20 mph (all residential?). This would provide low cost but high quality cross connections on the above map, and immediately open up many more options for routes; a genuine network.
Ian FW	The Ombersley Road cuts a huge scar down from North Worcester to the centre. It is incredibly hard for anyone to get across the Ombo road, particularly around Whinfield Road, and especially with bikes, because there are very few ped/toucan crossings and only a handful of small islands (not suitable for bikes). There needs to be some provision given to crossing points here, so that people wanting to get to/from Northwick, NWPA schools, and several POIs can do so. When we run a bike bus here, we have to physically stop the traffic to allow people to cross, which is not possible for the rest of the week when families are on their own. Consider crossings at Whinfield Rd.
Ian FW	Cornmeadow / Ombersley Rd - this is part of the NCN and is, currently, almost impossible to cross safely. Often, I have to get off, activate the ped xing 20 yards up, and then wheel my bike over. Not really acceptable for something on the NCN, and again it acts as a real barrier for getting east/west in Claines, cutting off easy access to Gheluvel, Kepax Bridge etc.
Chantal	There does not appear to be any routes making use of the Kepax bridge. A pedestrian / cyclist crossing is needed on the west side of the bridge to make this a useful route to connect East and West.
Wilf	All 1-way streets in the city centre and on identified routes should become 2-way for cycles. There is an absence of routes in Lower Wick in a triangle between Bromwich Road (Route C), Bransford Road (Route B) and the bypass (Route Q). This area has traffic free lanes and low traffic streets. It is isolated from other network links by surrounding radial routes from the city centre and riverside routes. . There are great opportunities

	here , with many traffic free cuts which could accommodate shared pedestrian/cycle routes. Particular opportunities are between Swinton Lane and Hudson Close; and Winchester Ave and Skinner Road. East of Malvern Road other opportunities are between Foley Road and The Avenue; and Foley Road northeast to Bromwich Road. An existing link is missing between Bromwich Road and the riverside, around the allotments and the Christopher Whitehead playing fields. There need to be appropriate links (toucan or cyclable zebra) between routes where they cross busy roads (in this case Malvern Road and Bromwich Road).
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Route A

Rob C	The proposed route is not sufficiently direct: it would take large amounts of signage/guidance to divert cycles off Hallow Road onto Monarch Drive instead of taking the direct route into town. Currently, multiple Bike Bus run on these routes to Oldbury Park Primary School
Dan B	Would use. Agree with Rob C comment. There is plenty of scope to extend this straight down Hallow / Henwick / Hylton Road. And why stop at Hallow? A route crossing the river at Bevere would link both Grimley and Hallow via existing cycle route, to existing routes (NCN?) through Northwick and Barbourne.
Wilf	Not direct and involves a tricky southern link across Bull Ring. The route should provide a more direct link along Hylton Road to Hallow Road. There needs to be a safe route through the Bull Ring to Hylton Road. Also easier movement into Henwick Road at both ends. The route along Comer Gardens is useful from Laugherne Brooke/Comer Road/Dines Green area, but is a significant diversion from the main route Comer Gdns is narrow with fast traffic, it needs cycle friendly infrastructure and calming.

Route B

Al P	The riverside route is too narrow to safely accommodate both pedestrians and cyclists. To be fit for its intended purpose, the surface would need to be substantially wider. Where the path joins Swanpool Walk, the width is again insufficient for shared use. Furthermore, the bollards after the crossing are too close together to permit access for cargo bikes and assisted cycles. The suggested route along Bransford Road is not a safe solution, as local residents have highlighted this as a speeding hotspot. To make this a viable option, effective speed reduction measures would be essential.
James N	Bromwich Lane is one way, so going towards the City Centre is fine. But when you are coming back, you either have to join Bromwich Road and cycle on the busy roundabout or cycle on the thin pavement with multiple obstacles (it is unclear whether this section is shared use, the pedestrian crossing lights suggest some shared use). You can then join Bromwich Lane next to where the Mobility Showroom is.
Dan B	Good route, would use if continuous, but also likely to connect Sabrina via existing decent routes (shown as secondary?)
Wilf	Good route. However it needs 2-way cycling on Bromwich Lane; needs a cycle-friendly crossing point between Bromwich Lane and Swanpool Walk; Swanpool Walk needs surface making good. Also needs decent, safe links onto and across the Bull Ring.

Route C

James N	I use this route multiple times a week. At rush hour, the roundabout outside the BP petrol station becomes very busy. Many cars do not stop to allow you to cross. If you are coming from Regina Close, the limited visibility caused by the curve of the road and the hedge combined with the speed of the traffic (at times) makes it feel intimidating to cross. I think I have also witnessed speeding down the B4206. Most of the lights on Hams Way Bridge are out at this point. I cycle on it late at night sometimes, but I feel like some people would be put off by this.
Dan B	Good route, would use. Pinch points on New Road / Bromwich Road junction would need work to provide continuous route.
Wilf	Better all-day route than the riverside - passive surveillance and lighting. New Road to bridge needs clarity; suffers from shared pedestrian/cycle arrangement and the short stretch of cycle-path on the south side which is cluttered with street furniture; not to mention potential conflict when crowds queueing for or exiting cricket ground. There seems to be no reason why the current three-lane circular road around Cripplegate Park could not be reduced to 2-lanes, with the third becoming a cycle-lane (similarly the bridge could lose a vehicle lane to cycling).

Route D

Al P	The shared use route from St. Martin's Cl to Barneshall Ave has bollards that are too narrow for cargo bikes and assisted bikes. On some days the traffic lights near where Norton Road meets Bath Road take almost a minute to change (similar to lights further along Bath Road).
Dan B	Route already exists and I use it, needs some improvements, would mostly be improved by removing parked cars. New crossing at Bath Road has offered little improvement at notable cost (I don't use the crossing).

Route E

Chantal	The route along Wylds Lane has the benefit of avoiding London Road which is very steep and on a bus route. However Wylds Lane between Midland road and London road is used by HGVs, some deliveries to sites on Wylds lane but some just using it as a short cut. There are lots of parked cars on this road as well. Is it intended to limit HGV access to this road? Will on road parking be no longer permitted? As if a cycle lane is marked on the road but not segregated it will likely be used for parking.
Chantal	This route appears to cross London road directly opposite Wylds lane, using Sebright avenue. This is currently a one way street. Is it the intention to allow cyclists to travel in both directions and remove some on street parking to make this possible? If so, I would welcome this as it is currently necessary to use London road and camp hill road to get into Battenhall.
Dan B	Good route, would use. Making Sebright bidirectional provides a really good link crossing London Road. There are other opportunities for this in the city that would greatly improve a network. I suspect the most important

	feature on Wylds Lane would be removing parked cars.
Fleur	Wylds lane is currently not a safe/pleasant route to take as cars try to over take while there is only one lane available due to parked cars. Particularly the section by Perry Wood walk, I have witnessed some very dangerous situations. The west end of this route abruptly ends on City Walls road, which is a very unpleasant road to cycle along especially in north-south direction (other direction is much easier).

Route F

Dan B	I would NOT use this route as it is not direct. It should be a direct route from the hospital to Shrub Hill, in addition to direct routes to any other network nodes.
Fleur	This route is an important connection for people from Nunnery and Ronkswood area to go into town without having to take a massive detour. The main pinch point for travel in this direction, is the Newtown Road tunnel and the Midland Road crossing after the tunnel, which are extremely scary to undertake for any cyclist, particularly having to go into the tunnel (which is even a very random experience for car drivers). If the current situation remains there will be no increase in usage on this route. Currently it is also very dangerous for pedestrians to cross Williamson Rd when coming from te Newtown tunnel. (comments continue in next box) With a bike turning from the tunnel into Williamson Rd. is currently also very tricky. I tend to cross Sherif street and then use the pedestrian crossing on the other side of the road, as it is (especially with child) very scary to wait in the road for an opportunity to cross Newtown rd. Personally I do not bother going up Williamson road, but take the steps leading to Ronkswood Crst. The section through Perry Wood reserve from Dart Rd. towards Canterbury Rd. is currently not suitable for cycling, as it is too narrow to allow passing of pedestrians (especially those with dogs, who often do not bother get out of the way). Joining City Walls Rd, from St. Georges St. at the west end of this route also is not easy to do for a cyclist. This roundabout is not suitable for anyone other than an experienced cyclist. The cycle lane up to the roundabout by St. Pauls street suddenly ends and leaves you in a limbo before you can get onto the roundabout.

Route G

Dan B	Not a route I currently use, but I'm not sure why as it's pretty direct for some journeys, so I guess I would use it if it was direct.
Rob C	Resurfacing is required for large parts of this route as in many places it is unfit for purpose. As it stands, this route is acceptable on the shared use path but crossing at the roundabout junctions is very difficult with children on bikes. A very good alternative route exists via the shared use pathways that runs behind Tolladine Wood up Trotshill Lane via Lyppard Hub that could be converted to an active travel corridor (see Bike Worcester response to consultation on proposed new school at Newton Road)

Route H

Dan B	Not a route I currently use, but I'm not sure why as it's pretty direct for some journeys I regularly make, so I guess I would use it if it was direct.
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Route I

Rob C	I strongly support Fernhill Heath to Foregate Strt: it has the potential to form a vital active travel corridor from the North and can provide a spine for other routes to connect to (as shown in the proposed network plan). Road width is sufficient along the entire route for segregated cycle lanes for large stretches. There is high demand for active school traffic on this route (as demonstrated by multiple bike buses that operate in the area). Suggestion: convert the existing bus lane on Tything into a bidirectional cycle way.
Ian FW	I support this route. It connects multiple schools, and multiple POI along what is currently quite a dangerous stretch for cycling (especially between John Comyn Rd and Fernhill.) I cycle this route twice a day and see kids cycling on the pavement. Making space for them to be safe would be brilliant and would encourage more. I am very strongly of the opinion that for this to be a successful route it needs to be segregated (physical/kerb) along its entire length, certainly the northern component, where the minimum existing road width seems to be about 8m, on average much wider. There are also multiple junctions on this road where bike lane priority is needed, otherwise these junctions are too busy for cyclists to cross (e.g. setbacks as per LTN 1/20 Fig 10.13). If this were to only be painted lines, then it would not be safe (esp for kids) and would not get the use to make it successful. Big fan of this route, would love to see it delivered properly to connect North Worcester to Foregate.
Dan B	Essential link to Fernhill Heath and the city, and onward link to Droitwich. Plenty of space on the road for a fully segregated route. This should however be extended to include a route North South through the city centre as a primary route. In it's simplest form change to TRO that prohibits cycling and mobility scooters temporarily, until a permanent North / South route is designed. CROSSING THE CITY CENTRE NORTH / SOUTH AND EAST / WEST IS THE BIGGEST PRIORITY!
Wilf	Support implementation of Route I - a critical link north from/to the centre. Huge potential for segregated lanes along the length; need cycle priority at traffic light junctions and roundabout.

Route J

Chantal	I support the use of New Street as a low pedestrian traffic alternative to the high street. However there are currently
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	sections that are one way (in two different directions). Cyclists would need to be allowed to travel in both directions for the length of the street for it to be feasible. Blocking New street to through motor traffic so it could be used to enter (if necessary) and exit the multi-storey parking, but not used as a shortcut to city walls road when the lights are red, would also significantly reduce the volume of traffic here.
James N	Currently, I think it is unclear that Worcester Bridge is a shared use path. If that is the plan going forward, this needs to be made more clear to avoid conflict between the two users. I think making Deansway more safe for cycling and pedestrians is important. You have 4 separate college buildings and a music school on that road, but bike parking is often mostly vacant. I think this is because having to navigate the 4 lanes of fast moving traffic (including coaches, trucks, etc.) puts people off. The new cut through that passes by the Arches is much appreciated by those of us who use the train.
Dan B	Route V is the priority, this should be secondary.
Wilf	I support Route J, the northern element of which is an important link between the riverside/west Worcester and Shrub Hill and beyond. This element is identified as a Phase 2 project in the City Centre Transport Vision. It is part of a strong linkage between Shrub Hill and Foregate Street stations; it feeds into onward-links between the University's city centre Campuses and St John's/Arena campuses; it makes effective use of the Transport Vision's proposals for Lowesmoor and its enhanced junction with Sansome St etc.. Along with Route V it provides a vital improvement to permeability in and around the City Centre. Worcester Bridge could be reconfigured, closing one vehicle lane westbound to provide a 2-way cycle lane and relieving pressure on the southern footpath, which is currently a narrow shared pedestrian/cycle route.
Fleur	Getting from Deansway to NParade means one has to change lanes to get to the righthand lane for filtering to NParade, which can be challenging when busy. A cycle box at the All Saints Rd crossing would be very useful. Getting onto NParade is also quite challenging. This 'desire line' (for crossing NParade) could do with a pedestrian crossing which could also help cyclists. Going in the other direction the narrowing of the road by Malthouse Pl. often results in uncomfortable close passes.

Route K

Dan B	I already use this route as shown, but am also happy using some of the NCN that runs parallel(ish) to the left of it (which could be improved). Why aren't they shown?
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Route L

Al P	On the Lower Wick side, it is unsafe to join Weir Lane from the south, as cyclists are forced to merge into oncoming traffic that is hidden from view. When approaching Bath Road, a safer alternative is to use the path through St. Martin's Church car park, which is already signposted as a cycling route but is not marked on this map. The primary issue with this alternative route is its lack of maintenance. Although the path is wide enough for shared use, it is
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	frequently overgrown and requires regular clearing to remain accessible for everyone.
Dan B	All of this already exists as a well used route. Shouldn't this be a separate category (eg. existing route, needs minor improvements)?
Chantal	This is a route that I used from St. Peter's as far as Lower Wick swimming pool for years. However, when the river Severn is flooded it is impossible to access. Flooding has become more frequent in the last ten years so this route is not accessible all year round. We also used the crossing by St. Martin's church however the lights there are extremely slow to change.
Fleur	As mentioned above this route is regularly unavailable due to flooding.

Route M

Fleur	At the western end of this route you really don't want to have to get onto newtown road, as it is not suitable for average cyclists. Also leads into newtown rd tunnel which is not cycle friendly (especially from n-s direction).
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Route N

Wilf	Support
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Route O

Chantal P	The route from St Peter's to Spetchley road needs a solution at the crossing to enable cyclists to cross as well as pedestrians in both directions. At the beginning and end of the school day, the pavement and road is extremely busy.
Fleur	The Red Hill lane section can become difficult to ride due to rill erosion. The top end of this section is also extremely steep. Along the Battehall Park and Duck Brook section of this route it is unclear what is the cycle lane and what is the pedestrian lane. This often leads to conflict with pedestrians (especially dog walkers). The section near Cherry Orchard school is particularly impossible to ride during school drop off/pick up times as pedestrians use the full width of the path. Spetchley rd can be extremely busy at times and navigating the oak apple roundabout by bike is not for the faint hearted. Would be good if cyclists. Better arrangements for cyclists to use crossings would be helpful.

Route P

James N	The Severn Way on the East side of the Kepax Bridge is susceptible to becoming muddy and impassable by bike.
Wilf	Support. There needs to be a decent quality riverside link between Ferry Steps and Keepax.

Route Q

James N	I use this route occasionally to get from Powick Roundabout to St. Peters. Leading up to the Carrington Bridge, the lack of barriers at points makes this route feel quite exposed to the high speed traffic of the road. It is also quite loud and the air quality isn't great. I'm glad we have this route, but it's not a particularly pleasant one to ride on.
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Route R

Wilf	Support. However, there needs to be an additional route along Happylands Walk/Lambert Road/Nelson Road as the nearest parallel route on the north side of Bromyard Road. Need improved crossing of Bromyard Road at Watery Lane. McIntyre Road/St Johns Cemetery is a good daytime route. Whilst Bromyard Rd is tricky towards the Bull Ring, it is still a direct route to Worcester Bridge, and should not be abandoned as contributing to active travel; between Watery Lane and Sentinel Close there is width to provide cycle facilities - a valuable E-W/N-S crossing point of Bromyard Road, particularly given the new housing across the west of the city boundary. Westbourne Close should be shared pedestrian/cycle route. The unnamed lane between Fenwick Road and St Clements gardens should be a shared route along its length, extending Nelson Road to the east. The zebra crossing at Hilton Road by the Arena needs to be upgraded to accommodate cycles.
Fleur	Route P-R-A: For going from Sabrina bridge to the University it is unpleasant having to take route R along the Elizabeth Garrett Anderson building or along Hollywell Hill. These paths are too steep (especially when carrying child). It is much more convenient to go along Hylton Rd to Henwick Rd and take the Severn entrance. However the section of Hylton Rd. just after Hollywell Hill seems to narrow slightly, while cars still try to overtake at high speed. So this nw direction requires a big detour for some unless Hylton Rd could be more accessible.

Route S

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Route T

Ian FW	I support this as a route, but not sure why it's only secondary? There is no safe way to get from North Worcester to Blackpole, or across Worcester to e.g. Worcester Woods, Hospital, or Orbital PedWay. Cutting through Perdi and onto Bilford then up to Windermere is dangerous, and really puts people off, forcing car use to Blackpole for what is really a short journey. Would like to see this given more priority.
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Route U

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Route V

Wilf	Important network cutting through across Route J's circuit and linking cross-city routes.
Dan B	Should be a primary route! Strong support.

Route U

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Missed links / routes / direction of travel beyond Worcester

Name	Feedback (max 150 words per response)
Chantal P	Spetchley road to City centre - there is currently no direct route between Spetchley road and the city centre. The following key destinations are located on Spetchley road: Nunnery Wood High School (approx 1500 pupils aged 11-16) plus staff), Worcester Sixth Form (1800 pupils aged 16-19 plus staff), Nunnery Wood Sports centre. In addition Waitrose supermarket is at the top of London road and Worcester Woods / Country park as well as Worcester Royal hospital is easily accessible from the end of Spetchley road. A large amount of new housing between Spetchley road and Whittington road was built in the last few years and more recently there is a new estate (Willow bank etc) on the other side of the A440 which can be reached using a pedestrian and cyclist footbridge at the end of Spetchley road. All the above represents a substantial amount of people who are leaving or arriving throughout the day. The junction of Spetchley road and Whittington road going towards the city centre is currently not suitable for any but the most experienced cyclists. London road itself is also off putting for the majority of non-experienced cyclists including younger people.
Fleur	I agree with Chantal. For the same reason Ronkswood and part of Warndon are also cut off from the city for cycling

	access, with only direct routes Newtown or London rd. See also my comment under F. I also agree with Dan that making large parts of town 20mph would make cycling a much more attractive transport option.
Dan B	I use a bike as my most frequent mode of transport to get around the city. I've ridden most (all?) the roads in the city, and enjoy trying and varying routes between places to find options that work depending on the time of day (and levels of traffic; cars or pedestrians on shared use), my available time, sometimes shortest, sometimes avoiding climbing. I don't use a lot of the shared use paths for a variety of different reasons (see blog post here). I mention all of this because whether I would use a designed route is completely dependent on its features. Much could be done to create a genuine network by removing selective TROs in the city centre and on some walks (alleys etc), adding more modal filters to create quiet routes on back streets, bi directional cycling on key one way streets, and introducing more 20 mph (all residential?). This would provide low cost but high quality cross connections on the above map, and immediately open up many more options for routes; a genuine network.
Ian FW	The Ombersley Road cuts a huge scar down from North Worcester to the centre. It is incredibly hard for anyone to get across the Ombo road, particularly around Whinfield Road, and especially with bikes, because there are very few ped/toucan crossings and only a handful of small islands (not suitable for bikes). There needs to be some provision given to crossing points here, so that people wanting to get to/from Northwick, NWPA schools, and several POIs can do so. When we run a bike bus here, we have to physically stop the traffic to allow people to cross, which is not possible for the rest of the week when families are on their own. Consider crossings at Whinfield Rd.
Ian FW	Cornmeadow / Ombersley Rd - this is part of the NCN and is, currently, almost impossible to cross safely. Often, I have to get off, activate the ped xing 20 yards up, and then wheel my bike over. Not really acceptable for something on the NCN, and again it acts as a real barrier for getting east/west in Claines, cutting off easy access to Gheluvet, Kepax Bridge etc.
Chantal	There does not appear to be any routes making use of the Kepax bridge. A pedestrian / cyclist crossing is needed on the west side of the bridge to make this a useful route to connect East and West.
Wilf	All 1-way streets in the city centre and on identified routes should become 2-way for cycles.