



CHESTER CYCLING CAMPAIGN

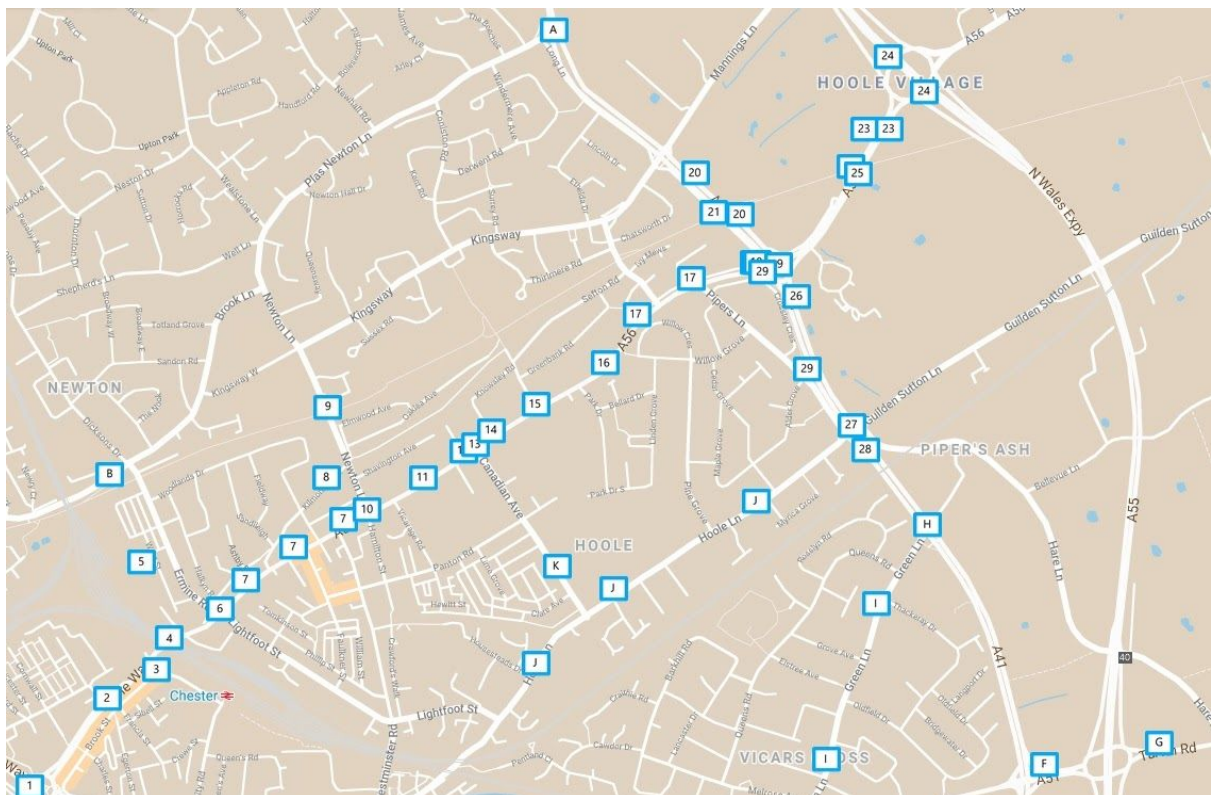
Working to Create a Cycle Friendly City.....

CCC report on A56 Corridor

This note essentially covers the A56 from the 'SuperTrees' roundabout to the M56 roundabout. We note the wider area to be covered in the Mott MacDonald/ Broadway Malyan study and some observations will be made that are outside the immediate A56 corridor but within their kite-shaped area. We will address at least some of the issues in other parts of the 'kite' in later iterations of this note.

The observations are mainly viewed through the cyclist's 'lens' but also include issues of relevance to walkers and those using mobility aids and devices. If pertinent, there may be a need in future to add observations on the use of electric scooters given the proposed changes to the legislation. As far as the cycling provision suggestions are concerned, the fundamental yardstick is around their "suitability for an unaccompanied 12 year old cyclist".

A map of all the points listed can be found at :- <https://tinyurl.com/A56-Corridor-Map>:-



Clicking on any of the points on that map will open a box with a link to the relevant paragraph in this document. It should be noted that each point clicked in this way will open up a new copy of the report without closing any already open - you may want to do that manually to avoid too many pages being open at once.

With regard to cycle routes, the word 'lane' has been used in the context of on-carriageway routes – 'track' or 'path' indicates routes which are separate from the carriageway used by motor vehicles, even if running adjacent to them (e.g. separated by a kerb).

1. The A56 Hoole Way from the 'SuperTrees' gateway roundabout to the traffic lights at Black Diamond St.

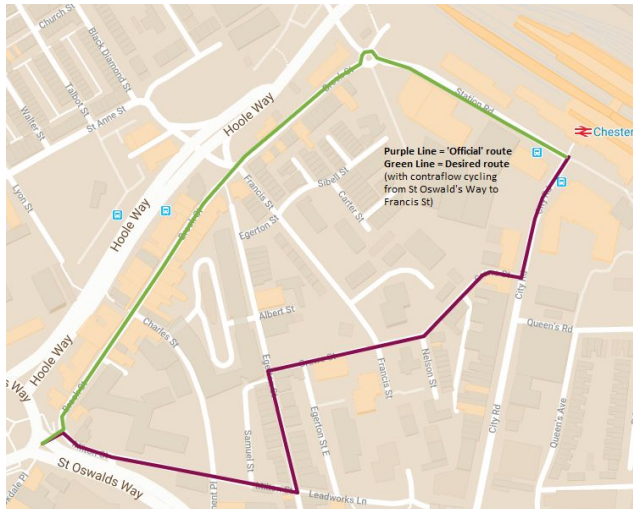
This is fundamentally unsafe for cyclists. Specifically, if travelling from Frodsham St., there is a requirement to cross two traffic lanes which may not be understood by motorists travelling up to the Fountains Roundabout:-



There is also danger from motors travelling down from the Fountains roundabout and then up Hoole Way (see position of white car in picture below) – many do not think that they should give way to (or even see) a cyclist who is already on the roundabout in the nearside lane.



Whilst there is a reasonable crossing from Brookdale Place to Brook St, the 'town end' of this street is currently one way for all traffic. Cyclists leaving the City technically have to divert via Mill Rd and Egerton St in order to access the Black Diamond St traffic lights and Hoole Bridge (see picture). It is a longer route and not obvious although it is signed. Because of speed bumps and carriageway pinch point constrictions, these streets are neither particularly safe nor pleasant to cycle:-



The solution should be to make the 'town end' of Brook St (i.e. from St Oswald's Way to Francis St) two-way for cycles. The pavement is wide enough at the end nearest St Oswald's Way for a (segregated) Shared Use Path (SUP)*, but there would be a need to widen the path on the lower part down to Francis St and to restrict parking to only the east side of the road. Though illegal, people do currently stop and park on the west side pavement on this stretch and some element of prevention would need to be designed-in here.

**wherever possible, the SUP should be segregated to conform with the latest Government guidelines^{1,2}*

2. The Black Diamond St/ Hoole Way traffic lights junction.

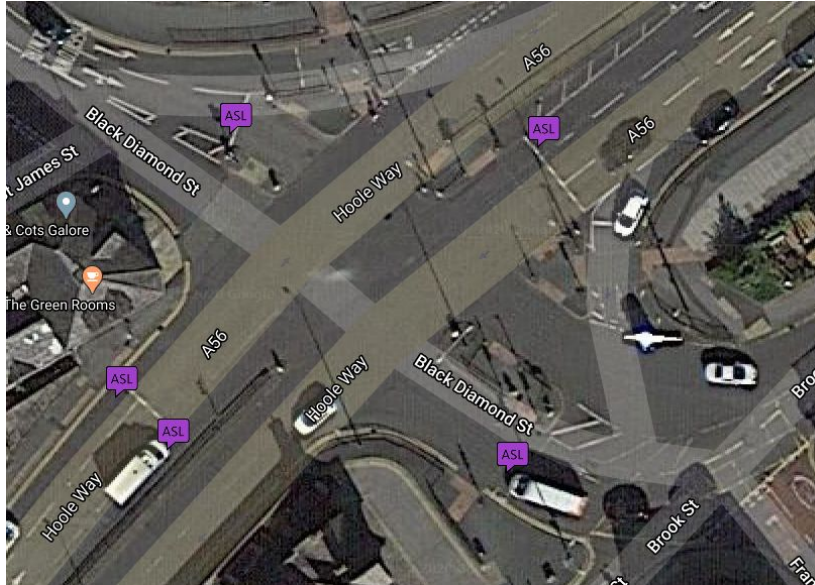
There are a number of issues here:-

- a. The signage at the bottom of the street is non-compliant and the signs are mutually exclusive.

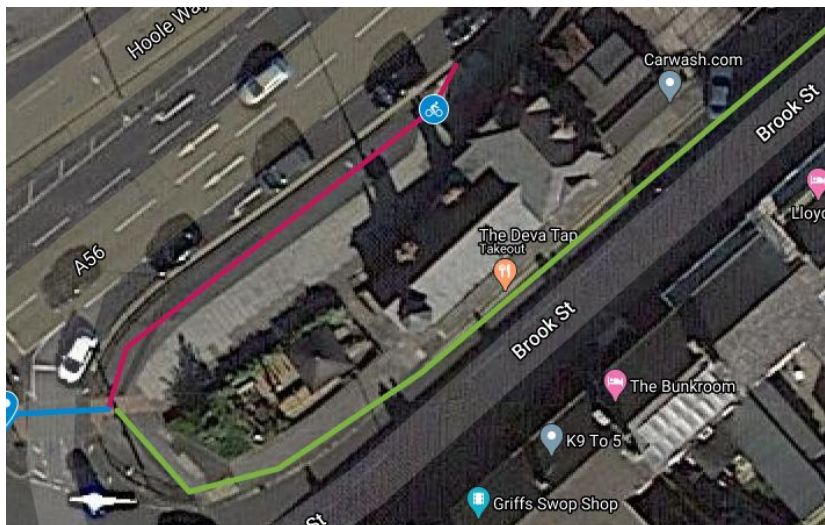


The round sign is one indicating cycles only. It should be rectangular if the intention is to allow the use of the road by motorised traffic as well.

- b. An Advanced Stop Line (ASL) is required for cyclists cycling from the east side of Black Diamond St onto Hoole Bridge, given the width of the junction and the rise onto the bridge. ASLs should also be considered at the other points indicated:-



- c. There is a small section of cycle track on the city bound pavement to the lights (in Red in the picture):-



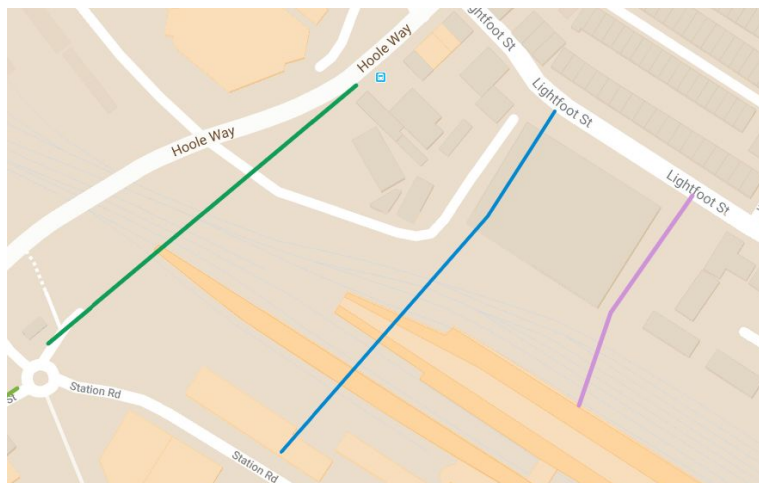
The 'start of cycle path' sign shown in the path above is pictured below:-



This is useful, but the ground should be marked to inform pedestrians using the pavement in both directions that it is shared use (or it could be segregated^{1,2} – it is wide enough - A simple line on the ground could be used to make the ride hand side cycle only.)

Ideally, it would also extend into the ‘Station end’ of Brook St (marked in Green) to at least the mini-roundabout to aid access to the station. The pavement in front of the car-wash and existing commercial properties is rather narrow – ideally, even if only when this area is redeveloped, the extra width could be acquired to facilitate this. Again, with ref to latest guidelines^{1,2}, a segregated track would be preferable if sufficient width could be provided.

To some extent, the potential for improvements in this area depends on what arrangements are made for a new pedestrian/ cycle bridge over the Railway – preferably it would be constructed to run from the Bus stop area to the mini-roundabout (in green on map) but another route (e.g. the blue) might prove more feasible (Lightfoot St to Station Road):-

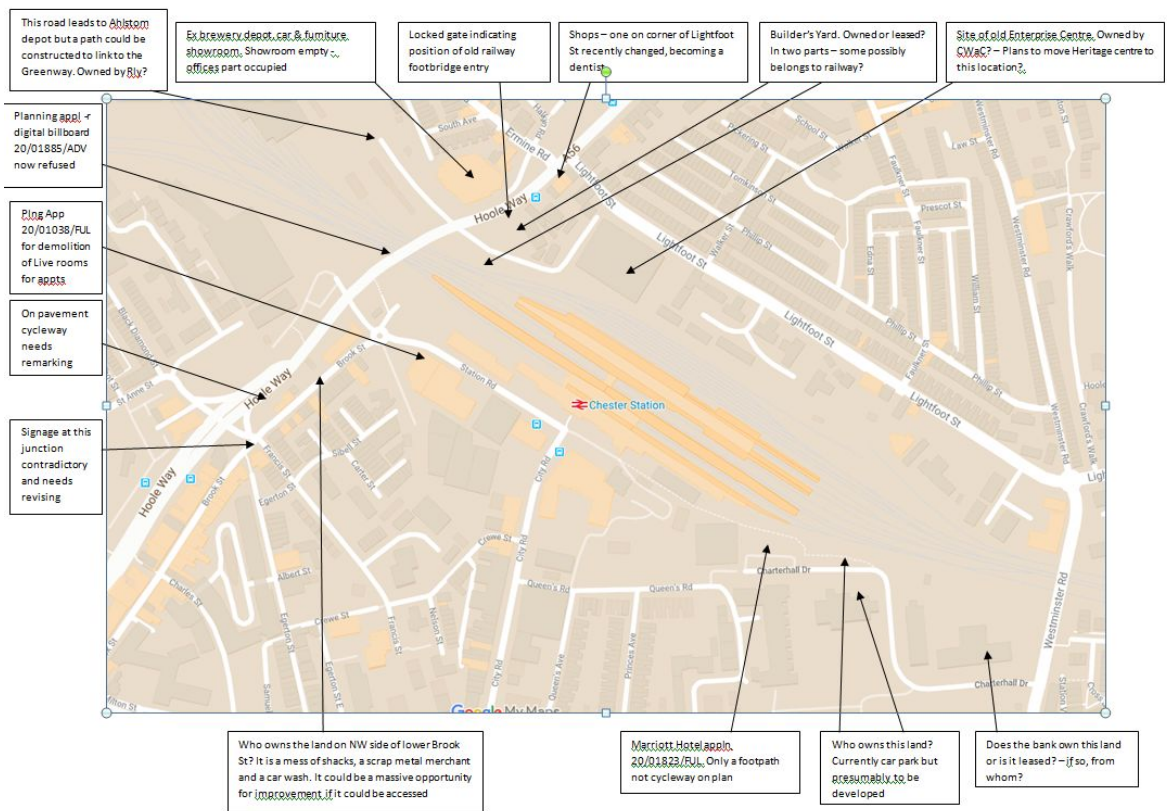


In addition a bridge from Lightfoot St to the existing station bridge (purple above) appears easy to realise in view of the proposed addition of new platforms in place of the existing sidings. If this could also be made cycle-able, this would aid passengers who intend to travel by train with cycles. We do not see this as a substitute for a route which will deliver non-train customer users to Station Road rather than to the track side of the station concourse. The green route above is the most direct and obvious one for cyclists and pedestrians.

Potential new developments also need to be factored in – e.g. the current planning application for Homer House (20/01038/FUL) could interfere with any overall plan.

3. The Railway Station Area

This area has essentially been covered in separate discussions and documents with 5th Studio, but the overall issues can be summarised by this map:-



In the light of the latest Government Guidance^{1, 2} (27-July-20), the route between the Railway Station and Westminster Road should have segregated pedestrian and cycling tracks rather than be an SUP. A comment to this effect has been posted by CCC with respect to the Marriott Courtyard planning application (20/01823/FUL).

4. Hoole Bridge

This is a dangerous and unpleasant crossing for both cyclists and pedestrians. The footway width (1.5m?) is sub-standard. The increasing weight and width of vehicles (particularly from extended wing mirrors on modern vehicles) present an ever present danger to cyclists on

¹ <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

² <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

the carriageway and pedestrians (particularly those with pushchairs) on the pavement. There is insufficient space to segregate the users unless a one way system were to be instituted or pedestrians and cyclists were to be diverted via a new bridge.

There are dangerous access/egress points (particularly to the Builders Yard on the east side, but also to the Alstom depot on the west side).

A recent planning application for a digital signboard on land adjacent to the bridge (20/01885/ADV) has been refused. It is to be hoped that the applicant doesn't try to revisit or appeal that decision.

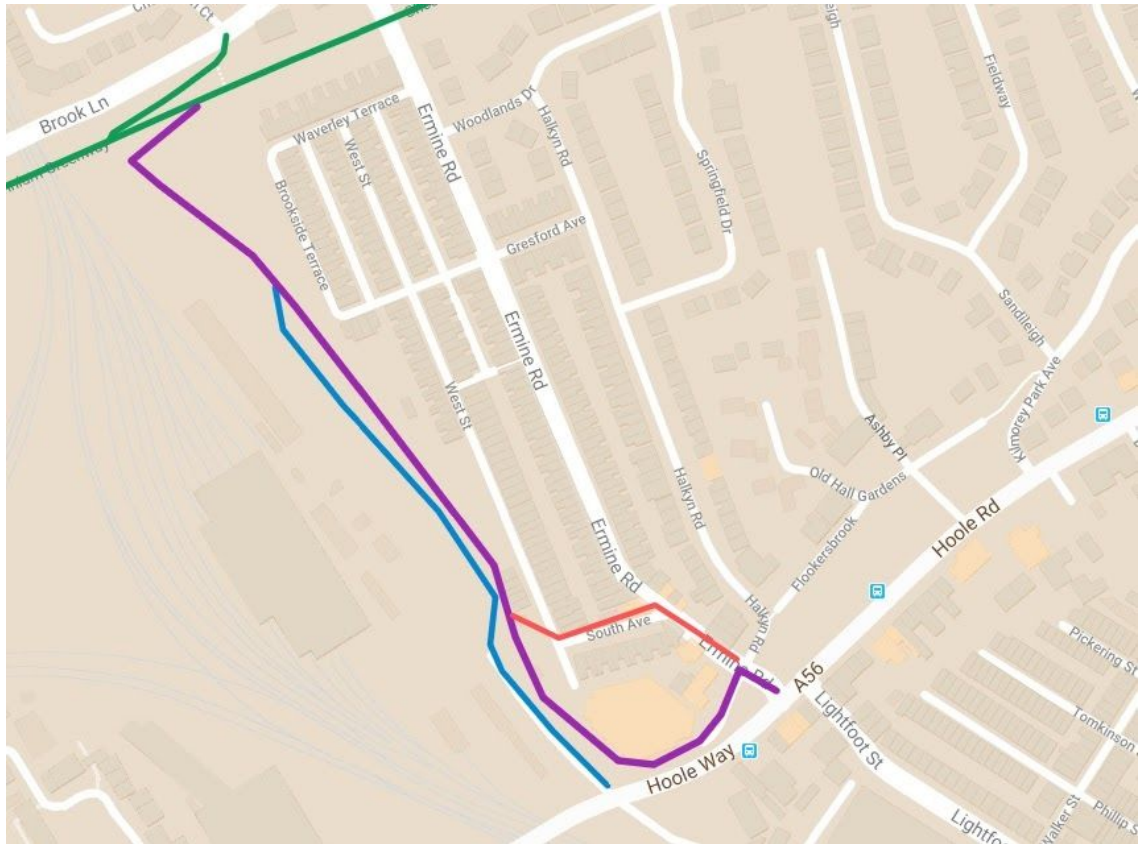
A minor improvement could be made by installing a dropped kerb in front of the vacant furniture warehouse. This would allow cyclists travelling from town to access Flookersbrook & Kilmorey Park Avenue more easily and safely and to avoid the Ermine Rd junction. The required dropped kerb is labelled "1". That marked "2" is already dropped.



5. Cycle path A56 near Ermine Road junction to the Greenway

This is included in the Local Cycling and Walking Infrastructure Plan³ (LCWIP) report which has recently (July 2020) been adopted by the Council. The current route from the end of the bridge to the Greenway requires the use of Ermine Road and Brook Lane. Although a two way street, it is in effect a single carriageway due to parked cars leading to traffic queuing awaiting an opportunity to pass. It is not a safe road for cyclists. There is more than adequate space to build a segregated footpath/cycleway on the unused land behind the houses on West St. Access would be possible either from the Alstom lane off the bridge (blue in the picture below) or, preferably, from the side of the vacant warehouse (purple). A third, less satisfactory, option would be to access the land via Ermine Road and South Avenue (orange). In all cases, it should be noted that the Greenway runs above the level of the unused land and the path would need to be ramped up to provide access to it. Whilst a kinked ramp up to the Greenway is shown below, a straight ramp may be an easier alternative.

³ <https://consult.cheshirewestandchester.gov.uk/file/5557717>



6. A56/Ermine Road/ Lightfoot St junction.

This is a dangerous and unpleasant junction with an unenviable accident record for it and the immediate vicinity (over 1/year over the last 21 years, including some serious). Note that this DfT data⁴ only includes incidents which have been reported to the police and in which someone suffered injury. The reality is that there are many more incidents.

⁴ DfT data accessed using <https://www.crashmap.co.uk/Search>. Excludes incidents not reported to the Police and not involving injury.



This junction needs a radical makeover and consideration might be reasonably given to a traffic light controlled ‘CYCLOPS’ junction (or ‘Dutch roundabout’) at this point if space and land ownership permits. For more information, there is a CYCLOPS animation at:-

https://www.youtube.com/watch?utm_medium=social&v=7FBncwFDVHk&utm_source=Facebook&feature=youtu.be&utm_campaign=SocialSignIn&app=desktop

and a Dutch roundabout film at:-

https://www.youtube.com/watch?v=FR5l48_h5Eo

7. A56 from Ermine Road to Newton Lane

The need here is for additional width to enable the establishment of cycle lanes. Removal of the parking bays on the east side of the road would provide at least some of the additional width. The land up to Kilmorey Park Avenue junction is owned by a private trust. Beyond that, the properties on the west side are very close to the road, but there are parking bays on the east side which currently restrict the available width.

8. Pavement on western side of Kilmorey Park

This pavement is (and has for a long time been) in appalling condition due to a combination of inadequate utility works and overhanging branches. As a consequence, pedestrians frequently step out into the road, putting themselves and cyclists in danger. Parking is allowed on both sides of the road and restrictions might be resisted. But repair and reinstatement of the pavement and control of the hedges should be considered a minimum requirement.

9. Newton Lane Bridge

For cyclists travelling towards Hoole Road, the traffic lights can present some difficulty when having to make a start from ‘red’, owing to the rise over the bridge. The possibility of installing a one-way bypass to allow cyclists to avoid the stop is a potential solution to this problem (represented in purple in picture).



Consideration should also be given to making Newton Lane a 20mph zone at least from Hoole Road as far as the Kingsway junction (ref. school children's use), if not all the way up to the A41.

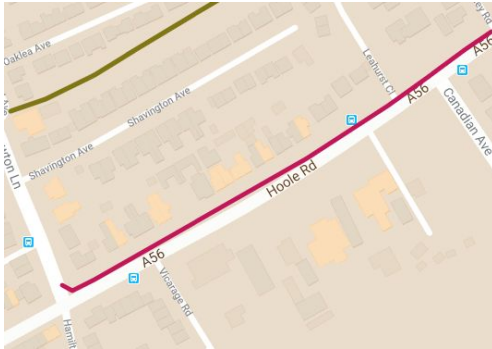
10. Junction of Newton Lane with Hoole Road

Whether or not traffic signals or another system (eg Dutch roundabout) are considered for this junction, an ASL at this point would aid cyclists wishing to turn right towards the town (and probably reduce pavement riding by those using the pavement to get to the pedestrian lights in order to cross the road). An ASL for those turning right from Hoole Rd into Newton Lane would also be beneficial. It is worth noting that this junction is an important link on the crucial route from the Greenway to the canal path (via Hamilton St - Crawford's Walk – Westminster Rd Bridge). Any re-configuration of this junction needs to take into account the pedestrian lights on Hoole Rd just to the SE of it.



11. Cyclepath from Newton Lane to Knowsley Road

This SUP was a ‘de minimis’ installation on an already existing wide footpath. It is inadequately signed and, as such, few know where it officially starts and ends (in red in picture):-



The sign at the Newton Lane end is obscured by trees and there are no ground markings to indicate to pedestrians that it is an SUP. There are also some problems of car parking on the footway – again something that could be alleviated by ground markings. The width is sufficient to have segregation between cyclists and pedestrians, which would conform to the latest government advice^{1,2}.

12. Junction of Cyclepath with Leahurst Close

The junction from this cul-de-sac can be obscured by trees. It needs marking to give the cycleway unambiguous priority as per the examples below (the first for a cycle lane has recently been installed on the A41, the second is for an SUP):--



13. The right turn into Canadian Avenue

This is currently unsatisfactory and unsafe. The road markings offer no protection and the island a little further on is not in the most convenient place for pedestrians.

Cyclists exiting Canadian Avenue to travel NE are almost obliged to ride on the pavement to the island in order to cross over.

14. Knowsley Road to Fairfield Road

It is difficult to understand why the SUP was not extended to at least this point when it was installed. There is no physical reason that would prevent this extension. Again, this junction needs to provide the SUP with priority for pedestrians and cyclists (as shown at Point 12 above).

15. Fairfield Road to just beyond the United Reformed Church

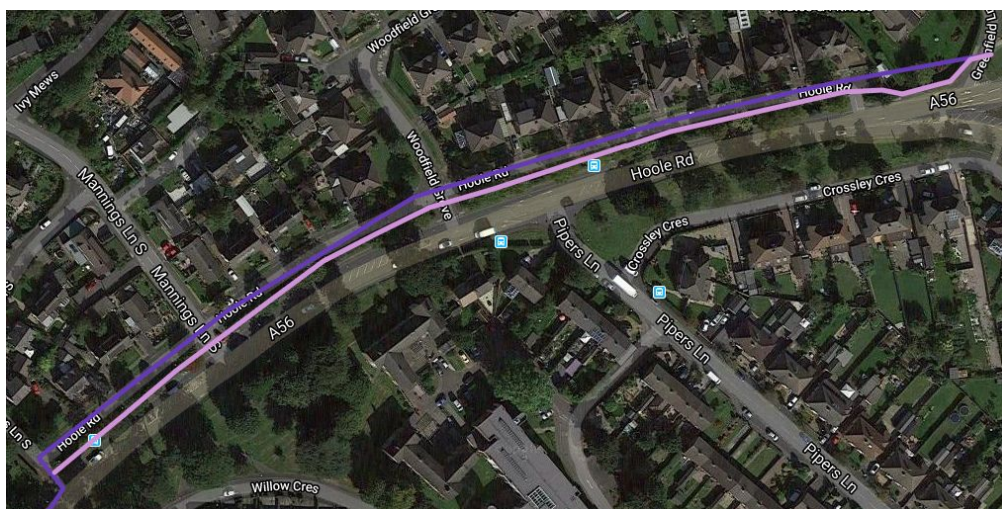
Again, there is no physical constraint on an extension of the cyclepath to this point. And again, pedestrians and cyclists should be given priority at Fairfield Road.

16. United Reformed Church to Mannings Lane South/'old' Hoole Road Junction

The bend in the A56 just beyond the Church presents problems in that it is narrower than elsewhere on this road. Nevertheless, this does not reduce the need for a full width separate cycle and pedestrian paths on both sides of the road. It is possible that a re-alignment of the road might provide the extra width necessary to achieve this.

17. Mannings Lane S/'old' Hoole Road access point to Greenfield Lane

There are a couple of options here:- If the cycleway had been extended to this point (or if not, a dropped kerb from the main carriageway could provide access), then the existing 'old' Hoole Road could be used (with the installation of a small length of track at the end) to provide access to Greenfield Lane (purple in picture). An alternative may be to run a new path along the verge preferably on the west side of the existing hedge if there is room (in pink). There may be a need to relocate the hedge as has been done in Sutton Lane in Ellesmere Port.

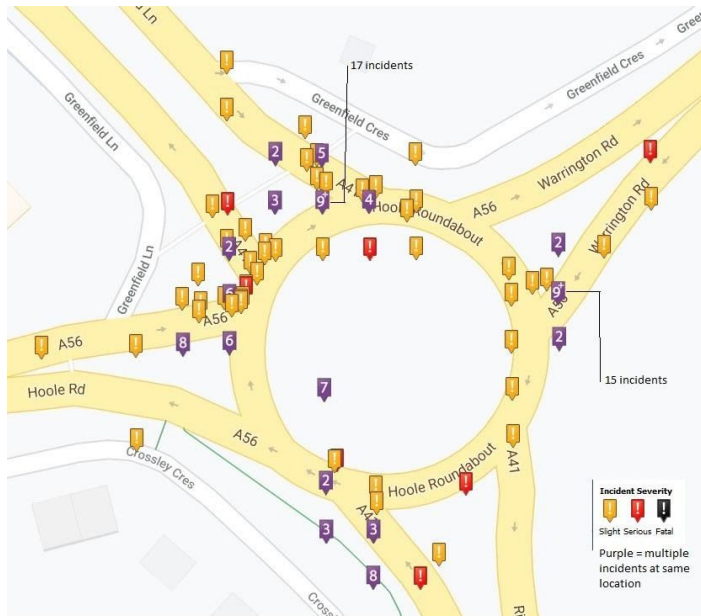


18. Signage to and on Greenfield Lane

This needs radical improvement to ensure that cyclists use Greenfield Lane at this point rather than the A41 when travelling NW.

19. Hoole Road Roundabout (A56/A41)

This needs a complete and bold re-think. It is dangerous for cyclists and pedestrians and there have been numerous car accidents. As the picture shows, there have been many accidents over the past 21 years³:-



It can become almost impossible to cross (even for cars) at peak periods. Crossing on the west side is particularly important for pupils from south of the roundabout attending Upton school.

A solution more favourable to sustainable means of travel should be the objective and any solution must also address the issues at the Green Lane/A41/ Guilden Sutton Lane junction – see pp 27 below. The Hilton Double Tree Hotel is difficult to access from the NW side of the road for non-motorists and this difficulty needs to be factored into any new arrangement.

20. SUP / Cycle Lane- from Greenfield Crescent to Mannings Lane

The recent (July 2020) installation of a 2m wide cycle lane from Mannings Lane to the roundabout will have undoubtedly made this stretch much safer for cyclists travelling SE. There is still a need for a dropped kerb at the top of the Greenway ramp to allow access to and egress from this new cycle lane (to be checked - may be OK?).

Longer term there might still be an argument for a segregated path or SUP for the full distance along the NE side of the A41 for this stretch, which would facilitate cyclists travelling NW to the Greenway or to Mannings Lane.

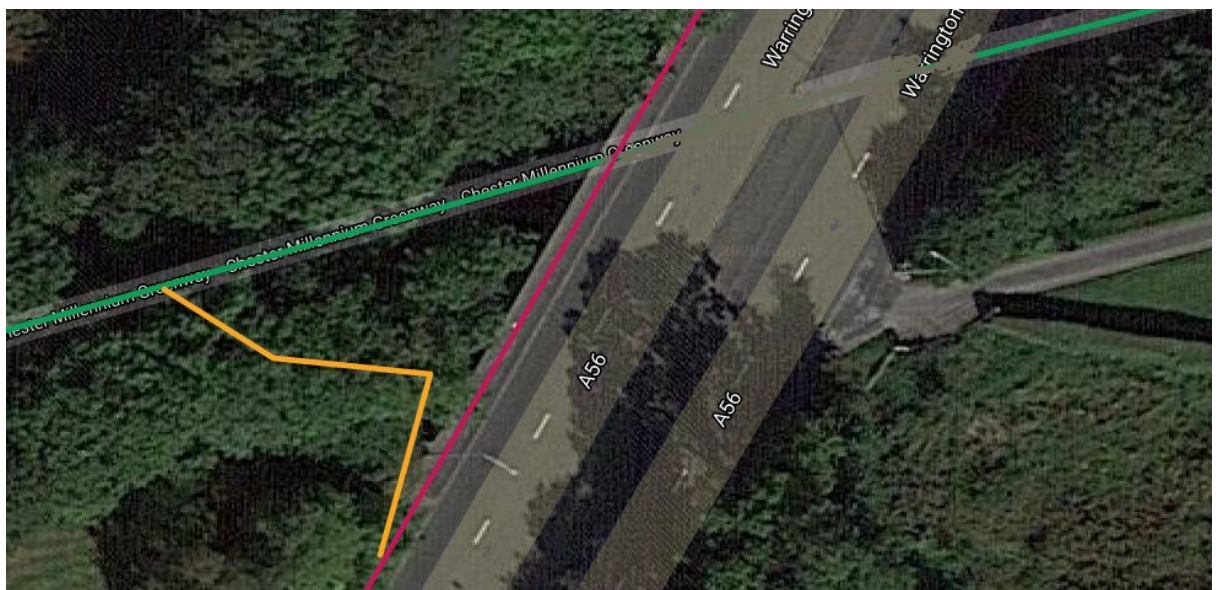


21. Access to the Greenway from Greenfield Lane

Whilst there is the existing access on the NE side of the A41, the possibility of an additional access from the SW (the 'town') side should be considered. There is room to install a straight ramp here.

22. Hoole Rd/A41 roundabout to A56/M53 Roundabout.

There is a cycle path along the pavement here. Some vegetation needs attention and possibly the surface too. Access to the Greenway at this point might usefully be incorporated from this path as per picture (switchback shown as there is a difference in level, but route could be varied and shortened):-



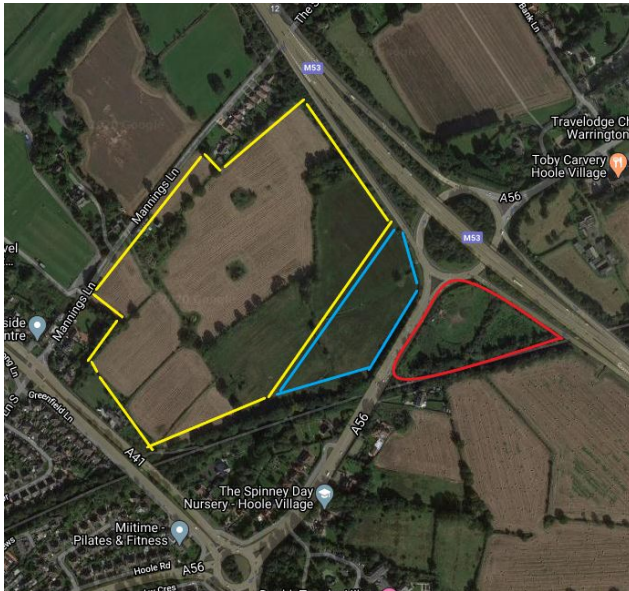
23. Park & Ride

Various studies in the past have suggested that an additional P&R site should be located near the M53 roundabout. Initially it was proposed in the '90s as part of a Guided Busway proposal which would have seen what is now the Greenway shared with buses to a new P&R site adjacent to the M53. A later iteration (which would have used Hoole Road for the buses) failed on the grounds of loss of Greenbelt land. The proposal was predicated on the lease or gift of the land for a 650 car space P&R in exchange for Planning Permission for an estate of 750 'luxury homes' covering the rest of the Mannings Lane/M53/A56/A41 square.

There is another parcel of land on the other side of the road which is understood to be owned by CWaC. It is understood that it was excluded from consideration in earlier studies due to difficulties in financing it.

In the picture below, this land 'on the other side' is outlined in red which is about the same size as the Upton P&R site. The original documents regarding this proposed development are vague regarding the areas allocated for P&R vs housing, but along the lines of the area in

blue for the P&R in exchange for permission to build on the Greenbelt area bounded in yellow.



It should be noted that the latest study (from 2015) for a P&R at this point concluded that there was “no current business case for the additional facility”⁵. It should also be noted that there is very poor signage (and no indication of free spaces) for travellers from the M53/A56 to the existing P&Rs at the Zoo and Wrexham Road which leads to under-utilisation of the existing infrastructure.

Were a P&R facility to be installed, then Park & Cycle should be a major part of the offering. For this to work satisfactorily, the Millennium Greenway would need significant widening and segregating to accommodate the extra volume of cyclists.

Arguably, there is already a need to widen the path from the A41 to Blacon given the volume of traffic and potential conflicts between cyclists, pedestrians and dog-walkers. The stretch from Limewood Fields to Northgate ponds is of particular concern in terms of traffic generated by ‘Give it a Spin’ (cycling for the disabled) and Newton School.

24. M53 roundabout track

Usable but not in very good condition – more confident cyclists are likely to ignore, but there is danger from cars travelling from the A56 to M53 northbound as these drivers tend to be looking left for other cars rather than expecting cyclists at the crossing points.

25. M53 to A41 Roundabout on A56 travelling towards the City

There is room for a segregated path or SUP on the pavement

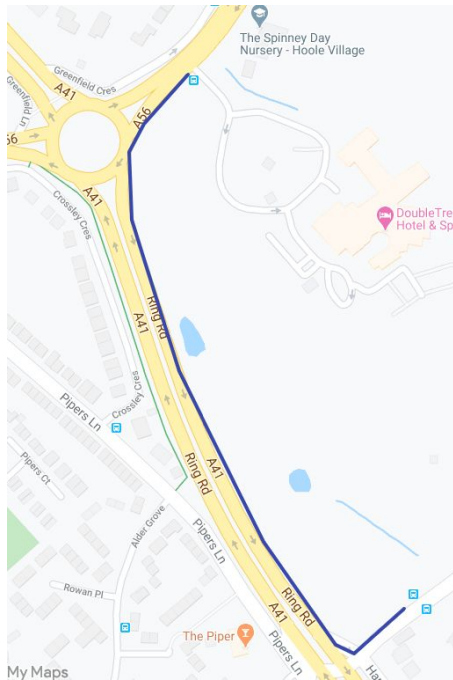
26. From Hoole Hall Hotel round on the A41 to Guilden Sutton Lane

The carriageway here is dangerous as motorists exiting Warrington Road to travel on the A41 South are usually looking to their right for oncoming cars rather than to their left for cyclists on the main road or pedestrians crossing. There is a current wide footpath here which could easily be signed and utilised as an SUP, or widened to have a segregated path

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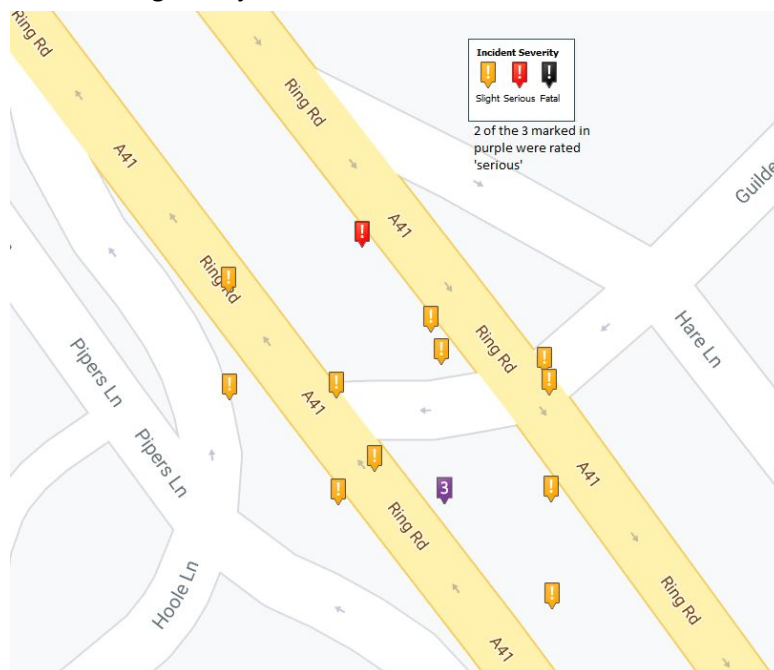
<https://www.cheshirewestandchester.gov.uk/documents/parking-roads-and-travel/public-transport/transport-strategies/phase-two-reports/chester-transport-strategy-phase-2-park-and-ride.pdf>

but there is no proper entry to it from the road and Police currently often park blocking it in order to observe the roundabout.



27. The A41 Junction with Hoole Lane and Guilden Sutton Lane

This is a dangerous junction and difficult to cross:-



Again, these are DfT records³ from the last 21 years but only include those incidents reported to the police and resulting in injury. The junction needs a complete re-think in association with revisions to the Hoole Road roundabout. Radical options such as a ‘Cyclops’ crossing or a Dutch style roundabout should be examined. To reiterate, any changes here should be done in tandem with those for the roundabout itself – see pp 19 above.

28. Hoole Lane junction to A41 (W side) cyclepath

The generally very good A41 SUP on the west side narrows to accommodate the carriageway slip road from the A41 to Hoole Lane. It is also not signed as a cycle lane from Hoole Lane. This needs modification as part of the overall re-design to maintain an adequate width for the full length.



29. Pipers Lane to Crossley Crescent

The current access path (opposite Alder Grove) is steep & at a difficult angle and there is a simple solution, i.e. to re-site the path across the grass verge, so that it is easily accessible to/from the crossing point. At the Hoole road end it emerges suddenly and dangerously on to the main carriageway. Those in the know will drop into Crossley Crescent – but it is steep and not easy for EACs or trikes. Those unfamiliar with the route will not.

Outside the A56 immediate corridor, but within the study ‘Kite’ area are some other problem areas and junctions which could be impacted by changes to the immediate corridor and therefore should be taken into account when considering the immediate corridor. There have been some changes (and some are ongoing) arising out of the resurfacing and relining work currently (July 2020) being undertaken. This section will be fully re-written when complete:-

A. Plas Newton Lane traffic lights.

The traffic light bypass when travelling NW to SE has now (July 20) been widened to 1.5m (a vast improvement). In the future, a further improvement could be made by cutting back the hedge and moving the kerb. There is a minimum of 2.5m to the boundary fence (4m in places) so there is room.

Access to the cycle lane at this point was only 1m wide but this has (July ‘20) now been widened to 1.5m. There is about 3m to the hedge boundary and plenty of room to widen it if and when there is a re-appraisal and more extensive work on this road.

As for cyclists turning right into Plas Newton Lane at the lights, the current arrangement is unsatisfactory and unsafe. It appears that the intended route is via the little island just before the crash barrier:-



It has a number of deficiencies -

- a. it is not obvious
- b. it requires a move that is unlikely to be anticipated by a following motorist
- c. it is too small and narrow to be used by unconventional cycles or two cycles at once (see picture above)
- d. it is not signposted.

The preferred solution for this right turn from the A41 into Plas Newton Lane would be an Advanced Stop Line (ASL). Ideally, there would also be a 'feeder' lane to access it so that a cyclist trapped between cars waiting to turn right could reach it ahead of the lights changing. Changes are shown in the latest plans but have not yet, at the time of writing, been installed (NB work is scheduled for 16/17-Aug-20).

This same small island is possibly the intended route for those coming up Plas Newton Lane and wishing to turn right to travel SE on the A41. All the points about deficiencies made above apply equally for this turn and in addition, the cyclist is then confronted with having to cross two lanes of potentially moving traffic to access cycle lane.

If such a routing was the original intention, it is not signed from Plas Newton Lane and would not be obvious or instinctive. In addition, there is only a 1.2m gap between the traffic light pole and the speed sign (DfT minimum recommended 1.5m). These problems may not be addressed in the current refurbishment but should be considered in any future work..



Again, the most acceptable solution would be an ASL with a feeder lane. The turn is on a slight hill and this crossing can be intimidating as there may be cars on the left hand side waiting for the lights to change to allow them to access Plas Newton Lane.

It should be noted that the current speed limit on Plas Newton Lane is 30mph as far as the junction with Wealstone Lane. It is then 20mph to Newton Lane Bridge and then 30mph again to Hoole Road. Kingsway also has a 30mph limit. There would be a strong argument for making this all a 20mph zone.

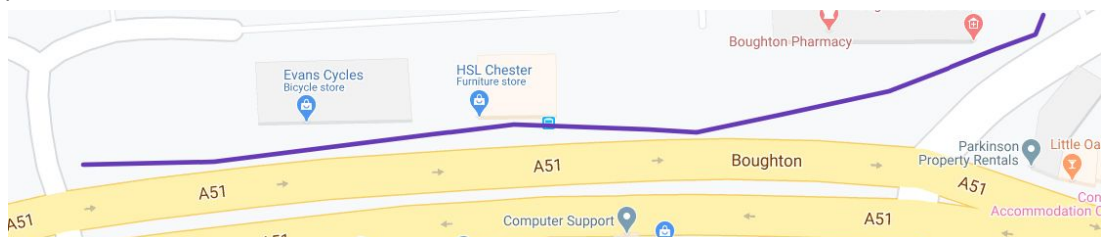
The entrance to the cycle path shown in the picture above is at right angles to the carriageway. Whilst this is well positioned for those coming from Long Lane, it is difficult (particularly for those with trikes, tandems or cargo bikes) to join from Plas Newton Lane. The entrance is only about 2 cars back in queuing traffic waiting for the lights to change and another access point from the junction with the sports club would be useful, enabling bikes to leave the traffic queue earlier and more safely.

B. Brook Lane access to the Greenway

This is difficult due to the narrowness of Brook Lane as it approaches the bridge, the 'angle of attack' required to access the entrance and the narrowness of both the road and of the pavement for the two way traffic of both pedestrians and cyclists. What is required is a wide enough SUP, at least from the car park to this point. Whilst there is an electricity sub-station at this point, it is well set back from the pavement and should not prove an insurmountable obstacle.

C. A51 Boughton

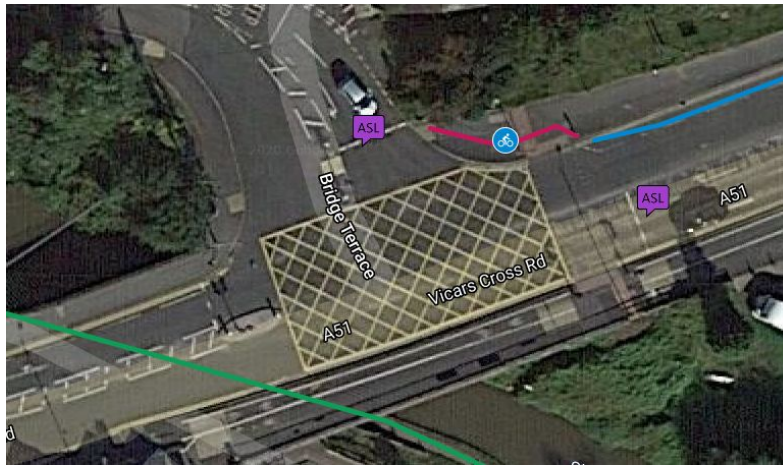
Work is currently being progressed on this section - clearly more than a temporary change in response to COVID as a significant portion of the existing pavement has been removed. It is unclear as to whether the cycle path will be a carriageway lane or a raised kerb level track. Either way, it should be an improvement on the present situation and should be made permanent.



D. A51 Shropshire Union canal bridge, Vicars Cross Rd

Significant work has already been done by the '5 Parishes' and they are recommending segregated cycle lanes on the A51 from Vicars Cross lights as far as the Aldi / canal towpath area. Their full report will be issued in September.

Some deficiencies in the current configuration are noted below for the record but may have already been addressed as part of the above work:- Whilst there is a cycle bypass in-bound for the city cyclists, there is a need for an ASL for those wishing to turn right to Aldi and the other stores. There is also a need for an ASL for cyclists exiting the estate and turning right towards town, as the road is on a slope which necessitates extra time for cycles..



There is an existing stretch of pavement SUP, the signage for which is currently confusing as it is not clearly marked that it ends as soon as it is round the corner. The sign, which presumably is for motorists' information, may be misread by cyclists as an indication that it continues on the pavement despite the adjacent carriageway lane:-



It needs markings on the ground. It is expected that the 5 Parishes report will endorse the concept of a continuous cycleway from here to the A41.

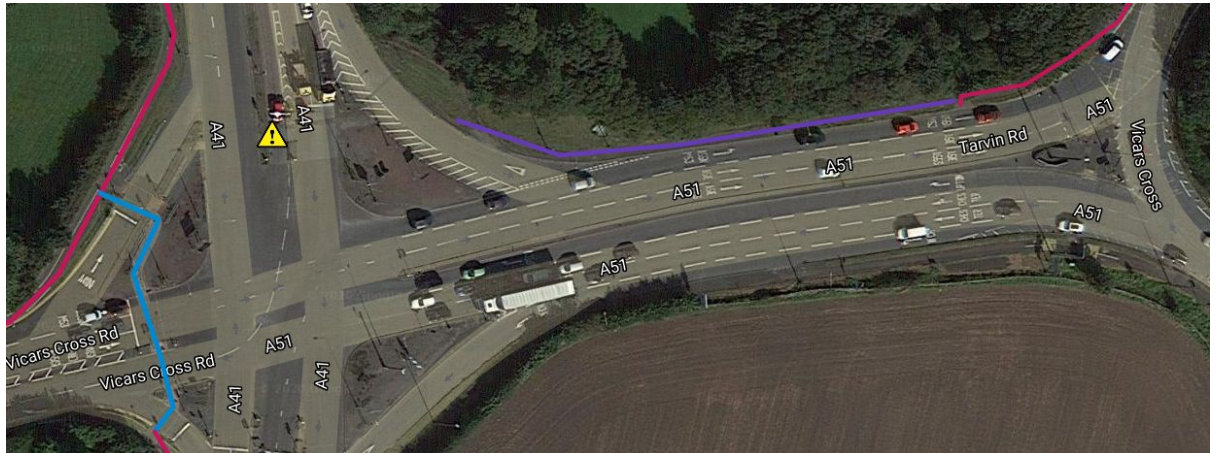
E. A51 Junction with Green lane

There is an existing ASL on the outbound carriageway of the A51 but it is very worn and barely visible to motorists – it needs re-establishing along with new ASLs at the bottom of Green Lane and on the inbound carriageway in order to help cyclists wishing to turn right from these roads.

F. A51 between A41 and A55

There is a need for a safe pedestrian/cycle crossing from the existing western SUP (in red) to the eastern side of the road (at the point with the hazard sign).

There is also a clear need to convert the footpath shown below in purple into a formal SUP to link with that (in red) which goes to the A55 roundabout.



G. A51 between A55 roundabout and Hare Lane

The existing cycle lane (red) ends without a dropped kerb to enable rejoining the carriageway.



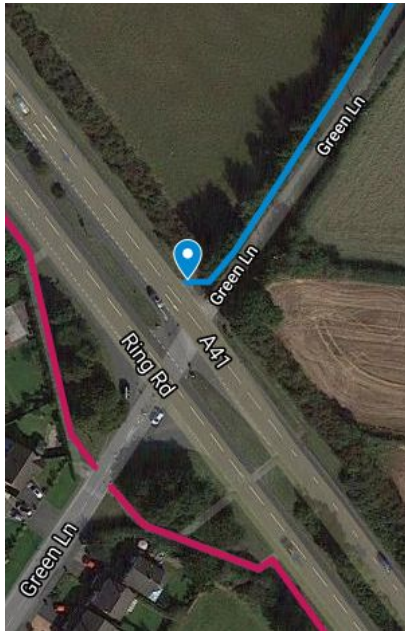
But the preferred solution here would be to extend the SUP to Hare's Lane:-



H. Green Lane – A41 junction

This is horrendously unsafe to cross if travelling NW unless one knows about the crossing point some distance to the south (even then, not safe or pleasant) – it is not obvious.

The state of the cycle contra-flow lane is currently (July 20) dreadful and unusable from overhanging branches and hedges (they have been reported)



I. Green Lane from Vicars Cross Road to A41

This road is difficult for cyclists due to multiple speed humps and parked cars. There are broad verges at the top end (from at least Grove Avenue) which could be re-allocated for a cycle path, but no doubt it would face opposition from residents and nor is it 100% clear who currently owns the verge.

J. Hoole Lane

The verges are, at least in places, wide enough to accommodate a cycle path but a proper evaluation of the benefits and the difficulties in the overall context of the Hoole Roundabout/A41 is required.

K. Canadian Avenue

This road is wide enough to accommodate at least one segregated path which would improve access to the nursery and primary schools in the area. There may be reservations from Highways about this as they consider it may compromise the integrity of street being accepted as part of the 20mph zone by motorists.