



Cabinet Member for City Services

Time and Date

2.30 pm on Wednesday, 15th November 2023

Place

Diamond Rooms 1 and 2 - Council House

Public Business

1. **Apologies**

2. **Declarations of Interests**

3. **Minutes** (Pages 3 - 6)

- (a) To agree the minutes of the meeting held on 25th October 2023
- (b) Matters Arising

4. **Binley Cycleway - Section 7 (Clifford Bridge Road)** (Pages 7 - 74)

Report of the Director of Transportation, Highways and Sustainability

To consider two petitions as follows:

a) Petition against Clifford Bridge Road Cycle Lane development

A petition bearing 593 signatures. The petition has been submitted by Councillor F Abbott, a Wyken Ward Councillor, who has been invited to the meeting for the consideration of this item along with the Petition Organiser.

b) Petition - Build the Binley Cycleway to a high-quality standard and in full

A petition bearing 187 signatures. The Petition Organiser has been invited to the meeting for the consideration of this item.

5. **Outstanding Issues**

There are no outstanding issues

6. **Any other items of Public Business**

Any other items of public business which the Cabinet Member decides to take as matters of urgency because of the special circumstances involved

Private Business
Nil

Julie Newman, Chief Legal Officer, Council House, Coventry

Tuesday, 7 November 2023

Note: The person to contact about the agenda and documents for this meeting is Caroline Taylor / Michelle Salmon, Governance Services Officers, Email: caroline.taylor@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership:

Councillors P Hetherton (Cabinet Member), G Lloyd (Deputy Cabinet Member), M Heaven (Shadow Cabinet Member)

By invitation:

Councillor F Abbott

Public Access

Any member of the public who would like to attend the meeting in person is encouraged to contact the officer below in advance of the meeting regarding arrangements for public attendance. A guide to attending public meeting can be found here: <https://www.coventry.gov.uk/publicAttendanceMeetings>

Caroline Taylor / Michelle Salmon

Governance Services Officers

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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Wednesday, 25 October 2023

Present:

Members: Councillor P Hetherton (Cabinet Member)
Councillor G Lloyd (Deputy Cabinet Member)
Councillor M Heaven (Shadow Cabinet Member)

Other Members: Councillor J O'Boyle (for Minute 24)
Councillor P Male (for Minute 25)

Employees (by Service Area):

Law and Governance R Parkes, M Salmon, C Taylor

Transportation, Highways and Sustainability C Archer, R Goodyer, J Seddon, M Wilkinson

Public Business

22. Declarations of Interests

There were no disclosable pecuniary interests.

23. Minutes

The minutes of the meeting held on 13th September 2023 were agreed and signed as a true record. There were no matters arising.

24. Petition 04/23 - Far Gosford Street - Restricted Parking Issues

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability, which responded to a petition requesting the changes to the waiting restrictions imposed in November 2022, be reversed. The petition was supported by Councillor J O'Boyle, a St. Michael's Ward Councillor who, together with the Petition Organiser, attended the meeting and spoke on behalf of the petitioners.

The petition submitted contained 45 signatures and in accordance with the City Council's procedure for dealing with petitions, those related to road safety and parking issues were heard by the Cabinet Member for City Services. Councillor O'Boyle requested that a report be submitted in respect of this matter.

A report advised that on 4 November 2022, following consultation, Phase 1 of a traffic management scheme was introduced to try to improve safety and traffic flows through the Far Gosford Street Area. The scheme changed access arrangements, making some roads one-way and making changes to the places where drivers could park and/or undertake loading/unloading. The scheme also introduced a red route along Far Gosford Street, linking into the existing red route corridor which connects the city centre to the M6.

As the proposed changes were significant, to be able to monitor the impact of the changes, the traffic regulation orders (TRO) required to make the changes were implemented as Experimental TROs. This was to provide the opportunity for continued responses from the public to be taken into consideration, and monitoring whilst the scheme was operating.

The objection period was due to close on 3rd November 2023. A petition of 45 signatures had been received 'on behalf of the shop owners and traders of Far Gosford Street' requesting that the changes were 'reversed', details of which had been circulated with the report at Appendix C.

In accordance with the City Council's procedure for dealing with objections to TROs, including Experimental TROs, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost of introducing and amending TROs, including Experimental TROs, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Councillor J O'Boyle and the Petition Organiser spoke in support of the petition, explaining the reasons why the changes should be reversed and raised the following concerns and queries:

- The bus stop on Far Gosford Steet was lengthy and it would be beneficial to shorten it to create more space.
- Were there proposals for any more CCTV cameras on Far Gosford Street and what were the monitoring arrangements?
- Full engagement was required with the traders to keep them up to date with proposals.

Officers responded, advising if the bus stop was shortened and parking allowed, there would be issues with difficulty for the bus getting into the bus stop and for passengers alighting and disembarking; the bus stop could not be shorted from the front as high kerbs have been used to help people getting on and off the bus and these would then be in the wrong location.

The Cabinet Member requested that a Quality Impact Assessment be undertaken as necessary.

Councillor O'Boyle requested the Cabinet Member was kept updated once engagement with the traders had been undertaken and a future monitoring report be brought to Cabinet Member for City Services.

RESOLVED that the Cabinet Member for City Services having considered the petition:

- 1) Consider the petition in objection to the Far Gosford Street Area traffic management scheme.**

- 2) **Subject to Recommendation 1, approve the current Experimental TRO for waiting restrictions the 'City of Coventry (Far Gosford Street Area) (Red Route & Waiting Restrictions) (Experimental) Order 2022 is revoked.**
- 3) **Subject to Recommendation 1, approve that the Traders are consulted on a new Experimental TRO, with the changes as detailed in Appendix C, and subject to a favourable response, implement a new Experimental ETRO.**
- 4) **Subject to Recommendation 1, approve that the Experimental TROs for the one-way system on Vecqueray Street and Bramble Street are retained and monitoring is continued.**
- 5) **Agree that close liaison with the traders is maintained for feedback on the new Experimental Traffic Regulation Order once made.**

25. **Petition E22/22 and 25/22 - Traffic Calming on Alderminster Road**

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability, which responded to petitions requesting traffic calming measures to be implemented on Alderminster Road. The petitions were organised by Councillor P Male, a Woodlands Ward Councillor who attended the meeting and spoke in support of the petitions.

The two petitions submitted contained 183 signatures and, in accordance with the City Council's procedure for dealing with petitions, those related to road safety and parking issues were heard by the Cabinet Member for City Services. The Cabinet Member had considered the petitions in advance of the meeting and requested that they be dealt with by Determination Letter rather than a formal report being submitted to the meeting.

The determination letter advised that a review of the personal injury collision history for Alderminster Road showed that there were no personal injury collisions reported to the Police on Alderminster Road in the last three years, and therefore that it did not meet the safety scheme criteria. However, the road would continue to be monitored as part of annual citywide review of personal injury collisions.

Upon receipt of the Determination Letter, Councillor Male advised he wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety measures is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Councillor P Male spoke in support of the petitioners, explaining that there had been a large number of accidents on this road despite the personal injury records not showing this and requested the following:

- Extraction of data from the Vehicle Activated Sign (VAS) on Alderminster Road

- Speed test data collected from the vicinity of the junction with the Ladbrook Road.
- The possible implementation of a mini roundabout situated at the junction with Beausale Croft to break the speed of the traffic.

RESOLVED that the **Cabinet Member for City Services**, having considered the petition, agreed to defer the petition pending further investigations, including further speed surveys and investigating the possibility (subject to funding) of installing a mini roundabout and providing analysis of the VAS data to Ward Councillors.

26. **Outstanding Issues**

There were no outstanding issues.

27. **Any other items of Public Business**

There were no other items of public business.

(Meeting closed at 4.05 pm)



Cabinet Member for City Services

15th November 2023

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation, Highways and Sustainability

Ward(s) affected:

Wyken

Title:

Binley Cycleway – Section 7 (Clifford Bridge Road)

Is this a key decision?

No

Executive Summary:

Binley Cycleway was identified as a strategic cycle route connecting Coventry city centre with the University Hospital Coventry and Warwickshire (UHCW) via Binley Business Park within the West Midlands Local Walking and Cycling Infrastructure Plan (WM LCWIP). Funding to construct the Cycleway was secured from the West Midlands Combined Authority (WMCA) and Active Travel England (ATE) from the Transforming Cities Fund, Active Travel Fund Tranche 2, and Active Travel Fund 3.

For ease of scheme design and consultation, the Cycleway was divided into two sections. Design and consultation on the first sections of the route was undertaken in 2020/21, and construction is well advanced, with the Cycleway completed and open for use between Gulson Road and Princethorpe Way. The next section, from Princethorpe Way to Clifford Bridge Road, is programmed to be completed in November 2023 once the installation of the new traffic signals along this section of the route has been carried out.

The section of the route between the UHCW and Dorchester Way / Clifford Bridge Road has also been constructed and is open for use.

Additional funding has subsequently secured from Active Travel Fund 4 for a scheme that would extend the Binley Cycleway along Allard Way connecting to the New Century Park residential estate, as reported to the Cabinet Member for City Services meeting on 2nd August 2023.

The remaining section of the Cycleway, along the southern section of Clifford Bridge Road between Brinklow Road and Dorchester Way, has been subject to three specific rounds of engagement, the first of which was held in 2021 focussed on a fully segregated cycleway, the second held between September 2022 and January 2023 based on a revised design, and the

third, in July 2023, focussed on an alternative shared use path design in response to feedback on the first two rounds of engagement. The revised scheme design has also been reviewed by Active Travel England and Transport for West Midlands (TfWM).

The engagement in July has triggered two petitions, which require consideration. Both petitions oppose the shared use path scheme consulted on in July, with one asking for the Cycleway scheme to be dropped totally, the other supporting the original, fully segregated, cycleway that was originally proposed. Details of both petitions are contained within the main body of the report.

247 responses were received to the engagement in July, completing the Let's Talk survey. The consultation report is appended to this report, and key points made are summarised in the main body of this report.

The scheme has generated a lot of public interest, and a wide range of views have been expressed. These include the identification of alternative routes that could be taken for the Cycleway, avoiding this section of Clifford Bridge Road, and comments on detailed aspects of the scheme design, such as the impact upon car parking, access to driveways and side roads, pedestrian safety, vehicle speeds, access to the Hospital, and the need to deliver high quality cycle routes to encourage cycling. These issues are considered in detail within the main report.

A further design review is recommended taking these views into consideration. It is further recommended that this design review adopts the following principles:

- That there is an identified need for a high-quality cycle route on the eastern side of the city connecting local communities with key facilities such as the Hospital and the Binley Business Park.
- That the carriageway width of Clifford Bridge Road needs to be maintained at its current width, recognising that it will remain a two-lane single carriageway road.
- That the pedestrian and cycle infrastructure should be provided at a standard that is LTN1/20 compliant as the default position, maintaining segregation of pedestrians and cyclists from each other and from traffic, with any exceptions to this standard requiring robust justification.
- That no parking capacity should be removed along this section of Clifford Bridge Road.
- That appropriate visibility be maintained for vehicles exiting side roads and driveways.
- That community concerns about wider transport issues such as overspill parking from the school or the Hospital, vehicle speeds, and HGV traffic levels be addressed as part of standard City Council processes for such matters alongside the delivery of a revised scheme.
- That the impact on existing landscaped areas and trees be minimised or sufficiently offset.

Any revised scheme will also need to achieve the objective of a high-quality cycle route linking the Hospital area with Binley and will complete the Binley Cycleway. The full Binley Cycleway will provide a spine route from which further routes can link, with future route options including Hipswell Highway, a connection to Coombe Abbey Park, and a link through Binley to Willenhall. Subject to approval from the funding bodies, and any further engagement with stakeholders, the intention would be to construct the revised route during 2024.

Recommendations:

The Cabinet Member for City Services is recommended to:

- 1) Note the consultation feedback as captured within the consultation report, and the two petitions submitted to the City Council regarding this scheme, and to agree that full consideration be given to these when further developing the proposals for this section of the Binley Cycleway.
- 2) Request the Director of Transportation, Highways and Sustainability, in consultation with the Cabinet Member for City Services, undertakes a further review of the scheme design for the section of the Binley Cycleway along Clifford Bridge Road taking account of the consultation feedback and following the design principles set out in paragraph 2.11 of this report, and to implement the revised scheme design subject to any detailed design changes arising from the Road Safety Audit process, audits undertaken by Active Travel England, and any final detailed issues raised during further engagement processes agreed by the Cabinet Member.
- 3) Approve the advertising and subsequent making of Traffic Regulation Orders for the revised scheme design to make the Cycleway, and any associated measures required to implement the revised scheme design, to enhance the safety of users of the highway and particularly the Cycletrack.
- 4) Request the Director of Transportation, Highways and Sustainability takes the issues highlighted in paragraph 2.13 of this report forward for consideration under the relevant Traffic Management and Road Safety processes for inclusion in the future capital programme subject to the outcome of investigation and prioritisation.

List of Appendices included:

- A - Scheme design from July 2023 Consultation
- B - Binley Cycleway (Clifford Bridge Road) Consultation Summary Report

Background papers:

- CCC Cabinet – Draft Coventry Transport Strategy
- City Services - Binley Cycleway – Scheme part-approval, way forward and petition responses

Other useful documents

- WMCA Board – *A Common Approach to Cycling and Walking in the West Midlands*
- Sustrans - *Bike Life West Midlands Report*
- Local Transport Note 1/20 Cycle Infrastructure Design

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel, or other body?

No

Will this report go to Council?

No

Report title: Binley Cycleway – Section 7 (Clifford Bridge Road)

1. Context (or background)

- 1.1 Binley Cycleway was identified as a strategic cycle route connecting Coventry city centre with the University Hospital Coventry and Warwickshire (UHCW) via Binley Business Park within the West Midlands Local Walking and Cycling Infrastructure Plan (WM LCWIP) published in 2019. The WM LCWIP recognised that cycling levels in the city, and across the West Midlands, are currently significantly below those of many other metropolitan areas and core cities across the UK and recognised a need for a clear and defined ambition to raise cycling levels, and the commitment and will to deliver this change. This ambition is in line with Government policy as set out in the Gear Change document published in 2020, and subsequently enshrined in Government’s establishment of Active Travel England as a Government body aimed at promoting active travel modes, notably walking and cycling.
- 1.2 Cycling has an important role to play in addressing the challenges the city and region face, which include reducing congestion, carbon and pollution, supporting economic growth and employment, tackling obesity and creating places where people want to live, work, learn, shop and do business. Cycling offers an affordable, convenient and low-cost travel option to access jobs, education and leisure opportunities, particularly for people without access to cars. One in three households in Coventry do not have access to a car. Investment in high quality cycle routes is a priority set out in the Coventry Transport Strategy which was approved by the City Council in December 2022.
- 1.3 Funding to construct the Cycleway has been secured from the West Midlands Combined Authority (WMCA) and Active Travel England (ATE) from the Transforming Cities Fund, Active Travel Fund Tranche 2, and Active Travel Fund 3, as summarised in the following table.

Funding Source	Amount (£million)	Notes
Transforming Cities Fund	5.25	
Active Travel Fund 2	0.72	
Active Travel Fund 3	2.89	
Active Travel Fund 4	0.55	For Allard Way extension
CRSTS Highways & LNIP	0.12	
Total	9.53	

- 1.4 Public consultation was initially held in two phases due to the length of the scheme. The first phase took place in September and October 2020, and the second phase in March and April 2021. Design amendments were made along the scheme and in October 2021, a report outlining these amendments was considered by the Cabinet Member for City Services. Approval was given for the construction to proceed on the Gulson Road to Brinklow Road section of the scheme, and this is substantially complete with full opening due in November 2023 with the installation of the new traffic signals at the Brinklow Road junction.
- 1.5 In addition, approval was given for the construction of the northern end of the route, from the UHCW entrance to Dorchester Way / Clifford Bridge Road, and this section of the route is now fully open for use.
- 1.6 The remaining section of the route, along Clifford Bridge Road between Brinklow Road and Dorchester Way, have been subject to further rounds of consultation, initially in 2021 and then, following scheme amendments in response to comments received, in September 2022 and then finally in July 2023. This latest revised scheme, which was based upon a shared use path as shown in Appendix A, has generated significant comment, with 247

responses being received in response to the Let's Talk on-line survey, along with two petitions that have been submitted to the Council.

- 1.7 The consultation feedback report from July is included as Appendix B. This generated three main types of response, these being:
 - Those objecting to the provision of the cycle route along Clifford Bridge Road suggested that either no cycle route be provided or that another route should be chosen.
 - Those objecting to specific details of the scheme design.
 - Those objecting to the shared use nature of the scheme, suggesting that a higher standard cycle route that is compliant with LTN1/20 design standards be provided.
- 1.8 Within the following section of the report, outlining options considered, a table summarising the issues raised during the consultation, and the response that has been made to these topics, is provided.
- 1.9 In July, a petition, organised by a local resident and sponsored by Councillor Faye Abbott, was submitted to the Council. This petition was titled "**Petition against Clifford Bridge Road Cycle Lane development**" and specifically petitioned that *"Both presented planning proposals for the Clifford Bridge cycle lane have been found unsafe and discriminatory against disabled people. The design approach does not adhere to the correct standards to provide safety for disabled users and other individuals. The interventions create hazards and will highly impact the safety of all residents and cyclists. The traffic in the areas will be severely challenged and there will be multiple safety concerns around parking spaces, navigation and priority for intervention vehicles"*. The petition asks that *"we want this project to be re-evaluated and if any of the safety and accessibility concerns cannot be addressed we demand this development to be moved and redesigned in another area in order to keep all of the users safe and prioritise the resident's needs and wellbeing."* This petition was signed by 593 people.
- 1.10 In addition, an on-line petition was also raised, organised by another local resident. This was titled "**Build the Binley Cycleway to a high quality standard and in full**" and specifically petitioned that *"the Council continue the delivery of the Binley cycleway onto Clifford Bridge Road maintaining the high quality standard where pedestrians, cyclists and motor vehicles are safely separated."* This petition was signed by 187 people.
- 1.11 The Binley Cycleway provides a physically separated space within the highway protected from motor traffic and away from pedestrians. However, on the Clifford Bridge Road section of the route there are significant challenges to achieving a fully segregated route, notably around balancing the competing demands for space between pedestrians, cyclists, car parking, through traffic, and accesses to frontage properties. These challenges have been reflected within the consultation responses, and the two petitions that have been raised, and accordingly the Council needs to undertake a further review of the Clifford Bridge Road section of the Cycleway. In addition, discussions have been held with the primary funding body, Active Travel England, and the WMCA's Walking and Cycling Commissioner, with the aim of identifying an alternative scheme design that addresses the various issues raised and meets the challenges to delivering a cycle route at this location. The following section of this report outlines the options considered as part of this process.

2. Options considered and recommended proposal

- 2.1 Some consultees felt that investment in cycling infrastructure is a waste of money, and that the funding should be diverted to other uses. There was also some comment that the completed sections of the Binley Cycleway are not used and that any further investment in

cycling infrastructure, including the Clifford Bridge Road section of the Cycleway, would not provide value for money.

- 2.2 Whilst in many respects cyclists are not as visible to the casual observer as motor vehicles, and therefore people might not think that the Binley Cycleway is well used, the data from the monitoring equipment that has been installed as part of the scheme indicates that Binley Cycleway is already well used, with an increasing trend in usage already apparent. Prior to the construction of the initial phases of the cycleway, cycle usage on Binley Road averaged around 3,800 cycle trips per month. With the completion of the cycleway as far as Allard Way, the number of cycle trips on Binley Road have increased to a monthly average of 11,533, a trebling of the baseline figure with the full scheme yet to be completed.
- 2.3 The City Council is committed to the provision of a cycle network based on high quality infrastructure, with a core network of fully segregated cycle routes that will provide an attractive, and safe, cycling environment with the aim of encouraging more people to cycle for local journeys within the city. The Binley Cycleway was identified as a priority route within the WM LCWIP, and the business case submitted to support the case for funding identified that reasonable value for money will be achieved, with a BCR of 1.2:1. If the Binley Cycleway is not completed, and a gap is left along Clifford Bridge Road, then these benefits will be eroded. The baseline data for Clifford Bridge Road shows that around 100-150 cyclists use the route on a daily basis, despite the unattractive environment for cycling. Of these cyclists, it is worth noting that around a third cycle on the footway. Although this is illegal, as the footway is not designated as a shared use path, the fact that cyclists are electing to use the footway in preference to cycling on the road indicates that the road is not seen to be a safe environment for cycling.
- 2.4 Given the evidence of existing cycling levels on Clifford Bridge Road, and the data demonstrating that the construction of the Binley Cycleway has led to a significant increase in cycling elsewhere along the corridor, it is recommended that some form of improved cycle route is required along Clifford Bridge Road.
- 2.5 A second group of comments suggested that rather than routing the Binley Cycleway along Clifford Bridge Road, alternative routes should be considered. These included:
 - Hipswell Highway / Farren Road
 - Sowe Valley
 - Bridgeacre Gardens
 - Coombe Park Road.
- 2.6 The route along Hipswell Highway and Farren Road has some attraction as an alternative route connecting the existing Binley Cycleway, at the Allard Way junction, with the UHCW. It would also have the merit of providing connectivity between the Wyken and Stoke / Whitley areas of the city, linking to the Allard Way extension to the Binley Cycleway for which funding has been secured from ATF4. It is certainly a route that is worthy of further development and consideration for inclusion in the city's emerging cycle network. It would not provide connectivity between Walsgrave / UHCW and the Binley / Willenhall areas of the city, though, and discussion with the funding bodies has indicated that whilst they would be open to future funding bids for such a scheme, they would not support the existing funding award for Binley Cycleway being diverted to this scheme.
- 2.7 The construction of a LTN1/20 cycle route along the River Sowe valley from Binley Bridge to the Sowe Bridge would provide a more direct route to the UHCW from the Stoke area, but it would be challenging to deliver to the appropriate standard due to the topography, with significant earthworks being required in places, the need for lighting, which would

urbanise what is currently a rural area of the city, and the removal of trees and bushes to provide sufficient room for the cycle route alongside pedestrians. The route would also require significant drainage and would in part be within the River Sowe flood plain, meaning that it would not be available for use all year round. With limited overlooking of the route from housing, natural surveillance would be low level, meaning that some people may not feel safe using the route. It would also not provide the connectivity between Walsgrave / UHCW and Binley / Willenhall, and funding bodies have again indicated that they would not support the diversion of funds to deliver this option.

- 2.8 The options of diverting the route away from Clifford Bridge onto the parallel estate roads of either Bridgeacre Gardens (west of Clifford Bridge Road) or Coombe Park Road / Gainsford Rise (east of Clifford Bridge Road) have also been considered. The second option is superficially attractive, as it would also serve the Clifford Bridge Primary School. Either route would be delivered through a Quietway approach, without a dedicated cycleway, due to insufficient space to provide such a facility. The lower traffic levels on the side roads mean that they should be safer for cycling. Either route would be less direct for cyclists than keeping on the main Clifford Bridge Road, and the Coombe Park Road option would require cyclists to cross Clifford Bridge Road twice, at either end. These factors mean that such a route is unlikely to be well used by existing cyclists, who will almost certainly continue to use Clifford Bridge Road. These options will also be unlikely to attract new cyclists.
- 2.9 Therefore, it is recommended that the Hipswell Highway option be taken forward as a separate scheme, subject to securing funding for scheme development. The potential for a recreational cycle route along the Sowe Valley could also be considered as part of the Council's LCWIP. However, it is recommended that these alternative routes should not be considered as a satisfactory alternative to the originally proposed Binley Cycleway route along Clifford Bridge Road.
- 2.10 The shared use scheme that was the subject of consultation in July has generated a range of comments identifying specific features and issues that respondents feel could be improved. These include concerns over the impact that the scheme would have upon parking arrangements, concerns over the pedestrian / cyclists conflict that may arise from them having to share space, concerns over the risk that cyclists might travel too quickly on the downhill section of Clifford Bridge Road heading towards the River Sowe, concerns over the lack of visibility of cyclists for vehicles emerging from driveways and side roads (although this is an existing issue, given that the data shows that cyclists are already using the existing footway in reasonable numbers), and some views that a fully segregated scheme would be better for both pedestrians and cyclists.
- 2.11 In response to these concerns, and to those expressed in the petitions, it is recommended that the Council undertakes a further review of the scheme. This review should incorporate the following core principles:
- That there is an identified need for a high-quality cycle route on the eastern side of the city connecting local communities with key facilities such as the Hospital and the Binley Business Park.
 - That the carriageway width of Clifford Bridge Road needs to be maintained at its current width, recognising that it will remain a two-lane single carriageway road.
 - That the pedestrian and cycle infrastructure should be provided at a standard that is LTN1/20 compliant as the default position, maintaining full segregation between pedestrians, cyclists and traffic, with any exceptions to this standard requiring robust justification.
 - That no parking capacity should be removed along this section of Clifford Bridge Road.
 - That appropriate visibility be maintained for vehicles exiting side roads and driveways.

- That community concerns about wider transport issues such as overspill parking from the school or the Hospital, vehicle speeds, and HGV traffic levels be addressed as part of standard City Council processes for such matters alongside the delivery of a revised scheme.
 - That the impact on existing landscaped areas and trees be minimised.
- 2.12 It is recommended that a revised scheme, based on the principles listed above, is taken forward to detailed design, and be subject to Road Safety Audit and ATE audit processes.
- 2.13 Three further issues that were highlighted during the consultation will be taken forward for investigation separately from the cycleway scheme as they will be subject to separate prioritisation and funding processes. These are:
- Requests for the investigation of a Residential Parking Scheme covering the estates either side of this section of Clifford Bridge Road, to address concerns over the impact of overspill parking from the Hospital.
 - Requests for the reduction in the speed limit on Clifford Bridge Road and the introduction of Average Speed Enforcement.
 - Requests for the introduction of an HGV restriction on Clifford Bridge Road.
- 2.14 It is therefore also recommended that the issues highlighted in paragraph 2.13 above be taken forward for consideration under the relevant Traffic Management and Road Safety processes for inclusion in the future capital programme subject to the outcome of investigation and prioritisation.
- 2.15 It is also recommended that the cycle scheme options listed in paragraphs 2.9 and 2.10 above be taken forward for scheme development and consideration as part of the Council's LCWIP.

3. Results of consultation undertaken

- 3.1 Consultation was undertaken in July 2023, and the appended consultation feedback report (Appendix B) summarises the responses received.
- 3.2 Two petitions were also received, as reported in paragraphs 1.9 and 1.10.
- 3.3 The scheme design was also shared with Active Travel England and the WMCA Walking and Cycling Commissioner, and comments received from them at a meeting held in September 2023.

4. Timetable for implementing this decision

- 4.1 If the recommendation to proceed with a further revision of the scheme design is approved, then this work will commence immediately with the aim of developing the revised scheme for implementation during 2024, in line with the funding profile. Implementation of the revised scheme will require statutory processes to be completed under Section 65 of the Highways Act 1980 to create a Cycletrack as well as any Traffic Regulation Orders required for loading and parking restrictions. These will be advertised and will be subject to statutory consultation periods. In addition, notices of Intent will be advertised that will notify the public of the Council's intention to implement controlled pedestrian crossings within junctions and ramps in the carriageway across side-roads.

5. Comments from Chief Operating Officer (Section 151 Officer) and Chief Legal Officer

5.1 Financial implications

The funding secured for the Binley Cycleway from the Transforming Cities Fund and Active Travel Fund 2 and 3 is £8.98 million in total. Construction of the completed sections of the scheme has cost £7.4 million to date, leaving remaining budget of £1.58 million.

5.2 Legal implications

The Council in its capacity of Highway Authority and pursuant to S.65 Highways Act 1980, may in or by the side of a highway maintainable at the public expense construct a cycle track which forms part of the highway.

Those Traffic Regulation Orders referred to in this report may be advertised pursuant to existing delegated powers in favour of the Director of Transportation and Highways and made pursuant to powers contained in the Road Traffic Regulation Act 1984.

6. Other implications

Any other specific implications

6.1 How will this contribute to the One Coventry Plan?

(<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>)

These proposals support the Council's core aims, as set out in the One Coventry Plan, by:

- improving the health and wellbeing of residents by improving air quality through the reduction in traffic generated emissions.
- creating an attractive, cleaner and greener city by providing improved cycle routes, better public realm and more greenery on key routes into the city, and;
- making the city more accessible for businesses, visitors and local people through increasing mode choice.

6.2 How is risk being managed?

There is inevitably a mixture of risks associated with such an infrastructure project. Some of the main risks are securing the statutory approvals to implement the scheme, the unknown effects on utility providers' apparatus once the ground is opened, the cost of construction increasing due to external market factors like material costs or plant hire costs, a prolonged bout of inclement weather delaying construction and any lasting impacts of the Covid 19 virus. Learning has been carried forward from the Coundon Cycleway scheme and the parts of the Binley Cycleway constructed to date as many of the delivery risks encountered are common to the rest of the Binley scheme.

A dedicated scheme project manager and multi-disciplinary project management team will control these risks on a day-to-day basis. The biggest risks are discussed weekly with senior infrastructure delivery officers and reported to the Active Travel Board, which in turn reports to the Transport Capital Programme Board.

Construction will continue to be principally undertaken by the Council's Direct Labour Organisation (DLO). Specialist support will continue to be provided by Balfour Beatty for electrical works and works at height, and by Yunex for traffic signal installation and commissioning. Both of these companies are already in contract with the Council. Some of the civil engineering works are being and will be delivered for the DLO via a framework of subcontractors.

6.3 What is the impact on the organisation?

There is no impact on the organisation, as all resources required to deliver the scheme will be funded through the grants received from government and the WMCA.

6.4 Equality Impact Assessment (EIA)

The scheme, by having a beneficial impact on air quality and levels of personal activity, will have a beneficial impact upon those groups of the community who are particularly vulnerable to respiratory disease, such as children and younger people, elderly people, disabled people, people from black and ethnic minority background, and women who are pregnant. New cyclists will benefit from an increase in personal activity which helps combat the health issues associated with inactive lifestyles. The increase in accessibility improves access to economic and social opportunities for households without access to a car.

6.5 Implications for (or impact on) climate change and the environment

The scheme will lead to an increase in cycle use as a mode of transport which will reduce car use. This will reduce the emissions generated by road transport, supporting the Climate Change Strategy and improve local air quality. A reduction in impermeable surface area and increase in trees, hedges and verges will also benefit drainage and the discharge rate into natural watercourses.

6.6 Implications for partner organisations?

The scheme will result in improved air quality and levels of activity and provide improved infrastructure for people to walk and cycle. The scheme will also upgrade some bus stop infrastructure benefiting TfWM and bus passengers along the route.

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Rob Parkes	Team Leader, Legal Services	Law and Governance	20/10/23	24/10/23
Names of approvers for submission: (officers and members)				
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Councillor P Hetherton	Cabinet Member for City Services	-	6/11/23	7/11/23

This report is published on the council's website: www.coventry.gov.uk/councilmeetings

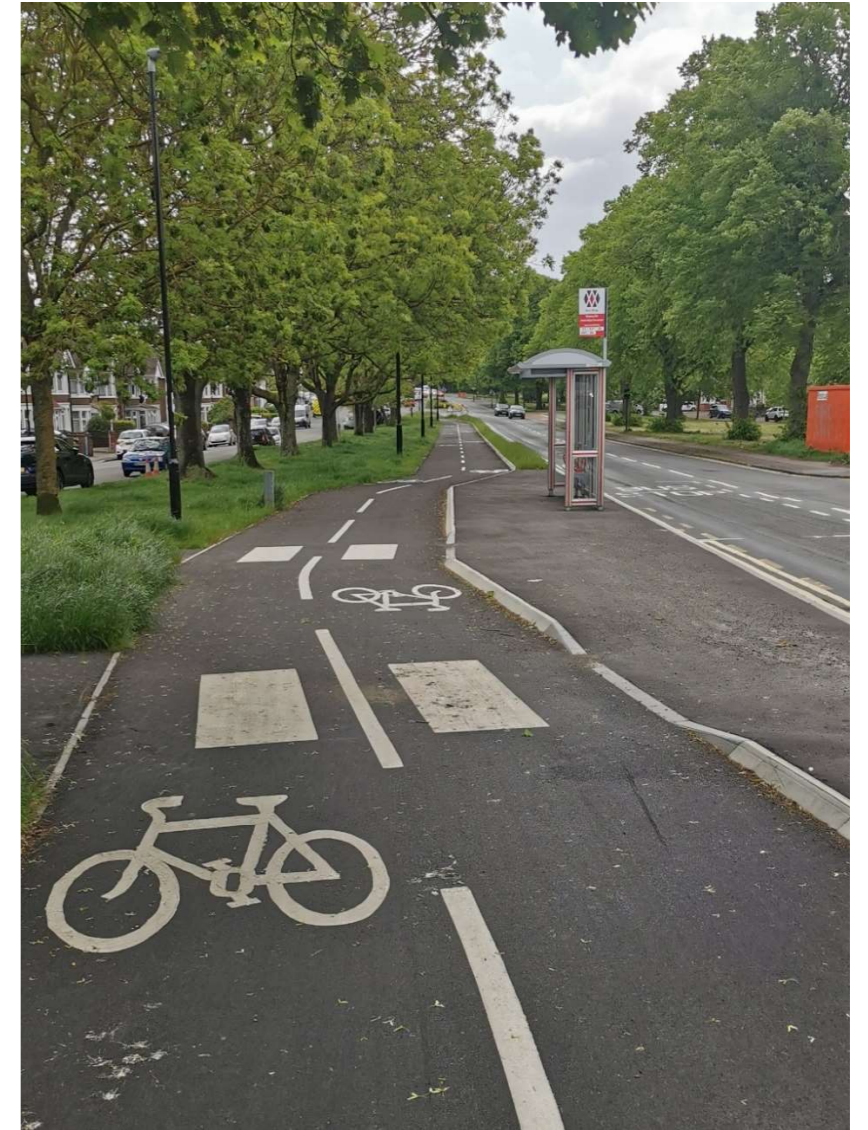
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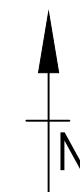


Binley Cycleway – Section 7,
Clifford Bridge Road

Consultation Plans
July 2023

letstalk.coventry.gov.uk/cliffordbridgeroad













Section of Scheme Already Approved

Cycleway created in wide grassed verge area

Existing pedestrian bridge will become shared use for walking and cycling. We are investigating to see whether this bridge can be widened or an additional bridge can be constructed next to it in the future

Road will be narrowed to create space for cycleway. This will also improve the safety of the roundabout for all road users

Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Dropped Kerb
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking



Project: Binley Cycleway

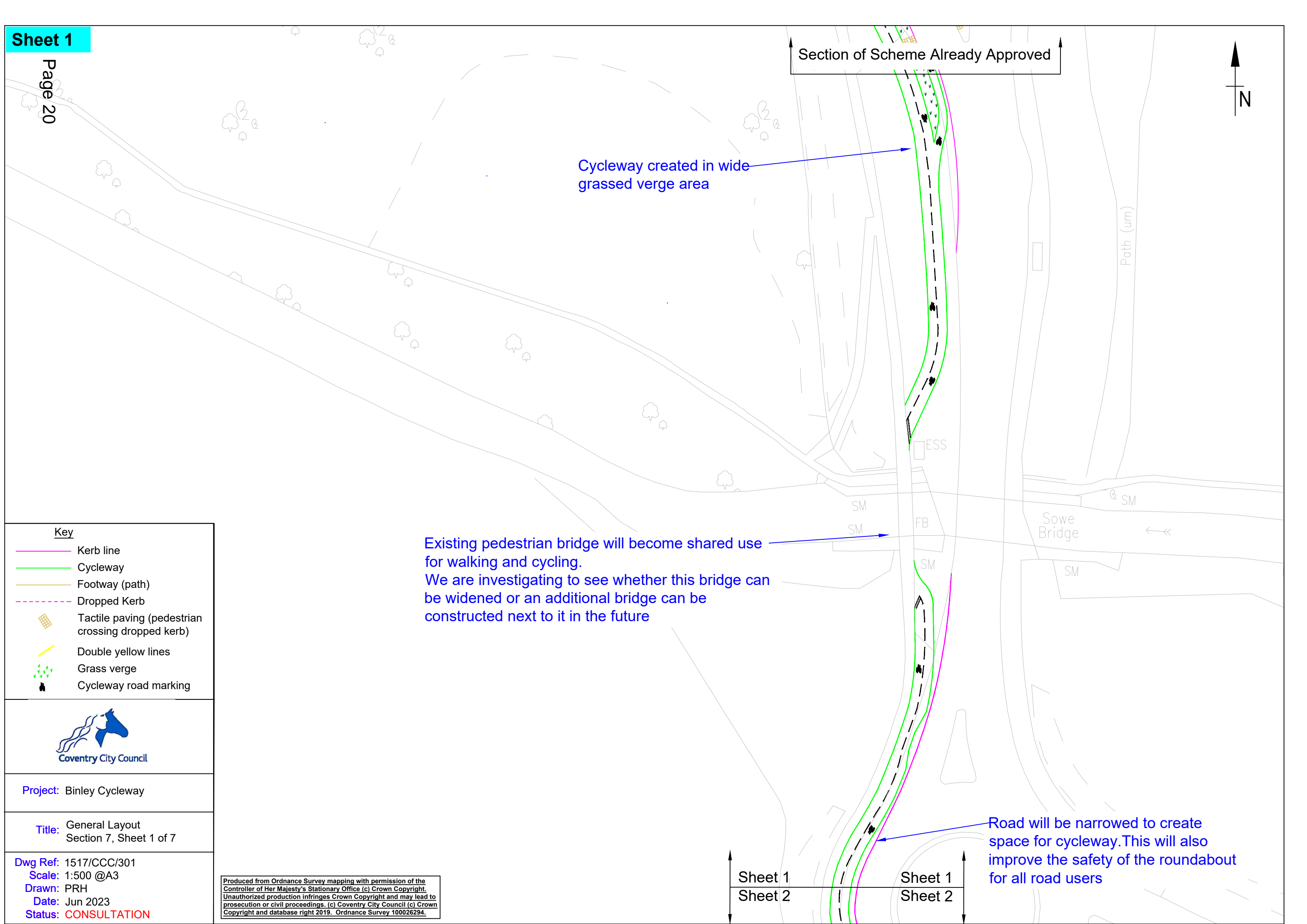
Title: General Layout
Section 7, Sheet 1 of 7

Dwg Ref: 1517/CCC/301
Scale: 1:500 @A3
Drawn: PRH
Date: Jun 2023
Status: **CONSULTATION**

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Sheet 1
Sheet 2

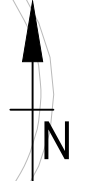
Sheet 1
Sheet 2



Segregated footway and cycleway, separated by a kerb.
 New pedestrian dropped kerb crossing with extended central island.
 The alignment and size of the roundabout will be amended to slow traffic and improve road safety.

Sheet 1
Sheet 2

Sheet 1
Sheet 2



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- Key**
- Kerb line
 - Cycleway
 - Footway (path)
 - - - Dropped Kerb
 - Tactile paving (pedestrian crossing dropped kerb)
 - — Double yellow lines
 - Grass verge
 - Cycleway road marking
 - Tree to be removed
 - New tree to be planted



Project: Binley Cycleway

Page 21
 Type: General Layout
 Section 7, Sheet 2 of 7

Dwg Ref: 1517/CCC/302
 Scale: 1:500 @A3
 Drawn: PRH
 Date: Jun 2023
 Status: CONSULTATION

CLIFFORD BRIDGE ROAD

CLIFFORD BRIDGE ROAD

Footway (pavement) to be converted to shared use from pedestrian only.
 Lay-bys and road will remain unchanged

New Proposed Layout

Previous (2022) Proposed Layout

Sheet 2
Sheet 3

Sheet 2
Sheet 3

187

173

162

157

148

187

173

162

148

71.3m

71.3m

BUS STOP

BUS STOP

Lay-by to remain.
Footway (pavement) to be converted to shared use from pedestrian only

Cherry tree to be removed

Path converted to shared use from pedestrian only.
Lay-by narrowed from 3m to 2m

Rowan tree to be removed

Path converted to shared use from pedestrian only.
Lay-by narrowed from 3m to 2m

Proposed double yellow lines on one side of Gainford Road to improve access into and out of junction

Junction remains unchanged

Lay-bys narrowed from 3m to 2.7m to maintain road width











Tree to be removed and replaced with new tree

Road narrowed to 6.8m outside houses 120-122 to preserve trees and maintain parking lay-bys on both sides

New Proposed Layout

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Key

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-  Cycleway
-  Footway (path)
-  Dropped Kerb
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking
-  Tree to be removed
-  New tree to be planted



Project: Binley Cycleway

Title: General Layout
Section 7, Sheet 3 of 7

Dwg Ref: 1517/CCC/303
Scale: 1:500 @A3
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Status: CONSULTATION

Sheet 2
Sheet 3



Sheet 2
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Sheet 4

Sheet 3
Sheet 4

Previous (2022) Proposed Layout

Path converted to shared use from pedestrian only.
Lay-by narrowed from 3m to 2m

Ash trees to be removed and replaced in similar location

New tree to be planted

Path converted to shared use from pedestrian only.
Lay-by narrowed from 2.8m to 2m

Ash tree to be removed and new tree to be planted

Lay-by removed to improve junction visibility

Pedestrian crossing will be upgraded and side by side cycle crossing installed to connect to Coombe Park Road

Pedestrian link to Coombe Park Road and Clifford Bridge Primary School to be upgraded to include cycletrack alongside

Bridgeacre Gardens to have a continuous side road treatment (See reference photo at end of this pack). Vehicles accessing and egressing the road must give way to pedestrians and cyclists first, in accordance with the highway code. Design amended to improve visibility at junction.

Key

- Kerb line
- Cycleway
- Footway (path)
- Dropped Kerb
- Tactile paving (pedestrian crossing dropped kerb)
- Double yellow lines
- Grass verge
- Cycleway road marking
- Tree to be removed
- New tree to be planted



Project: Binley Cycleway

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Type: General Layout
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New Proposed Layout

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Sheet 4

Sheet 3
Sheet 4

Sheet 4
Sheet 5

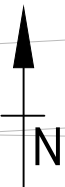
Sheet 4
Sheet 5

Previous (2022) Proposed Layout



Sheet 4
Sheet 5

Sheet 4
Sheet 5



Lay-by to be replaced with cycleway. Driveway accesses remain

Norway Maple trees to be removed and replaced in similar position. Oak tree to remain

New rain water garden to be installed to improve drainage

New tree to be planted

Road width remains at 7.3m
 Parking lay-bys narrowed to 2m
 Cycleway will be 2m
 Footway will be 1.8m

From this section, a shared use path is proposed with parking bays










Two new trees to be planted

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New Proposed Layout

Previous (2022) Proposed Layout

Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Dropped Kerb
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking
-  Tree to be removed
-  New tree to be planted



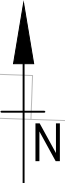
Project: Binley Cycleway

Title: General Layout
Section 7, Sheet 5 of 7

Dwg Ref: 1517/CCC/305
 Scale: 1:500 @A3
 Drawn: PRH
 Date: June 2023
 Status: CONSULTATION

Sheet 5
Sheet 6

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Sheet 6



Sheet 5
Sheet 6

Sheet 5
Sheet 6

Ash tree to be removed and replaced with two new trees

Path converted to shared use from pedestrian only.
Lay-by narrowed from 3m to 2m.
Road width remains at 7.3m


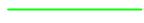








New tree to be planted

Ash tree to be removed and replaced with five new trees

Cherry trees to be removed and replaced with new trees

Path converted to shared use from pedestrian only, from bus stop and tree

Norway Maple no longer being removed

- Key**
-  Kerb line
 -  Cycleway
 -  Footway (path)
 -  Dropped Kerb
 -  Tactile paving (pedestrian crossing dropped kerb)
 -  Double yellow lines
 -  Grass verge
 -  Cycleway road marking
 -  Tree to be removed
 -  New tree to be planted



Project: Binley Cycleway

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Type: General Layout
Section 7, Sheet 6 of 7

Dwg Ref: 1517/CCC/207
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Date: Jun 2023
Status: CONSULTATION

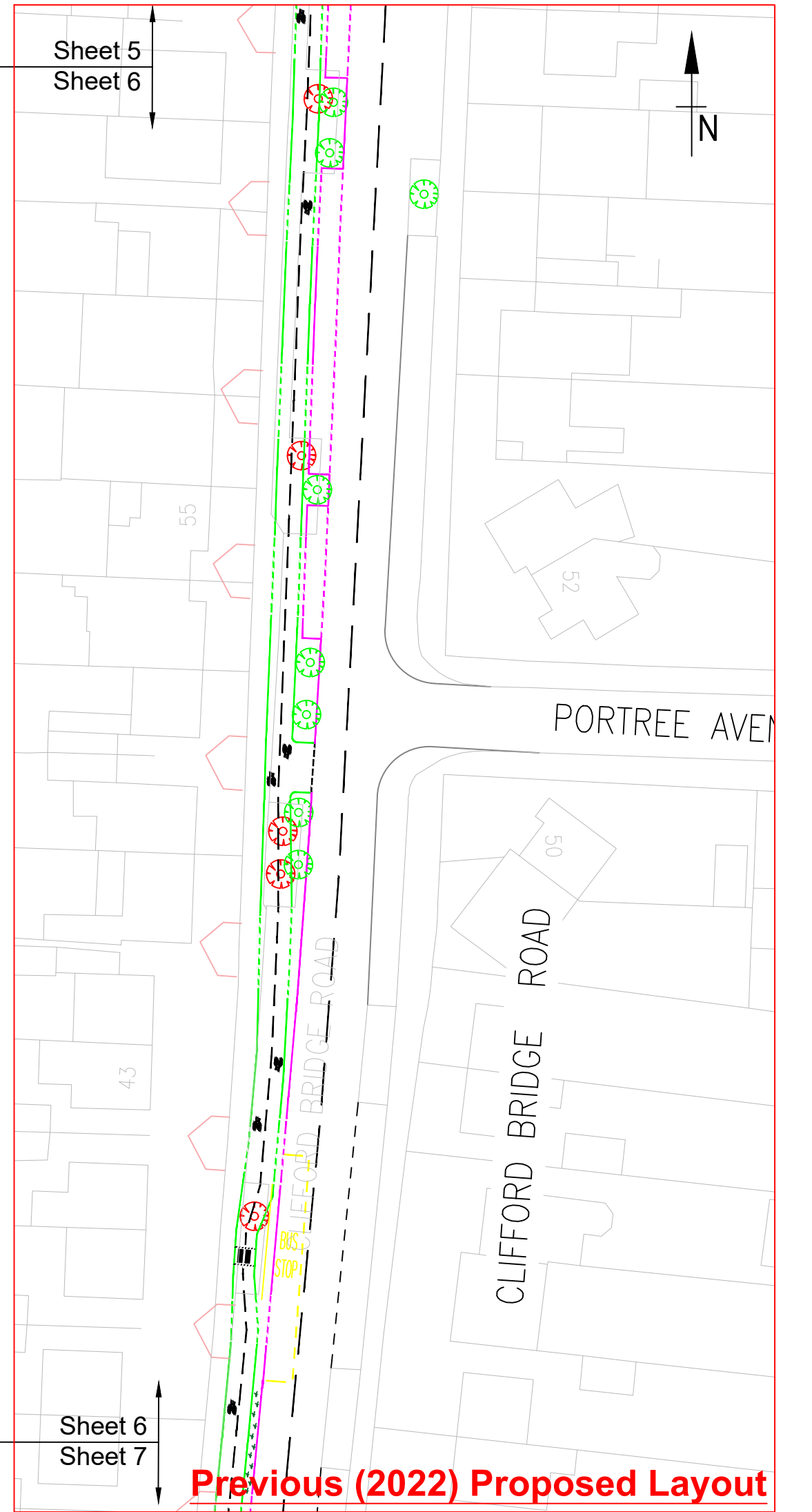
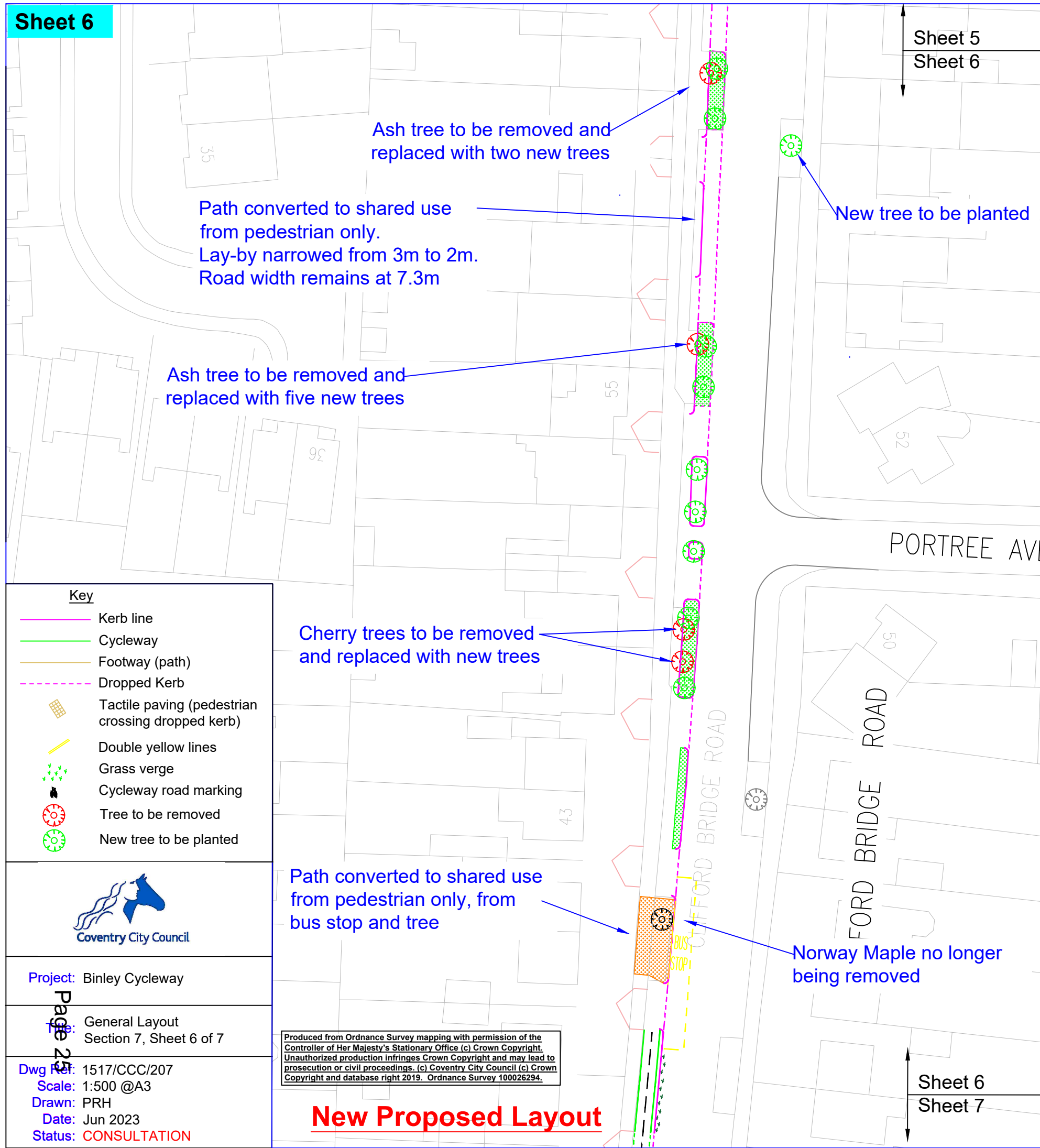
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New Proposed Layout

Sheet 6
Sheet 7

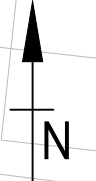
Sheet 6
Sheet 7

Previous (2022) Proposed Layout



Sheet 6
Sheet 7

Sheet 6
Sheet 7













Maple tree to be removed

Bridgeacre Gardens to have a continuous side road treatment. Vehicles accessing and egressing the road must give way to people on foot and cycles first as per the highway code. Junction visibility improved from 2022 proposal.

Mill Lane junction amended to create a continuous footway with a ramp for vehicles. pavement remains at the same level and road raises to pavement level. Road width remain the same. Junction visibility improved with give way position moved forward.

Cycleway created from existing verge. Driveway access maintained

Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Dropped Kerb
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking
-  Tree to be removed
-  New tree to be planted



Project: Binley Cycleway

Title: General Layout
Section 7, Sheet 7 of 7

Dwg Ref: 1517/CCC/307
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Previous (2022) Proposed Layout

Examples of a Continuous Footway at a side road

The footway (pavement) continues at the same level, and traffic on the road has to go up a ramp to meet the footway. This is the opposite of the typical layout where the footway drops down to the road.

People on foot and cycles have priority over turning traffic.



Another example of a continuous footway at a side road



Example of a Shared Use path with a parking layby next to it

The footway (pavement) is designated for use by pedestrians and cyclists and is typically wider than a footway. Pedestrians have right of way over cyclists.



Example of a segregated cycleway with parking layby next to it

There is a 0.5m raised buffer, separating the cycleway with the parking bay. Motorists cross the cycleway to access to footway (pavement).



Examples of rainwater gardens

Instead of a grassed verge, a rainwater garden helps the highway drainage system by holding onto more water for longer before it enters the sewers. This is much better for flood prevention when we have heavy rain and it adds more greenery to the street.



Extra Pedestrian Crossings

Feedback from the previous consultations has highlighted the difficulty many people have crossing parts of Clifford Bridge Road. As part of this consultation we would like your feedback on which parts are the most difficult, and where you feel a traffic light controlled crossing may be of most benefit. Following this consultation we will look to include additional crossings into the scheme.

Please let us know this on the survey on Lets Talk. [Letstalk.coventry.gov.uk/cliffordbridgeroad](https://letstalk.coventry.gov.uk/cliffordbridgeroad)



Binley Cycleway – Clifford Bridge Road

Consultation report

August 2023

1. Background

In January 2023, we held a consultation drop-in session at Clifford Bridge Primary School about proposals for a segregated cycleway along Clifford Bridge as a continuation of Binley cycleway to the hospital.

Following feedback from local people, we made some changes to the plans.

The main changes included:

- the width of the road staying as it is now – apart from a small section close to numbers 120 and 122 Clifford Bridge Road in order to protect two mature trees
- creating some sections of shared use paths for pedestrians and cyclists, with other parts being fully segregated
- visibility from side roads improved
- fewer alterations to parking arrangements
- extra pedestrian crossings
- more trees and greenery

This report considers the consultation which took place between 6 July and 31 July 2023 on the revised plans.

2. Methodology

Street news delivered to approx. 1200 homes or businesses

Public meeting attended by approx. 140 people

Drop-in session attended by approx. 100 people

Let's Talk survey

Dedicated email address and phone number

3. Feedback

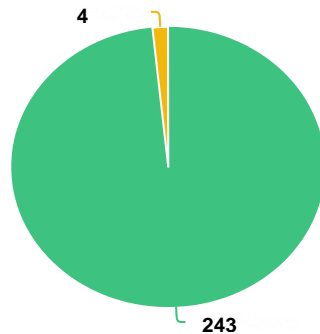
3.1 Let's Talk survey

Aware (clicked into the page) 1.2k people

Informed – (opened plans or images on the page) – 695 people

Engaged – (completed some or all of the survey) – 247 people

Question one – how are you responding to this survey?



- As an individual
- As a representative of an organisation (please specify)

Organisations: Clifford Bridge Community Association, Coventry Duke of Edinburgh Open Award Centre, Clifford Bridge Garden Allotment Society

Question two – what do you think of the revised proposals for the Clifford Bridge Road section of the Binley Cycleway?

Comments are listed exactly as they were inputted into the survey:

I think that the council have steamrolled ahead with their suggestions and have not listened to residents views at all. They obviously do not sit regularly in the traffic jams that residents put up with in an almost daily basis. The ongoing roadworks down CBR are going to be horrific for residents and the ambulances and police cars that use the road constantly and often at high speed are going to find things very difficult. Lives will be lost and I hope that the council are going to take full responsibility for this.

SHOCKING! Your drawings are pathetic! How do you expect your average joe to understand them! Proper coloured drawings, 3D views to help explain what it will look like. An engineer / landscape can do much better drawings than you are issuing!

Not yet available to view?

Not enough consultation and not taking into account the ambulances that need to get to the hospital

and the traffic problems that we already have and works will just cause more traffic gridlock. Seen no monitoring or level of traffic surveys.

The cycleway is a complete disaster that should never have been started. It has already caused massive traffic upheaval and will continue to do so indefinitely. The project should be abandoned immediately to prevent further upheaval and distress to the population. The cycleway so far completed is evidence that it will not be used and causes traffic chaos.

Not a lot

Surely resurfacing the existing pedestrian way (without widening it) would cost less to implement and it should not impact the current main road, side roads entrances/exits and the trees.

The proposal is very poorly designed and not in line with the needs of the residents who pay council taxes, road taxes and need to access their drives and houses. All of the residents own cars as the distances to work will never be travelled by bike, therefore they need parking spaces. This project should have been developed by a specialised company which has extensive experience in the field or proposed as a competition in order to achieve the best possible outcome. The existing cycle lane on Binley road is not used, on various occasions being able to see people cycling on the road and not the cycle lane, we as residents feel like there are a lot of other issues in Coventry that should have been addressed and this cycle lane was not a priority. As a tax payer I feel let down by the council.

Absolutely Pointless, why not resurface the entire length of the footpath, widen very slightly and make it dual use? It'll save millions and appease residents whilst satisfying the need for a cycle lane. From the revised plans you now want to narrow laybys and put owners vehicles at risk of damage, remove mature trees that drink rainwater and replace with rainwater gardens that will end up being a rubbish collector. Who in their right mind is going to use this cycle lane? Students attending schools? Primary, they're too young and either walk or get driven. Secondary, they're at higher risk of being attacked and their bikes stolen on their way to/from school - Caludon Castle does not have the provision for increased cycle storage.

Supermarket - how would anyone get shopping home? Staff?? really have you seen the demographic of their employees!

Hospital - maybe a couple of staff, but people attending appointments? If they can cycle they're in no need of hospital treatment!

I am very disappointed with them, the original plans were much better

Please avoid shared use paths. This makes the cycleway less effective and creates more conflict and confusion leading to less cycling and more driving. I don't think shared use works well. The aim should be to get high volumes of cycle traffic and not assume no one will cycle on it so let's aim low and just fall back on to a shared use path. Trees can be replanted and cars can be parked

elsewhere. It's very disappointing that the fantastic new cycleway on Binley Road does not continue in a similar vein but only a half baked version.

Please take the opportunity to do it right.

Great to have some more cycle only lanes

Shared use paths are not helpful to pedestrians or cyclists as it mixes two types of traffic massively increasing the chance for conflict. We see this in action across the region. We hear from vulnerable pedestrians about how they do not want to be mixed with cyclists - often this is what fuels anger at "cyclists riding on the pavement". The original (2022) proposals were excellent and met LTN1/20.

The revised proposals will not meet LTN1/20, make the proposed cycleway more dangerous, and put people off from modal shift to cycling and walking.

Not good enough, shared use sections aren't suitable. There were no shared use sections on the original plans. If this isn't done properly people won't use it, shared use paths create conflict between pedestrians and cyclists. I'm guessing there's been a few complaints but given we already know the part of the Binley Cycleway that's already open is being used for over 10,000 trips a month (before it's even fully opened) shared use segments aren't appropriate. Do you really want to mix 10k cyclists and pedestrians on shared use paths every month? Does shared path segments meet the requirements of LTN 1/20? Complete the cycleway as originally planned.

Looking at the success of the completed sections, this integral piece of the scheme shouldn't be downgraded to a shared use path. The completed sections are so well used because they are high quality infrastructure which is bike specific. By making this shared use you risk it not getting the potential use it could. I know some concerns were raised around emergency vehicles and slowing response times. Get this section built so it can accommodate emergency vehicles to take them out of the queuing traffic which already exists. Coventry has been making some real improvements in active travel, by going half measure on this this scheme sets a poorer precedent for future projects.

I'm very supportive of them as they're a pragmatic response to the difficulties presented by the space. I regularly cycle through there so my opinion is based on cycling rather than walking. It's currently really dangerous cycling on the road and I've been driven at and sworn at by drivers regularly so a segregated space would be far safer. Local residents who drive seem to think other road users in Coventry should accommodate their wishes.

The objection seems to be ambulances being delayed due to heavy traffic. If that is the case make the cycle lane wide enough to accommodate them,. Have cameras to monitor the lane in case of misuse. It should not be water down

I think the specification of more shared use zones increases the chances of conflict especially at the northern end where there is a steep slope.

I think too much of the section is now shared.

I think you've chickened out of making meaningful changes to the road layout because of a few

residents getting upset about the width of the road and parking. The existing bits of Binley cycleway are awesome. Cycling on the shared use path along charter avenue is not great. I think ultimately the residents will like this arrangement less.

The shared use path is much less efficient as cyclists need to be much more aware of pedestrians, particularly groups of parents with prams and small children. This easily leads to conflict, which you do not get on the existing sections of Binley cycleway. Switching between segregated and shared use will be confusing for users and consequently more dangerous. However this is clearly better than nothing. If this was in place last autumn/winter I could have cycled to all of my antenatal appointments. I was too scared to cycle on the road whilst pregnant but I used the Binley cycleway until just before my daughter was born. I love how safe I feel on this cycleway

No where near as good as completing a safe segregated cycle route from town to the hospital. I cycle on CBR daily on my commute to work and it's one of the most dangerous parts of my route, especially coming up hill. Shared paths are not an ideal solution and pose a danger to pedestrians in the same way cars do to cyclists. It would be a crying shame for the cycle way to not be fully completed because of a minority of individuals who have no claim to the highway outside their home. More and more people are turning to bikes, especially as the cost of living bites. I saw far fewer cyclists on my commute a year ago. We all deserve to complete our journeys safely.

As a regular pedestrian I would prefer cyclists to have their own space

The plans are still a joke. The cycle route does not warrant the havoc the whole route has caused. Perfectly good route down the back of bridgeacre gardens. This whole process so far has damaged my mental health. I can't get out on to the road for work as no one lets you out now. The traffic is just an absolute nightmare, puts me off leaving my house to visit family/go shopping etc as I can't bear to sit in the traffic because of the lights are a pain in the backside!! I'll be glad to see the back of it all!!! You'll get a handful of cyclists in the summer and who's going to use it in the winter when it's freezing and pouring with rain!!!??? Absolute farce!!!!!!! Ambulances can't get down the road as it is now- they're either stuck in the traffic blazing their horn but motorists have no where to pull in, or having to go down the wrong side of the road- its a complete joke. Jumped up council workers with nothing better to spend the money on!!!!

The entire length should be segregated for every user's safety

I think it's ridiculous to let just a few residents ruin what is a brilliant piece of cycling infrastructure.

Introducing a shared path instead of the continuous Cycleway could lead to potential accidents. Paint isn't infrastructure. Many times I've used the shared path near Hearsall Lane, Charter Avenue, Broad Lane and Fletchamstead H'way and when cycling behind a pedestrian it's very common for the pedestrian to wander over the white line without any awareness and forget they are on a shared path. I've experienced pedestrians do this with headphones on who have not heard my bike bell or calls, even when you are passing someone on a bike at walking speed, if they have total unawareness of their surroundings and have shut outside noises out with headphones, they become startled when you pass which could easily lead to a collision between cyclist and

pedestrian. Same for pedestrians walking dogs, even if the dog is on a lead, I have witnessed many times dogs on lead being able to wander over the painted line into the path of the cyclist. This also slows down cycling journeys as you are having to second guess if the pedestrian is aware of you approaching and heard your bell or call. This would be a disappointing adjustment to the great quality of the first part of the Binley Cycleway which is fully segregated to keep pedestrians and cyclists safe.

Rubbish. This street is simply too narrow to add a cycle lane as seen in other areas where cycle lanes have been added (Binley rd, Barker Butts Rd, Sky Blue Way), the parking spaces are simply too narrow for cars to park, anything bigger than a small car sticks out causing an obstruction. On top of that it's dangerous for anybody trying to get out of the car especially if you have young kids.

Ambulances won't be able to pass as there is no extra space for cars to move over to allow them to pass and seeing as this is the first road that ambulances use when coming out of the hospital this isn't practical. On top of that anybody looking to leave side roads will have real difficulty. I have friends and family live on Bridgeacre Gardena and it takes ages to pull out of there on to Clifford Bridge Rd as it is, with an added cycleway it will be even worse. The cycle lane just isn't practical for this stretch of road and an alternative should be offered somewhere else.

The proposals show a complete lack of planning. Having already built over 2 miles of segregated cycle way, there is still no final plan for the last mile to the hospital. Widths proposed for the shared sections are not stated and almost certainly contravene department of transport advice. The use of the pedestrian bridge magnifies the lack of planning. You have had at least 2 years to investigate a cycle bridge or a widening but have closed your eyes to the issue and rather wait for an accident to happen. It is obvious that an alternative bridge is possible but there is no will to build it.. The roundabout close to the bridge was resurfaced a month ago - you are now planning to alter it. Your lack of planning once again beggars belief. How do you narrow a road to pass 2 trees? It sounds like the most dangerous solution.

I think it is a down grade to the original plan & not safe to share

This needs to be done to the best possible standard or it risks the effectiveness of the other investments in cycle ways. Hospital being huge employers

Not happy about cycle lanes . They are causing more congestion on the roads and more traffic at a stand still causing more pollution.

An improvement on the first proposal however, I believe investing in Sowe Valley option would be utilised by more people/families and encourage a wider demigraph

It should not even be happening on this road it's a nightmare most days so you are only going to add to it

Absolutely unnecessary and a waste of money that could have been spent on another road going in and out of the Hospital.

Firstly I cannot believe you are asking for our thoughts so long after this project was started. I think this is a total waste of money, not wanted and the money better spent on filling in potholes and re surfacing roads. The Binley Road/Clifford Bridge Road are congested enough without narrowing the widths. It has caused months of traffic chaos whilst the extremely slow progress has been made, Why does the contractor work on bits of the cycleway without completing it before starting further along? Will anyone be monitoring how many cyclists use this cycleway? Is it possible that it will be scrapped like the bus lanes? I don't know anyone around my area that wanted this cycleway. Can you make sure that there is a filter light at the junction of Brinklow Road.

It sounds good, being England we have to ensure there is limited points where bikes come into contact with vehicles to ensure it is very safe, crossing over junctions for bikes and pedestrians

Massive disappointment- It seems inevitable that this will happen given the fact you have already given in to pressure to waste time redesigning it, but this is such a downgrade from a high quality route to one that will be broken messy and lead to lots of conflict and little increase in cycling. It fails at its objectives and instead the council should continue with its ambitious vision it had before. This will be more irritating to the local residents with the conflict involved, and a segregated lane is far far better for all but the entitled drivers.

Ridiculous- my concern is the reduction of lay-bys to 2m. How are people able to get into and out of their cars safely. This is far too thin, with the route being a major trauma route and hgv lorries using the road frequently whizzing past at speed! , I'm highly concerned about getting children in and out of the car safety!! Surely this should be a main safety concern!!! It is not even an option and quite frankly ridiculous!!

Absolute disgrace. The reduced floating parking bays at 2m will not allow for exiting vehicles safely - creating danger for those trying to get themselves, children, elderly and the disabled in and out. There is insufficient width for cars, vans, work vehicles, delivery vehicles - and yet adequate room is provided in the laybys on the opposite side of the road. We have evidence from Coundon that this parking bays are inadequate. There appears to have been no genuine investigation of the Sowe Valley and yet it seemed to be possible throughout the North and North East of the city despite the multiple obstacles which must have been encountered there. It is seriously flawed - anyone cycling to UHCW to do a day's work is going to go down Ansty Road or Belgrave Road, they will not want to have to cycle all the way to Binley only to double back down Clifford Bridge Road or Binley Road (depending upon whether they are going to or from UHCW). Yet there seems to be an emphasis on linking Binley Business Park to UHCW - why? - do they have two jobs they need to commute back and forth to? What height is the road to be elevated to? There are already issues with water drainage when we have heavy rain, if the road is much higher it will impact homes. Who had the absolutely crazy idea of removing the right hand (A46) lane from the island at the bottom of the road? "Traffic Calming" indeed – so this will significantly impact congestion, ambulances definitely will not be able to pass and pollution will increase – I can only imagine that is the reasoning – increase pollution and noise because that is obviously the outcome. The most useful place for a crossing is central to an area not at the end of the road causing even more congestion and pollution.

I think the most appropriate place would be nearer to the entrance to the allotments. Why not the Sowe - are you going to say it floods, yes it does but, in the 50 years I have lived here it has never flooded up to the back of the allotments and a path running from near the Fire Station and along the rear of CBR (and Bridgeacre Estate and allotments) coming out at the Island would open the Valley up so we can all get down there. You could have taken the opportunity to install a small play area too. Then you would certainly get leisure cycling and leisure walking. Is it because it is not safe at night - I heard that one too - but no more dangerous than the North/North East Sowe route. I have heard several excuses for not using this route including safety but that doesn't seem to have been an obstacle in the other parts of the Sowe. Instead you seem determined to disrupt, permanently,

the lives of the residents of Clifford Bridge Road. Has anyone costed the effect on home values as a consequence? The people mainly responsible for delivering this both live in areas which have been spared this disruption - if they are so keen perhaps they should have them in their roads. (Allesley,

Broad Lane) Our council is here to represent us not dictate to us - joining the West Midlands Conglomerate has destroyed people power and handed it over to the government as was intended. It is time for people to get rid of this top down dictatorship - forcing upon us things they do not have a mandate for and which many notable scientists have discredited as based on false science and manipulated figures. It is a disgrace and those of you responsible should hang your heads in shame - will you be complying so readily with the rest of the UK100/WEF plans for 2030? If so make no mistake the consequences will fall on your children too. I do not consent.

My main concern is to do with Gainford Rise CV3 2RH, (it has become an overspill car park for UHCW staff, all day parking). I would like to see yellow lines to both sides of the street for a greater distance, as it also services access to Clifford Bridge Primary School eg buses are used by the school and there is a problem with them getting access to the school now and again. On a personal note, I live on the bend in Gainford Rise opposite Faygate Close, with parked cars and vans this make life difficult for me to get on /off my drive as visibility can be severely restricted.

Shared use on a downhill stretch with driveways and parking alongside. Experienced / faster riders won't use it because they can see the danger. Inexperienced riders will just ride right into that danger.

Better than the previous plans, but they do not address a number of the previous concerns such as the removal of healthy mature trees. With climate change at the top of most people's agenda, this proposed destruction of healthy mature trees that do so much for the environment is criminal. The young replacement trees will take years to reach the same level of maturity. The alternative route following the river Sowe from the Fire Station to Tesco island appears to have been dismissed with no explanation given.

Concerns of cyclists speeds while in the shared space with a pedestrian. the cyclists come down at speed on the path with it being a hill, making it dangerous for pedestrians some speed calming is needed for cyclists and it's not been mentioned. Poor. Shared use sections will push some cyclists

back on the road. My experience of shared use paths is that pedestrians wander unpredictably around with headphones in .

There should be a segregated cycle way; this removes bicycles from dangerous car users and from pedestrians. You need to face down intolerant road users to bring in the sort of infrastructure we need if are to hit net zero

I am hugely supportive of anything that improves cycling infrastructure in the City - the current provision is embarrassingly poor. In this proposal think you need to prioritise the safety of cyclists and not the size of the road for cars. Changes may be unpopular with drivers but you need to ignore

this. We need a future of many more cyclists on roads - safe ways of doing this is step one. on a busy road you are creating more hazards for through traffic and those residents wishing to enter the road - who now must reverse in and out onto a busy road - lack of lay-bys now enforces this. Not convinced the elderly and disabled are regarded either in accessing bus and crossings. And environmentally we need oxygen which the trees give us and you are taking them away - plus we need green to improve the look of the environment - planting newer smaller trees and not replacing does not support the environmental issues. Having had consistent view of the cycle path in Coundon it is noted that at no time have I or residents seen cyclists using this - only runners. And on the existing Binley Road cycle path I have seen one cyclist. Others use the road! AND you said you had few responses regarding the pathway - I submitted an eleven paragraph note on 3rd April 2021 to the site with a copy to faye abbott - there was no acknowledgement of this at all.

Not very much at all. Pedestrians and bikes don't mix. The amount of issues in memorial park should be enough to help make the decision

Although this is an improvement there are parts that seem unnecessary. The roundabout section needs no adjustment. The existing pedestrian path is wide enough for dual use as is mops of the existing pathways.

Can you really justify spending yet more money on this vanity project? The whole project is a complete waste of money, cyclists are still using the pavement (I've been hit a number of times) and it's only useful if you happen to live along the route.

I think the deviation from the original plans to add additional shared used sections rather than keeping with the original segregated cycle way is a backwards step that lowers the quality of the overall scheme. I would strongly encourage you to maintain the segregated cycle way sections in the original plan. I think there's a risk that changing from segregated and shared to back again could cause confusion for all users of the cycleway, and lead to incidents that could otherwise have been avoided.

Not much thought gone into how narrow the road is and also the traffic that consistently gets diverted from the A46, also will be real hazard for both cyclists and drivers reversing from drives

The proposals do NOT give enough detail in measurements which residents have specifically requested. I am NOT happy with the lay-by width reducing to 2mtrs as this will not give a safe parking zone especially getting in and out of a vehicle onto live traffic. Having a daughter with disabilities needing time to navigate situations is a danger. I am NOT happy with existing trees being felled, none are diseased or an obstruction, they give fruit, help drainage and help our high poor air quality. Felling these does NOT make sense for environmental concerns. Reducing the

lane at the bottom of CBR will cause even more congestion, it is horrendous with 2 lanes so reducing to 1 will cause mayhem. Why has the Sowe Valley route been ignored? The works do not only affect CBR it affects estates all around it, businesses, bus routes and emergency services.

Pathetic! Not required! Waste of money! Pointless activity to line the pockets of money grabbing developers to appease the NIMBY 'do-gooders' Too disruptive to residents. Cons far outweigh the pros. Won't be used as a leisure route, won't be used by families, won't be used by kids travelling to school. Won't be used by hospital patients. Won't be used by shift workers at the hospital.

Unacceptable

The new proposals will not stop the congestion or access concerns of residents. The cycleway will not be used by many as it is impractical to shop at Tescos and carry it back on the bike. Outpatients to hospital are not fit enough to cycle. Hospital staff will not cycle after a long shift. The estates off Clifford Bridge road were built in the 70's and a lot of residents are elderly.

The revised proposal does not improve the issues and concerns raised by residents on CBR and surrounding areas. 1. Removal of right hand lane at roundabout - it is not safe or acceptable to have a crossing at a roundabout, let alone remove a lane. 2. Lay-bys are necessary to allow cars etc to park off road for whatever reason. We all have deliveries etc at some time therefore it would not be in the best interest of residents to have lay-bys removed this creating problems on the road itself. 3. Narrowing of lay-bys to 2m, not acceptable as people need to be safe when entering or leaving their vehicles. Enough said if you think about it! 4. Why remove existing trees and replace them, ludicrous! There may be the odd exception but certainly not constructive. 5. Why is it necessary to dig up the road to put a segregated bike lane at all, this should be a shared pedestrian/cycle lane the whole way down CBR. Improve the pathways to accommodate this like other councils have managed to do without ripping up the road.

Concern that shared use path will end up as a free for all, causing danger to pedestrians.

The plans are poorly designed without considering accessibility for residents, elderly people and wheelchairs. The portion before getting on Clifford B road does not have the minimum of 2 meters width to facilitate wheelchair access. There is no need for the cycle lane to be as wide as it is because we do not have London bike traffic. The design is unappealing and in your face, the kerbs are a hazard and the lanes should have been done with tarmac. The green spaces are done just to tick a box and say they exist. A specialised design company should have been hired for such a proposal and not just developed by an individual who narrowed down a massive roundabout to one

lane when that has an important access to the motorway with a high volume of traffic which will cause massive tailback. Very bad job, Coventry Council, I hope you can do better. We have schools around and the pathway is heavily used by pedestrians and young kids and parents who go to school.

I think the new plans are better than the old ones. However it is still going to cause a lot of disruption to the houses and traffic in the area.

Excellent, except the shared cycle / pedestrian part

I am against the Clifford Bridge Road proposal. Why is the shared pedestrian/cycle path only between No.'s 43-157 and not the full length of the road so there is no need for segregated cycleway with parking layby next to it outside houses? This segregated cycleway is removing existing laybys, narrowing roads, narrowing parking spaces and causing hazards for resident cars getting on and off their driveways, it should not be built on any part of the road where residence live. You can see how poorly this works on Binley Road with questionable design decisions having been implemented causing Binley Road to now be a mess to navigate for both drivers and cyclists. Also the newly built cycleway on Binley Road is not even a different colour to the road which makes it difficult to tell it's a cycleway and not another lane for cars! Was there any accessibility tests done before this was built, can colour blind people easily distinguish the road and cycleway from each other? We can already see the failings of the cycleway on Binley Road, a cycleway on Clifford Bridge Road will make the road congested and dangerous.

Ambulances and large trucks regularly drive down Clifford Bridge Road, it is not appropriate to do anything that reduces the road width or the layby widths which are already narrow. Clifford Bridge Road does not need a cycleway, instead it needs improvements that stop it being as busy and congested as it already is. If the council are going to ignore residents wishes not to have a cycleway they should at least abandon the idea of a segregated cycleway that will cause no end of problems.

It should never be happening in the first place on a main hospital

As a cyclist I don't like really like using shared pedestrian/bike paths, and I would cycle on the road in these parts instead.

Some of the issues of concern are: 2m layby too narrow to park safely –as evidenced in Coundon 2m layby too narrow to exit/access vehicles safely 2m layby too narrow for HGV/trade/delivery vehicles Removal/loss of layby/parking places removal of right hand lane (A46) from the island! (breathtaking) Height of new road (drainage/flooding issues) New crossing at the bottom of the road needs to be at a more useful midway point and will increase congestion at the island (see plans) Unnecessarily removing established trees Reversing off the drive with limited visibility (traffic won't stop to give time for me to reverse onto the drive), across pedestrian cycleway plus not having a wide enough layby to reverse into...its madness and an accident waiting to happen Issues with the council, not offering proper meeting, not minuting meeting, not fulfilling commitments made

at meeting, not offering meetings with sufficient notice. Not providing adequate, local meeting venue which we can walk to. Not providing full plans when requested. Not providing pollution/air quality measurements as agreed to.

Non sensical!!!! Does not consider the needs of the residents. Safety risks of cycle track on this main road not considered!!

Parking bays on affected side of the road are too narrow for the smallest of vehicles. Most vehicles are larger, and will require doors opening into traffic or parking up on kerb/partially in cycle lane. Junctions of Bridgeacre Gardens are still too far back. The houses either side of each junction have large hedges/fencing, which with new locations of junctions vehicle drivers will still not be able to see either pedestrians, cyclists or vehicles.

Firstly I am disappointed that the promise made by John Seddon to give us options has not been adhered to. The new plan is marginally better than the original, however I still believe your road measurements are incorrect and disagree with narrowing any part of CBR. Altering the roundabout is unnecessary and two lanes are required at the roundabout for traffic turning right onto the Eastern Bypass, this is a bottle neck. 2m parking laybys are not acceptable as we have a video of Coundon Road showing people parked partly on the buffers as cars wider than 2m. CBR is a busy road opening doors directly onto it is a safety hazard. (Many modern cars are now too big to get through standard width restrictions, according to a report by consumer group Which? Many vehicles are only able to get through with just half an inch either side to spare The widest of the musclebound models is the Land Rover Discovery Sport, which spans a huge 6'9" mast 4x4s span over 6' wide. (This is from a Which report) Cutting down healthy trees to be replaced with new is pointless and wasting money. Losing any parking for residents is unacceptable, the people who bought these houses did so with parking in mind. It would be nice if one of you came for a drive with me along these roads with cycleways I could show you where the pitfalls are.

Absolutely ludicrous, already we are faced with problems with the cycleway next to the horses. Just being used for motorcycles and young youths practicing their wheelies. Continuing this down Clifford Bridge Road is just asking for trouble

Waste of money

Not much. Its a White Elephant.

In my opinion, this is a severe step backwards compared to the 2022 plans. The shared-use sections will please neither cyclists nor pedestrians. At around 400 daily users on the unofficially open sections of the Binley Cycleway in February 2023, a continuous cycleway to UHCW might attract even greater numbers. According to LTN 1/20, the minimum width for a shared path should be 3 metres (and probably even more, if there is parking immediately adjacent, to avoid the dooring zone). Even then it will immediately create conflicts between cyclists and pedestrians. As the revised version falls short of the expectations it may also pose a significant risk to the City Council, as it may not be good enough to attract funding. A full-width cycleway could also be made

accessible to emergency vehicles, so that they could bypass any traffic on Clifford Bridge Road. Cyclists can easily get out of the way thanks to splayed kerbs - something that cars on the carriageway cannot do. The use of cycling infrastructure by emergency vehicles has been demonstrated elsewhere. But this requires a full-width, continuous cycleway. The city centre - hospital route could be a crown jewel in Coventry's cycle network. However a second-rate quality with shared use sections will embed significant limitations in concrete (or asphalt) and will stunt the growth of cycling along this route. Further specific comments: The kink in the cycleway with reduced separation between Mill Lane and Bridgecare Gardens seems unnecessary, and will expose cyclists to close passes. Shared space for the bus stop north of Bridgecare Gardens seems again to design in conflict between waiting passengers and cyclists. The narrow 2-metre laybys will encourage drivers to park their vehicles encroaching onto the cycleway or shared path unless

suitably discouraged by significant kerbs (and enforcement). A 2 m width of a bidirectional cycleway is (according to LTN 1/20) the absolute minimum width for a lightly used cycleway. 3 m would be the desired width. This would also make it easier to be used by emergency vehicles under blue

lights. South of the roundabout, the shared path looks particularly narrow - narrower than the parking bay. On the southern approach to the roundabout, the cycleway appears to be pinched to less than 2 m width. The northbound carriageway lane could be moved into the hatched area next to the extended traffic island to avoid this. Of course almost anything would be an improvement over the current situation. I cycled there once recently (generally try to avoid it) and was close passed by 4 vehicles, two of which I reported to West Midlands Police. However, a shared use path will endanger funding, create conflicts between pedestrians and cyclists and will also stunt the growth of cycling along this route, preventing its full use. You also miss an opportunity to give blue light traffic a way to bypass vehicles queueing on Clifford Bridge Road.

You should bin them. Totally unnecessary and waste of tax money.

We would prefer the cycle path to be segregated in its entirety. Sharing with pedestrians adds increased risk to all and slows down cyclists.

The proposal of sharing paths with cycleway should have been considered all the way along Binley Road

Still not great. Trees being chopped down for no reason. Getting rid of a lane at the roundabout the council just trying to stop people using cars.

They are better but I don't believe you need to cut so many mature trees down only to replace them with new trees that would take years to reach maturity. I also think it's needless to make the roundabout one lane. This will add to congestion for the already large queues to uhcw unlikely to be offset by people using cycles. There is plenty of room on the roundabout to include cycle lane without losing a lane on roundabout

I still have objections Removal of right hand lane at roundabout (more tail backs) Loss of lay-bys for some residents Lay-bys to be shortened (not allowing safe access to enter in and out) Removal of healthy trees and replaced by new ones , there are some very mature trees up and down the road ! I've lived on this road for over 40 years , don't you think the home owners deserve a break from constantly have Road works , heavy traffic daily , this has been going on for ages now , from one set of Road works to another (includes A46 construction , TGI island ????? Etc ,

The removal of the righthand Lane at ghe roundabout to the Eastern Bypass will cause serious tailbacks and disruption to local residents accessing and leaving the near by parking bays. Loss of lay bys for some residents. The narrowing of the parking bays will seriously hamper entry/ departure to/ from vehicles. Unnecessary removal of healthy tress Danger to residents having to leave property to access footpath Increase in number of hospital workers parking in parking bays and using folding bikes to get to the hospital, unless parking permit scheme is extended to cover Clifford Bridge Road from roundabout to junction with Brinklow Road and adjacent roads.

The whole scheme is a farce. Waste of tax payer money on a cycle way which benefits a tiny minority and impacts the larger majority.

As a local and a cyclist and a driver I think it the proposal is a very reasonable compromise. My daughter who cycles to work at the hospital cannot wait for work to start on this section of the cycleway . It will make her commute to work so much safer.

Not needed

A fully segregated cycle path is preferable for both cyclists and pedestrians... shared use is a poor second best.

Ridiculous. Co.plete waste of money

Bit better

It shouldn't be going down or up Clifford Bridge Rd

I think the revised proposals are very concerning. In particular altering the mini roundabout to one lane will cause problems. I use the roundabout daily to commute in the morning. It is already problematic because cars heading to the hospital and coming off the bypass are backed up onto it. Having a second lane currently allows traffic turning right to spend less time in the queue and access the bypass more easily. With only one lane all traffic would be gridlocked causing an even bigger queue than there currently is.

I agree with most of the proposal, especially the side road/business visibility. I use the Binley Rd section at least once a week, and have had several near misses with cars near the garage and the side road next to Stoke Green because the signage isn't very visible/clear and people aren't aware that there's a cycle lane, so don't stop (or they just don't care, but that's a whole different issue). There's also not much room for error when braking/turning into either of these roads. So definitely make the cycle way signage clearer and more visible. I

disagree with allowing sections to be shared use. I use the cycle way BECAUSE it is segregated, and I can cycle safely knowing I don't need to worry about hitting cars and pedestrians (and vice versa). It is a dangerous idea as well when you consider that a large section of the cycle way will go downhill in the direction of the hospital, and cyclists will be travelling at speed: aside from the risks of hitting someone on my bike, I wouldn't feel comfortable walking along it knowing this. Ultimately if it becomes shared use, what's the point of having the cycle way at all?

They are poor and aren't compliant with latest design standards. Why is road width and parking being maintained, the new plans suggest you don't want to improve road safety and increase walking and cycling levels. They are a bad for the large percentage of Coventry people and households that don't own a car, bad for people with disabilities and bad for the economy and environment.

Just as ridiculous as the rest of your cycle lanes Total waste of council tax payers money

Excellent and well thought out plan.

Still will cause traffic chaos

It looks to be a compromise for the few houses that does not have a drive way on the side of the proposed cycleway. a large majority of the houses along that side have already got driveways, so the need for on street parking is less than before. However turning the bottom half of Clifford Bridge Road cycle way to shared used will increase the risk of accidents with pedestrians and cyclists sharing not such a wide path, particularly with it being downhill towards the roundabout. There is little need to turn it into a shared use path, should be kept as originally planned, pavement, cycleway, parking (maybe reduced), road.

We are not happy with the proposal for a shared pathway for pedestrians and cyclists, we think this is unnecessary and dangerous.

The proposals show that the council has not listened to the concerns expressed by the community around Clifford Bridge Road and basically has no intention of doing so. Various workable alternatives have been suggested and ignored. The concerns regarding access/passage for emergency vehicles have been disregarded. The safety of pedestrians especially the elderly, shows a cruel disregard for their safety by proposing a shared use section. Cyclists already use the path (illegally), travelling at high speeds, giving no warning of their approach and often passing pedestrians on the inside with no thought that the person might turn into a gateway. They are so pampered and protected regarding their legal responsibilities while on roads or cycle paths that they know they can ignore all other road/path users because they are the 'golden and green travellers'. The new proposals are a joke and invert bad taste. The faster the current road planning team are removed and replaced by people that can think outside of the 'we hate drivers' box, the better. On top of this, you plan to cut down mature trees and replace them with saplings that do not even have to be in this area!!!

Do you realise that over 600 households will be affected if this goes ahead. Clifford Bridge Road is not suitable for a cycle lane. it is not a wide road like binley road. There is a much better alternative by using Coombe Park Road.

Absolute carnage. No one uses the ones the new cycleway that's have been put in and the carnage it causes for cars up and down the road is unreal.

not sure as i do not like the idea total

/I think the revisions make it slightly less attractive as a cycle way, however as a segregated cycle route its very much needed in order to complete the journey to the hospital by bike. Its currently quite a dangerous road to cycle along, I've had several scares with cars passing very close, so very much welcome the opportunity to have a safe cycle route to the hospital.

It will be very useful in connecting binley cycleway to university hospital. It will allow me to commute safely to work

Increasing pedestrian crossings is welcome as is the greenery. The more trees the better - as long as PPM is carried out to prevent too much shading or leaf fall making the track slippery. I would be happier if road space was taken to allow full segregation of the cycle track.

Pedestrians and cyclists don't mix well and interactions can lead to conflict. Generally we need to be encouraging people out of cars for short journeys, not caving into their every whim.

Not happy, it would be more beneficial to have a cycle route to coombe abbey park, down Brinklow road, the path to coombe is unsafe/overgrown and not fit for purpose.

#1. Shared used of Clifford Bridge Road Pavement On grounds of protecting pedestrian safety I cannot see the shared use of the Clifford Bridge Road west side footpath is an acceptable solution. The proposal that cyclists should also use the same space is untenable. I most strongly object to the idea and an alternative sensible outcome is needed for the cycleway route to be a success. It is key that Clifford Bridge Road pavements do avoid the practice of share used. The fact of the matter is that Clifford Bridge Road is simply not wide enough to accommodate a cycle way and lay-by car parking on both sides of the road. So something has to give and pedestrian safety must not be the silent candidate for compromise. #2. Shared Use of Clifford Bridge Road Footpath River Bridge The council cannot be serious on this idea! The bridge is too narrow to be safely shared with cyclists in the same way that a similar width footbridge across the city centre ring road at Friars Road is prohibited to cyclists. I find the proposal an unacceptable cost cutting measure that is just too extreme and strongly object. Surely if a cycle route is expected to cross the River Sowe then a suitably designed structure has to be included within the scheme and then properly funded as part of project cost? #3. Footpath obstruction If the pavements are to be made narrower to squeeze in a cycleway then a continuous action plan to prevent pedestrian obstruction by overhanging vegetation and/or partial blockage by road vehicle protrusion will be a key issue. #4. Access into and out of road junctions Gainford Rise is to have double yellow lines on one side to improve traffic safety. Please introduce the same concept for the north junction of Bridgeacre Gardens as it is very

frequently congested. I would suggest that Bridgeacre Gardens should be a higher priority

Think Clifford bridge road is not big enough to take a cycle lane. Ambulances will get stuck in traffic and could cause delays to people in need of there help. It will also cause even more tailbacks getting on and of Eastern bypass.

Waste of time and money. Road is not wide enough and it will create more traffic especially at the bottom of Clifford bridge road. Why are we spending so much money and causing so much disruption to cater to such a small percentage of people? The council yet again proving they cannot handle a budget...but don't worry they'll get another go next year with our increased council tax! It really is a joke that this has got this far. It's so obvious that CBR is not wide enough to accommodate a cycle lane that will be barely used

Not acceptable as the dropped kerb to my property seems to no longer exist!

I disagree with this Cycle way, especially due to the impractical nature of the proposal and also any sensible cost/benefit analysis concluding it just isn't viable. I am a cyclist myself and advocate the health and environmental benefits, however I can assure you there is not the need that you appear to believe there is here/will be a waste of money in a time of cost of living crisis and only used by a handful of people at the detriment of the majority of residents and motorists who heavily rely on this

road/network. The funds surely could be better spent, not to mention the ongoing maintenance costs etc The road is already severely congested which makes it VERY difficult for residents such as myself to navigate off my drive, these plans (even with the revised proposals) will only make the matter worse! These plans will cause serious tailbacks on a road which let's face it is already functioning SEVERLY over capacity, especially with increase in trucks etc. I would welcome someone from the council come visit the road in the evening or even past midnight/around 1am as the levels of traffic are now far increased than ever before. The loss of lay bys and narrowing of lay bys being proposed again just is not practical, as it is already difficult for vehicles to enter and leave the road. I have a large tree directly in front of my property which I was assuming would be removed, however remains and my understanding is that the proposal is to go around it yet other healthy trees are being removed/replaced? I cannot stress how hard it already is looking out for pedestrians, cyclists, children, pets etc. when reversing off my drive, by the proposed narrowing I fear many more accidents will incur as a direct result so there is a strong health and safety concern here which you must consider. I have disabled relatives who come to visit me and they already struggle with the current set up, this will further alienate them feeling they cannot visit. I have one relative who is in a wheelchair and often when I pick him up

I will park in the layby directly in front of my home to get him out, again the proposals will make this harder if not impossible. Parking is already incredibly difficult on this road, especially as hospital staff often park in the lay bys making it harder for residents to actually have any parking near their own homes. There is a distinct disregard for the practical nature of how us the residents already struggle to navigate the traffic/road etc and even with the revised proposal the situation for us will

only worsen. I sincerely hope this phase does not go ahead, as it will make daily living for us the residents who ultimately have to live with the decisions you make more stressful. I look forward to attending the consultation events and raising my concerns in person.

A. Removal of right hand lane at roundabout will increase the existing problem of congestion. B. Still a loss of available parking C. With the average width of vehicle in the UK of 1.82m and some SUV being wider than this how can vehicles park safely and within the law. D. How logistically will the construction work be completed without major disruption to the area Work done on the Binley road and Brinklow road has been somewhat difficult to negotiate with volume of traffic and reduced access and those roads are much wider.

How on earth do these planners at the council still have jobs it's beyond me. As an RICS accredited surveyor, it is clear to see this development removing the right turn lane from the Clifford Bridge Road roundabout is going to cause catastrophic backlog along the road. 2 lanes are needed as a must. Even with two lanes currently, back-log still occurs so imagine the scale of backlog with 1 lane. Truly shocking decision and this needs to be overturned immediately.

It is still adding much frustration, chaos and danger for the public

Still not good enough !

Unnecessary and a waste of money. It will just make the congestion worse.

Pointless and a colossal waste of money

From what I have read I am pleased the Road is remaining the same width. I am concerned that parking is tight and opening a car door onto the road will be dangerous. Can we have double yellow lines into Portee Ave from Clifford Bridge Rd for at least 2 car lengths to allow safe entry and exit.

Better but still leaves big issues with parking on side streets for residents of Coombe park Rd, Portee Ave, Gainford Rise , and opposite side of road estate. There is already huge issues with parking for the primary school. People park and go to the hospital leaving cars there all day. The removal of parking will make it so much worse for residents as everyone who can't park on CB rd will park on side roads.

Personally it's a great idea for cyclist and especially for safety

Not good, it's too tight and congested as it is. Surely a different route would be more appropriate. Has a different route been discussed ?

Whole cycleway doesn't get used, waste of time and money

Worry that the path will be considerably smaller and how is a cycle lane going to fit without making any changes to the road. There is still going to be a loss of parking spaces and there currently isn't enough as it is. The reduction of the roundabout to a single lane will cause issues with traffic and prevent emergency vehicles from getting through. Which could result in the loss of someone's life. The loss of trees will mean that the area is less aesthetically pleasing.

The cycleway does not need to continue along Clifford Bridge Road as it has on the Binley Road.

This is the main artery to the hospital and already very busy. Parking is already a problem on Clifford Bridge Road, with cars having to park facing the houses. Reducing the width of the parking bays means that cars will have to park horizontal to the houses, meaning less cars will be able to park.

Although the new plans save some of the mature trees, destruction of any mature trees will have a detrimental effect on the area. The pavements along Clifford Bridge Road are wide enough for a shared pedestrian and cycle path.

Good

A waste of time same as binley road

An utter waste of time and money. Makes short journeys stressful

Complete waste of tax payers money when essential spending that would benefit the city is cut back . Coventry city council are specialists in wasting tax payers money and not listening to the public

I am a cyclist and am in favour of the scheme in general. I would make use of it cycling to and from Tesco and to the hospital. I already use the completed part to cycle to work in the town centre. I am concerned that the proposed shared path is not wide enough for pedestrians and cyclists to share safely. especially given the steepness and speeds likely on the downhill stretch. It feels like this compromise may not be safe. Does it meet guideline recommended widths? I preferred the segregated path option as it would provide a safer space and lower risk to pedestrians (excluding those who chose to Walk in the cycle way Instead of the path)

complete joke

Too many trees being cut down and taking parking away from residents.

This is a complete waste of time and public money. You have already implemented in them other places across the whole city and they do not get used. This is Coventry not Amsterdam! I saw someone on an electric motorcycle speeding down one on Binley Rd last week going at something like 50mph! Only a matter of time until someone is killed! You also are only installing so you can push again for a Coventry clean air zone which is a front of using environmental protection to make money from regular motorists. Stop this nonsense, if you want to protect the environment then plant more green spaces and stop building on existing ones.

They ok

Dangerous

I object to the proposal to lower the standards of the Binley cycleway on Clifford Bridge Road (or any other location along the route) down to shared use space. Current national guidelines (LTN 1/20) are clear that shared provision is depreciated and not appropriate for routes with high pedestrian and/or cycle traffic flows. Shared space introduces conflict and hazards which lead to a substandard experience for both pedestrians and cyclists. This may also be considered an

accessibility issue where visually impaired pedestrians can find the uncertainty of where cyclists may be particularly unnerving, startling, or even dangerous. Reducing the standard of provision down from fully separated to shared use risks the attractiveness of the scheme for cyclists - if riders are slowed or risks of mixing with pedestrians are perceived as too great, they may opt instead to use the main carriageway. This will be not only to the detriment of the Binley scheme itself, but also future cycle infrastructure projects that Coventry and/or the WMCA may wish to undertake. Fully separated cycle infrastructure which keeps all three key transport modes separated - walking/wheeling, cycling, and driving - is designed to enable active travel by a wide variety of users, from young children to the elderly, disabled and not disabled people, experienced or new riders. A good quality scheme enables independent travel from a younger age than might otherwise be permitted, giving children greater autonomy and freedom which in turn can enhance their development as people, and give them a greater appreciation for their local area. By downgrading the scheme, additional hazards are introduced which may affect the attractiveness of the route and its perception as a safe space for children to cycle. It may also have the same detrimental impact for people who choose to walk, where children may be perceived as less safe when mixing with high levels of cycle traffic in the shared use spaces. This in turn may then induce greater motor traffic (or hamper modal shift) including all the associated harmful impacts and costs to society - congestion, pollution, road danger, inactivity etc. Shared use routes are, with some limited exceptions which do not apply here, outdated and inappropriate. A proposal for shared use infrastructure would be unlikely to be awarded national funding from Active Travel England who evaluate schemes against current national guidelines. If Coventry is perceived to be downgrading its ambitions for cycling across the city, this may affect future funding awards. Coventry is still at the start of its development

of a high quality cycle network but recorded figures show that where provided, routes are being used.

This can only grow as builds continue and more connections and journeys are enabled. The routes are used precisely because they are fully separated, providing that feeling of safety and comfort that does not otherwise exist whether on the main carriageway or in shared use space. Reverting to old-fashioned and substandard infrastructure puts that development and the work that has been done to date at risk. Please commit to providing and maintaining full separation on Clifford Bridge Road (and indeed, the full length of this scheme).

I think there will still be problems for Ambulances & Fire Engines, as there is now, as it is.

Rubbish! Needs going back to it used to be

Whilst I think the revised proposals are slightly better and the shared space is a much better option to keep the width of the Clifford Bridge Road as it is. I'm very concerned about the high amount of trees still being taken down. I agree that the yellow lines should be extended in to the bottom of Gainford Rise. The new proposed pedestrian crossing at the A46 spur road probably needs more thought and may need to come slightly higher up Clifford Bridge Road. No Parking should be removed for residents on Clifford Bridge Road. I think having cycles travel at high speed down the hill could cause accidents. Access to Coombe Park Estate needs to be kept clear from hospital staff

clogging it up. The council needs to make sure that the new traffic lights from Princethorpe Way , Brandon Road and Brinklow Road junctions are set that they do not cause excessive traffic congestion especially as you have reduced the road down to one lane between the Megga Chippy to Princethorpe Way.

Excellent.

Better but still some questions.

Massive inconvenience to residents. Parking is difficult enough.

Too many trees are going to be destroyed. New trees cannot replace the habitat that will be lost. Combining pedestrians and cyclists is a recipe for disaster!

It's disgusting, wasting yet more public money for a couple off bikes a day. The Binley Rd had a bus lane that was taken away because of the traffic and now this then you waste money on them electrical chargers. That know one uses.

These revised proposals take away the benefits of the originally proposed scheme. The cycleway should be fully segregated from the city centre to UHCW to encourage cycling. A shared use footpath is a poor environment for both pedestrians and cyclists, segregation is key for the safety of everyone. The cycleway is proposed to run alongside a busy road lined with residential properties, a shared use footpath here will introduce many opportunities for conflict. We need more people walking and cycling, not less!

Waste of money

The proposals are irrelevant, the project is ill conceived, disruptive and an unnecessary waste of public funds.

I object to the proposals. I live at 120 Clifford bridge road and narrowing the road outside my property which is already a dangerous hazard to get out of due to the two mature trees that you want to keep causing a blind spot when having to reverse off the drive. We are only just managing now to safely get in and out of our property in our car, I have to trim the leaves off the trees so I can see! Not that I can see much. I just have to hope the car coming can see me because i certainly am unable to see them. Narrowing the road is going to force us to have to reverse over two lanes of traffic! How is this safe?! Also, I object to the roundabout having the right turn lane removed, the traffic is outrageous every single day for people travelling towards the hospital and I am currently having to drive on the opposite side of the road to get into the right hand lane because the congestion is so bad! Removing the right hand lane will only add to this making it even worse! There is no way this is being removed for safety measures or to slow the roundabout as it is consistently gridlocked for as long as I can remember! Our street is NOT a motorway or an A road. Then there is the issue of emergency services being able to get down the road, I don't understand how cyclists take priority over emergency vehicles and residents living on this street! This is a

residential street and since the cycle lanes began it's been absolute hell living on this road and we feel trapped in the house because of how bad the traffic is! Find something better to spend our tax paying money on such as schools, homelessness, mental health, the nhs etc rather than a cycle lane that won't be used because it rains and is freezing cold 90% of the time. Nobody wants this, it is being FORCED upon us.

Same as the rest of it ! Poorly planned, highly disruptive and extremely expensive . Dreading the chaos this section will create on Clifford Bridge Road , especially the time these works seem to be taking and the effects on road users . Concerned about how ambulances to and from hospital will avoid congestion and sincerely trust juggernauts will be directed to alternative routes .Basically I feel there has been too much disruption to traffic in this area for too long and locals are totally fed up !.

Not fit for purpose. Shared use infrastructure is chaotic to use for all users, removing the convenience and safety of the previous design. Furthermore having a tall barrier (hedge or wall) immediately next to the shared use path will reduce it's usable width making the path narrower in use than in the design.

Wast of time money and will cause more traffic and pollution

Absolute waste of money

I think the cycle lane on this road is a ridiculous idea, the road & roads around it are already too busy. What about when the A46 alterations are in progress? This is the only road which goes the same way

Awful

A bit of an improvement, but still falls far short of responsivity to residents concerns.

I think they should allow cyclists on the path there

Will take away parking for certain residents, but not many cyclists on the road anyway. I don't believe we need cycle paths anyway, just the existing road fixed from pot holes etc

I found it very dangerous using it for the first time, as there had always been two cars lanes, Not knowing that after only a very short distance from the traffic lights the two lanes became one, I nearly hit a car on the left as I was on the right and had to cut them up because of the merging lanes. There does not appear to be any warning before the traffic lights about the lanes merging, or at least I did not see any. Either some well placed signs need to be put up well before the traffic lights or the merging lanes need to be further away from the traffic lights.

Not impressed don't feel that the councils preferred route is the safest and best approach

Waste of time and money , the road is already to busy for any adjustments

I am totally against the scheme. I'm disabled and worried about being knocked over by bikes

speeding down the hill. I am also concerned about being able to get into my car safely and park safely I have a disabled parking bay. Some The traffic will be more congested if the right had turn goes on to the by pass. There will also be extra traffic on the road when work starts on the by pass to remove the roundabout.

Will cause traffic disruption right next to the only hospital in Coventry

I approve. Trees are protected and it will provide a vital, safe cycle route service the whole east side of the city alongside the Binley Cycleway

The whole scheme down the Clifford bridge road. This is a major road. Drive down thus road at peak times and see how it is today. This scheme will only make it worse

Ridiculous

Complete waste of taxpayers money

I have not seen any proposal. Where can it be found?

Very dangerous

I certainly don't think it's warranted

I think parts of the Plan are unsafe. Dual use on the steepest part of the hill. Reducing parking and access for Clifford bridge road residence will impact on side roads which are already cluttered with hospital staff using these roads. These cars already reduce footpaths impacting on pedestrians mobility scooters and pushchair users.

Removal of trees that have been growing for more than a century is very sad and will impact on air quality. There is a better route over some valley. I feel This proposal discriminates against elderly and infirm who walk on the Clifford bridge road and are unable to cycle. the whole cycle way has been designed by cyclist for cyclist with no thought for other road users

We have recently bought number 91 on Clifford bridge road and our lay by is going to be taken away. My father is 88 years old and we need the parking for him and for this reason we object to the cycle lane .

Still non sensical dangerous & not necessary.

Extremely concerned as I have been resident on Clifford Bridge Road since 1998. I therefore know the challenges that the Road has presented over many years. My main concerns are the safety of cyclists as residents enter and exit their driveway and properties whilst navigating many challenges that are inherent with this Road i.e. Buses, Ambulances, Congestion, School Children, Speeding. It will be a an accident waiting to happen. The safety of the residents especially those with you families trying to locate a parking bay. The parking which also accommodates CBR School will be a nightmare and a cause for friction and antisocial behaviour . The removal of long standing mature

trees which i think is awful!! On a personal level then the layby outside of my property 105 CBR is to be removed. We have two very young grand-children so navigating them in and out of cars is a concern. Assuming we can locate a parking space!!

Havent seen the revisions

Appears very dangerous . People will be seriously injured or even killed

Not at happy with it I still object to the cycle lane as we will lose our layby as shown on the plan and other people will have Thiers with a loss of one meter. Also when we pull out of our driveway way and if we were to hit one of these cycles who is to blame. CBR is one 800 yard runway for them. Also the narrowing at bottom round about is going to cause even more tail backs which is bad as it is.

Proposals seem to have solved some issues but still don't justify it being built

I think it sounds brilliant. You need to push on and get it completed otherwise all the work and disruption on surrounding roads for the other sections of cycle ways will be for nothing as they won't link up.

Fine

Still a poor option.

Such poor decision making and what a farce to get this far and find this road is NOT suitable to have a cycle lane installed on it. Anyone with an ounce of sense would have seen this was the case

I am happy in principle with the cycle path but would insist on less loss of mature trees. I have seen

new trees planted in Coventry and their subsequent death from lack of care

Another waste of council tax payers money

I still think it is very upsetting that mature trees will be removed.

My concern as a member of the allotment site is the access road. It is difficult at the moment to see pedestrians on exiting. It will be more dangerous with cyclists at speed. Need clearer visibility.

Regarding the junction with Gainford Rise, the line of sight can be VERY restricted when exiting Gainford Rise onto Clifford Bridge Road. It's especially a problem to the right where traffic is coming up the hill from the direction of the hospital as it's often necessary to actually creep out into the live lane to be able to see past any parked vehicle parked in the CB Rd lay-bys immediately next to Gainford Rise. Narrowing these lay-bys at that point will exacerbate the problem severely. I suggest that the lay-bys be removed between Gainford Rise and the driveways into the two houses on each side - this will narrow the angle of sight sufficiently to be able to see approaching traffic.

I would suggest that double yellow lines be placed on both sides of Portree Avenue at its junction with Clifford Bridge Road to increase the safety of vehicles approaching the junction with regard to road positioning. At present, when vehicles are parked either side close to the junction, this forces exiting vehicles into the middle of the road, creating a potential head-on collision with a vehicle turning into Portree Avenue from Clifford Bridge Road. Apart from my suggestion, the revised proposals are a big improvement.

Totally unsafe for all who will use it. Not enough space for both pedestrians and cyclists. Lots of schoolchildren use this footpath, some being very large groups of secondary school children. At school times there will also be lots of pushchairs along the footpath, being a main route for a number of schools. There are also at least 3 bus stops along the route and passengers boarding and leaving the bus will be at greater risk of injury. I totally oppose the idea of a shared footpath. Also the river bridge is too narrow for this proposal. There is only just enough room for pedestrians to pass from opposite directions.

The parking places should not be reduced in with

do not agree with the plans to narrow the Clifford Bridge Road to accommodate a segregated cycle lane. I object to your plan.

Shame that a fully segregated cycleway can't extend all (or at least almost all) of the way, but better to have some compromise if it makes it more likely to happen in a timely way.

Disgraceful, dangerous, complete disregard for local residents. Anyone with any common sense when walking down Clifford Bridge Road can tell there is just not the space to have a cycle lane. Other routes need to be taken into consideration. Ansty road? Plenty of space. Hipswell Highway? Plenty of space. Sowe valley route? Plenty of space, but apparently this is too remote and people will not ride there. I heard there are plans to build a housing estate on the old Caludon playing field

that are right next to the Sowe valley path surely a cycle lane there would also include this estate. The amount of traffic these plans have caused to this area is beyond a joke now, following on from the A46 work. I am late for work every single day and every time I drive past nobody seems to be doing anything. I don't believe our views will be listened and taken into consideration anyway. You say surveyors have been out but I've never seen anyone during peak times when I'm sat in traffic.

This will make an already dangerous road extremely dangerous. High volumes of traffic, no parking and ambulances struggle to get through.

Unsatisfactory resolution of the shared space

Disgusting, no thought for safety at all, accidents waiting to happen, also we daily see the emergency services struggling to get on CBR, because of the volume of traffic, we have had vehicles having to pull on our drive, practically so ambulances can pass them !!

They still do not fully address the safety concerns of residents who will still have to manoeuvre their vehicles across this additional lane which is being provided for cyclists (most of whom have scant regards for the highway code or rules of the road). Also, any reduction in road width will have a serious impact on passage for emergency vehicles (especially at peak times, and on refuse collection days). I still believe the better route would have been to follow the river Sowe from Binley Fire Station to Clifford Bridge Road roundabout by Tesco's). That route would mean cyclists not breathing in fumes from the queues of slow moving or stationary traffic as they pass freely by along Clifford Bridge Road. It would also mean less commuter disruption during construction, be a more scenic route for cyclists (both leisure and commuting), and be far more acceptable to all parties.

I'm completely apposed to the cycleway down Clifford bridge rd

Stupid idea and with no thought for residents or basic health and safety issues

Ridiculous totally object to the whole scheme. It's the only road to the hospital. Madness is a good word .

I think to put this down a road already narrow and extremely busy along the main emergency hospital route is ridiculous. The fact we will take down mature trees that are vital to our ecological welfare to replace for a few cycles but instead have standing traffic throwing out huge omissions is beyond belief. Alternative routes must be sought to save accidents, traffic congestion not to mention peoples parking to their homes.

Not required

Shambles complete waste of government money still not seen a single person on bike down Binley road section

This is a fast dangerous road. It is a major route into a trauma hospital. I have counted numerous times, ambulances caught up in traffic. The removal or narrowing of lay-bys by the proposed route, means traffic has no where to pull over to allow emergency vehicles through. Disabled, elderly and people with children will not be able to enter or exit vehicles safely. The proposal does not account for people entering or exiting their driveways safety. Crossing a cycle lane in a reverse gear increases the risk of fatalities and injuries. Manoeuvring over another lane with the proposed kerb widths will mean vehicles will not be able enter the roadway on full steering lock. The removal of mature trees will be a sacrilege. The shared pedestrian route at the bottom of the hill is in an area where a large

Comments by council representatives at are walk in meetings have been condescending and dismissive of local residents concerns. Comments such as 'climb over the passenger seat' and in twenty years the objectors will be dead! Are we being railroaded and misled that we can have any day in this matter. I propose development is stopped and funding is returned. I lived in the road

when it was suggested that buses would be used to calm traffic. We must be the only main road in Coventry without either speed cameras or speed humps. Stop this ludicrously dangerous scheme now and invest in a decent cycle way for leisure. Improve the pavements to council owned Coombe Abbey. Also I asked if I needed a disabled space in front of my house, how would this be effected. Representatives said I had as much right as anyone to a painted space, this would have to be painted in the major carriage way.

I am completely opposed to the cycleway on Clifford Bridge Road and feel that the works should not go ahead at all. Clifford Bridge Road is one of the busiest roads this side of the city. It is a trauma route for ambulances coming and going to UHCW. Narrowing the road in any way would affect the safety of emergency service

vehicles, pedestrians, cyclists & motorists. Residents have already experienced years of misery whilst the A46 has been under construction and the council are now expecting us to go through works for a cycle way to be added to our road causing further disruption along with further adaptations to the A46 at our junction again which are due to take place. I think the council are failing to realise how busy Clifford bridge road already is as it seems the cycle way was agreed during covid times when the road was not used as people remained in their homes. I think the council are forgetting that there is a primary school (which has over 400 children in attendance) on the estate which is only accessed from Clifford Bridge road and the amount of extra traffic before and after school adds to the congestion along with hospital staff travelling to work and this already makes the area gridlocked causing further pollution for residents and so any adaptations to Clifford Bridge Road would only cause more problems. The road also has many hospital staff parking outside our properties using our already limited spaces and to reduce our parking will only cause more problems for residents. Clifford Bridge road has a very steep incline and it worrying to think that cyclists would have right of way on the path at speed, it would be extremely dangerous for pedestrians crossing to their vehicles from their homes. I am disappointed that the council have chosen this route for the cycleway as it is not the quickest or safest route for pedestrians cyclists or motorists to the city centre. I feel adding a cycleway is an accident waiting to happen. Expecting

residents to park parallel to the road opening their car doors onto busy traffic I don't agree that more people would use the cycleway as existing cyclists already park as ear to the hospital (our parking spaces) and use their bikes from there. Since the Binley Road and hospital cycleway have been completed and traffic lanes reduced from two to one, further congestion is already apparent and traffic is at a standstill during rush hour traffic again causing pollution to residents. Pollution levels should be considered in line with health & safety, regarding the plans for the cycleway, how is this monitored and has this been taken into consideration on behalf of the residents? Unfortunately most people still need to use their vehicles to get to work and having a cycle way is not going to reduce the amount of traffic on the roads.

Happy... I'm excited for the cycle path. Hoping myself and my 3 daughter will enjoy it in the future when we get out on our bikes.

Still not good, it will make the traffic situation even worse than it already is and more difficult for emergency vehicles

Not good enough will disrupt the local residence

I have not been able to find any reports of accidents involving cyclists currently using CBR, I do however, feel many of the proposals are dangerous for all concerned and accidents will be soon to follow.

Disregard for the need of parking in lay-by for disabled people. Danger of access to/from vehicles parked in lay-by being so close to busy road traffic. Difficulty in crossing and accessing pavement by wheelchair/mobility scooter users. Vehicle doors opening onto cycle lane, danger for cyclists. Disregard for safety of cyclists crossing residents' drives, the majority of houses on CBR have drives leading immediately onto the proposed path, due to this configuration there is restricted view for drivers entering/leaving drives. Electric cycles exceeding safe speeds along cycle lane. Pedestrian areas too narrow to accommodate tandem buggies (toddlers/nursery groups). I believe the installation of a cycle lane along CBR will prove a danger for all concerned. Coventry City Council have a duty of care to keep people safe. This cycle lane should not be installed, I strongly object to it due to safety reasons. Bad, this will cause problems with traffic and parking. Unnecessary disruption for something no one will use.

The cycleway is a waste of public money, people won't start cycling if they don't already.

The revised plan to introduce sections of shared use paths for pedestrians and cyclists is very much a serious retrograde safety issue for pedestrian and must not go ahead. This includes the bridge across the river Sowe. I am staggered that the council has even considered such an idea. It is nonsense and I object. You need to rethink your scheme. Why should pedestrian safety be compromised to squeeze in a cycle way? The cycle way has to be physically separate from the footpath along the full length of Clifford Bridge Road or the plan should be scrapped.

It's an absolute nightmare! All vehicles are down to one lane. The traffic is like I've never seen before. A normal 10 minute journey now takes 3 times longer. This is definitely causing more air pollution!

The shared pedestrian / cycle path areas are a big concern for the safety of pedestrians including school children. Many Caludon Castle pupils use it and so do primary age children. It's the locals' route to the nearest store, the Tesco superstore, it's a pedestrian route to our closest park, Caludon Park, it's a pedestrian route to University Hospital. It's also a pedestrian route to my closest bus stop for Coventry buses, that's at Belgrave Road. I fear it will be dangerous for people walking and may even increase car usage.

Will still cause major holdups, Council officials not listening to residents. Binley rd from Allard Way junction inbound is now a dangerous road an example of officers not listening ((Tin Ears!))

Shocking

I wish it would place priority on cycling and walking and make the road thinner/smaller as cars are less important.

I am very supportive of the Cycleway but I'm concerned these plans water down the effectiveness of the link between Binley Road & University Hospital. I have the following observations Sheet 1 – The pedestrian bridge is not wide enough to support a shared use mode safely. Sheet 1/2 - The roundabout will need clear markings around the entry/exit points to ensure traffic can flow if the lanes are being reduced from 2 to 1. Sheets 1 - 4 - The shared use in that area is inappropriate for the potential speed of cycles - bearing in mind it is a largely downhill stretch from Bridgeacre Gardens. Segregated cycleway should be maintained for the entire length of the project so that cycles are in an area where they are expected by both pedestrians and drivers. Sheet 4 - The movement of the give way line is not significant enough to have a useful impact. When turning right, drivers will have to attempt to look through the front garden of 101 Clifford Bridge Road where there are often vehicles parked etc. There will be no visibility and drivers will have to emerge hopefully, and then block the cycleway when they can't enter safely on to Clifford Bridge Road. Junction should be signal controlled for safety of all users. Sheets 5 - 7 - Similar to sheets 1-4, the shared use space isn't wide enough for cyclists and pedestrians to share the space without significant conflict. Cycles should be treated as vehicles and given appropriate space and infrastructure if any cycleway is to be effective. This section should remain segregated throughout. The minimum road width is 6.75 m, so the road can be narrowed by ~0.55 m from the stated 7.3 m. This reduction is also not enough to stop emergency vehicles from passing down Clifford Bridge Road (they can't really do it now at 7.3 m in heavy traffic, so the change to 6.75 m is not going to make a difference. It also seems to be working fine on Binley Road?). The road should be narrowed and a segregated cycleway maintained throughout.

I object to the Clifford Bridge Road Cycle Lane – CBR is not suitable or safe I object to the reduction to 2m for parking bays – it is neither safe or practical. I object to the unrestricted downhill cycle lane

– which will inevitably result in incidents/injuries I object to the iniquity of the scheme – one side totally bears the brunt of the scheme – safety, hazards, inconvenience, restrictions, accidents I object to Coventry City Council's highhandedness – they planned this at least three years ago (according to C.Abbott) without advising residents and only went out to consultation having already decided the route. The attitude of some councillors and employees has been diminutive towards the

electorate/residents at times.

I'm really fed up with the council spending a fortune on things that in a few years they will spend another fortune on taking away ie bus lanes, taking out trees and hedges (binley road) so roads flood because trees don't absorb the water,

Still not happy, how will the postman collect the post, and insufficient parking for residents already . Concerns for emergency services on clifford bridge road , and people with disabilities being

collected or dropped off on such a busy road .

I think making the roundabout at the bottom which joins to the A46 one lane will cause additional congestion especially at peak times you could make it one line on the entrance to Clifford bridge road for traffic coming in the opposite direction as the 2nd lane is never used

It's not going to work ,to much traffic uses the road and you are going to make it just 2 lanes how are the ambulance supposed to get down the road then

I think it's dreadful. There is too much congestion on that road with visitors and staff going onto site. Many visitors will need to access via car and won't be using public transport or the cycle lanes.

Need more clarification on the position of the bus stops as there is already limited access by bus to UHCWf

Totally against cycle lane, dangerous unsafe,and not well thought out.

Revised proposals and any other proposals for the cycle lane on Clifford Bridge Road is utter rubbish and I object to the project. Every morning and afternoon the side of the proposed development is heavily populated by children walking to/from school. Putting them in the path of both electric and manpowered cycles is a serious accident waiting to happen!

Re-instating first plan is not an option - Planners acknowledged at the meeting there are safety issues with it. Note: If this section had not been contested the first plans would have gone ahead with all it's faults. Revised plans have safety issues too. Lay-bys reduced or removed - completely unacceptable. Disabled residents and family are being discriminated against with no regard to how they will access their vehicles/homes and negotiate high kerb stones. Cycle lane does not warrant a double width for the amount of usage.

Segregated lane encourages inconsiderate use and behaviour towards other road users and residents. Narrower lane without kerbing would encourage responsible cycling as cyclists would need to consider what and who is around them as is currently the case with cyclists using the path.

Motorised bikes/scooters should not be allowed on cycle lane in a residential area where most residents are accessing drives to keep parked cars off the main carriageway and pedestrians are constantly using the pathway. More pedestrians use the pathway than cyclists but unfortunately have to negotiate flooded paths in wet weather. Pathways should be a priority over and above the cycle lane. So called highway planners/designers seem to fall short on common sense regarding construction. (New pathway laid next to cycle lane on Binley Road by Post Office under water

yesterday at one point). Alternative routes are available and should be a serious consideration. Safety inspections and road/lay-by widths should not be dismissed just to push the plans through such as in Coundon where the scheme has failed to provide lay-bys wide enough to park safely. This should be re-visited and corrected. Removal of healthy trees to replace with planters - CCC have a major issue maintaining the City to a reasonable standard so now hope for maintaining these rubbish collectors. Fed up of dismissive behaviour and comments towards residents on CBR and

surrounding estates. Such comments as "the ageing residents will be dead in 10 to 20 years and will be replaced with a younger generation". We know our area better than anyone and can foresee the pitfalls the committee don't want to acknowledge. Last minute changes to plans gives cause for concern if the whole process can be deemed credible!

Unsafe very dangerous against this proposal.

Object to whole thing for the impact it will have on pollution and residents . There will be more traffic queues with extra lights plus one lane at the island will cause massive congestion. It's already bad when the A46 is blocked causing the roundabout to become standstill on Clifford Bridge Rd and thats with 2 lanes! If reduced to 1 lane it will amplify this tenfold. Emergency services will not get through. Impact on pollution through losing trees will not be resolved until new planting is mature - 20 years??

It is unrealistic the road is so busy the buses, the ambulances The road is used by thousands of people going to the hospital the schools at peak times it is impossible to get on to the road It has been awful when they were doing the bypass the poutine levels are working

Waste of time and money , will make the road dangerous for Ambulances , Bin men and buses . As a resident I think that after 2 years of articulated lorries outside our house due to the closure of the A46 bypass , and constant Quarry lorries ,this is just something else to make Clifford Bridge rd more dangerous . Also the amount of cyclists on the road does not warrant the expense .

I STRONGLY OBJECT TO ALL PROPOSALS FOR ANY CYCLEWAY ON CLIFFORD BRIDGE ROAD THE SAFETY OF RESIDENTS ACCESSING AND EGRESSING THEIR PROPERTIES IS A MAJOR CONCERN DUE TO THE CLOSE PROXIMITY OF THE PROPOSED CYCLEWAY TO HOUSES - IF YOUR PROJECTED FIGURES FOR THE CYCLEWAY USAGE ARE TO BE BELIEVED, SURELY THE ROUTE ALONG THE SOWE VALLEY COULD BE REDEVELOPED TO BE A MUCH SAFER OPTION FOR ALL CONCERNED

The revised proposals seem to show some sense of improvement

Concerns over shared pedestrian cycleway and access gradient to allotment entry, and visibility issues leaving allotment out onto Clifford Bridge Road.

Shared use areas do not benefit either cyclists or pedestrians

I STRONGLY OBJECT TO ALL PROPOSALS FOR ANY CYCLEWAY ON CLIFFORD BRIDGE ROAD. The safety of the residents entering and exiting their homes, be it by car or walking is a major concern , having had several near miss's myself and others too, with reckless cyclists on the pavement having no regard for pedestrians, particularly travelling down the hill at speed towards the island. Reducing the laybys to 2 mtrs wide will create a further hazard for drivers trying to enter & exit their vehicles from driver side and passenger side. There are approximately 90 houses on the proposed cycleway side of Clifford Bridge Rd with an average of 2 vehicles per house. Presuming the 180 vehicles enter & exit only once per day we have a

potential 360 hazards a day without counting other deliveries or general movement of traffic. I strongly suggest you reconsider using the Sowe Valley route skirting alongside the rear of the allotments which is shorter and predominantly flat that would be safer for all concerned.

Cycle way not needed - cycles already fly down the footpath at dangerous speeds

The revised proposals are very vague. It is essential that any proposal should include improved visibility at the junction where people exit Gainford Rise on to Clifford Bridge Road. Currently Gainford Rise is being used as an overflow carpark for staff at University Hospital Coventry. In addition, with the expansion of Clifford Bridge Primary School, there is a bottle neck of vehicles (often large SUV's) parked on both side of Gainford Rise to drop off and collect children from school. Each and every one of those vehicles has to exit Gainford Rise onto Clifford Bridge Road. The location of parked cars and Bins reducing visibility and increasing the probability of Road Traffic Accidents. I do not have access to where the cycle path is proposed but really hope for environmental and aesthetic reasons no trees are being cut down. There is a Global climate issue and trees store carbon.

I believe it is a much better solution, the segregated cycleway is much more dangerous for cyclists due to increased conflict between cyclist and drivers at road junctions.

Not particularly impressed as you are still cutting down too many trees. Would be better to use the Stour pathway across the fields and then join up with cycle path.

Okay but concerned where the cycleway is shared, residents will be stepping from their property directly onto shared path and the potential risks this may present from cyclists for both parties. Could there be some markings on the path to advise cyclists to stay nearer the road rather than by the houses.

We are totally against the revised proposals. This road is the main route for the hospital, we have a local school, the traffic on a good day is bad enough, it is total chaos. My husband is a builder, has had his van broken into twice and now has to reverse his van onto the drive. To do this with a cycle lane would be dangerous but we will not stop doing this as it's our security. We do not want the gorgeous trees taken out down our street, we have live here for 25 years and watched them grow, why would you do this??? What's going to happen here when the next island is built on the bypass, the traffic will be bumper to bumper like the last time. This road is not built for this kind of traffic, it has been an absolute nightmare for the last 2 years. The cycle lane will be a total hindrance. Plus it

will devalue our house if ever we decide to sell which we have thought of many times since this has started. We totally disagree with your proposal, we do not want this to happen!

This is a disappointing back down from what the completed sections show is already demonstrably a well implemented and succesful cycleway. The shared use sections in one direction is downhill

where a novice cyclist could easily reach 15-20mph inviting conflict with pedestrians and other users. Worse still lack of clarity of priorities will also lead to conflict with vehicles accessing properties or otherwise encroaching on or using the pavement for parking (something that I often encounter walking or running on the existing pavement). As an experienced cyclist I recognise that potential conflict and danger and would opt to use the road on this section, encouraging less experienced riders onto a shared use path is inviting conflict and not creating a safe and comfortable route for people to get around. The completed sections of cycleway are a great success and well used by riders of all sorts, compromising the remainder of the route will severely reduce the benefits.

The proposals overall are excellent. However, I object to the cycleway being partly shared use - LTN 1/20 is very clear that in order to reduce conflict in urban areas, people cycling and walking need to be separated. Shared use would create conflict and significantly reduce the quality of the route.

The suggestion to change from the planned segregation of pedestrian, cycles and motor vehicles appears to achieve nothing. Safety of all appears to be compromised. Existing shared pedestrian and cycle routes in city have already evidenced conflict and safety issues. There maybe room to improve plan but this must not be at loss of segregation as safety should be paramount here.

I'm worried that mixing pedestrians and cyclists on the same path will cause problems for pedestrians. There is a considerable gradient on one of the proposed shared-use sections, so cyclist speeds will tend to be quite high (north bound).

Why don't you use the existing footpath which is wide enough for both cycle users and pedestrians to dual share. This will save a lot of money and is no need to a cycle lane the size if road. I have travelled all over Europe and most of the lanes are not as wide as the one's you are building. By doing this everyone is happy and there is no need to take down so many trees. I don't like that part of the cycleway route is being downgraded to being shared use with pedestrians - this is an error as you can see how fantastic the other parts already are. Don't ruin this at the last minute. You wouldn't downgrade highways works like this, don't do it to the cycleway

Question three – Where on Clifford Bridge Road would you like to see a new pedestrian crossing to be located?

Down by the roundabout where it is very difficult to cross.

Needs speed calming measures in play then decide where the crossing should go, to encourage people to use A46

Would rather you didnt put a deadly cycle lane down it!

North of Gainford Rise junction. south of Portree Avnue.

The crossings should be at the top of the road where many of the primary school children come out from school.

No work should be undertaken on Clifford Bridge Road, the project should be abandoned immediately.

N/a

Where it is. Any other crossings will add to the congestion on an already busy road.

By Portree Avenue.

Not sure

Where the bus stops are.

I don't have a view on this.

Close to Clifford bridge school

No new crossing. The one by the pedestrian link to Coombe Park Road and Clifford Bridge Prime School seems sufficient.

Unsure

Either by the bypass roundabout or near Brinklow Road

Where it is, as kids go to school right by the walkway through to the primary school

Regular intervals

Don't mind as long as it part of a segregated cycle route
Near Bridgeacre Gardens (Brinklow Road side)

To enable safe access to bus stops at end of Portree Avenue and Gainford Rise - or will they be moved?

Near bus stops

Adjacent to a bus stop would be most pragmatic

It's fine where it is now.

Personally I think near Tesco's. Crossing here can be very difficult when negotiating the traffic exiting the A46 roundabout, it is both difficult to see the traffic and judge the speed it is travelling at.

Nowhere

Because it is so difficult to pull out of Gainford Rise can you put a pedestrian crossing near the junction to hold up traffic on the Clifford Bridge Road. Also can longer double yellow lines be put on Gainford Rise to stop people double parking at this junction.

Not sure sorry

Where it is situated is fine!! Then maybe at the bottom towards tesco

by the allotments

No suggestion.

Near the island to the bypass.

In between the bridge and the roundabout it'll be easy to get to Tesco's and for the school children at Caludon Castle

No view.

The existing crossing by Bridgeacre is sensible since it allows the access through to the school. A better facility by the traffic lights and Brinklow Road is needed and has been for some years.

Doesn't matter to me where you position it

There is no need for another crossing

Doesn't matter really, people cross anywhere they like because the traffic moves so slowly.

Gainsford drive

N/A. Will cause even more distribution to traffic flow.

At the top by the horse field lights

By the bus stops that are on both sides of the road near the south end of Bridgeacre gardens / Clifford bridge road

Not at a roundabout for sure! Try a mid-way point on the road

Crossings are not the issue in this situation.

I

think another pedestrian crossing will hold up the traffic even more but it would make sense to have it further down the road towards a46 and Tesco as I see many school children crossing down there and with cars coming round at speed it is dangerous.

No relocation- as no cycle track required on this road!!- alternative route Sowe Valley needs to be considered!!

Down towards brinklow road end. However, current pedestrian crossing a lot of vehicles refuse to stop for red light. traffic calming measures or speed cameras would also be beneficial. There is a lot of speeding along this road, which is already unable to cope with volume and type of traffic.

left to residents of CBR

For easy access to the school

Top of the c b r

No no comment.

I have no opinion on this.

Doesn't need changing

I have no preference.

By the Scout hut

Between Portree and Coombe park road

Close to bus stops if needed

As a regular walker along Clifford Bridge Road , no requirement for a new crossing. The one by Bridgeacre Gardens is sufficient. What is required is average speed cameras or other traffic calming scheme.

Mid way at least

I think this should be left to experts in consultation with the people that live in and a round Clifford bridge road.

At the lights at Belgrave Rd.

No strong view on this.

Nowhere

At the bottom near the island

The lower end.

I would like a new pedestrian crossing at the traffic lights by St Bartholomew's church as it is very difficult to cross there.

No opinion. I agree with this idea as Binley Rd barely has any and really could have used a couple more.

At the location that will benefit children most, I'm not a child, you need to monitor their movements and ask them.

Guess that's where the council say they are going to put them

At the entrance to the roundabout

The one by Bridgacre Gardens updated,a new crossing at the junction of Brinklow Road and Clifford Bridge and one at Tesco's.

Isn't it amazing that you now offer extra crossing points an attempt to sweeten the pill. We have been asking for crossings either end of this road for years and the requests have been ignored

Where it was!

down around number 50ish

Between binley mega chippy and tesco

On Clifford Bridge Rd between the River Sowe and the B4082 roundabout that links to the Eastern By-pass

Nearer to the round about by eastern bypass.

There should be 2 rather than 1. School children dicing with death daily

Near the roundabout towards the bypass exit (where lots of school children cross)

We already have one in the middle of the road so perhaps it would be beneficial to have one by the roundabout ahead of Tesco, so at the end of the street near property number 158/160

Doesn't need another crossing.

Closer to roundabout and speed cameras

Near Brinklow road

It's fine where it is

Not bothered

I would like a pedestrian crossing by Gainford Rise Would like pedestrian lights as part of the traffic signals at junction of Brinklow Rd and Clifford Bridge Rd.

By Tesco island.

Towards the bottom near the roundabout

Down towards tesco round about and up towards the horses field

No where, because the cycle lane will remain virtually inactive.

Near Tesco

In the same place as it is with no changes to the road

Bottom of Road near the roundabout.

Nearer the scout hut

The current one has been fine for many years

It doesn't matter what we think the council will have decided already

I would be in favour of a crossing near the bottom of the hill or up the top near bridge acre gardens as both would be helpful for pedestrians. It is difficult to cross currently due to the heavy traffic.

leave it how it is

Near to island.

Leave them where they are. Clifford Bridge Road is not wide enough to add cycle lanes. Also it will impact access to people's houses.

Anyone who does not have a dropped curb currently won't be able to install one in the future.

Not needed

Difficult as any crossing would disrupt traffic flow and increase pollution.

I think with the length of the road, it would take 2 crossings. One somewhere near Coombe Park Road, the other near Gainford Rise.

Doesn't need another one. One has worked fine for years

The new pedestrian crossing should be located between Coombe Park Road and Portree Avenue at the Mill Lane end of Clifford Bridge Road.

Where the existing one is

Near to Tesco

Half way along.

It has one

Just before Tesco

Unnecessary - not required

Near to the roundabout to make it easier for school children to cross.

Where it is now! Do not favour slowing traffic on this busy road any more than necessary.

Wherever the most common desire line is.

Opposite Tesco

Where it is

Anywhere that does not continue to move trees etc.

Near to the junction with Portree Avenue as possible. Portree Avenue serves as a major access for pupils of Coombe Park Primary school and their parents and carers. Having a pedestrian crossing at this point would encourage and allow those who live further away than the Coombe Park estate to cross the very busy Clifford Bridge Road more safely.

Where it is now

Near Tesco, as hard to cross, if walking to shop from our part of the road

If a new pedestrian crossing it proposed for Clifford Bridge road then it should be incorporated with the traffic lights at the hospital or the traffic lights at the Belgrave Road. If there a separate crossing, you will three stops for road users along a short length of road that will greater congestion.

Across slip road to bypass

It's not needed , we already have one

Somewhere new the roundabout

By Tesco

No opinion

Unsure. Agree there needs to be easier ways to cross especially for school children but needs to be clear and visible to not cause accidents

Near zhaingord Tise

As near to Brinklow Road as is safely possible.

Please leave things as they are

Think the one that is already there is sufficient

At roundabout across slip road from tesco to even numbers of Clifford bridge road

Top, middle and bottom

N/A

The crossing into Tescos between the two small islands

middle. near school

By the Allotments

At the top, bottom and middle

You need more than one . Should be pedestrian facilities close to both the Brinklow Road and the road that links to A46

I believe the current crossing is perfect between bridge acre and the lane to clifford bridge school. We need another crossing at the island at the bottom of clifford bridge road so people and school children can cross safely over to Tesco.

Towards the end by the traffic lights

Sowe Valley not given enough of a proper survey.

Not worried about this

What's the point it will be put where the council wants

Can traffic lights be put at junction of Gainford Rise? It is very hard to see safety out of this junction?

Between Gainford Rise and the roundabout to the eastern by pass. Lots of children walking from Caludon Castle school cross at this point to their home addresses to the east of CB Rd. This will also assist traffic exiting onto Clifford Bridge Rd during the school run from the primary school by slowing and halting the CB Rd traffic occasionally.

Near to the junction with Gainford Rise.

Near Tesco between the 2 roundabouts.

South of Gainford Rise adjacent to a,lotments

No additional crossing is required

At least something nearer the south end, unless there is going to be light-controlled pedestrian crossing at the south junction. Presumably the existing crossing near the north entrance to Bridgeacre is remaining? I think as long as there's something at each end that is sufficient. Maybe a crossing on the access road opposite the

Sowe valley path to the A46? Crossing that can be difficult.

Not needed, this will just cause more hold ups.

I doubt my suggestion will matter, the decision has already been made

Closer to first roundabout

Top of CBR/Brinklow Road

If the plan goes ahead, I feel a pedestrian crossing near to the Tesco island would be beneficial to both shoppers and pedestrians accessing the routes to Caludon Castle School and Clifford Bridge Academy.

There is already a pedestrian crossing. So no need for another...

Where safe to do so but without the cycle lane!

Where it is main access to the pathway for the school children.

Half way but with no cycle route

Leave things as they are

Top

By the lights at the horse field.

There is already a pedestrian crossing on Clifford Bridge road.

Dnt mind

Near the top

Both ends

No where

The current location is absolutely fine.

This question is just a distraction move by the council. Please concentrate on getting a fully segregated cycleway in place.

N/A

I'd rather this wasn't needed and the route for the cycleway was completely changed. There's a more direct route for cyclists across the open space area between Binley Fire Station and the Dorchester Way Tesco. A cycleway with a segregated pedestrian path here could make local walks possible for leisure and access to more amenities. This shorter route would mean more people may cycle or walk rather than use cars. That's a far greener idea than causing more congestion and hence poor air quality along Clifford Bridge Road.

Nowhere

N/A

I would have 3 in total. One between the bridge and the roundabout linking Clifford Bridge Road with the A46 and one close to the end of Clifford Bridge Road (roughly between Bridgeacre Gardens and Mill Road). The third would be at the northern end of Bridgeacre Gardens, where I would combine the existing lights into a signal controlled junction. The southern end of Bridgeacre Gardens could also be closed to warrant the number of entries/exits being high enough to make it a signal controlled junction, also alleviating visibility issues near the allotments

Near to the island to the bypass

Not sure

Remain in the same place

At the top and the bottom

Between tesco and roundabout

Adjacent to bus stops to allow passengers to get to and from to them

Near the scout hut.

Not required and nor is the cycle crossing to the primary school. Only Yr 6 students can travel on their own, and travelling from Bridgeacre gardens wouldn't warrant getting a bike out! Primary school teachers usually live outside catchment areas, so not suitable for cycling to work.

A suitable place for a crossing would be just before the island to Tesco

Near Scout Hut.

Will cause traffic build up wherever it's placed.

It's so dangerous for the children going to school and it would be near the allotments

Near Tescos between the two islands.

ONE NEAR THE JUNCTIONS OF COOMBE PARK ROAD / BRIDGEACRE GARDENS NEAR THE BRINKLOW ROAD ENTRANCE TO ENABLE PEOPLE TO ACCESS THE SCHOOL AND BUS STOP TOWARDS THE TOWN SAFELY A SECOND ONE IS REQUIRED AT THE JUNCTION OF GAINFORD RISE / CLIFFORD BRIDGE ROAD IN MY OPINION, THE PRESENT PEDESTRIAN LIGHTS SHOULD BE UPGRADED TO TRAFFIC LIGHTS WHICH WOULD HELP CONTROL THE FLOW OF TRAFFIC MAKING THE ROAD SAFER FOR ALL USERS

Closer to Tesco

At the end near the scout hut

Close to the Brinklow Rd junction

The current pedestrian crossing would be better amalgamated with traffic lights at Bridgeacre Gardens which would reduce the speed on Clifford Bridge Road and allow the vehicles to egress from the Bridgeacre estate. Futhermore a crossing at Coombe Park Road towards the Brinklow Road would help children going from Bridgeacre to school.

N/a

There is already a pedestrian crossing on Clifford Bridge Road. What is needed is the removal of vehicle parking either side of road junctions which restrict vision of oncoming traffic on Clifford Bridge Road. Because there is a speed limit doesn't mean drivers observe the law. In addition, any time the A46 or the M6 has an issue, traffic (HGV lorry's) is diverted onto Clifford Bridge Road making it very difficult to exit Gainford Rise safely.

Where possible

Half way between Clifford Bridge Road/Brinklow Road junction and the little round about for the Eastern Bypass road

In between traffic islands for access to tesco.

Why would you change where it is now???

Between bridgeacre gardens & Portree Ave, failing that, closer to Mill Lane at top of hill.

No preference

The existing pedestrian crossings need to work better in terms of priorities for pedestrians. More than one new pedestrian crossing would be preferable with traffic calming to steady speeding motorists.

At the top and bottom of the road.

Question Four – what street/road do you live on?

Abbey Cottages	bridgeacre gardens
Abbeydale Close	Bridgeacre Gardens
Abbeydale Close	Bridgeacre Gardens
Abbeydale Close	Bridport close
Abbeydale Close	Brinklow Rd
Abbeydale close cv32ns	Brinklow road
Abbotsbury close	Brinklow Road
Ansty Road	Brinklow Road
Armstrong road	Brinklow road
At the bottom of Clifford Bridge Road	Brinklow road
Awson Street	Brinklow Road
Belgrave road	Bromleigh Drive
Berkeley Close, Nuneaton	Bromleigh Drive
Billing Road	Brookvale Avenue
Binley	Bulls Head Lane
Binley Road	Burnside
Blandford drive	Burnside
Bowden Way, Binley, Ernsford Grange	Burnside
Bracadale Close	Butt Lane
Bracadale Close, Binley, Coventry	CBR
Brays Lane	Chard Road
Brendon Avenue	Chelveston Road
Bridgeacre Gardens	Chelveston Road
Bridgeacre Gardens	Cheshire close
Bridgeacre Gardens	Church Lane

Church Lane	Clifford bridge road for over 20 years!!
Clarendon St in Earlsdon	Clifford Bridge Road resident.
Clifford Bridge Road	Clifford bridge road.
Clifford Bridge	Clifford Bridge Road.
Clifford Bridge	Clifford bridge road. It effects all estates surrounding us!
Clifford Bridge rd	Cliffordbridge road
Clifford bridge rd	Cliffordbridge Road
Clifford bridge rd	Clovelly road
Clifford Bridge Rd	Colebrook Close
Clifford Bridge rd	Coleridge Road
Clifford Bridge Road	Coniston Road
Clifford bridge road	Coombe park
Clifford Bridge Road	Coombe Park Rd
Clifford Bridge road	Coombe Park road
Clifford Bridge Road	Coombe park road
Clifford Bridge Road	Coombe park road
Clifford Bridge Road	Coombe Park road
Clifford bridge road	Coombe park road
Clifford Bridge Road	Coombe Park Road
Clifford Bridge Road	Coombe Park Road
Clifford Bridge Road	Coombe park road
Clifford bridge road	Coombe park road
Clifford Bridge Road	Coombe Park Road.
Clifford Bridge Road	Coombe Park Road. I am a full time wheelchair user & trying to cross as it is, is horrendous. Its about ti
Clifford Bridge Road	Coombe Pk Rd,
Clifford Bridge Road	Coopers Meadow
Clifford Bridge Road	Crescent Avenue
Clifford Bridge Road	Cubbington Road
clifford bridge road	Dennis road
Clifford bridge road	Dorchester Way
Clifford Bridge Road	Dorchester Way
Clifford Bridge Road	Dunvegan
Clifford bridge road	Dunvegan Close
Clifford Bridge Road	Dunvegan Close
Clifford bridge road	Dunvegan Close
clifford bridge road	Ellis Park Drive
Clifford Bridge Road	Ellis Park Drive
Clifford Bridge Road	Far Gosford Street
Clifford bridge road	Farren Road
Clifford Bridge Road	Faygate Close
Clifford Bridge Road	Faygate Close
clifford bridge road	Gainford Rise
Clifford Bridge Road	Gainford Rise
Clifford Bridge Road	Gainford Rise
Clifford Bridge Road	Gainford Rise
Clifford Bridge Road	Gainford rise
Clifford Bridge Road	Gainford Rise
Clifford Bridge Road	Gainford rise
Clifford bridge road	Gainford Rise
Clifford Bridge road	Gainford Rise
Clifford Bridge Road	Gainford Rise
Clifford Bridge Road	Gainford Rise
CLIFFORD BRIDGE ROAD	Gainford Rise
Clifford Bridge Road	Gainford Rise
Clifford Bridge Road	Gainfords Rise
Clifford Bridge Road	Harry Rose Road but I don't drive a car and I use the bike to get everywhere. I attend the hospital
Clifford Bridge Road	

and this cycle path will be so safe for me.
Harvest Close
Heathfield Road
Hemingford Road I regularly have to put up with the chaos the cycle lane has caused at the hospital and the total mayhem the installation
Hepworth Road
Hipswell Highway
Holborn Avenue
Huntingdon Road
Hussar Court
I live in Bedworth but cycle through here regularly.
I live in Binley and the traffic caused by the unused cycle lanes are sole destroying
I live in the area and it's making life hard as usual but you are doing this for them 15 minutes city welcome to the hunger games
Ivanhoe Avenue, Nuneaton (note: I do also cycle to and around Coventry)
Kelway
Kelway
Kerry Hill Drive, Long Lawford
Lant Close
Loveswater Road
Lyttleton
Maas Road, Birmingham
Macaulay Road
Marnhull Close
Mellowdew Road
Morris Avenue
No comment
Norton Hill Drive
Off Coombe Park Rd
Old Farm Lane, Longford
Out with area
Own horses on Binley Road/Clifford Bridge Road
Oxendon Way
Pears Close and work in Binley Business Park
Pears Close, Kenilworth
Pembury ave
Pembury Avenue
PORTREE AVENUE
Portree Avenue
Portree Avenue
Portree avenue
Portree Avenue
Portree Avenue
Princeton
Priors harnall
Rannock Close
Rannock close and a cyclist who uses the cycle lane
Royston Close
Royston Close
Rutland Croft
Sewall highway
Sordale croft
Southbank Road

St Austell Road
Stoney Road
Sullivan Road
Wareham Green
Westmorland Rd
Westmorland road
Willenhall Lane
Woodway lane
Worcester close
Wycliffe Grove
Wyken
Wyken croft but have relatives on Clifford bridge toad

Question five – How old are you?

16 to 24 years – 4%
25 – 34 years – 2%
35 to 44 years – 20%
45 to 54 years – 30%
55 to 64 years – 26%
65 to 74 years – 19%

Question six – how would you best describe yourself?

Male – 51%
Female – 43%
Prefer not to say – 12%

Question seven – how would you describe your ethnic background?

White - English/Welsh/Scottish/Northern Irish/British – 87.8%
Asian/Asian British Chinese – 4.3%
Other – 3.9%
White Irish – 1.7%
White other -0.9%
Mixed white and black Caribbean – 0.5%
Asian/Asian British Indian – 0.5%
Asian British/other – 0.4%

Question eight – do you consider yourself to be a disabled person?

No – 90.1%
Yes – 9.9%