Coventry City Council

Agenda

Cabinet Member for City Services

Time and Date
2.30 pm on Monday, 9th December, 2024

Place
Diamond Rooms 1 and 2 - Council House, Coventry, CV1 5RR

Public Business

1. **Apologies**

2. **Declarations of Interests**

3. **Minutes** (Pages 5 - 12)

   (a) To agree the minutes of the meeting held on 8th November 2024

   (b) Matters Arising

4. **Binley Cycleway - Section 7 (Clifford Bridge Road)** (Pages 13 - 92)

   Report of the Director of City Services and Commercial

   Petition 32/23 and e44/23 – Clifford Bridge Road Cycle Lane Development

   To consider the above petitions bearing 1510 signatures (paper petition 32/23, 1420 signatures, e-petition e44/23, 90 signatures). The petition has been sponsored 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.

   e-petition e17/24-25 - Save the Trees on the Clifford Bridge Road

   To consider the above petition bearing 4273 signatures. The petition has been sponsored by Councillor F Abbott, a Wyken Ward Councillor and Councillor J Blundell, a Wainbody Ward Councillor, who have been invited to the meeting for the consideration of this item along with the Petition Organiser.

   (Officers: M O'Connell/John Seddon)

5. **Petition 33/23 - Stoney Stanton Road - Residents Parking Area** (Pages 93 - 100)

Report of the Director of City Services and Commercial

To consider the above petition bearing 11 signatures. The petition is being sponsored by Councillor S Nazir, a Foleshill Ward Councillor who, along with the Petition Organiser, has been invited to the meeting for the consideration of this item.

E-petition e23/24-25 also refers and has 7 signatures. The Petition Organiser has been invited to the meeting for consideration of this item.

E-petition e14/24-25 Silverton Road Parking Permits also refers and has 114 signatures. The Petition Organiser has been invited to the meeting for consideration of this item.

(Officer: M Wilkinson)

6. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 101 - 108)

Report of the Director of Commercial and City Services

7. **Outstanding Issues**

There are no outstanding issues

8. **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, Director of Law and Governance, Council House, Coventry
Friday, 29 November 2024

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) and S Nazir (Deputy Cabinet Member)

By Invitation: Councillor M Heaven (Shadow Cabinet Member)

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Caroline Taylor / Michelle Salmon, Governance Services Officers, Email: caroline.taylor@coventry.gov.uk / michelle.salmon@coventry.gov.uk

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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 11.00 am on Friday, 8 November 2024

Present:

Members:	Councillor P Hetherton (Cabinet Member) Councillor S Nazir (Deputy Cabinet Member) Councillor M Heaven (Shadow Cabinet Member)
Other Members:	Councillor J Blundell (for Minutes 25 & 28) Councillor B Mosterman (for Minute 26) Councillor G Ridley (for Minute 27)

Employees (by Directorate):

City Services and Commercial	C Archer, S Gadgil, J Seddon
Law and Governance	O Aremu, C Taylor

Public Business

23. **Declarations of Interests**

There were no disclosable pecuniary interests.

24. **Minutes**

The minutes of the meeting held on 18th September 2024 were agreed and signed as a true record. There were no matters arising.

25. **Petition 37/23 - Finham Residents to be allowed to tender and look after grass verges outside homes**

The Cabinet Member for City Services considered a report of the Director of City Services and Commercial, which responded to a petition requesting that residents be allowed to place stones on grass verges to protect vehicles from parking.

The petition submitted contained 9 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. On receipt of the Determination Letter, the Petition Organiser advised he wanted the issue to be considered at a Cabinet Member for City Services meeting.

A report indicated the determination letter had advised that under Section 148 and 149 of The Highways Act 1980, the Council would not allow objects, including stones to be placed on public highways. Objects placed on the highway by residents caused hazards to the public who had a right to pass and repass the public highway freely and in a safe manner. Along with the verge protection

programme of work, options would continue to be explored to protect grass verges from overriding.

Councillor J Blundell and the Petition Organiser spoke in support of the petition, highlighting the following points:

- The residents of Green Lane had been protecting the grass verges in this way for the past 40 years.
- Pedestrians used the pavement, not the grass verge on Green Lane, and therefore the stones were not a hazard to them.
- Green Lane was only a tier 3 road, despite being very busy.
- The rules regarding stones on the grass verges should be rolled out city-wide.
- To date, there had been no accidents due to the stones on the verges in Green Lane and the residents were prepared to carry out maintenance of the verges.
- Enforcement in Green Lane was significant however, residents had seen other verges across the city where enforcement was not carried out.

Officers responded, advising of Council's responsibilities under The Highways Act which was not to allow objects on the highway and explaining that a tier system was in place however, Green Lane was in tier 3 and therefore not as high priority as tier 1 roads. Alternative verge protection measures were being investigated however the budget was small.

Councillor Heaven also spoke in support of the petition, requesting officers investigate alternatives for protecting the grass verges.

The Cabinet Member for City Services, Councillor P Hetherton referred to consistency across the city and suggested officers investigate alternative methods to protect verges from vehicle parking, taking into account the legal opinion.

RESOLVED that the Cabinet Member for City Services:

1) Note the petitioners' concerns.

2) Look at other methods to protect verges from vehicle parking including options which the Council would be prepared to provide consent to, for residents to deliver.

26. **Petition e40/23 and 31/23 - Leaf Lane Resurfacing**

The Cabinet Member for City Services considered a report of the Director of City Services and Commercial, which responded to a petition requesting that the footway on Leaf Lane be resurfaced.

The petition submitted contained 97 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.

On receipt of the Determination Letter, the Petition Organiser advised she wanted the issue to be considered at a Cabinet Member for City Services meeting.

A report indicated the determination letter had advised that officers would continue to monitor and repair intervention level defects with reactive maintenance until such time as Leaf Lane was included in the yearly capital programme however, at this juncture, officers were unable to advise if this would be included in the 2025/26 programme.

Councillor B Mosterman and the Petition Organiser spoke in support of the petition, highlighting the following points:

- After heavy rainfall, major ponding in several areas was apparent which did not drain away efficiently.
- Weeds growing in between the paving slabs made walking slippery and unsafe, especially after rainfall.
- Many of the local residents were elderly and reluctant to walk on the pavement due to its slippery and uneven surface.

Officers responded, advising condition surveys had been carried out but the ponding had not been factored in, only the uneven flags and the trip hazards. A site visit with the Petition Organiser after rainfall, to look at possible further options, was agreed.

RESOLVED that the Cabinet Member for City Services:

1) **Note the petitioners' concerns.**

2) **Endorse the actions confirmed by the determination letter to the petition organiser as set out in paragraphs 2.1 & 2.2 of the report.**

3) **Officers to meet with the Petition Organiser on site to discuss possible further options.**

27. **Petition e30/23 - Pedestrian Crossing on top end of Eastern Green Road Alspath Lane**

The Cabinet Member for City Services considered a report of the Director of City Services and Commercial, which responded to a petition requesting the installation of a pedestrian crossing at the top end of Eastern Green Road/Alspath Lane, around the Unicorn Pub and Unicorn Avenue shops.

The petition submitted contained 64 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.

On receipt of the Determination Letter, the Petition Organiser requested that the issue be considered at a Cabinet Member for City Services meeting.

A report indicated that following receipt of the petition, site inspections had been undertaken to assess the feasibility of the request and to identify if any alternative measures could be implemented to aid pedestrians crossing the road.

Due to the road environment and alignment, the provision of a pedestrian crossing at the location requested had been found not to be achievable without significant vegetation removal and road realignment and surveys of pedestrian demand at the location did not justify such a scheme. Alternative options, including the provision of informal crossing facilities at alternative locations along the length of Eastern Green Road and Alspath Lane had been considered and proposals for Lower Eastern Green Lane in the vicinity of Park Hill School reviewed.

Should a scheme be identified, this could be delivered as part of the 2025/26 Local Network Improvement Plan funding allocation, at which time opportunities for match funding from Severn Trent Water would be explored.

Petition Sponsor, Councillor G Ridley, spoke in support of the petition, paying tribute to the residents who had brought forward this community led petition which recognised the problem on the road. He highlighted the following points:

- There was an issue on this part of the highway and there had been accidents and a fatality in the past.
- Longer term solutions should be investigated, such as average speed cameras.
- The measures on Lower Eastern Green Road were promising and encouraging.

Officers responded, advising concerns had been addressed on that part of the highway including traffic counts, looking at the desire lines and a site visit with the Petition Sponsor, Councillor G Ridley had been undertaken.

RESOLVED that the Cabinet Member for City Services:

1) **Note the petitioners' concerns.**

2) **Endorse that a pedestrian crossing facility is not provided on Alspath Lane at Unicorn Avenue for the reasons set out within the report.**

3) **Approve that the feasibility of improvements to pedestrian accessibility being made on Lower Eastern Green Lane in the vicinity of Park Hill Primary School is investigated, in consultation with Woodlands Ward Councillors.**

4) **Subject to recommendation 3, should a viable scheme be identified that it be accelerated for delivery as part of the 2025/26 Traffic Management programme.**

28. **Stoneleigh Road and Gibbet Hill Road Speed Limit TRO Objections**

The Cabinet Member for City Services considered a report of the Director of City Services and Commercial concerning an objection that had been received to a Traffic Regulation Order advertised on 1 August 2024, relating to a proposed 30mph speed limit for both Gibbet Hill Road and Stoneleigh Road.

Stoneleigh Road and Gibbet Hill Road were local distributor roads providing access between Kenilworth Bypass (A46), Kenilworth Road (A429) and the University of Warwick Campus.

A reduction of the current 40mph speed limit to 30mph was proposed to improve amenity for vulnerable road users (pedestrians and cyclists), reduce vehicle speeds, improve road safety and address speeding concerns of residents.

As a result, a 30mph speed limit had been proposed for both Gibbet Hill Road and Stoneleigh Road with the corresponding Traffic Regulation Order (TRO) being formally advertised on 1 August 2024. During the statutory 21 day consultation period, one objection and one endorsement were received. Both were contacted and provided with further information to clarify and address any concerns. Discussions were positive however, the single objection remained and in accordance with the City Council's procedure for dealing with objections to TROs, including Experimental TROs, they were reported to the Cabinet Member for City Services for a decision as to how to proceed.

If the TRO were to be approved, the cost to introduce the changes would be funded from the 2024/25 Traffic Management allocation of the capital funded Local Network Improvement Plan.

A resident of Stoneleigh Road attended the meeting and raised further issues regarding the lack of footway on certain sections of Stoneleigh Road.

Councillor Blundell endorsed the resident of Stoneleigh Roads' concerns, referring to Section 106 monies being generated from the new development at Woodfield School, which would contribute to improving safety on Stoneleigh Road and Gibbet Hill Road.

Councillor Heaven spoke in support of the TRO and future speed reducing measures.

The Cabinet Member for City Services suggested a site visit by officers be undertaken as well as installing Vehicle Activated Signs (VAS).

RESOLVED that the Cabinet Member for City Services:

1) **Consider the objection to the proposed reduction of speed limit on Stoneleigh Road and Gibbet Hill Road.**

2) **Subject to recommendation 1, approve the City of Coventry (Stoneleigh Road & Gibbet Hill Road) (40mph Speed Limit) Revocation Order 2024 is made operational.**

29. **Objection to Traffic Regulation Order - City Centre Red Route and Greyfriars Road Bus Gate**

The Cabinet Member for City Services considered a report of the Director of City Services and Commercial, which responded to objections to a proposed Traffic Regulation Order (TRO). There were two objections: one to the proposed waiting

restrictions order and one to the proposed bus gate order. The statutory objection period closed on 29th August 2024 and 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 City Centre Traffic Management Plan (CCTMP) was as series of interventions designed to manage traffic in the city centre with an aim of reducing the amount of traffic circulating within the centre, thereby improving bus reliability, improving air quality by reducing queuing traffic, promoting active travel, and facilitating the Coventry Very Light Rail (CVLR) City Centre Demonstrator track that would run from the railway station to the former Ikea building.

The CCTMP covered the core city centre area located within the ring road, with a spur out to the railway station. The area was covered by a 20mph zone and a Restricted Parking Zone (RPZ). The CCTMP proposal was to retain the 20mph zone but involve the replacement of the blanket city centre RPZ with traditional lined parking restrictions, and smaller areas of Restricted Parking Zone. This change was required to facilitate the introduction of a “red route” on core public transport routes within the city.

Four Traffic Regulation Order (TROs) were advertised on 8 August 2024 as part of the proposed traffic management changes.

The 4 Orders removed an area of the existing city centre RPZ, leaving a smaller RPZ covering a core area of the city centre, introduce red route restrictions and use traditional waiting restriction markings (double yellow lines) on some other streets within the city centre. In addition, the proposals improved access for pedal cycles by creating exemptions to some existing one-way roads and create a new bus gate on Greyfriars Road. The bus gate on Greyfriars Road restricted traffic entering or exiting the road other than buses, bicycles, hackney carriages.

The cost of introducing the TROs, if approved, would be grant funded.

RESOLVED that the Cabinet Member for City Services:

1) **Consider the objections received to the proposed TRO’s**

2) **Subject to recommendation 1 approve the implementation of the City of Coventry (City Centre) (Permitted Parking Area and Special Parking Area) (Designation, Waiting Restrictions, Loading Restrictions, Loading Areas and Street Parking Places) Order 2024.**

3) **Subject to recommendation 1, approve the implementation of the City of Coventry (Greyfriars Road) (Bus Gate and Revocation) Order 2024).**

30. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations**

The Cabinet Member for City Services considered a report of the Director of City Services in respect of petitions received relating to the portfolio of the Cabinet Member.

In June 2015, amendments to the Petitions Scheme, which forms part of the Constitution, were approved in order to provide flexibility and streamline current practice. This change had reduced costs and bureaucracy and improved the service to the public.

These amendments allow for a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting.

In light of this, at the meeting of the Cabinet Member for Public Services on 15 March 2016, it was approved that a summary of those petitions received which were determined by letter, or where decisions are deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member for Public Services (now amended to Cabinet Member for City Services), where appropriate, for monitoring and transparency purposes.

Appendix A to the report set out petitions received and how officers proposed to respond to them.

RESOLVED that the Cabinet Member for City Services endorses the actions being taken by officers as set out in Section 2 and Appendix A of the report in response to the petitions received.

31. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 1.05 pm)

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Coventry City Council

Public report
Cabinet Member

Cabinet Member for City Services

09 December 2024

Name of Cabinet Member:
Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:
Director of City Services and Commercial

Ward(s) affected:
Wyken

Title:
Binley Cycleway – Section 7 (Clifford Bridge Road)

Is this a key decision?

No

Executive summary:

Binley Cycleway, including a section along Clifford Bridge Road, 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, Active Travel Fund 3 and Active Travel Fund 4.

Most of the Binley Cycleway has been completed, including the additional section, funded through Active Travel Fund 4, connecting Allard Way to the New Century Park residential estate. The remaining section to be completed is along Clifford Bridge Road, between its junction with B4027 Brinklow Road and its junction with Dorchester Way.

This remaining section of the Cycleway has been subject to four specific rounds of consultation and 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, the third, in July 2023, focussed on an alternative shared use path design in response to feedback on the first two rounds of engagement, and the fourth, in January 2024, focussed on a segregated route complying with the core 7 principles recommended in the November 2023 Cabinet Member Report for Section 7 – Clifford Bridge Road. The final scheme design has been reviewed by ATE and Transport for West Midlands (TfWM).

Following the November 2023 Cabinet Member Report, the engagement in January 2024 and advertisement of associated Notice of Proposals (NOP), Notices of Intent (NOI) and Tree Felling Notices (TFN); 2 petitions, 1 relating to the proposed Cycleway and 1 relating to the tree felling, have been submitted, with 178 representations received across all the Notices.

Details of both petitions and the representations are contained within the main body of the report.

The scheme has generated a lot of public interest, which is why four rounds of engagement have been held whilst developing the proposals, 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. The final scheme proposals respond to these key items whilst achieving the objective of delivering a high-quality cycle route linking the Hospital area with Binley, which will complete the Binley Cycleway.

Once Section 7 – Clifford Bridge Road is complete, 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 and the cycleway along London Road, the first section of which is currently under construction. This section of cycleway is therefore part of a wider network that is being developed that will link residential areas with key employment sites, education and healthcare facilities, and transport interchanges and will encourage more local journeys to be made by active and sustainable travel in line with adopted transport and climate change strategies.

Subject to approval the intention would be to construct Section 7 during 2025.

Recommendations:

The Cabinet Member for City Services is recommended to:

1) Note progress in response to the recommendations made within the 15 November 2023 Binley Cycleway – Section 7 (Clifford Bridge Road) report.

2) Consider the responses, representations and objections to the Tree Felling Notices, Notice of Proposal and Notices of Intent.

3) Consider the petitioners concerns relating to the proposed cycleway and tree felling.

4) Subject to recommendations 1), 2) and 3), approve the construction of Section 7 – Clifford Bridge Road cycleway.

List of Appendices included:

- Appendix A – Proposed trees to be felled
- Appendix B – Proposed controlled crossings, raised junctions and waiting restrictions
- Appendix C – Proposed change in speed limit
- Appendix D – Responses, representations and objections summary report
- Appendix E - Scheme design for Clifford Bridge Road Cycleway
- Appendix F – Independent route options review
- Appendix G – Active Travel England letter and Design Review Panel findings
- Appendix H – Sowe Valley flood zone data and photographs

Background papers:

- Cabinet Report: 15 November 2022 – Coventry Transport Strategy
- City Services Cabinet Report: 20 October 2021 - Binley Cycleway – Scheme part-approval, way forward and petition responses
- City Services Cabinet Report: 15 November 2023 - Binley Cycleway – Section 7 (Clifford Bridge Road).

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
- Transport for London - Bus stop bypass safety review 2024

Has it or will it be considered by Scrutiny?

No

Has it 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 UHCW via Binley Business Park within the 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 (ATE) 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. In a compact city such as Coventry, cycling has clear potential to become a preferred choice for local journeys within the city, but survey evidence shows that a major deterrent to cycling is the need to cycle on busy roads amongst the traffic. The aim of providing a core network of fully segregated cycle routes is to remove this deterrent by ensuring that cyclists have their own dedicated space separated from pedestrians and traffic on busy routes.

1.3. Funding to construct the Cycleway was secured from WMCA and ATE from the Transforming Cities Fund, Active Travel Fund Tranche 2, Active Travel Fund 3, and Active Travel Fund 4.

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. In response to consultation feedback, design amendments were made to 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 and Dorchester Way to UHCW sections of the scheme. These sections and the Allard Way to the New Century Park section (for which funding was subsequently secured) are now complete and fully open for use.

1.5. The remaining section (section 7) of the route, along Clifford Bridge Road between Brinklow Road and Dorchester Way, is a key component of the Binley Road Cycle Scheme, which will provide a segregated cycleway and pedestrian footpath for safe and convenient active travel. The scheme also includes improvements such as a signalised crossing, enhancing safety and accessibility for pedestrians and cyclists while managing vehicular traffic flow.

1.6. Section 7 has been subject to several rounds of consultation and engagement, initially in 2021 then, following scheme amendments in response to comments received, in September 2022 then, in response to feedback on the first two rounds of engagement, in July 2023 and finally focussing on the core 7 principles recommended in the November 2023 Cabinet Member Report, in January 2024. The final scheme design has also been reviewed by ATE and TfWM.

1.7. A report was presented to the Cabinet Member for City Services meeting on 15 November 2023 on Binley Cycleway – Section 7 (Clifford Bridge Road). This report set out five recommendations which were approved by the Cabinet Member for City Services.

1.7.1. Recommendation 1 was to note the July 2023 consultation feedback as captured within the consultation report.

The Cabinet Member for City Services noted the consultation feedback at the meeting.

1.7.2. Recommendation 2 requested a review of the scheme was undertaken, incorporating 7 core principles, and considered items raised through consultation and petitions heard within the report. The core principles were:

- 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

Following the meeting Officers considered all the core principles. They have been included within the final design, with the wider transport issues, such as Average Speed Enforcement (ASE), being considered as part of other programmes.

1.7.3. Recommendation 3 agreed a public meeting be arranged to share the revised scheme design.

A public meeting was held at Wyken Community Association on 18 January 2024, at the meeting a final design layout was shared adhering to all of the 7 core principles.

1.7.4. Recommendation 4 approved, following the public meeting, the advertising of Traffic Regulation Orders (TROs) for the revised scheme.

Since the public meeting, Officers have undertaken surveys and visited residents and businesses to discuss specific individual property related concerns and queries they may have with the final design. Officers have listened to the points made and are now working through them as part of the detailed design process. The detailed design process has not and will not materially change the layout presented at the public meeting. As stated in paragraph 1.8, Notices were advertised on 08 August 2024.

1.7.5. Recommendation 5 requested the investigation of a Residential Parking Scheme, a reduction in speed limit and introduction of Average Speed Enforcement, and the introduction of an HGV restriction on Clifford Bridge Road.

As set out in the November report these are being considered under the relevant Traffic Management and Road Safety processes for inclusion in the future capital programme subject to the outcome of investigation and prioritisation.

1.8. On 08 August 2024, the Notice of Proposals (for new waiting restrictions and a change of speed limit from 40mph to 30mph), Notices of Intent (for 3 raised tables, a new puffin crossing and an existing crossing to be made a TOUCAN crossing) and Tree Felling Notices (TFN) were advertised. The statutory 21-day objection period for the Notice of Proposals (NOP) and Notices of Intent (NOI) was initially due to end on 29 August 2024 and 05 September 2024 for the TFN. These were extended to 12 September 2024 following concerns from residents. As part of the statutory process, the NOP & NOIs were advertised in the local press and the documents were available on deposit; in addition, as acknowledged as good practice notices were also prominently displayed at appropriate heights on lamp columns and trees in the affected area. The Council provided additional notifications, in the form of a Street News and letter drops to ensure local residents were aware of the Notices.

1.9. The responses, representations and objections summary report is included as Appendix D. The representations fall within five key themes, these being:

- Safety concerns
- Alternative solutions, necessity, and effectiveness of the proposals
- Lack of consultation and community engagement
- Environmental impact
- Impact on residents

Within Section 2 of the report, options considered and recommended proposal, Table 1 summarises the representations raised during the consultation, and the response to these topics.

1.10. In April 2024 Petitions e44/23 and 32/23 – Petition against the Clifford Bridge Road Cycle Lane Development were submitted to the Council. The petitions bear 1510 signatures (paper petition 32/23, 1420 signatures, e-petition e44/23, 90 signatures) and were sponsored by Councillor F Abbott, a Wyken Ward Councillor.

The Petition specifically petitioned to “move this development to a safer route. All three planning proposals that were presented for the Clifford Bridge cycle lane section have been found unsafe in the eyes of the public. The design approach does not adhere to the correct standards in order to provide safety for all of the road users (disabled users, children walking to school, cyclists and residents). This development will create hazards and will highly impact the safety of all the people using Clifford Bridge Road. This route is used to divert traffic from A46 which often creates increased traffic and blockage in the area. This street will be severely challenged and there will be multiple safety concerns around parking spaces, navigation, visibility at junctions and access for intervention vehicles. The research data that sits at the base of this cycle lane proposal is based on a report that was conducted during the pandemic when everyone walked or cycled due to restrictions. There was no user analysis and road safety audit conducted prior to developing a cycle lane proposal on such a congested road, that has its challenges as it is. Moving forward, we demand this development to be moved and redesigned in another area in order to keep all of the users safe and to prioritise the needs and wellbeing of residents".

1.11. Most concerns raised in Petitions e44/23 and 32/23 cover the same concerns raised in the Petition 09/23 - Petition against Clifford Bridge Road Cycle Lane development, for example:

- Both request that the Cycleway be moved to a different route.
- Both state the design is unsafe and will create hazards.
- Both state the design approach does not adhere to the correct standards to provide safety for all the road users.
- Both state the scheme will cause traffic congestion.
- Both state there are multiple safety concerns around parking spaces, navigation, visibility at junctions and access for emergency vehicles.
- Both demand the scheme is moved and redesigned in another area.

All these concerns were considered within the 15 November 2023 Binley Cycleway – Section 7 (Clifford Bridge Road) report, attached as a background paper, and addressed within the presentation and final design presented at the 18 January 2024 public meeting. Officers responded at the November and January meetings, advising of the following:

- That the road width would be maintained in the revised design scheme.

- Visibility would be maintained or improved by moving the cycleway to a segregated facility.
- The level of parking would be maintained and residents would have like for like access and would feel safe using the parking.
- Officers would work with all households individually along the route to make access to driveways as safe as possible.
- The further review of the scheme, incorporating core principles, would be addressed through the City Council's standard programmes including the petitions scheme.
- Any future concerns would be picked up from Road Safety Audits.
- A public meeting would be arranged with residents to share the revised scheme design prior to the advertising of the Traffic Regulation Orders.
- Signage for cyclists would be investigated.

1.12. In addition, in August 2024 Petition e17/24-25 - Save the trees on Clifford Bridge Road was launched. The petition, sponsored by Councillors F Abbott and J Blundell, was signed by 4273 people. It petitioned to "save the 26 established trees lining Clifford Bridge Road between Mill Lane and the roundabout leading to the B4082 from being cut down. Some of the trees on Clifford Bridge Road are over 150 years old and there is a mixture of species each with their own eco system housing various wildlife. The trees take up particle pollution, carbon and drink hundreds of gallons of water saving some homes on the slope from flooding. Oak trees on the road have preservation orders. The council initially told residents that some trees were diseased. When proven wrong, they decided they were stressed and now they say they have no longevity. All of the trees on Clifford Bridge Road have between one hundred and six hundred years of life left in them if left to flourish. The council intend to replant young trees, that none of us alive today will see mature in to fully grown trees. Please help us SAVE THE TREES and sign the petition. Coventry City Council have signed up to Net 0 over the coming years. Felling healthy trees is exactly the opposite of being green. The council have decided to remove the trees to make way for a 2 lane cycleway. We ask that this is either re designed (saving the trees) or a more less destructive route is found".

1.13. Within Section 2 of the report, options considered and recommended proposal, responses to the abovementioned petitions are provided.

2. Option considered and recommended proposal.

2.1. 98 of the 178 responses, representations and objections received were related to the advertised NOP, NOI and TFN combined, with 80 solely regarding the TFN. It's important to note that a significant portion of the responses, representations, objections pertained to the cycle scheme, which has already had its own distinct consultation process. These have been categorised within five key themes set out in Table 1. The full response, representation and objection summary report is included as Appendix D to the report.

Category	Summary	Response
Safety concerns	• Traffic congestion and conflicts • Junction and driveway visibility • Cyclist safety at night • Emergency vehicle access • Vulnerable road users	The safety of all road users is paramount and has been considered. For example: The scheme has been designed to the relevant design standards and guidance such as LTN 1/20, Inclusive Mobility and Manual for Streets 2. Stage 1 and Stage 2 Road Safety Audits, in accordance with GG119, have been undertaken on the scheme. Collisions that have resulted in personal injury (PIC) have significantly reduced across the previously completed sections of Binley Cycleway. The total number of PICs have reduced from 33 in the 3 years prior to the scheme being opened to 12 post scheme opening. PICs involving cyclists have reduced from 9 to 3. Further analysis of PIC data is within paragraph 2.6. A joint design review panel with TfWM and ATE has been completed on the scheme. An Equality Impact Assessment has been undertaken.
Alternative solutions, necessity and effectiveness of proposals	• Low usage and alternative routes • Data accuracy • Lack of consideration for alternatives	Officers have thoroughly considered alternative routes and utilised the best available data to inform decision-making. The proposed Binley Cycleway extension represents the most viable and beneficial option for achieving the goals of improved connectivity, safety, and accessibility for cyclists in the area. Between March and June this year, the average number of cyclists seen on a typical weekday on Clifford Bridge Road was 54. Daily averages vary along the completed sections of Binley cycleway from 175 (closest to Binley Business Park) to 401 (closest to the city centre). On average this a 125% increase from pre-scheme counts.

		It should be noted that as the complete scheme is unfinished and does not yet form part of a wider network of similar cycleways, these numbers do not represent the maximum that can be achieved. For the Clifford Bridge Road section of the scheme specifically, the Council's current estimate of the expected daily average number of cyclists who will use it once it has been constructed, is 204. This has been calculated using a model provided by the Department for Transport (DfT).
Lack of consultation and community engagement	• Inadequate consultation • Dismissed concerns • Lack of communication	A significant amount of consultation and engagement has been undertaken, a summary of which is provided in paragraphs 1.4 and 1.6 of the report. Officers have and will continue to meet individual residents to discuss and clarify any concerns they have between the proposals and their property, and where necessary, make amendments.
Environmental impact	• Tree removal • Long-term impact of replacement trees • Net Zero objectives	The decision to remove trees is never taken lightly, and the Council are committed to mitigating the environmental impact through a comprehensive tree replacement programme. The project includes the planting of new trees, over and above the number to be removed, carefully selected for their suitability to the urban environment and their potential to provide long-term environmental benefits. These trees will be planted in purpose-built root cells to ensure their healthy growth and minimise any potential damage to surrounding infrastructure. The Council recognise that it will take time for the new trees to mature and provide the same level of environmental benefits as the existing ones. However, the long-term benefits of the project, including promoting sustainable transport and reducing carbon emissions, will outweigh

		the temporary environmental impact of tree removal. The Council are working with Warwickshire Wildlife Trust to ensure their recommendations are met. The Council has recently adopted its Climate Change Strategy 2024-2030. This contains a series of goals and objectives relating to all aspects of achieving net zero in terms of emissions, notably carbon. Transport is a key contributor towards carbon emissions, with around 29% of Coventry's emissions coming from transport. By helping to promote safer cycling, the proposed scheme will contribute towards meeting the Council's carbon reduction targets.
Impact on residents	• Access and parking issues • Disruption and inconvenience • Impact on hospital staff	The Council recognise the potential for disruption and inconvenience during the construction phase. Officers are engaging with stakeholders, such as UHCW and National Highways, and actively working to minimise these impacts. The project design adheres to national guidelines and standards, which prioritise the safety and convenience of all road users, including residents accessing their driveways.

Table 1

2.2. To better understand the concerns and potential issues being faced by residents and stakeholders, a series of meetings have been held throughout 2024. These include:

- Site meetings with individual residents about detailed proposals outside their properties
- Meetings with business owners along and within close vicinity of Clifford Bridge Road
- Meeting with The Guide Dogs for the Blind Association.
- Meetings with key stakeholders such as UHCW and National Highways to inform scheme design and management of traffic during construction
- Meetings with project funders (ATE and TfWM) and active travel specialist consultants to ensure the scheme design is robust and high quality.

Items raised at these meetings have led to detailed design changes, traffic management alterations, retention of on-street parking spaces, adjustments to driveway

accesses to enhance safety and further engagement activities. The detailed design changes have not materially altered the layout presented at the January 2024 public meeting.

2.3. In April 2024 Petitions e44/23 & 32/23 – Petition against the Clifford Bridge Road Cycle Lane Development were submitted to the Council. As explained in paragraph 1.11, most concerns raised in Petitions e44/23 and 32/23 cover the same concerns raised in the Petition 09/23 - Petition against Clifford Bridge Road Cycle Lane development and were resolved within the 15 November 2023 Binley Cycleway – Section 7 (Clifford Bridge Road) report.

In addition to the November Report; Table 1 and paragraphs 2.5 through 2.13 explain the issues considered and recommended options.

2.4. Petition e17/24-25 - Save the trees on Clifford Bridge Road raises concerns with the proposed removal of trees along the road.

The removal of up to 26 trees is necessary to implement the proposed cycleway along Clifford Bridge Road. The decision to remove trees is never taken lightly and for this reason the removal of trees has been minimised by narrowing and realigning the proposed cycleway, and trees of significant value have been retained as part of the scheme. As part of the plans, the Council has completed a comprehensive risk assessment, and the Urban Forestry Team have assessed the trees. This assessment concluded that some of the trees are at risk of disease and are highly likely to die in the medium term. Additionally, other trees have a limited remaining usable life, limited amenity value and will need to be replaced in the medium term, with or without the cycleway. Therefore, it is wise to replace them as part of this scheme. The number of new semi-mature trees will be more than those removed, and the new high amenity value trees will be planted in purpose-built root protection systems, giving the trees the right conditions to thrive. This approach will provide ecological benefits, in excess of and earlier, than if the Council waited for the trees at risk of disease to fail and then replaced when required.

The overall improvement in amenity value is high. Many of the trees present are Ash species and we know that approx. 95% of all Ash trees in the UK will be killed by the tree disease known widely as Ash dieback. Its full name is Hymenoscyphus Fraxineus. The Council are starting to see an increasing number of Ash trees affected by this disease and it would be inefficient to leave trees in this scheme that may need to be replaced at a later date. It should be noted the Council are working with Warwickshire Wildlife Trust to ensure their recommendations are met, the Council has also agreed to consider additional mitigations, to provide further ecological benefits.

The Council agree, trees and grassed areas provide natural drainage solutions. Subsequently, Clifford Bridge Road will benefit from new trees, over and above the number to be removed, being planted alongside new grass verges and sustainable urban drainage solutions, these will increase the natural drainage capacity along and throughout the scheme.

The new trees will be planted in purpose-built planting pits that provide good rooting volumes beneath the parking bays and verges. This will lead to all new trees prospering to provide large canopies in a short number of years.

Reducing carbon within Coventry is a priority for the Council. Using car CO2 emission data, from DfT, and traffic volume data collected from Clifford Bridge Road, the annual amount of carbon emitted, by vehicles is 648,500kg. An average tree absorbs 25kg of carbon per annum, therefore, on average, the 23 trees along Clifford Bridge Road capture 575kg of carbon per annum. This is 0.09% of carbon emitted by vehicles along the road. Conversely, 575kg of carbon per annum would be mitigated by one single car driver reducing their car journeys by a third. On average, across 2024 there have been 12,815 motorised vehicle movements per day along the road.

Further calculations performed using the DfT's Active Mode Appraisal Toolkit (a standard method of assessing the likely impact of active travel schemes) estimate that construction of this section of the Binley Cycleway will save more than 50,000km worth of vehicle trips, over the next 40 years. It is further estimated that this will reduce carbon emissions by a total of 8.66 tonnes. These estimates relate to an analysis of the Clifford Bridge Road section of the cycleway in isolation, and that larger reductions can be expected from the wider Binley Cycleway scheme and the city's wider network of planned cycleways, of which Clifford Bridge Road will ultimately form one part.

For context, it would take 26,000 trees (an area over 192,000sqm which is equivalent to the northern Sowe Valley section between Clifford Bridge Road and Caludon Castle School) to offset vehicular created carbon along Clifford Bridge Road.

It should be noted, during 2022, Coventry City Council planted a new woodland on the former school play field. The Urban Rangers who, are part of the Parks and Open spaces team, helped local volunteers to plant the native species trees which are now flourishing and will provide highly valuable eco-system services including wildlife habitat, carbon sequestration and amenity for local people to access for pleasant walks.

Trees are an important part of moving towards Net Zero, hence new trees, over and above the number to be removed, are to be planted, which will provide an improved service to the eco-system by year 7 of their life. Reducing the number of vehicles travelling, by giving road users travel choices, is also important and will have a greater impact upon reducing the amount of carbon emitted along Clifford Bridge Road.

2.5. Binley Cycleway is a well-used facility, daily averages vary along the completed sections of Binley cycleway from 175 (closest to Binley Business Park) to 401 (closest to the city centre). It should be noted that as the complete scheme is unfinished and does not yet form part of a wider network of similar cycleways, these numbers do not represent the maximum that can be achieved.

The Council are 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, if the cycleway is not completed, and a gap is left along Clifford Bridge Road, then the benefits provided by a continuous route will be eroded.

The baseline data for Clifford Bridge Road shows that on average 54 cyclists use the route daily, 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.

For the Clifford Bridge Road section of the scheme specifically, the Council's current estimate of the expected daily average number of cyclists who will use it once it has been constructed, is 204.
Given the evidence of existing cycling levels on Clifford Bridge Road, the forecast increase in use if completed, 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 a cycle route is required.

2.6. Collisions involving personal injury (PIC) have reduced across the previously completed sections of Binley Cycleway. In the 3 years prior to each section of the scheme being opened, the total number of PICs were 33, with 9 of these involving a cyclist. This gives an average yearly collision rate of 11 and 3.

In the time-period since each section was opened for use (up to 28 October 2024), the total number of PICs is 12, with 3 of these involving a cyclist. Accounting for the different dates each section was opened, the yearly average collision rates are 7.59 and 2.09 respectively. No PICs have occurred between cyclists and pedestrians at bus stops or anywhere along the cycle route.

Notwithstanding, 2 of the 3 PICs involving cyclists occurred outside of the newly constructed segregated cycle lane, and there has been a significant reduction in both the total number of PICs and those including cyclists.

It should be noted that, as explained in paragraph 2.6, Binley Cycleway is a well-used facility, and despite the number of cyclists substantially increasing along the corridor, PICs involving cyclists have reduced.

2.7. Alternative routes for Section 7 of Binley Cycleway have been considered, these include:

- Hipswell Highway / Farren Road
- Sowe Valley
- Bridgeacre Gardens
- Coombe Park Road.

2.8. The route along Hipswell Highway and Farren Road has some benefits 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. It is 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.

2.9. The construction of a LTN1/20 cycle route along the River Sowe Valley from Binley Bridge to the Sowe Bridge would provide a 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, Appendix H details Sowe Valley flood zone data and includes photographs of recent flooding. 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. The Council have engaged with ATE, TfWM and specialist transport consultants regarding Sowe Valley being the preferred route, subsequently, they have undertaken an audit of 3 different routes through the Sowe Valley and scored them against extending the route along Clifford Bridge Road. Clifford Bridge Road scored 26, with the Sowe Valley options scoring 14, 14, and 13 respectively, the full options analysis is included within Appendix F. The Sowe Valley options have at least 4 categories with a score of zero (Clifford Bridge Road option has scores of 1 and over); a single score of zero (critical issue) can prevent a scheme obtaining funding and the funding bodies have again indicated that they would not support the diversion of funds to deliver this option.

2.10. 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 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.

2.11. ATE have formally assessed Clifford Bridge Road and alternative routes, the outcome of their assessment was to “Support scheme promoter [Coventry City Council] to proceed” with the option of a segregated cycleway along Clifford Bridge Road. A letter from ATE and the outcome of the Design Review Panel is included as Appendix G to the report.

2.12. Following the 15 November 2023 report, there has been further community engagement, further comprehensive analysis of alternative routes, positive outcomes from the ATE and TfWM Design Review Audit, adherence to the 7 key principles as set out in paragraph 1.7.2, detailed surveys and technical assessments undertaken, consideration of objections to the NOI, NOP and TFN, resolution of the Road Safety Audit Stage 1 and Stage 2 recommendations, meetings with key stakeholders such as

UHCW and National Highways, and detailed design alterations following site meetings with individual residents about proposals outside their properties.

2.13. It is therefore recommended that Binley Cycleway - Section 7 (Clifford Bridge Road), as shown in Appendix E, is taken forward to construction.

2.14. It is also 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 will also be considered as part of the Council's LCWIP development. It is recommended that these alternative routes should not be considered as a satisfactory alternative to Section 7 Clifford Bridge Road.

3.0 Results of consultation undertaken

3.1 Public consultation was 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. The consultations were online on the council's Let's Talk which included information about the proposals, artists' impressions, downloadable plans and a survey for responses. There was a scheme email address and phone number provided for people to feed back to. We also delivered 10,500 Street News newsletters to properties along and to the side of the route.

3.2 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.

3.3 Further consultation was undertaken between September 2022 and January 2023 based on a revised design.

3.4 A third consultation took place between 6 July and 31 July 2023 and focussed on an alternative shared use path design in response to feedback on the first two rounds of engagement. The results of which were considered within the 15 November 2023 Binley Cycleway – Section 7 (Clifford Bridge Road) Cabinet Member for City Services report. For this consultation a Street News was delivered to approx. 1200 homes or businesses, there was a public meeting attended by approx. 140 people, a drop-in session attended by approx. 100 people as well as a Let's Talk survey and dedicated email address and phone number.

3.5 A fourth community engagement exercise was held in the form of a public meeting, in January 2024, focussing on the core 7 principles recommended in the November 2023 Cabinet Member Report.

3.6 NOP, NOI and TFN were advertised, and the appended responses, representations and objection summary report (Appendix D to the report) summarises the responses received.

3.7 Two petitions were received, as reported in paragraphs 1.10 and 1.12 above.

3.8 The final scheme design has also been reviewed by Active Travel England and Transport for West Midlands (TfWM).

4.0 Timetable for implementing this decision.

4.1 Subject to approval of recommendation 4, approval to construct Section 7 – Clifford Bridge Road cycleway, construction will commence in 2024/25 financial year and be completed in the 2025/26 financial year.

5.0 Comments from the Director of Finance and Resources and the Director of Law and Governance

5.1 Financial Implications

The funding required for all sections of Binley Cycleway is £12.794 million in total, as shown in the Table 2 below.

£9,526,000 is secured. The remaining £3,268,000 has been formally approved by ATE's Investment Programme Board and is subject to approval at WMCA's Designated Sign-Off Meeting.

Grant	Status	£
Transforming Cities Fund	Secure	£5,250,000
Active Travel Fund 2	Secure	£715,000
Active Travel Fund 3	Secure	£2,890,000
Active Travel Fund 4	Secure	£550,000
Active Travel Fund 4	To be secured	£3,268,000
Other Grant	Secure	£121,000
Total		**£12,794,000**

Table 2

The funding can only be spent on the cycleway and not revenue type activities such as highway maintenance. As noted above, the funding bodies have indicated that they would not support the funding being used to deliver the alternative route options put forward.

The scheme is being delivered in sections by the Council's Direct Labour Organisation (DLO) and its sub-contractors and spend profiles have been and will be monitored throughout. In the unlikely event of a shortfall, options to value engineer will be sought to ensure full scheme delivery within the £12.8m budget.

There are no additional revenue implications of the scheme. Cycleways are significantly cheaper to maintain than carriageways over their lifetime because wear and tear is directly related to vehicle axle loading. The scheme will also resurface parts of the existing footway and carriageway and replace traffic signals with new installations. This effectively resets the maintenance cycle back to its lowest cost point.

In the highly unlikely scenario that the BJC isn't approved, the scheme will not progress. There are therefore no additional financial implications for the Council arising from the recommendations of this report.

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.

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Regulation Order on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a Traffic Order, the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

The 1984 Act provides that once a Traffic Order has been made, it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6.0 Other 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 aim, as set out in the One Council 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.
- 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, and a prolonged bout of inclement weather delaying construction.

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 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 DLO. Specialist support will continue to be provided by Balfour Beatty Living Places for electrical works and works at height, HTM for traffic management, and Yunex for traffic signal installation and commissioning. All companies are in contract with the Council.
Some of the civil engineering works may be delivered for the Council's 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**

The Equality Impact Assessment (EIA) is completed and being evaluated. The new cycleway layout will improve pedestrian and cycle connectivity at this location including improvements to the crossings near the school which allow pedestrians and cyclists to cross safely and feel confident to do so. Crossings will be upgraded which encourage more use of cycling and walking along the route. Segregating pedestrians and cyclists will reduce conflict between vulnerable pedestrians and wheelchair users and cyclists, making it safer for those with mobility difficulties.

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

Based on the evidence of the cycleways delivered to date, and on the modelling undertaken, the scheme will lead to an increase in cycle use as a mode of transport which will reduce car use for local trips. 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.

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Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Michelle Salmon/ Caroline Taylor	Governance Services Officer	Law and Governance	11/11/24	20/11/24
Sunny Heer	Lead Accountant	Finance and Resources	18/10/24	21/10/24
Names of approvers for submission: (officers and members)				
Tina Pinks	Corporate Finance Manager	Finance and Resources	11/11/24	12/11/24
Rob Parkes	Team Leader (Place), Legal Services	Law and Governance	18/10/24	23/10/24
Andrew Walster	Director of City Services and Commercial	-	19/11/24	22/11/24
Councillor P Hetherton	Cabinet Member for City Services	-	19/11/24	26/11/2024

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

Do Not Scale This Drawing

TRY TO KEEP THIS BIRCH TREE.
THE ROOTS ARE FRAGILE. IF DAMAGED
THE TREE MAY NEED TO BE REMOVED

TRY TO KEEP THIS BIRCH TREE.
THE ROOTS ARE FRAGILE. IF DAMAGED
THE TREE MAY NEED TO BE REMOVED

CLIFFORD BRIDGE ROAD

Craven Court

Rosedale Cottages

El Sub Sta

Posts

Shelter

MELFORT

Beltane

SM

KEY:

EXISTING TREES TO REMAIN

EXISTING TREE TO BE REMOVED – 26Nr

NEW TREES – 32Nr

NOTES:
1. XXXXX

DRAFT

Rev.	Date	Description	Drawn	Checked	Approved
–	Date	ORIGINAL	Drawn	Checked	Approved

Project Title:
BINLEY CYCLEWAY

Drawing Title:
CLIFFORD BRIDGE ROAD–TREES

Coventry City Council
PLACE DIRECTORATE, TRANSPORTATION AND HIGHWAYS,
ENGINEERING DESIGN TEAM, FLOOR 8, ONE FRIARGATE, COVENTRY, CV1 2GN

Scale at A0:	Status:	
NTS	INFORMATION	
Drawn:	Checked:	Approved:
AH 29/07/24	XX XX/XX/XX	XX XX/XX/XX

Drawing Number: XXXX/0000

Rev –

P:\CDD\Transport Delivery Unit\04 Walking and Cycling\BINLEY CYCLEWAY\2.0 Design from 24_04_24\2.0 Model Files\BCWY-MC-008-TREES.dwg - 29/07/2024 17:45:52 - A0 TREES - cvade160

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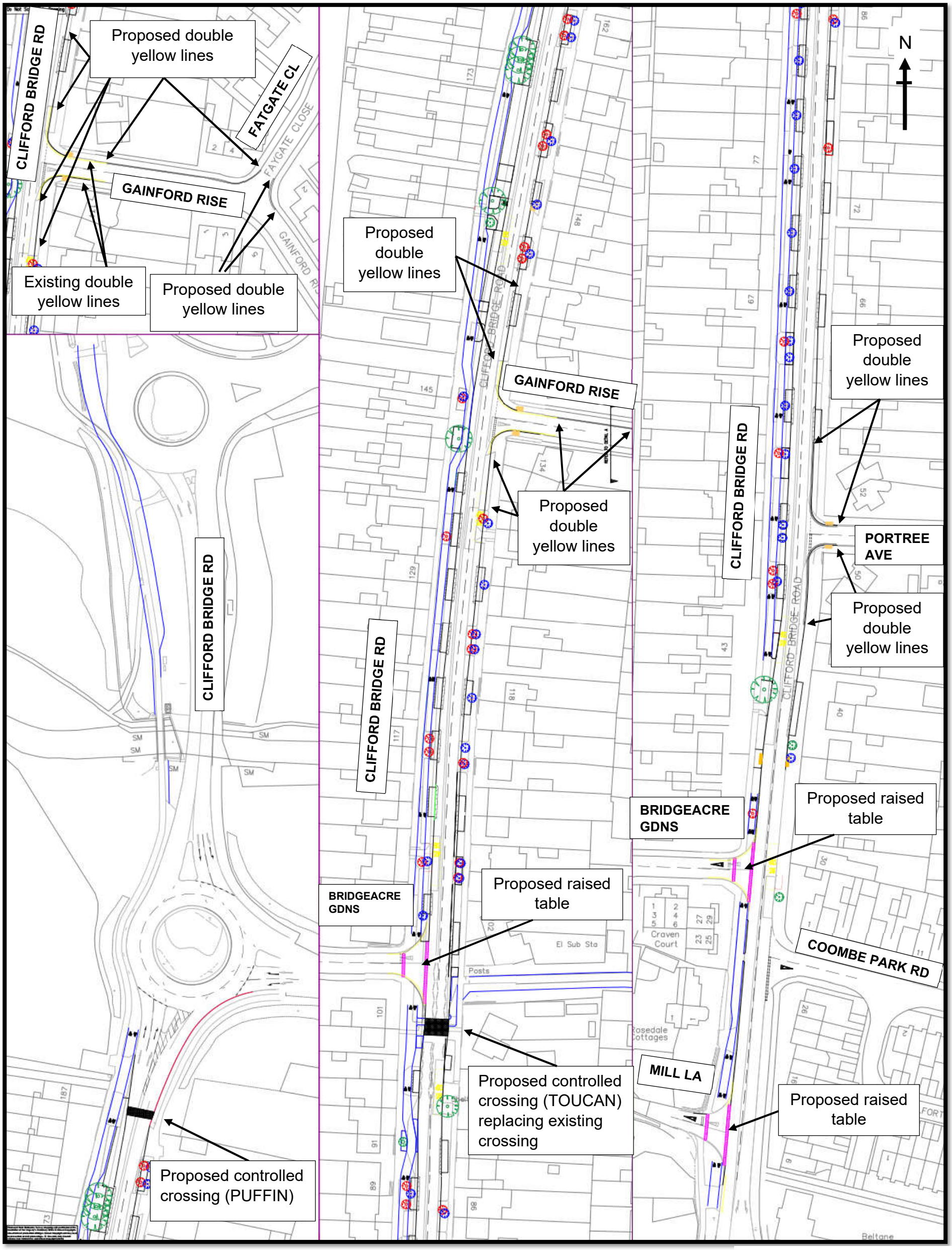
Location Plan

Binley Cycleway - Proposed Controlled Crossings, Raised Junctions & Prohibition of Waiting (Double Yellow Lines)



Coventry City Council

KEY:

- EXISTING TREES TO REMAIN
- EXISTING TREE TO BE REMOVED
- NEW TREES
- CYCLEWAY ROUTE
- TOUCAN CROSSING
- RAISED TABLE

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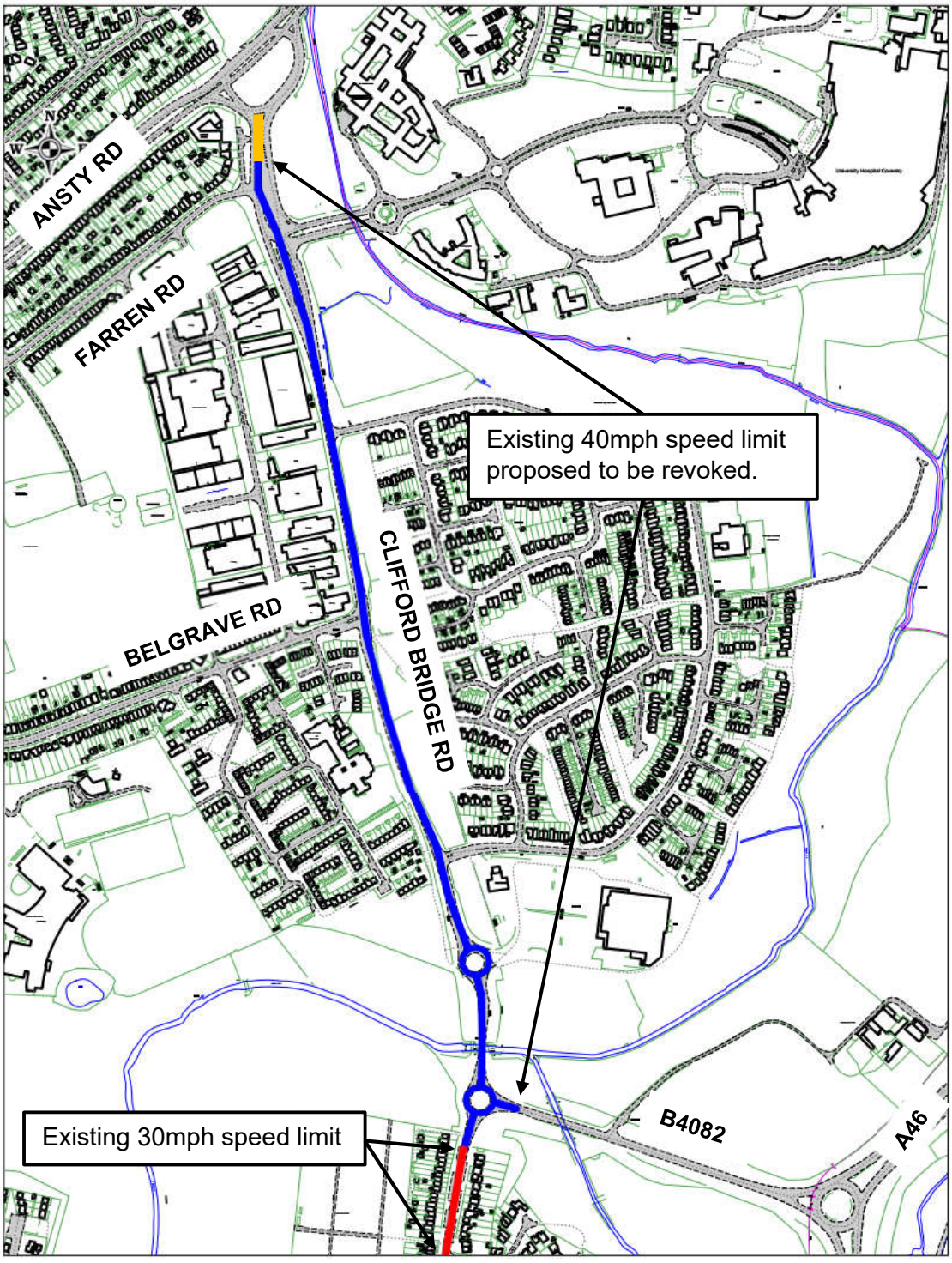
Location Plan - Clifford Bridge Road – Proposed revocation of 40mph speed limit.



KEY

- Existing 30mph limit
- Existing 40mph limit proposed to be revoked (to become 30mph)
- Existing 40mph limit to remain

Coventry City Council

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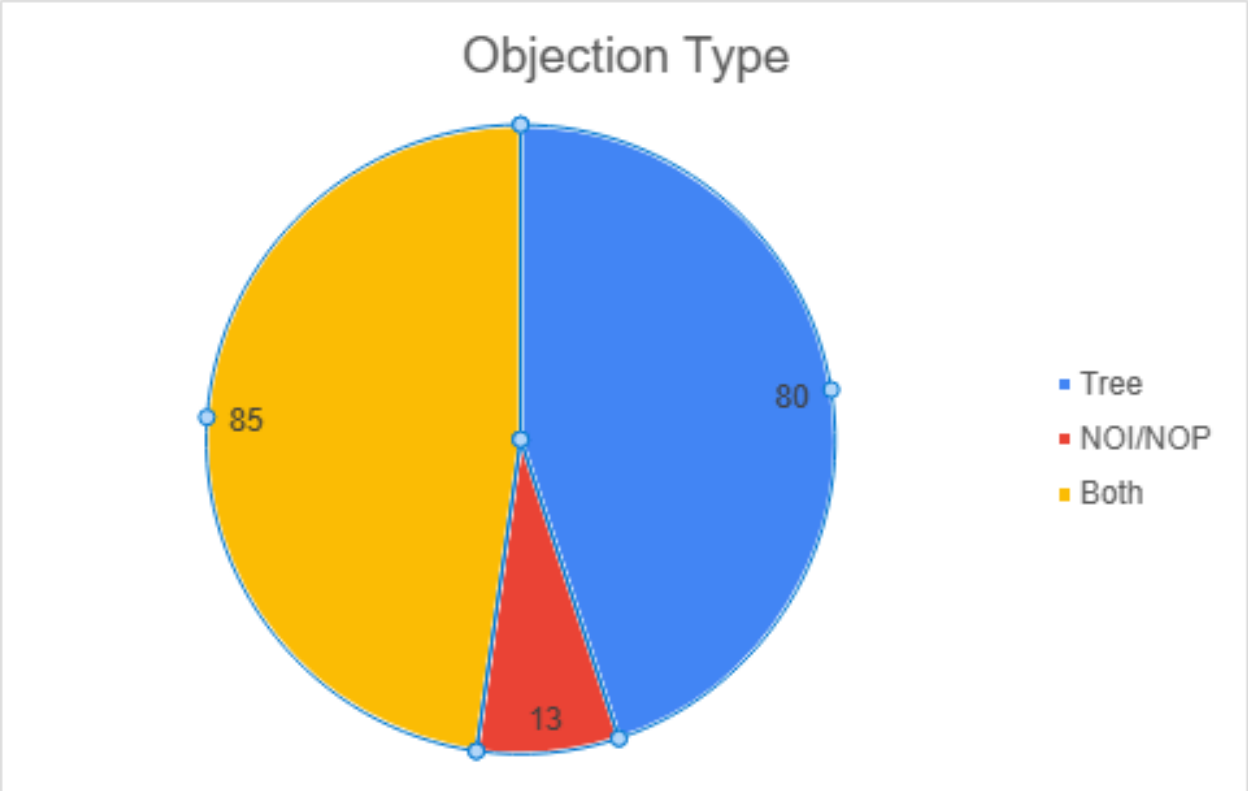
Appendix D - Responses, Representations and Objections Summary Report

Contents

1 Introduction

The Council received a significant response to the notices throughout the objection period. Residents provided objections via multiple routes, not just the advertised method. There were also several anonymous responses. As Officers are unable to confirm the source of these responses, these have all been counted. All responses, regardless of the method of submission, have been included. Several residents responded multiple times. To ensure a fair representation, each resident's objection has been counted once, regardless of the number of responses.

To streamline analysis, this report uses 'objections' as a general term for all unfavourable responses received across the various notices. This includes formal objections to the TRO/NOI, representations regarding road humps, comments on the cycle track designation (which did not have a formal objection process), and responses to the tree felling notices. It's important to note that a significant portion of these objections pertained to the cycle scheme, which has already had its own distinct consultation process.



As a result, the final objections for the tree felling notice and Notice of Intent (NOI) / Traffic Regulation Order (TRO) are as follows:

Objection Type	Number
Tree	80
NOI/TRO	13
Both	85

Given the significant number of objections received, The Council have collated them into the following key themes to facilitate comprehensive consideration:

1. Safety Concerns
2. Alternative Solutions, Necessity, and Effectiveness of the Cycleway
3. Lack of Consultation and Community Engagement
4. Environmental Impact
5. Impact on Residents

Each theme is summarised and addressed in the following sections.

2 Safety Concerns

2.1 Summary

- **Traffic Congestion and Conflicts:** Respondents and objectors raised concerns that the cycleway will exacerbate existing traffic congestion on Clifford Bridge Road, especially during peak hours and hospital shift changes, leading to potential conflicts between vehicles, cyclists, and pedestrians.
- **Junction and Driveway Visibility:** Concerns are raised about reduced visibility at junctions and driveways due to the cycle lane design and proposed raised tables, increasing the risk of accidents.
- **Cyclist Safety at Night:** Respondents and objectors raised concerns about the safety of cyclists at night, referencing the lack of street lighting during certain hours.
- **Emergency Vehicle Access:** Apprehension that the cycleway and associated changes could hinder emergency vehicle access and response times, particularly given the road's proximity to the hospital and its use as a diversion route.
- **Vulnerable Road Users:** Specific concerns are raised about the safety of children, the elderly, and individuals with disabilities, who may face additional challenges navigating the new road layout.

2.2 Selected Quotes

Quotation 1

“I am objecting to the intrinsic system 'in-use' safety of the Phase 3 Clifford Bridge Road section as proposed by the current designer. I want the Phase 3 project to be officially paused and I want the intrinsic 'in-use' system safety of the scheme to be professionally assessed by the UK National Audit Office (NAO). On 'in-use' safety grounds the end result may involve a significant re-routing exercise.”

Quotation 2

"This is a major route for ambulances into the hospital and the cycle lane should be re-routed."

Quotation 3

"How can you guarantee safety if people reverse or pull off drives - to cyclists travelling at speed often on electric bikes."

Quotation 4

"I have some concerns for these as a driver and a cyclist... These raised tables are going to make it increasingly more difficult and dangerous to enter and exit the road."

Quotation 5

"My other concern is that when you are turning right into Bridgeacre Gardens most of the time you have to sit there for some time until there is a gap in the traffic. It is near impossible to be able to see behind you in your blind spot to see if any cyclists are coming along the cycle lane. I have had many near misses as it is when cyclists are riding along the pavement all dressed in black with no lights."

2.3 The Council Response

Changes to road layouts can raise questions about potential impacts on traffic flow, visibility, and the safety of all road users, including cyclists, pedestrians, and motorists. Safety is of utmost priority in the design and implementation of any transport project promoted by the Council and are subject to the road safety audit processes appropriate for the type of scheme being delivered.

- **Traffic Congestion and Conflicts:**

Clifford Bridge Road is a single carriageway road with a single lane of traffic in each direction. There are no dedicated right-turn lanes at any of the junctions within the section of Clifford Bridge Road that is the subject of this scheme. On-street parking is provided within lay-bys of varying width and standard. Throughout the design process, all design options have retained Clifford Bridge Road as a single carriageway road with no subsequent loss of capacity. An early variant of the design included a slight reduction in road width which would have minimised the need to remove as many trees to accommodate the cycleway but would have retained Clifford Bridge Road as a single carriageway road without any loss of capacity. However, following consultation feedback the Council agreed to maintain the carriageway width at its current width, and this has been retained as a core principle throughout the remaining design process. As the carriageway widths have been maintained there is no loss of road capacity. Additionally, the design principles adopted are in line with the latest LTN1/20 design standards. Therefore, the cycleway is not expected to significantly increase congestion or create major conflicts between vehicles, cyclists, and pedestrians.

- **Junction and Driveway Visibility:**

The design of the cycleway has been carefully considered to ensure adequate visibility at junctions and driveways. Sightlines have been assessed, and

adjustments made to the layout where necessary to improve visibility and minimise the risk of accidents.

- **Cyclist Safety at Night:**

A lighting design is currently being undertaken that considers the proposed route and will ensure that appropriate lighting is in place to enhance cyclist safety at night. Street lighting along Clifford Bridge Road, like the majority of the city, is switched off between midnight - 5:30am on Sunday to Thursday, and 1:00am - 5:30am on Friday and Saturday. These hours are outside of the times the vast majority of users will be travelling along the street. There is no evidence to date of this streetlighting policy having any safety implications for cyclists.

- **Emergency Vehicle Access:**

The Council will be working closely with University Hospital Coventry Warwickshire (UHCW) to ensure that the cycleway design does not hinder emergency vehicle access or response times both during construction and on completion. The road width has been maintained at its current width, meaning that access for emergency vehicles will be exactly the same as at present. The Council will continue to work closely with emergency services throughout the construction and implementation process.

- **Vulnerable Road Users:**

The safety of vulnerable road users, including children, the elderly, and individuals with disabilities, is a key consideration in the design of the cycleway. The Council have incorporated features such as dedicated crossing points, clear signage, and speed reduction measures to enhance safety for all users. The Council are committed to ongoing monitoring and evaluation of the cycleway to identify and address any potential safety issues that may arise.

The segregation of pedestrians and cyclists will further improve the safety of vulnerable road users. Survey evidence shows that around a third of cyclists on Clifford Bridge Road cycle on the footway, rather than the road, and therefore the construction of a fully segregated cycle route will reduce the level of conflict between pedestrians and cyclists on this section of Clifford Bridge Road.

3 Alternative Solutions, Necessity and Effectiveness of the Cycleway

3.1 Summary

- **Low Usage and Alternative Routes:** Respondents and objectors questioned the necessity of the cycleway, citing perceived low usage on existing sections and suggesting alternative routes that they believe would be safer, more scenic, and better serve the community's needs.

- **Data Accuracy:** The accuracy of the data used to justify the project is questioned, with some objectors suggesting that it may not reflect current traffic and usage patterns.
- **Comprehensive Analysis of Lack of Consideration for Alternatives:** There's a sense that alternative solutions proposed by residents have not been adequately explored or considered, leading to frustration and a feeling of being unheard. A comprehensive analysis proposing an alternative route has been shared by a resident, claiming to represent the views of a significant number of residents. A detailed response to this analysis can be found in Section 7.

3.2 Selected Quotes

Quotation 1

“We as a community have no problem having a cycleway, but feel there is an alternative to the route, which we feel was never considered."

Quotation 2

"The residents have made several alternative suggestions for the route of the cycleway, but these options have not been fully explored or given proper consideration."

Quotation 3

"It will be interesting to know if you have actually done any research into whether this Cycle lane will get good use, because sadly I don't think it will. Such a waste of money, and so much damage to the environment."

Quotation 4

"I understand there have been alternative solutions that haven't been fully explored from the residents, including a re-imagining of safely incorporating a cycleway on that actual road, as well as alternative nearby routes."

Quotation 5

"The obvious route to the hospital (if that is what’s needed?) from Binley road, is along Hipswell highway and Ansty road, these roads both have enough space to safely accommodate a cycleway, and are the route that Google maps take you as the most direct route, from the top of Binley road hill."

3.3 The Council Response

The Council has carefully considered various factors, including usage data and alternative route options, in developing the proposed Binley Cycleway extension.

- **Low Usage and Alternative Routes:**

The Council will monitor usage using cameras which have already been installed at various points along the Binley Cycleway, including on Clifford Bridge Road.

Between March and June this year, the average number of cyclists seen on a typical weekday on Clifford Bridge Road was 54. Over the same time period the number of

cyclists seen on Binley Road, where segregated facilities are already in place, were significantly higher. Daily averages varied from one section of cycleway to another but ranged between 401 (closest to the city centre) and 175 (closest to Binley Business Park).

While the same level of data is not available for the period prior to construction of the wider scheme beginning, a series of one-off counts carried out before construction revealed an average of 128 cyclists per day on the Binley Road/Clifford Bridge Road corridor as a whole. The evidence therefore suggests that rates of cycling have already increased significantly on those sections of the corridor where segregated facilities are now in place. Furthermore, as the scheme is still unfinished and does not yet form part of a wider network of similar cycleways (to enable trips to and from a wider variety of destinations), the Council do not believe that these numbers represent the maximum that will be achieved.

For the Clifford Bridge Road section of the scheme specifically, the Council's estimate of the expected daily average number of cyclists who will use it once it has been constructed, is 204. This has been calculated using a modelling tool provided by the Department for Transport, which they require scheme promoters to use when preparing business cases for funding for active travel schemes.

- **Data Accuracy:**

The traffic and usage data utilised in the planning process were collected using established and recognised methodologies, accepted by DfT through assessment of business cases. However, steps have been taken to account for these potential changes by incorporating recent trends and projections into our analysis.

Furthermore, the projected usage figures for the Clifford Bridge Road section of the cycleway are based on the Department for Transport's (DfT) modelling tool, which provides a standardised and evidence-based approach to estimating future cycle use. This ensures that our projections are aligned with national best practices and reflect the expected benefits of the proposed infrastructure.

4 Lack of Consultation and Community Engagement

4.1 Summary

- **Inadequate Consultation:** Many objectors feel that the consultation process has been inadequate, lacking transparency and genuine engagement with the community.
- **Dismissed Concerns:** Residents express frustration that their concerns have not been adequately addressed or taken seriously, leading to a feeling of being ignored or dismissed.
- **Lack of Communication:** Complaints about poor communication from the Council, including delayed responses, out-of-office replies, and the use of jargon, contribute to the perception of a lack of engagement.

4.2 Selected Quotes

Quotation 1

"There has been insufficient evidence of need analysis, cycleway usage, end destination and prejudice in recognising specific needs of inhabitants who have disabilities. CCC have failed to fully explore alternative routes that have been suggested with no proper explanations as to why these other routes would not be allowed."

Quotation 2

"We have previously had meetings with council representatives to raise these concerns on safety, yet we neither had a response or any proposals from those representatives to mitigate those safety/user concerns. Which is both unprofessional, and shows a disregard for the views and concerns of the residence."

Quotation 3

"The residents have made several alternative suggestions for the route of the cycleway, but these options have not been fully explored or given proper consideration. Unfortunately, the dialogue between residents and the Council has been hindered by several obstacles, preventing an open and constructive discussion on finding a solution that works for all parties."

Quotation 4

"Whilst consultations have taken place with residents none of the safety aspects have been listen too or changed. The junctions have been pushed back with tables added which will decrease visibility for drivers and put cyclists at considerable risk when crossing."

Quotation 5

"Moreover, the very process by which this decision has been made feels deeply undemocratic. Local residents—those most directly affected by this cycleway—have faced diversions, misinformation, and obstacles when trying to voice their concerns."

4.3 The Council Response

The Council have actively engaged with the community through various channels, including public meetings (as listed below), surveys, and online platforms and the design has evolved as a result of these discussions.

- **Inadequate Consultation:**

Binley Cycleway Public Consultations: -

Public consultations were 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.

Section 7 (Clifford Bridge Road) Public Consultations: -

Section 7 has been subject to several rounds of consultation and engagement, initially in 2021 then, following scheme amendments in response to comments received, in September 2022 then, in response to feedback on the first two rounds of engagement, in July 2023 and finally focussing on the core 7 principles recommended in the November 2023 Cabinet Member Report, in January 2024.

- **Dismissed Concerns:**

  The Council have taken on board feedback throughout the process. The initial consultation focussed on a fully segregated cycleway, and then in response to consultation response a shared use path was proposed. Further consultation responses, including two petitions, resulted in the third variant of the scheme being designed, based on core principles agreed by the Cabinet Member for City Services in response to consultation feedback. These core principles covered issues such as the retention of road carriageway width, the need for segregation of cyclists, pedestrians and traffic, the retention of on-street parking for residents, maintaining visibility from side roads and accesses, and retention of trees (and replacement where necessary).

- **Lack of Communication**

  The Council has communicated extensively with local people in numerous ways, including direct mailed Street News newsletters, letters, public meetings, drop-in sessions and site meetings and visits. The Council has an email inbox for the project and have shared officers phone numbers for people to use. The Council are corresponding promptly with residents and responding in a timely manner to all queries.

5 Environmental Impact

5.1 Summary

- **Tree Removal:** The removal of mature trees is a major point of contention, with objectors highlighting their ecological value, including providing habitat for wildlife, improving air quality, reducing noise pollution, and mitigating flooding.
- **Net Zero Goals:** The decision to fell trees is seen as contradicting the Council's commitment to net zero and environmental protection.
- **Long-Term Impact of Replacement Trees:** Objectors express concerns that the newly planted trees will take many years to provide the same environmental benefits as the mature trees being removed.

5.2 Selected Quotes

Quotation 1

"Mature trees play in our ecosystem. They offer numerous benefits that young trees simply cannot provide until they reach maturity."

Quotation 2

"These trees are mature, healthy trees, giving life and support to a variety of birds, mammals, insects etc."

Quotation 3

"The proposed cycleway project also raises concerns about the felling of 26 mature trees, which serve as an essential green space and contribute to cleaner air along this busy road."

Quotation 4

"This line of trees assists with the absorption of pollution, carbon and excess water."

Quotation 5

"Considering all Coventry City Councils promises to become a Net 0 council you are not doing a good job so far."

5.3 The Council Response

The Council is committed to mitigating the environmental impact of the Binley Cycleway extension project and considers the protection of our environment and climate change issues when looking at such schemes.

- **Tree Removal:**

The decision to remove trees is never taken lightly, and the Council is committed to mitigating the environmental impact through a comprehensive tree replacement programme. In the case of this scheme, an earlier variant of the scheme design would have retained more trees than the latest design but would have had a greater impact upon parking provision and carriageway width. The shared use path design would also have retained trees. Both these design options attracted significant consultation feedback, resulting in the core design principles being agreed. To best meet these design principles, it is necessary to remove 26 trees to achieve the provision of a segregated path without impacting upon parking or carriageway width. The project includes the planting of 32 new trees, carefully selected for their suitability to the urban environment and their potential to provide long-term environmental benefits. These trees will be planted in purpose-built root cells to ensure their healthy growth and minimise any potential damage to surrounding infrastructure.

- **Long-Term Impact of Replacement Trees:**

It is recognised that it will take time for the new trees to mature to the same size as the existing ones. However, the trees that will be planting will be semi-mature (rather than saplings) and will be more suitable to the urban environment than trees planted in the past will have been, using the benefit of knowledge and experience gained over the years on the suitability of different species of tree. It is believed that the long-term benefits of the project, including promoting sustainable transport and reducing carbon emissions, will outweigh the temporary environmental impact of tree removal.

- **Net Zero Goals:**

The Council has recently adopted its Climate Change Strategy 2024-2030. This contains a series of goals and objectives relating to all aspects of achieving net zero in terms of emissions, notably carbon. Transport is a key contributor towards carbon emissions, with around 29% of Coventry's emissions coming from transport. By helping to promote safer cycling, the proposed scheme will contribute towards meeting the Council's carbon reduction targets.

Calculations performed using the Department for Transport's Active Mode Appraisal Toolkit (a standard method of assessing the likely impact of active travel schemes) estimate that construction of this section of the Binley Cycleway will save more than 50,000 km worth of vehicle trips, over the next 40 years. It is further estimated that this will reduce carbon emissions by a total of 8.66 tonnes.

It should also be noted that these estimates relate to an analysis of the Clifford Bridge Road section of the cycleway in isolation, and that larger reductions can be expected from the wider Binley Cycleway scheme and the city's wider network of planned cycleways, of which Clifford Bridge Road will ultimately form one part.

6 Impact on Residents

6.1 Summary

- **Access and Parking Issues:** Concerns were raised about the impact on residents' ability to access their driveways and park their vehicles safely due to changes in road layout, removal of parking bays, and increased congestion.
- **Disruption and Inconvenience:** The potential disruption and inconvenience caused by the construction process, including noise, dust, and traffic delays, are also highlighted as concerns.
- **Impact on Hospital Staff:** The removal of parking bays and potential for increased traffic congestion are seen as negatively impacting hospital staff.

6.2 Selected Quotes

Quotation 1

"My objection is also based on the impact of the proposed changes on the safety of the residents and visitors in the area."

Quotation 2

"The Inhabitants have raised major concerns in relation to driving on and off their drives, having to cross the foot path the cycle lane to gain access to the road. There will be less room for them to manoeuvre out of their drives. An inhabitant's survey has demonstrated that there will be 90 cars subjected to these access problems which could lead to 180 cycleways reversing crossing a day with each one potentially being a major safety issue."

Quotation 3

"I believe further cycle lanes along Clifford Bridge Road would be dangerous for residents (and cyclists) It would have a massive safety impact on residents using their driveways."

Quotation 4

"Incidentally we have many hospital workers park and walk or cycle from Gainford Rise because of the staff parking charges."

Quotation 5

"This is an unsafe plan which as it stands now will have a detrimental impact on the environment, residents and users of Clifford Bridge Road and surrounding areas."

6.3 The Council Response

The Council is actively working to minimise these impacts. The project design adheres to national guidelines and standards, such as LTN 1/20, which prioritise the safety and convenience of all road users, including residents accessing their driveways. The Council are also exploring options to mitigate traffic congestion and will make every effort to minimise disruption during construction.

Access and Parking

The scheme does not remove any driveway accesses or on-street parking, although there will be minor changes to the layout of some parking lay-bys. Residents accessing their driveways currently have to cross the footway, which is used by pedestrians and cyclists, and the verge, and visibility is generally impacted most by the parking. The introduction of the cycleway will fundamentally have little impact upon the manoeuvre in and out of driveways – drivers will still have to look for pedestrians, cyclists and other users in addition to traffic on the main carriageway – this is no different to the current layout other than the cyclists will be further out from boundary walls and hedges and therefore will be more visible.

Disruption and Inconvenience

During the construction of the scheme, there will inevitably be some disruption and inconvenience caused to residents as well as users of Clifford Bridge Road. That is the case for any transport scheme, including maintenance works, taking place in a busy urban environment. The Council is experienced at managing these situations, and will work closely with residents and businesses, as well as its contractors, to minimise the impact as much as it can. There will be regular communication throughout the duration of the works, and we will work to maintain access for residents at all times.

Impact on Hospital Staff

Other than disruption during the works (see above), there will be no impact on Hospital staff through the scheme as traffic capacity will be maintained at its current level. Staff parking for the Hospital staff is provided on site, and should any Hospital staff be seeking to park on Clifford Bridge Road then the current level of on-street

parking is being maintained. The completion of this missing link of the cycleway will also provide Hospital staff with a safe and direct route to the Hospital from Binley and Willenhall.

7 Comprehensive Analysis of Lack of Consideration for Alternatives

7.1 Introduction

The following section addresses the concerns and observations raised by a resident, in their analysis of the Clifford Bridge Road Cycle Way proposal. The resident's analysis focuses on the project's adherence to core design principles, safety implications, and the potential benefits of an alternative route.

7.2 Core Design Principles

7.2.1 Coherent Design Principles

- **Resident's Points:** The resident suggests that the current proposal only partially meets coherent design principles as it is not the most direct route. They propose an alternative route that they believe better fulfils these principles.
- **Council's Response:** The resident states that the “most direct” route is via Sowe Valley is predicated on the only objective of the cycleway to get from the University Hospital to the City Centre, however the scheme has wider objectives than this. Binley Cycleway was identified as a strategic cycle route connecting Coventry city centre with the UHCW via Binley Business Park within the West Midlands Local Walking and Cycling Infrastructure Plan (WM LCWIP). The proposed Binley Cycleway extension represents the most viable and beneficial option for achieving the goals of improved connectivity, safety, and accessibility for cyclists in the area. The final scheme, including the Clifford Bridge Road section, will therefore provide the most direct route connecting Walsgrave, the Hospital, the estates on Clifford Bridge Road, Binley Business Park, Binley, Stoke, Lower Stoke, and the city centre. The route will serve multiple journey types in the most efficient and direct way. The Sowe Valley route would serve some journeys, but not the Walsgrave / Hospital to Binley / Willenhall desire line.

7.2.2 Direct Design Principles

- **Resident's Points:** The resident argues that the alternative route is more direct and, therefore, better aligns with direct design principles.
- **Council's Response:** Response provided in 7.2.1.

7.2.3 Safe Design Principles

- **Resident's Points:** The resident expresses safety concerns, citing issues such as cyclist speed, resident access to parked cars, emergency vehicle access, and potential conflicts with the Harry Shaw coach company. They believe these concerns cannot be adequately addressed in the current plan.

- **Council's Response:** A Stage 1 RSA was carried out by independent and qualified auditors and a Stage 2 Road Safety Audit (RSA2) will be conducted before any works commence. This RSA2 will be commissioned in line with GG119 guidelines and will include a design brief.

  The scheme is designed to the latest relevant standards in LTN1/20 and a design review panel (DRP) with Transport for West Midlands (TfWM) and Active Travel England (ATE) has been completed on Clifford Bridge Road. This involves auditing the scheme to ensure it aligns with active travel policies and design guidance such as LTN 1/20. The route check and DRP documents are ATE and TfWM documents.

  The design already incorporates several features that will help reduce speeds. To maintain existing trees and accommodate pedestrian access, the cycleway incorporates shared-use sections and several curves, which will naturally encourage cyclists to reduce their speed. Additionally, the 2-metre width of the cycle lane promotes a more cautious approach.

  Finally, a third of the cyclists currently using Clifford Bridge Road cycle on the footways. The cycle route would provide a safe cycle route segregated from both traffic and pedestrians and would therefore reduce the degree of conflict between pedestrians and cyclists that currently exists.

7.2.4 Comfortable Design Principles

- **Resident's Points:** The resident argues the current plan fails to meet comfortable design principles due to steep gradients, lack of accessibility for individuals with disabilities or using cargo bikes, and challenges for wheelchair users.
- **Council's Response:** This scheme is being designed in full compliance with the latest safety regulations and guidance, including LTN 1/20 Cycle Infrastructure Design, which sets the standards for cycleway design. Furthermore, The Council are committed to ensuring the scheme meets the requirements of the Equality Act 2010.

  As part of the design process for this scheme, the Council has undertaken extensive consultation with a range of stakeholders. Due to COVID restrictions at the time, this involved a large-scale leaflet drop (approximately 11,000), online surveys, and an email address for feedback.

  The Council has also directly engaged with the following groups:
  - Access Development Group (subgroup of Disability Equality Action Partnership)
  - Gosford Park Residents Association
  - Stoke Park Residents Group

To further enhance the accessibility of the scheme, members of our design team participated in a site visit and engagement exercise led by Sight Loss Counsel, in association with ATE and TfWM.

In addition to the consultations, an Equalities Impact Assessment has been carried out to identify and mitigate any potential negative impacts of the scheme on people with protected characteristics. This assessment informs The Councils design decisions and ensures that the scheme is accessible and inclusive for all.
The Council also work in close collaboration with ATE, the government body responsible for setting active travel policy and standards and TfWM's Cycling and Walking Team. ATE provide expert advice and guidance throughout the design process, ensuring that schemes meet the highest safety and accessibility standards.

7.2.5 Attractive Design Principles

- **Resident's Points:** The resident suggests the alternative route is more attractive, particularly due to its avoidance of steep gradients and potential for enhancing public spaces. Concerns are also raised about the removal of mature trees along Clifford Bridge Road, impacting its attractiveness.
- **Council's Response:** There is a gradient on Clifford Bridge Road. However, it's important to remember that this gradient exists currently, and cyclists are already using the road and footpath. The cycleway aims to improve safety by separating cyclists from both vehicle traffic and pedestrians.

  Whilst there is a gradient there are features in the design that will aid in keeping cyclists' speeds down. To maintain existing trees and accommodate pedestrian access, the cycleway incorporates shared-use sections and several curves, which will naturally encourage cyclists to reduce their speed. Additionally, the 2-metre width of the cycle lane promotes a more cautious approach.

7.2.6 Other Issues

- **Resident's Points:** The resident believes the current plan fails to meet several design principles, potentially leading to wasted public funds and significant disruption for residents during construction.
- **Council's Response:** This scheme is being designed in full compliance with the latest safety regulations and guidance, including LTN 1/20 Cycle Infrastructure Design, which sets the standards for cycleway design in the UK. Furthermore, The Council are committed to ensuring the scheme meets the requirements of the Equality Act 2010.

  A design review panel (DRP) with Transport for West Midlands and Active Travel England has also been completed for this scheme, ensuring

alignment with active travel policies and design guidance such as LTN 1/20. The outputs of the review have been shared with residents.

- **Resident's Points:** The resident expresses concerns about the decision-making process, suggesting a lack of local councillor influence and questioning the democratic process.
- **Council's Response:** This section of cycleway has been subject to four specific rounds of consultation and 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, the third, in July 2023, focussed on an alternative shared use path design in response to feedback on the first two rounds of engagement, and the fourth, in January 2024, focussed on the core 7 principles recommended in the November 2023 Cabinet Member Report for Section 7 – Clifford Bridge Road. The final scheme design has also been reviewed by ATE and TfWM.

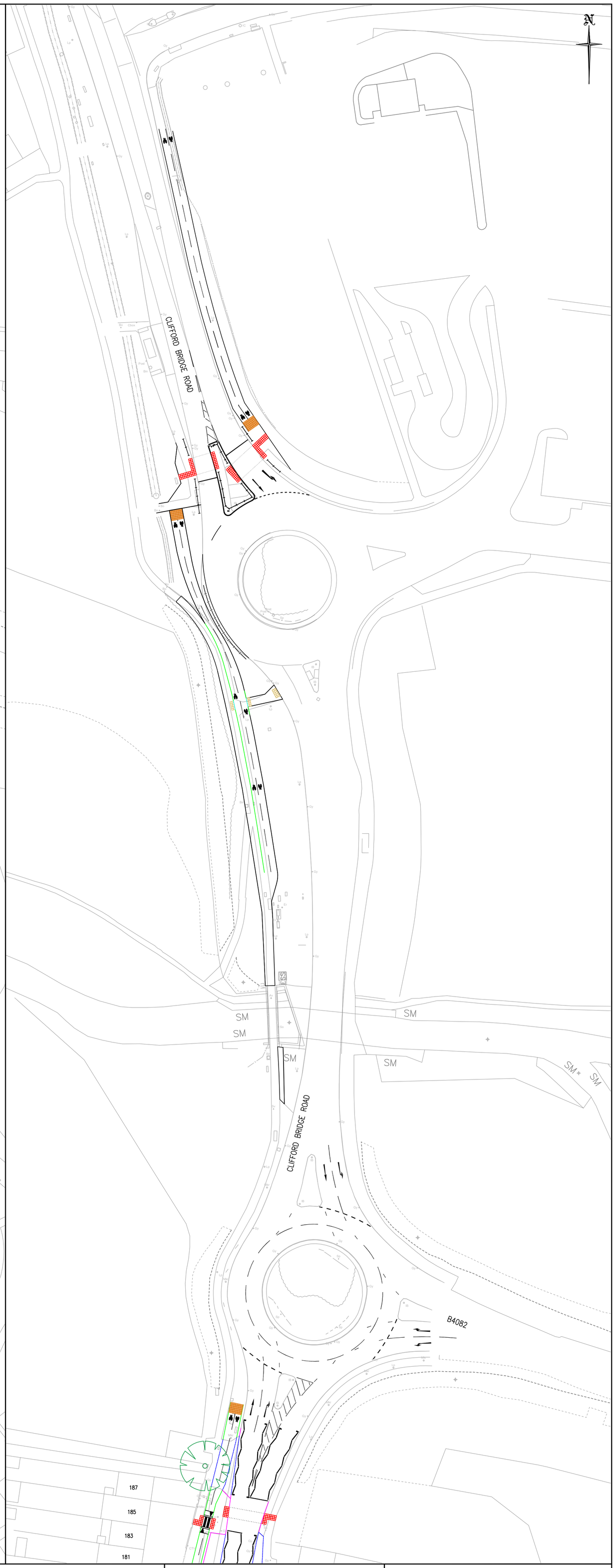
7.3 Conclusion

The Binley Cycleway extension project has been the subject of a formal consultation and objection period. Objections, comments, and suggestions were received throughout the consultation period and have been summarised and responded to within this document.

The final design of the Binley Cycleway extension has been informed by the feedback received from four rounds of engagement, including this most recent formal consultation, and has been reviewed by Active Travel England and Transport for West Midlands.

It is considered that the final design responds as far as possible to the range of issues raised throughout the consultation, whilst retaining the overall objective of achieving a significant improvement in active travel infrastructure within Coventry providing a core cycling route within the Council's emerging strategic cycle network linking key destinations across the city.

Do Not Scale This Drawing



KEY:

- DUTCH KERB
- HB2 KERB 125mm FACE
- SPLAY KERB 75mm FACE
- BN KERB 25mm FACE
- BN KERB 06mm FACE
- VERGE/LOW LEVEL PLANTING AREA
- STRATACELL 5.5M^3 TREE ROOT SYSTEM
- NEW TREE
- EX TREE TO REMAIN
- TREE FOR REMOVAL

Rev.	Date	Description	Drawn	Checked	Approved
–	21/11/24	ORIGINAL	AH	HB	HB

Project Title:
BINLEY CYCLEWAY

Drawing Title:
SECTION 07 – DESIGN GA

Coventry City Council

CITY SERVICES, TRANSPORT AND INNOVATION,
ENGINEERING DESIGN TEAM, FLOOR 8, ONE FRIARGATE, COVENTRY, CV1 2GN

Scale at A1:	Status:	
1:500	DISCUSSION	
Drawn: AH 21/11/24	Checked: HB 21/11/24	Approved: HB 21/11/24

Drawing Number: BCWY/CAB/009/01

Rev –

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KEY:

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Rev –

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Alternative Binley Cycleway Section 7

Binley Cycle Scheme

Gulson Road to Biggin Hall Crescent

Biggin Hall Crescent to Church Lane

Church Lane to Allard Way

Allard Way Junction

Allard Way to Brinklow Road

Brandon Road to Brinklow Road

Brinklow Road to Belgrave Road

Belgrave Road to UHCW

Alternative Section 7 (1)

Alternative Section 7 (2)

Alternative Section 7 (3)

Design Option	Coherent			Direct		Safe		
	Should be designed to reach their day to destinations	Shouldn't be unintuitive or confusing	Consistent quality	As direct – and more direct – than those available for private motor vehicles.	Avoid stop starting as this may lead to cyclists in the carriageway which is more unsafe	Perception of safety	Substandard widths are not safe	Lighting and natural surveillance / Personal Safety
Red (existing alignment)	The route goes through residential areas of Binley, providing a connection almost to the front door, allowing people to easily access the route, as well as passing in close proximity to Clifford Bridge Academy.	The route directly connects the two existing sections of the Binely Cycleway which users are already familiar with, this scheme essentially fills the gap to deliver a continuous route.	Based on corridor widths along the length of Clifford Bridge Road, there seems to be sufficient width to continue a fully protected facility which links the two existing routes.	The route follows Clifford Bridge Road meaning it has the same level of directness as motor vehicles	There are a number of side road junctions along Clifford Bridge Road to provide access to the nearby residential areas. Any infrastructure proposals would have to ensure that cyclists have priority over all of these side roads. Given the precedent of continuous footways in the delivered section of the scheme, we have confidence this can be achieved.	Design has the potential to provide protection of cyclists from motor traffic.	Corridor width along the length of the route is >15m which is sufficient width for desirable footway widths on both sides of the carriageway, desirable widths for a bidirectional cycle track, a 0.5m buffer and a carriageway width suitable for the Clifford Bridge Road considering that it is a bus route	The road is already lit for the extent of the route, and has direct frontage onto residential properties from the southern extent of the route to the Clifford Bridge Road/B4082 roundabout. North of this junction, there is no frontage onto any properties
	2	**2**	**2**	**1**	**2**	**2**	**2**	**2**
Pink	The route goes through Stoke Floods Green and runs along the River Sowe, passing in close proximity to Caludon Castle School. Whilst the route could be considered more direct to a specific destination, the route does not pass through residential area of Binley so many residents would have to take a more convoluted route to access the cycle track which would significantly increase the journey time for cyclists wanting to use protected cycle infrastructure.	Whilst the route requires cyclists to come off of the existing on-carriageway cycle track, the route beyond this is considered intuitive as it follows the River Sowe for large sections of the route.	The route goes through a section of dense woodland to the east of Dunrose Close and south of Westmorland Road - it is not clear if the full effective width in accordance with guidelines is deliverable. Tree roots can cause long term damage to a cycle track.	Whilst the route could be considered as more direct for some users between specific origins and destinations, this would create an overall more convoluted route for those existing residents in Binley, or those wishing to travel to the Business Park.	The route features no junctions or crossing for cyclists to have to stop at apart from crossing Clifford Bridge Road to access the existing cycle track at the Clifford Bridge Road/Dorchester Way junction	Design has the potential to provide protection of cyclists from motor traffic.	To achieve desirable minimum cycle widths of 3m (for shared use or a bidirectional cycle track) this could require significant tree removal in the woodland sections of the route which may not be feasible and could result in substandard cycle infrastructure widths. Evidence would be required to amend this score.	The route has very limited natural surveillance, especially in the northern sections of the route. Where the route passes residential dwellings to the south of the route they are not that overlooked due to the orientation of the houses and the presence of fences at the end of most of the cul-de-sacs. The route is not currently lit so lighting would be required
	1	**2**	**1**	**0**	**2**	**2**	**0**	**0**
Green	The route follows Mayflower Drive at it's southern extent, passing through a residential area before crossing the River Sowe through Stoke Floods Green, running along allotments to the west of Clifford Bridge Road and northwards on Clifford Bridge Road. Whilst the route could be considered more direct to a specific destination, the route does not pass through residential area of Binley so many residents would have to take a more convoluted route to access the cycle track which would significantly increase the journey time for cyclists wanting to use protected cycle infrastructure.	The route features multiple deviations as it passes into and through Stoke Floods Green, as well as deviating to follow the edge of the residential area and allotments to the west of Clifford Bridge Road. Compared to the red and pink route the arrangement could be confusing to follow and would be reliant on a strong wayfinding strategy. The route also hits multiple decisions points through Stoke Floods Green which could be confusing for some users	The route goes through a section of dense woodland when crossing the River Sowe to the south - it is not clear if the full effective width in accordance with guidelines is deliverable. Tree roots can cause long term damage to a cycle track.	Whilst the route could be considered as more direct for some users between specific origins and destinations, this would create an overall more convoluted route for those existing residents in Binley, or those wishing to travel to the Business Park.	The route features no junctions or crossing for cyclists to have to stop at apart from crossing Clifford Bridge Road to access the existing cycle track at the Clifford Bridge Road/Dorchester Way junction	Design has the potential to provide protection of cyclists from motor traffic apart from low trafficked streets.	To achieve desirable minimum cycle widths of 3m (for shared use or a bidirectional cycle track) this could require significant tree removal in the woodland sections of the route which may not be feasible and could result in substandard cycle infrastructure widths. Evidence would be required to amend this score.	The southern section of the route which follows along Mayflower Drive has high levels of natural surveillance as houses front onto the road, however the route northwards of Dunrose Close has very limited natural surveillance. There is street lighting present on Mayflower Drive and Clifford Bridge Road however the section of the route that runs along Stoke Floods Green has no lighting
	1	**1**	**1**	**0**	**2**	**2**	**0**	**0**
Black	The route goes through Stoke Floods Green and runs along the Mayflower Drive estate before crossing the River Sowe, running along allotments to the west of Clifford Bridge Road and northwards on the Clifford Bridge Road. Whilst the route could be considered more direct to a specific destination, the route does not pass through residential area of Binley so many residents would have to take a more convoluted route to access the cycle track which would significantly increase the journey time for cyclists wanting to use protected cycle infrastructure.	The route features multiple deviations as it passes into and through Barbican Rise and Dunrose Close, and follows along the River Sowe for a short distance before turning eastwards before Binley allotments. Compared to the other route options the arrangement is confusing and features multiple turns which would require clear wayfinding strategy to make obvious for users	The route goes through a section of dense woodland when crossing the River Sowe to the south - it is not clear if the full effective width in accordance with guidelines is deliverable. Tree roots can cause long term damage to a cycle track.	Whilst the route could be considered as more direct for some users between specific origins and destinations, this would create an overall more convoluted route for those existing residents in Binley, or those wishing to travel to the Business Park.	The route features no junctions or crossing for cyclists to have to stop at apart from crossing Clifford Bridge Road to access the existing cycle track at the Clifford Bridge Road/Dorchester Way junction	Design has the potential to provide protection of cyclists from motor traffic apart from low trafficked streets.	To achieve desirable minimum cycle widths of 3m (for shared use or a bidirectional cycle track) this could require significant tree removal in the woodland sections of the route which may not be feasible and could result in substandard cycle infrastructure widths. Evidence would be required to amend this score.	The route has very limited natural surveillance outside of Barbican Rise and Dunrose Close, and is not lit with the exception of the small number of residential streets and Clifford Bridge Road which the route runs along for the most northern section
	1	**1**	**1**	**0**	**2**	**2**	**0**	**0**

Design Option	Comfortable			Attractive				
	Good quality, well maintained - smooth surfaces, adequate width for the volume of users, minimal stopping and starting Avoiding steep gradients.	Uncomfortable transitions should be avoided	Flood risk?	Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.	Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.	Should minimise vegetation removal	Consideration of compliance to LCWIP and connections to existing infrastructure	
Red (existing alignment)	It is assumed that the route surface will be of a good quality and well maintained given that it would be adjacent to an existing road and would have potential for cleaning and maintenance when Clifford Bridge Road is maintained. Given the width of the road it is considered that the desirable minimum footway, cycle track and carriageway widths can be achieved. Areas of the route have a maximum slope of just over 5% which is considered a steep gradient, however this is for a small section and based from desktop studies, the gradient does not appear to exceed 6.3%.	The route would be consistent in it's provision at footway level and would note require multiple transitions.	Along the route between the Clifford Bridge Road/B4082 junction and the Clifford Bridge Road/Bridgeacre Gardens there is a low chance of flooding	Whilst it is assumed high quality materials would be used in the build out, there is limited space to provide other public realm improvements.	The route follows the existing Clifford Bridge Road and continues on a straight line from the existing cycle provision either side of the missing gap, that it would be legible to understand and not overly confusing for users. ON the basis that this route is very direct, it is likely that minimal signage would be required.	There are a number of mature trees present on either side of Clifford Bridge Road so some impact is likely however it is accepted that street trees have a limited lifespan. The scheme would need to look to areas for re-planting.	The route is consistent with the LCWIP.	
	1	2	2	1	2	1	2	26
Pink	The route has several steep gradients, and undulates throughout resulting in no continuous flat provision. Given the amount of trees that are adjacent to the route, there is possibilities for the roots of the trees to impact the cycle route surface over time, creating an uneven surface.	The route transitions between different typologies, resulting in multiple transitions. Careful design would be required to ensure these are comfortable.	The length of the River Stowe is classed as a high flood risk and the southern section of the route passes through low flood risk areas. The only section of the route that is not within a flood risk area is the northern most section, where the route deviates from the River Stowe towards the Dorchester Way/Clifford Bridge Road junction	The route travels through a public park where the scheme could contribute to other public realm improvements	There are several decision points on the route that would require wayfinding, for example; turning away from the cycle track on Binley Road; crossing the carriageway over Clifford Bridge Road and to indicate to cyclists to come off of the River Stow	The route covers significant open green space so would require vegetation removal for a large extent of the route. This could include the removal of a high number of trees depending on the route alignment, which should be replanted where not possible to avoid	The route deviates from the LCWIP however does connect two points.	
	1	1	0	2	1	0	1	14
Green	The route has several steep gradients, and undulates throughout resulting in no continuous flat provision. Given that the route crosses the River Sowe through a woodland area, there are possibilities for the roots of the trees to impact the cycle route surface over time, creating an uneven surface. For the section of the route that crosses the River Sowe, there could be difficulties accessing this area for continual maintenance	The route transitions between different typologies, resulting in multiple transitions. Careful design would be required to ensure these are comfortable.	At the southwestern extent of the route along Mayflower Drive the area is in a high risk flooding area. The delivery of a bridge in this section would be costly and likely be unviable.	The route travels through a public park where the scheme could contribute to other public realm improvements	Significant wayfinding would be required given how much the route deviates, action should be taken to ensure that whilst the provision remains consistent this is not unsightly to the streetscape	The route covers some open green space so would require vegetation removal for a large extent of the route. This could include the removal of a high number of trees depending on the route alignment, which should be replanted where not possible to avoid	The route deviates from the LCWIP however does connect two points.	
	1	1	1	2	0	1	1	14
Black	The route has several steep gradients, and undulates throughout resulting in no continuous flat provision. Given that the route crosses the River Sowe through a woodland area, there are possibilities for the roots of the trees to impact the cycle route surface over time, creating an uneven surface. For the section of the route that crosses the River Sowe, there could be difficulties accessing this area for continual maintenance	The route transitions between different typologies, resulting in multiple transitions. Careful design would be required to ensure these are comfortable.	The southern section of the route, prior to Barbican Rise is in a low risk flood area. The delivery of a bridge in this section would be costly and likely be unviable.	The route travels through a public park where the scheme could contribute to other public realm improvements	Significant wayfinding would be required given how much the route deviates, action should be taken to ensure that whilst the provision remains consistent this is not unsightly to the streetscape	The route covers significant open green space so would require vegetation removal for a large extent of the route. This could include the removal of a high number of trees depending on the route alignment, which should be replanted where not possible to avoid	The route deviates from the LCWIP however does connect two points.	
	1	1	1	2	0	0	1	13

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Active Travel England

West Offices (City of York Council)
Station Rise
York
YO1 6GA

20 November 2024

Sent by email

Dear John,

Binley Road to University Hospital route; Clifford Bridge Road Section

I am aware that members of Coventry City Council are to consider approval of the Clifford Bridge Road section of the Binley Cycleway and would like to set out what assurance Active Travel England (ATE), as the funders of the Binley Cycleway, have provided to date in relation to this scheme.

Binley cycleway, of which Clifford Bridge Road is considered to constitute the final link connecting the University Hospital Coventry & Warwickshire (UHCW) with Coventry city centre has been visited by ATE Inspectors and elements of the constructed scheme, developed by Coventry City Council officers have been identified as examples of best practice.

ATE was first contacted about the Clifford Bridge Road element of scheme in summer 2023 and Inspectors were asked to review five options. A route check was carried out on the proposed alignments for which appropriate information was available. This review used the ATE Route Check tool, intended to support the design process by identifying critical safety issues and policy conflicts and promote a considered discussion about how a scheme could be modified to deliver an improved level of service for those walking, wheeling and cycling. The outputs of this review were shared with Transport for the West Midlands (TfWM) and Coventry City Council officers. The note issued is in Annex A.

Subsequent to this the detailed design for Clifford Bridge Road scheme was presented by Coventry City Council officers and discussed at the January 2024 TfWM trial Design Review Panel (DRP). The DRP is a collaborative process between WMCA, Partner Local Authorities and ATE to assess and improve the quality of design outcomes for Active Travel Fund (ATF) funded schemes. The DRP informs the ongoing design process, and Local Authority and WMCA approval processes, ensuring that schemes are supporting delivery of local policies and strategies. An ATE Inspector participates in this panel, and the DRP discussion is informed by a desktop assessment of the scheme which is assured by ATE, using the published ATE Route Check tool.

The recorded outcome of that DRP was ***"Support scheme promoter [Coventry City Council] to proceed e.g. to consultation or Business Case submission as presented, noting comments / recommendations in column J of the Feedback tab"***. The report can be found in Annex B.

In addition to the technical assurance outlined above, ATE have received two pieces of correspondence from local stakeholders in relation to the scheme as well as a Freedom of Information (FoI) request (for access to route audits). A standard response was issued to both correspondence cases recommending that the interested parties contact Coventry City Council as the Local Highway Authority, whilst route audits were released in response to the FoI.

I would like to take this opportunity to highlight to you that ATE's role is to provide guidance, assurance and support to Coventry City Council in developing your active travel network and the subsequent design of these schemes. It is for you, the Local Highway Authority, in collaboration with TfWM to identify which schemes to progress, their alignment and ultimately, their design. ATE does not direct which route, alignment or design a scheme should take.

Active Travel England remains committed to working with TfWM and Coventry City Council officers to support the delivery of high quality active travel schemes which deliver maximum benefits for users.

Yours faithfully,

Brian Deegan
Director of Inspections, Active Travel England

Annex A

Active Travel England

West Offices (City of York Council)
Station Rise
York
YO1 6GA

23 June 2023

Sent by email

Dear Adam

Design review feedback: ATE00676 Binley Road Coventry to University Hospital route

Thank you for contacting us about the Binley Road Coventry to University Hospital route.

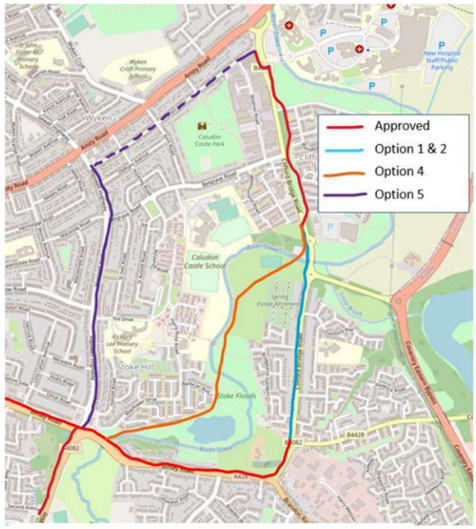
A meeting was held to discuss the scheme early in 2023 and Active Travel England (ATE) offered to carry out a design review of options. Subsequently, Coventry City Council forwarded five design options for comment.

This letter outlines the key findings of the design review and Appendix A contains summaries of the 'critical issues' that have been identified. A critical issue, is defined as a street layout or condition that is associated with pedestrian and/or cyclist collisions. In total, there are fifteen types of critical issues used to assess schemes, which was first introduced nationally in Local Transport Note 1/20.

Summary of options

The committed parts of the route are shown in red in the plan below, these are either under construction or have been completed.

- Option 1 is to implement the scheme as consulted on, and comprises a fully segregated cycleway.
- Option 2 follows the same alignment as option 1, along Clifford Bridge Road, but is a conversion of the existing footway to a shared use path.
- Option 3 is to do nothing, effectively the base situation where cycling takes place on the carriageway mixed with general traffic.
- Option 4 is to construct a path across the River Sowe valley away from the highway
- Option 5 is a fully segregated cycleway along a parallel route and then a quiet-way connection to the hospital.



Key Design Review findings

Active Travel England is committed to improving the quality and safety of active travel infrastructure. One of the ways that we do this is by using a set of tools that we have developed to assess the quality of active travel infrastructure designs and to identify critical issues for users.

Each of the options were assessed using the 'route check' tool and the results are summarised below and detailed in Appendix A and a copy of the tools is attached to the email that accompanies this letter.

- Option 1 presents the highest score in terms of the route check tool and when considering the adjacent approved infrastructure would provide the most consistent experience and would be a high-quality link.
- Option 2 is a proposed shared use route. Gear Change notes that shared use routes in streets with high pedestrian or cyclist flows should not be used and instead, distinct tracks for cyclists should be made. Shared use provision is unlikely to see as significant an uplift in active travel. LTN 1/20 section 6.5 details its limitations around increased conflict between users, especially those with visual impairments. Both Gear Change and LTN 1/20 are clear that shared use routes with high pedestrian numbers or cyclist flows should not be used, and in urban areas conversion of a footway to shared use is a last resort.
- Option 1 and Option 5 would together provide provision for a wider portion of the residential areas and schools, consideration to developing both is recommended.

Delivery of schemes that do not meet LTN1/20, particularly if they have critical issues that can be resolved within the scheme budget, may have an impact on an authority's future capability rating and consequently impact the amount of ATE funding available to the authority. Future funding for the authority may be reduced up to the funding level of the non-compliant scheme delivered.

Next steps

Active Travel England Inspectors are keen to work with the proposer as the scheme develops to ensure that active travel infrastructure provided as part of the scheme is to standard. This includes an offer to meet with the proposer to assist in the scheme development.

Should you need any further assistance or would like to provide feedback about the process, please contact us by email contact@activetravelengland.gov.uk.

Yours faithfully,

Brian Deegan
Director of Inspections, Active Travel England

Appendix : Route check, dentification of Critical Issues and recommendations

Option	ATE comment/ critical issue	Recommendation
Option 1 – segregated bi-directional. Consulted design, fully segregated bi-directional route along Clifford Bridge Road	**Route check results:** **Existing layout 44% with 2 critical issues** **Proposed layout scores 69% with 0 critical issues**	
	Pedestrians and cyclists share space at crossing points.	Consider signalised parallel crossing instead of Toucan to provide a higher quality of crossing facility.
	There are limited crossing points throughout this section.	Consider additional points for users to access/leave the cycle facility.
	End on parking close to Gainford Rise, potential for overhang into cycle facility from larger vehicles	Consider physical buffer such as planting.
	Vehicle parking areas are mostly retained throughout.	Confirm buffer width as per LTN 1/20 table 6-1 for horizontal separation recommendations around parking.
	Shared use area over River Sowe bridge is substandard in terms of width.	ATE recognise the constraints in this location due to cost of footbridge widening.
	Side roads on the east of Clifford Bridge Road remain wide for pedestrians to cross, with tactile paving missing in some instances (Portree Road).	Review tactile paving throughout. Recommend continuous footways and tightening radii, see LTN 1/20 figure 10.1.3.

Option 2 – shared use. Same alignment as Option 1 but comprising of a shared use path.	**Route check results:** **Existing layout 44% with 4 critical issues** **Proposed layout scores 54% with 1 critical issue**	
	Critical issue: There is at least one instance of there being a cycle facility next to parking/loading with no buffer. This may present a 'dooring' risk for cyclists.	Throughout this section there is frequent residential parking bays adjacent to the shared use path with no buffer. Consider narrowing laybys where cars park perpendicular to footway and provide horizontal separation throughout. See LTN 1/20 table 6-1.
	Urban area not suitable for shared use.	Consider alternative options presented.
	There are limited crossing points throughout this section.	Consider additional points for users to access/leave the proposed route.
Option 4 – Traffic free Sowe Valley route. Off highway traffic free path through River Sowe valley.	**No design at this stage – design tool not applied.**	
	Segregated route away from motorised traffic.	Assumed 5m segregated route of sealed surface (3m bi-directional and 2m footway). Upgrading of existing route.
	Presents a more direct route than Option 1 and 2 between hospital and Allard Way junction (2.72km vs 3km)	
	No lighting detail provided – uptake of route likely dependant on lighting, especially for female users.	Consider lighting throughout.
	No proposed link to approved section of Binley Road route creating break in provision between A428 junction and commencement of traffic free route at Tesco roundabout.	Consider link.

Option 5 – segregated bi-directional and quiet way. Fully segregated cycleway along a parallel route (Hipswell Highway) and then a quiet-way connection to the hospital	**Hispwell Highway bi-directional route section** **Route check results:** **Existing layout 41% with 4 critical issues** **Proposed layout scores 58% with 2 resolvable critical issues**	
	Critical issue: There is at least one instance of there being insufficient crossing facilities for pedestrians on busier roads, or desire lines being blocked by parking and loading on quieter roads.	Limited pedestrian crossing facilities, as volume assumed >8,000 vpd additional formalised crossing points could be considered. Uncontrolled refuges are likely to exclude some users see LTN 1/20 table 10-2.
	Critical issue: There is at least one instance of unacceptably poor crossing facilities for pedestrians. This may lead to pedestrians crossing busy roads at risk.	Binley Road/Allard Way junction contains arms with no green man for pedestrians on the southern approach. There is no signalised crossing for cyclists travelling south onto Allard Way route. Note crossing upgrade not included in ATF4 scheme.
	Footway constrained around bus shelters.	Recommend a minimum of 2m length clear boarding / alighting area, to allow easy pedestrian movement and boarding ramp. See Inclusive Mobility chapter 9.3 for dimensions. Confirm widths.
	Farren Road quiet way section **Route check results:** **Existing layout 42% with 1 critical issue** **Proposed layout scores 46% with 1 critical issue**	
	Critical issue: There is at least one instance of cyclists having to mix with traffic in lanes in the critical range (3.25m to 3.9m). This increases the risk of collisions alongside or from behind for cyclists.	Confirm Farren Road traffic speed and volume are suitable for cycling in mixed traffic as per LTN 1/20 figure 4.1
	Priority change benefits cyclists but proposed side road interactions remain untreated with large radii for pedestrians to cross.	Consider additional interventions at side roads to slow joining motorised traffic, Bodmin Road likely has high volume of HGV traffic, consider raised table. Recommend continuous

	footways at side roads. Review tactile provision on side road junctions (Arch Road, Hockling Road, Bodmin Road)
No proposed crossing points over Farren Road.	Consider crossing locations e.g. access to Caludon Castle park.
Missing connection for local shop key destination on Hipswell Road/ Ansty Road junction.	Consider extending provision to meet Anstry Road junction and local shops.

Annex B

Binley Cycleway - Clifford Bridge Road

Final Layout

Widths

* The road will be maintained at 7.3 metres wide.
* Pavements will be 2 metres wide.
* Pavements are kerb separated from cycleway or paint separated from parking.
* There will be a 20 metre long section of shared-use footway/cycleway outside house numbers 39 and 41to avoid felling a very mature tree, or narrowing the road.
* The cycleway width with vary along the road depending on the constraints at each location, but will average at 2.7 metres wide.

Parking

* Parking spaces are 2 metres wide with an extra 0.5 metre of painted hatching
* Parking spaces will be level with the pavement or cycleway to improve accessibility for disabled users.
* There are currently 79 on-street spaces spaces existing.
* There will be 86 on-street parking spaces provided in new layout.

Access and Pedestrians

* Two new Puffin pedestrian crossings will be installed and the existing pelican crossing will be upgraded to a new Toucan crossing.
* Side road junction visibility will be improved through the removal or reduction of parking bays near junctions. However overall parking spaces on the street will increase.

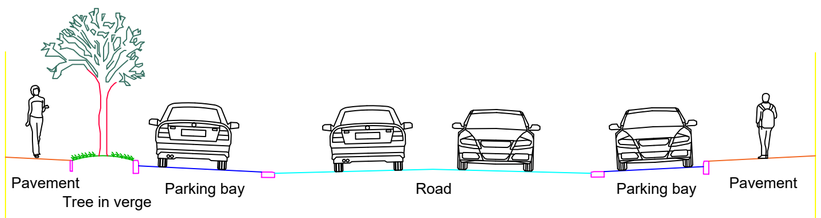
Landscaping and Drainage

* 24 trees are to be removed.
* 12 trees are to remain, including the most mature trees.
* 32 new trees are to be planted.
* New trees will be planted with a high quality root protection system, enabling them to mature much more quickly than average street trees, and be larger when planted.
* 15 rainwater gardens (SUDS) will be installed. These are new green areas with low level planting that hold on to rainwater, reducing flooding.

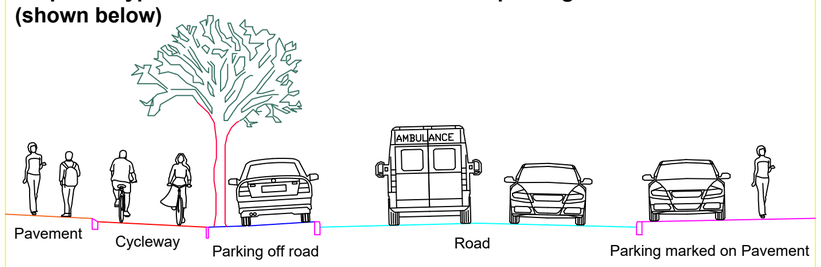
Key to the Plan

- 45 degree kerb. This kerb slopes and is lower than a standard kerb which means it is easier to drive over.
- Standard kerb. The type of kerb most used in this city, for example between roads and pavements.
- Dropped Kerb. This is a much flatter kerb, usually used to allow access to driveways.
- Sustainable Urban Drainage System - Rainwater garden. These are new green areas with low level planting that hold on to rainwater, reducing flooding.
- Grass verge
- New tree
- Existing tree to be removed
- Existing tree to remain

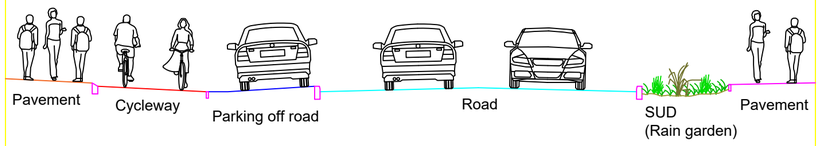
Existing typical cross section of the road (shown below)



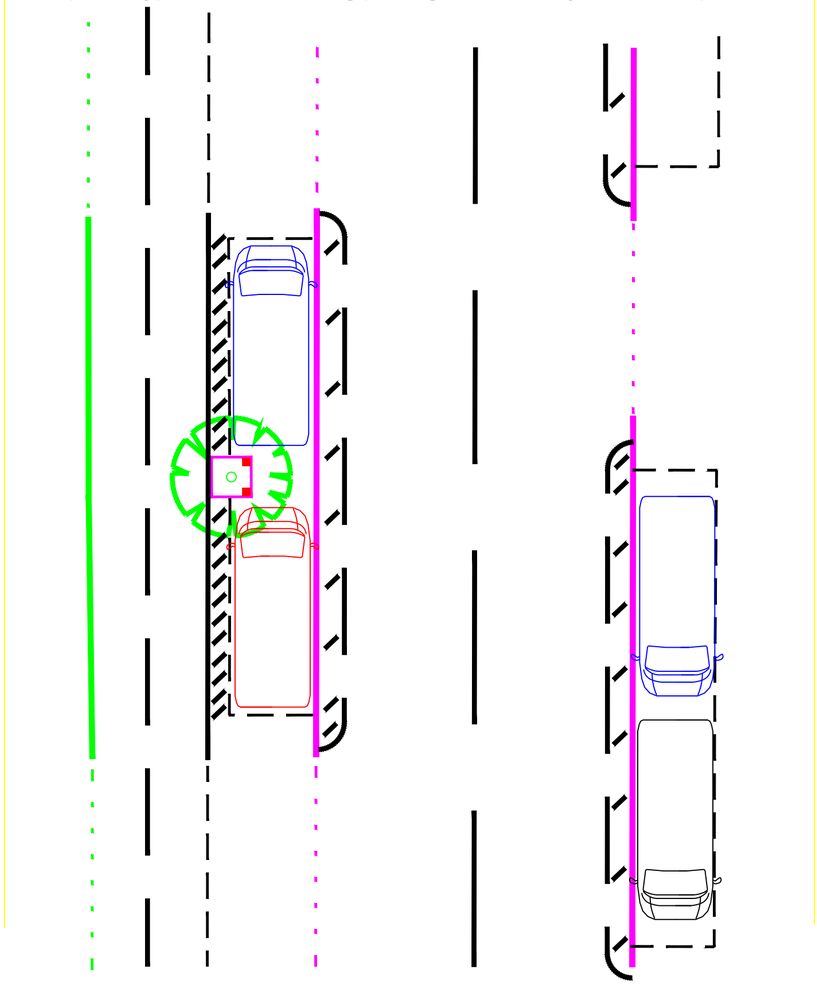
Proposed typical cross section of the road with parking and new tree (shown below)



Proposed typical cross section of the road with sustainable urban drainage system (SUD) - (Shown below)



Proposed typical detail showing parking and driveway accesses - plan view



Coventry City Council

West Midlands Cycle & Walk

Active Travel England

West Midlands Combined Authority

Plans are not shown to a specified scale

Funded by UK Government

January 2024

Binley Cycleway Section 7 - Clifford Bridge Road. Final Layout

Active Travel England

Route Check **Draft**

Version Control

This current version is a draft - subject to final approval

Version No.	Notes	Date
1.0	Original version created by Brian Deegan (ATE).	Feb-22
2.0	New streamlined version created by WSP.	Apr-22
2.1	Revisions made by WSP following various ATE/WSP/Motts reviews	May-22
2.2	Corrections made by WSP	16/06/2022
3.0	Placemaking check and N/A functionality added by WSP	17/06/2022
3.1	Minor amendments by WSP ahead of beta testing freeze	20/06/2022
3.2	Change to shared footway scoring and locked version of spreadsheet created	15/07/2022
3.3	Error with cell protection fixed	19/07/2022
3.4	Changes following feedback from users and TfL ahead of wider release for ATF4. Changes included some amended wording and adding N/A functionality for certain metrics, adding more spaces for commentary, editing the lock/unlock and text wrapping functionality and optimising the sheets for printing.	12/09/2022
3.4.1	Locking errors fixed to allow users to paste images and edit cells as needed	17/11/2022
3.4.1	Bugs fixed and permissions changed to allow users to change column widths and row heights	26/01/2022

Active Travel England

Route Check

Draft

Introduction

About this tool

How to use this tool

There are three tabs to complete: 'Key Scheme Information' (to be completed first), the 'Link Check' and the 'Junction Assessment Tool' check. There are then two output tabs: 'Full Check Score Results' (which summarises the overall scores from the 'Link Check' and JAT Check' tabs) and 'Design Review Results', which is for ATE completion only. Additional info may be added into comment boxes in the 'Full Check Score Results' tab. The tabs are colour coded: red tabs are for ATE only, grey tabs provide information and green tabs are tabs to be completed and reviewed by the reviewer.

The tool allows users to perform a reduced 'Critical Check', which only assesses the critically important aspects of schemes (mostly to do with safety). The reviewer can select whether they are doing a 'Critical Check' or a 'Full Check' in the 'Pre-Questionnaire' on the 'Key Scheme Information' tab. If a 'Critical Check' is being performed, the 'Full Check Score Results' tab will not be populated.

The first time a route is assessed, the existing conditions should be scored to create a baseline. Then, as designs are progressed, these can be assessed against the baseline to ensure that conditions are being substantially improved. It is also important to continue rescoring schemes as they progress through the design stages, to ensure that design compromises which might affect pedestrians and cyclists are kept to an absolute minimum. Finally, the as-built scheme will be assessed against the baseline to check that a high quality scheme has been built.

How to use the 'Key Scheme Information' tab

The 'Key Scheme Information' tab first requires basic information about the scheme to be filled in (such as name, design stage and who is performing the assessment).

The 'Key Scheme Information' tab also contains a mandatory 'Pre-Check Questionnaire'. The first question asks whether a 'Full Check' or 'Critical Check' is being performed. This affects what is shown in the remaining tabs. There are then a few questions which scrutinise key aspects of the scheme, such as whether it forms part of a wider network plan or contains shared footways. If there are shared footways in the design, the reviewer will be asked what the justification for these is in light of LTN 1/20 guidance. If there are shared footways in the existing layout and/or proposed design, there will be a further question on shared footways in the 'Link Check' tab. The reviewer can also choose to undertake a 'Placemaking Check' if your scheme incorporates placemaking elements. This will affect the number of metrics to complete in the 'Link Check' tab.

The 'Key Scheme Information' tab also requires the reviewer to add a network map of the scheme showing it in context (e.g. if it is part of a wider route).

How to use the 'Link Check' tab

Routes are made up of multiple links and junctions. The reviewer should first divide the overall route up into links of similar characteristics. Each link will then require its own version of this spreadsheet to be completed. Great care should be taken to ensure that routes are divided in such a way that all junctions on the route are scored (and no junctions are scored twice).

The 'Link Check' tab consists of a series of metrics. The link, and the junctions which are on the link, are to be scored to reflect their weakest points. For example, if footways are wide on one side of a junction, but narrow on the other side, then the width of the narrower footways should be used in the scoring.

The metrics ask for data, information and a certain level of design detail in order to score certain metrics. There is space in the tool to write assumptions when scoring these, in case this is missing at the earlier design stages, for example.

Possible scores are red (0), amber (1) and green (2). A red score is a cause for concern, although some metrics have an additional 'critical' ('C') score possible, which highlights elements of major concern, usually relating to safety. These metrics are especially important and so scores for these metrics are multiplied by 3 for the final weighting. Justification must be given for any remaining critical scores through the design process. The reviewer will be asked if there are any trams along the route and, if the answer is yes, there will be an additional two critical safety metrics to score.

A small number of metrics also have the 'Not Applicable' option ('N/A') in case the metric does not apply (e.g. if the metric is assessing signal crossings but there are none on the route). Where this is the case, the reviewer should explain why the metric does not apply.

It is impossible to get full marks in the 'Link Check' so the designer should not design to beat the checklist. Instead, they should think of it as a strength test.

If the reviewer answered yes to the question of whether a 'Placemaking Check' was being performed, there will be additional metrics to score at the bottom of this tab.

How to use the 'JAT Check' tab

Junctions (defined as priority junctions, signalised junctions and roundabouts) are scored twice in this tool: once in the 'Link Check' tab and a second time in the 'Junction Assessment Tool Check' ('JAT Check') tab.

A Junction Assessment Tool check should be performed for the existing layout and the proposed design. An explanation of how to perform a JAT check can be found in Appendix B of LTN 1/20. However, all desirable pedestrian movements across the junction should also be assessed and scored alongside cycle movements (e.g. pedestrian crossing movements across each arm of the junction and possibly also diagonals crossings). A single combined score for pedestrian and cyclist movements around the junction should be given.

How to use the 'Full Check Score Results' tab

This is non-editable tab which summarises the 'Link Check' scores against 14 of the 22 Active Travel England principles. It also gives the overall score for the link and highlights the number of critical fails. If a 'Placemaking Check' has been undertaken, it gives the overall placemaking scores for the link. Finally, it also summarises the results of the 'JAT Check' tab.

This tab will not be fully populated / useable if a reduced 'Critical Check' is being performed.

How to use the 'Design Review Results' tab

This tab pulls out any critical fails in the proposed design from the 'Link Check' tab and provides space for ATE reviewers to comment on these as well as other results from the assessment.

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Route Check

Draft

Key Scheme Information

Scheme name	Binley Cycleway Way - Clifford Bridge Road
Scheme reference	XXX_CVY_03
Scheme information reviewed (for ATE use)	
Scheme reference (optional)	
Local Authority	Coventry City Council (TfWM)
Scheme budget (optional)	
Design Stage	Detailed Design
Route length assessed in this file	800m
Total route length	6KM
Completed by - name	
Completed by - email	
Appraisal date (for ATE use)	
Approved by (for ATE use)	
Notes	This is part of the Binley cycleway scheme - it was not orignally completed due to challenges with parking which increased costs. It is agreed that this section is important to link the hospital to the rest of the Binley cycleway. Coventry may reallocate existing funds to build this scheme.

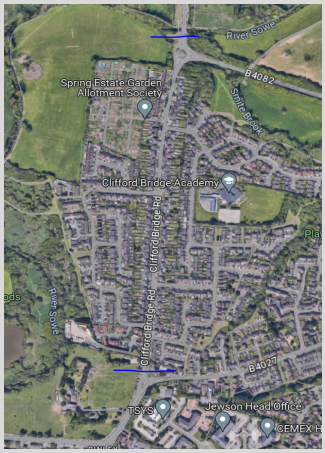
Pre-Check Questionnaire

1. Is a 'Full Check' being performed or a 'Critical Check' only?	Full Check
2. Is a 'Placemaking Check' being performed?	Yes
3. Does the scheme form part of an LCWIP or similar network plan?	Yes
4. If the answer to (3) is yes, please give details:	Missing link between hospital and Binley cycleway
5. Does the proposed scheme include shared footways? If the answer is yes, what is the justification for this in light of LTN 1/20 guidance?	Yes, short sections at continuous footways and around a mature tree
6. Does the proposed scheme include shared use crossings (e.g. toucan crossings)? If the answer is yes, what is the justification for this in light of LTN 1/20 guidance?	No

Network Map

Please add below a map showing the section of route being scored in this spreadsheet.

If the route is part of a longer route of multiple sections (covered in other spreadsheets) please show this on the map for context too.



Active Travel England

Route Check

Link Check Assessment

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Factor	Mode	#	Metric	Critical Issue C	Red 0	Amber 1	Green 2	Existing		Proposed	
SAFE											
Collision Risk	Walking / Wheeling / Cycling	1	Conflict with motor traffic at side roads / priority junctions	>2500vpd cut across main cycling or walking streams	Side roads / priority junctions are untreated.	Side roads / priority junctions have entry treatments.	Side roads / priority junctions are either closed to motor traffic, or have continuous footway or zebra crossings.	C		1	
	Walking / Wheeling / Cycling	2	Conflict with motor traffic at signal controlled junctions and roundabouts	>2500vpd cut across main cycling and/or walking streams	Pedestrian and/or cyclist movements are in conflict with motor traffic movements at signal controlled junctions and roundabouts.	The principal pedestrian and cyclist movements are separated from motor traffic movements at signal controlled junctions and roundabouts.	All pedestrian and cyclist movements are separated from all motor traffic movements at signal controlled junctions and roundabouts.	C		C	Cyclists bypass the junction, but pedestrians cross uncontrolled at the B4082 roundabout
	Cycling	3	Collision alongside or from behind	Cyclists are not protected in traffic lanes between 3.25 and 3.9m wide.	Cyclists are not protected in traffic lanes less than 3.25m wide or over 3.9m wide. This includes unprotected cycle lanes.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide.	Cyclists are protected from motor traffic or off-road entirely.	C		2	Cyclists protected throughout
	Walking / Wheeling	4	Trip hazard	There are level differences of greater than 20mm with no colour contrast to help identify them.	Many trip hazards	Few trip hazards	No trip hazards, level clear surface	0		1	Assume route resurfaced and improved
	Cycling	5	Conflict with kerbside activity (parking, loading, risk of 'dooring' and bus stops)	Cycle facility next to parking/loading with no buffer.	Frequent kerbside activity for cyclists to contend with. Bus stops on the route have no provision for cyclists.	Less frequent kerbside activity, and conflict with cyclists is well-managed. Some provision is provided for cyclists to pass bus stops.	Kerbside activity is well-managed with no or minimal conflict with cyclists. Bus stop bypasses and boarders are used to remove all conflicts between cyclists and buses.	0	Frequent parking spaces along the route	2	Buffer provided between cycleway and parking spaces. However, it is unclear in some locations if this is provided via a kerb or road markings - i.e. it may be easy for vehicles to encroach into the buffer and reduce the buffer width. Bus stop bypasses provided on the NB carriageway
	Walking / Wheeling	6	Risk of crossing conflicts	On busy roads (>8000vpd) formal crossings are more than 400m apart. On quieter roads (<8000vpd), desire lines are blocked by parking and loading.	On busy roads (>8000vpd), formal crossings are provided every 200-400m. On quieter roads (<8000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On busy roads (>8000vpd), formal crossings are provided every 100-200m. On quieter roads (<8000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On busy roads (>8000vpd), formal crossings are provided every 50-100m. On quieter roads (<8000vpd), there are formal crossings or only one lane of traffic to cross.	0		0	Signalised crossing near to Ridgeacre Gardens
Feeling of Safety	Walking / Wheeling	7	Standard of crossing facility	On busy roads (>8000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with with no green man for pedestrians.	On busy roads (>8000vpd), there are uncontrolled crossings of two or more lanes with regular gaps in traffic. On quieter roads (<8000vpd), there is no crossing provision for pedestrians.	On busy roads (>8000vpd), signal crossings are provided for pedestrians. On quieter roads (<8000vpd), crossing points have effective implied priority for pedestrians.	On busy roads (>8000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter roads (<8000vpd), crossing points are zebra crossings.	C	No crossing provision at the roundabout	0	Facilities improved, but uncontrolled crossing across two lanes of traffic may not be suitable - to be confirmed with traffic data
	Walking / Wheeling / Cycling	8	Speed of traffic (where cyclists are not separated or pedestrians crossing uncontrolled)	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile speed <20mph. Cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0	Assume ~30mph 85th percentile	0	Assume ~30mph 85th percentile

	Walking / Wheeling / Cycling	9	Total volume of traffic (where cyclists are not separated or pedestrians cross uncontrolled)	>10000 vpd >5% of traffic is HGVs.	5000-10000vpd 2-5% of traffic is HGVs.	2500-5000vpd <2% of traffic is HGVs	0-2500 AADT Cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	**C**	AADT assumed over 10,000. Nearby location has flows ~20,000: https://roadtraffic.dft.gov.uk/manualcountpoints/810146	**1**	Cyclists protected throughout, but pedestrians cross uncontrolled at roundabout
	Walking / Wheeling	10	Required crossing speed (risk of pedestrians coming into conflict with traffic)	Pedestrians must cross at a speed of over 1.2m/s to get across the crossing in time.	Pedestrians must cross at a speed of 1.2m/s to get across the crossing in time.	Pedestrians must cross at a speed of between 1m/s and 1.2m/s to get across the crossing in time.	Pedestrians can cross at a speed of 1m/s or slower and still get across the crossing in time.	**0**	Assume standard	**0**	Assume standard
Effective Width Without Obstruction	Walking / Wheeling	11	Clear walking spaces free of obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	<1.5m clear footway width. Or, 1.5m-2m clear footway width and pedestrian comfort is poor (PCL of D-E).	1.5m-2m clear continuous footway width and pedestrian comfort is good (PCL of A-C). Or, 2m-3m clear continuous footway width and pedestrian comfort is poor (PCL of D-E).	2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). Or, >3m clear footway width and pedestrian comfort is poor (PCL of D-E).	>3m clear footway width and pedestrian comfort is good (PCL of A-C).	**1**		**1**	Footway widths appear acceptable

Is there any interface with trams on this route?		**N**	**<<< please select Y or N**

~~Clearance~~	~~Cycling~~	~~12~~	~~Effective width next to tram line on a straight run~~	~~<2.4m from tramline edge to kerb.~~	~~2.4m from tramline edge to kerb.~~	~~>2.4m from tramline edge to kerb.~~	~~Physical segregation is provided for cyclists.~~				
~~Crossing~~	~~Cycling~~	~~13~~	~~Crossing angle (between cyclist desire line and tram tracks)~~	~~Crossing angle less than 60 degrees.~~	~~Crossing angle between 60 and 80 degrees.~~	~~Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).~~	~~Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.~~				
COMFORTABLE											
Surface Maintenance	Cycling	14	Defects: non cycle friendly ironworks, raised/ sunken covers/gullies	Major defects	Many minor defects	Few minor defects	No defects	**0**		**1**	Assume resurfacing
	Walking / Wheeling	15	Defects: non flush tables, misleading tactile information, cracked paving, slip-risks present from covers	Major defects	Many minor defects	Few minor defects	No defects	**1**		**1**	

If you specified (in the previous tab) that you are conducting a 'Full Check' please continue by assessing the metrics below.
If you specified that you are conducting a 'Critical Check' only, please continue to the 'JAT Check' tab.

Surface Material	Cycling	16	Cycle surface type		Unsurfaced/unbound or unstable blocks/sets	Hand-laid asphalt or smooth blocks	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles	**1**		**1**	
	Walking / Wheeling	17	Walking surface type		The surface is low-grip (e.g. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (e.g. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (e.g. PTV of 35 or higher). If paved, the joints are mortared.	**1**		**1**	
DIRECT											
Deviation	Cycling	18	Deviation against straight line of the entire route (not just the link being assessed)		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	**2**		**2**	
	Walking / Wheeling	19	Alignment of signal control junctions and standalone crossings with desire lines.		No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for. Or, there is no need for crossings as the route is away from motor traffic.	**1**		**1**	
Journey Time	Cycling	20	Delay to cyclists at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)	**1**		**2**	Cyclists able to bypass the roundabout - minimises delay
	Walking / Wheeling	21	Delay to pedestrians at signal controlled junctions		Maximum waiting time >60secs	Maximum waiting time 40-60secs	Maximum waiting time <40secs	**0**		**0**	

Journey Time	Walking / Wheeling	22	Delay to pedestrians at standalone signal crossings		Pedestrians must wait over 10 seconds for a green man.	Pedestrians must wait up to 10 seconds for a green man.	Crossing rests on the green man for pedestrians, or the green man is triggered instantly when the button is pushed.	0		0	
ATTRACTIVE											
Wayfinding	Walking / Wheeling / Cycling	23	Signing		Basic direction signing (pedestrians and cyclists follow road signs and markings)	Some cycle and pedestrian specific direction signing	Comprehensive signage on routes. Signs are clear, easily visible and legible.	0		0	
Rest	Walking	24	Walking distance between resting points		>150m	50m to 150m	<50m	0		0	
Shelter	Walking / Wheeling	25	Walking distance between shelter points		>150m	50m to 150m	<50m	1	Frequent trees on route	1	Frequent trees on route
Lighting	Walking / Wheeling / Cycling	26	Standard of lighting		No lighting.	Patches of no lighting. Or, bat-friendly lighting.	Full street lighting provided (i.e. to British Standard 5489:2003) Or, off-carriageway lighting for pedestrians and cyclists meets equivalent standard.	2	Assume well-lit - residential street	2	Assume well-lit - residential street
Secure Cycle Parking	Cycling	27	Ease of access to secure cycle parking on- and off-street		No cycle parking provided or inadequate provision in insecure not overlooked areas.	Some secure and overlooked cycle parking provided but not enough to meet present demand.	Secure and overlooked cycle parking provided, sufficient to meet present and future demand.	0	No evidence of cycle parking	0	No evidence of cycle parking
Impact of Cycling on Walking	Walking / Wheeling / Cycling	28	Shared use		On urban streets, cyclists are expected to use shared footways and/or toucan crossings . In rural areas or motor traffic free environments, shared use footways fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use footways pass the width requirements set out in Table 6-3 of LTN 1/20 and give pedestrians priority over cyclists.	There are no shared use facilities. Or, in motor traffic free environments, pedestrian priority is given with a suggested route for cyclists.	2		1	Some shared use at side roads/continuous footways. Short shared use section to preserve mature tree
COHESIVE											
Reducing Private Car Use	Walking / Wheeling / Cycling	29	Measures taken to restrict the use of private cars		There are no access restrictions for motorised traffic.	There are some time or movement restrictions for motorised traffic.	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles. Or, the route is completely separate from motor traffic.	0		0	
Legibility of Transitions	Cycling	30	Ability to join/leave route safely and easily		Cyclists cannot transition to other routes without dismounting.	Cyclists can transition to other routes with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions to all other routes.	1	Assume minimal disruption	2	Good connection to Coombe Park Road
Route Continuity	Walking / Wheeling / Cycling	31	Consistency of provision for pedestrians and cyclists.		Multiple changes of form on the route.	Some changes of form on the route.	No change of form on the route.	1		1	Some changes on route (segregated/shared)
ACCESSIBLE											
Gradient	Walking / Wheeling / Cycling	32	Steepest gradient on the route (including ramps and horizontal gradients)		>5 per cent	3-5 per cent	<3 per cent	1		1	
Tactile Paving	Walking / Wheeling / Cycling	33	Tactile information to standard		Standards have not been met.	Standards have been met.	Standards have been met and the facilities are fully legible.	1		1	
Barriers	Walking / Wheeling / Cycling	34	Access control barriers/ security barriers		Barriers are not accessible by wheelchairs and/or solo upright cycles (as defined in LTN 1/20).	All barriers are accessible by wheelchair and by solo upright cycle (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.	1	Barrier at link to Coombe Park Road	2	Assume barrier at Coombe Park Road is removed (assumed from design)

Wheelchair Access	Wheeling	35	Wheelchair access		Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists .	1		2	

If you specified (in the previous tab) that you are conducting a 'Placemaking check' please continue by assessing the metrics below. Otherwise, please continue to the 'JAT Check' tab.

PERSONAL SAFETY

Surveillance and Activity	-	36	Natural surveillance from the surrounding environment throughout the day		There is poor surveillance – because few buildings overlook the street, or because there is little activity from people using or walking through the space.	There is intermittent surveillance – because surrounding buildings do not completely overlook the street throughout day and night, or because there is less activity (fewer people using or walking through the space / fewer active frontages).	There is constant surveillance – because mixed use buildings overlook the street or space throughout day and night, or because there is lots of activity (many people using or walking through the space / many active frontages).	2	Constant surveillance from residential dwellings	2	Constant surveillance from residential dwellings
Risk of Crime	-	37	Risk of crime		High risk: 'hiding places', loitering, poor maintenance	Low risk: area is open and the streetscape is well-maintained	Very low risk: area is open and the streetscape is high-quality and well-maintained	1		1	

CHARACTER AND LEGIBILITY

Street Network Layout	-	38	Street network impact on wayfinding		The street network is complex and/or there are connectivity issues. Maps or signage are needed to help navigate the area.	The street network helps users find their way in some situations. Users may need to refer to maps or signage at times while moving through the area.	The street network is accessible and its layout helps users navigate the area without the need for maps or signage. Users can see where they are going and know how to get there.	1		1	
Place and Movement	-	39	Extent to which the form of the street matches its intended place and movement functions		The form of the street clashes with its intended function(s). There are issues with navigation and movement and/or the street is an unpleasant place to be.	The layout of the street is functional and serves its intended purpose in terms of movement and/or place.	The form of the street is in full harmony with its intended function(s). Users can find their way without a need for maps or signage and/or the street is a pleasant place to be.	1		1	
Behaviour Influence	-	40	Impact of highway design on behaviour		The highways layout encourages aggressive behaviour - which makes the street an unpleasant place to be. (Example features of this type of layout: central hatching, guard railing, wide flared side roads and right-turn pockets).	The highways layout controls user behaviour throughout.	The highways layout encourages civilised behaviour, negotiation and forgiveness - which makes the street a pleasant place to be.	1		1	
Enforcement - Loading	-	41	Impact of on-street loading		No designated provision - risk of abuse.	Reasonable loading provisions in street area where needed.	Good loading provision, low impact and integrated. Or, no loading provision necessary.	1		1	
Street Clutter	-	42	Efficiency of signage		Lots of signage clutter and/or redundant signage.	Minimal signage clutter, few examples of redundant signage.	Minimal signage, e.g. for wayfinding purposes only.	1		1	
Sustainable Materials	-	43	Incorporation of low carbon, sustainable materials into the design		No low carbon, sustainable materials used	Some low carbon, sustainable materials used	Full integration of low carbon, sustainable materials	1		1	
Visual Harmony of Materials	-	44	Suitability of materials and street furniture for area character		Surface materials and street furniture out of keeping with the area character	Surface materials and street furniture in keeping with the area character	Surface materials and street furniture enhance the area's character	1		1	
Distinctiveness of Streetscape	-	45	Visual interest		Uniform, monotonous, boring	Some variety in the streetscape	Lots of variety in the streetscape / visually interesting / unique features	1		1	Some variety - e.g. new trees planted
Cultural Significance	-	46	Significance of the street to society		The street is culturally significant on a regional or national level, but the character of the street does not reflect this.	The street is culturally significant on a local level, but the character of the street does not reflect this.	The character of the street reflects its cultural significance to society.	1		1	

SOCIAL ACTIVITY

Social Space	-	**47**	Proximity to places where people might stop and have a conversation		>800m	400 to 800m	<400m	**2**		**2**	Frequent verges on the route
Diversity	-	**48**	Conditions for pleasant interaction		Single activity area.	Multiple activity area.	Flexible-use space. Social interaction encouraged through street design choices.	**1**		**1**	
Street Engagement for Children	-	**49**	Level of play / activity for children		None	Some access to formal/natural play spaces for children	Access to formal/natural play spaces for children and street features that can engage children	**1**		**1**	
ENVIRONMENTAL											
Habitat	-	**50**	Sustainability of habitat for wildlife		Low	Moderate	High	**1**		**1**	
Biodiversity	-	**51**	Biodiversity of the street environment		The street does not include any features which support flora and fauna	The street includes features which support some flora and fauna	The street includes features which support a biodiverse range of flora and fauna	**1**		**1**	
Air Quality - Exposure	-	**52**	Exposure to NO_X concentration		The NO_2 concentration is greater than 40µg/m^3. If assessing a design proposal, the NO_2 concentration is greater than 40µg/m^3 and there are no proposals to reduce local traffic volume.	The NO_2 concentration is 32 to 40µg/m^3. Or, the existing NO_2 concentration is greater than 40µg/m^3 but local traffic volume reduction measures are proposed.	The NO_2 concentration is less than 32µg/m^3. Or, the NO_2 concentration is 32 to 40µg/m^3 but local traffic volume reduction measures are proposed.	**0**		**0**	
Air Quality - Proximity	-	**53**	Proximity to PM10 & NO_X concentration		<0.5m buffer between pedestrians/cyclists and sources of pollution	0.5m to 2m buffer between pedestrians/cyclists and sources of pollution	>2m buffer between pedestrians/cyclists and sources of pollution	**0**		**1**	
Noise Pollution	-	**54**	Noise level from footway		Excessively noisy (>78DB)	Slightly noisy (65-78DB)	Comfortable noise levels (<65DB)	**1**		**1**	
Planting at Footway Level	-	**55**	Amount of planting		There is no planting. If assessing a design proposal, no green infrastructure is proposed, or the size of existing greenery is to be reduced.	There is some planting in good condition eg shrubs, verges, hedges, ornamental flower beds If assessing a design proposal, the existing greenery is to be retained or enhanced.	There is substantial planting in good condition	**1**		**1**	
Street Trees	-	**56**	Number of trees		There are no trees, or only one tree. If assessing a design proposal, there are no trees, or the number of trees has been reduced.	There are multiple trees, with canopies spaced more than 15m apart on average. If assessing a design proposal, most existing trees are to be retained, with the overall number of trees maintained or increased.	There are multiple trees, with canopies spaced less than 15m apart on average.	**1**		**1**	
Climate Resilliance	-	**57**	Resilience to extreme weather events		The street is at risk of flooding, drought, high winds and/or high temperatures when there are extreme weather events.	Some elements of the street provide resilience to extreme weather events, such as sustainable urban drainage, greening elements, shelter from wind and/or sun.	The street is highly resilient against extreme weather events, with everything necessary in place to prevent or protect against flooding, drought, high winds and high temperatures.	**1**		**1**	
Microclimate - Sunlight	-	**58**	Sunlight penetration		None	<2hrs direct sunlight on shortest day of year	>2hrs direct sunlight on shortest day of year	**1**		**1**	
Microclimate - Wind	-	**59**	Effect of street and building layout on wind		Strong winds	Moderate winds	Low winds	**1**		**1**	

Active Travel England

Route Check

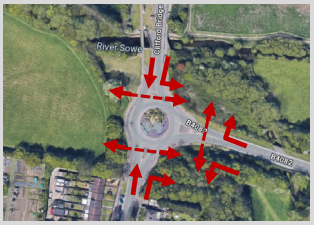
Draft

Junction Assessment Tool - Existing Environment

Please complete baseline JAT assessments considering all pedestrian and cycle movements at each signalised junction or roundabout on the route in its existing form, pasting the completed junction diagrams below along with commentary if needed.

Please also enter the JAT score (combined for both pedestrian and cycle movements) as a percentage. For example, for a score of 12/15, please convert this to a percentage (in this case, 80%).

When drawing movements on the junction diagram, use solid lines for cycle movements and dashed lines for pedestrian movements.

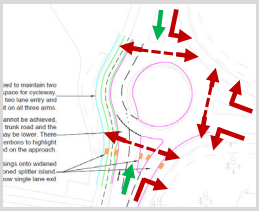
Junction 1	
Junction Name	
Design Stage	Existing
JAT Diagram	
JAT Score (%)	0%
Commentary / Notes	

Junction Assessment Tool - Proposed Design

For the proposed design, please complete JAT assessments considering all pedestrian and cycle movements at each signalised junction or roundabout on the route, pasting the completed junction diagrams below along with commentary if needed.

Please also enter the JAT score (combined for both pedestrian and cycle movements) as a percentage. For example, for a score of 12/15, please convert this to a percentage (in this case, 80%).

When drawing movements on the junction diagram, use solid lines for cycle movements and dashed lines for pedestrian movements.

Junction 1	
Junction Name	
Design Stage	Detailed Design
JAT Diagram	
JAT Score (%)	22%
Commentary / Notes	Straight on cycle movement improved, but could be more provision for pedestrians

Active Travel England

Route Check

Design Review Results - for completion by ATE only

Draft

Critical Issues on the link in the proposed design which need to be addressed

Metric	Critical Issue	ATE Recommendation
Conflict with motor traffic at signal controlled junctions and roundabouts	There is at least one instance of unacceptably high levels of traffic cutting across pedestrian and cyclist desire lines at signal-controlled junctions or roundabouts (and pedestrians and cyclists are unprotected).	No controlled crossing for pedestrians at the roundabout. Consider a controlled crossing in this location.

ATE Comments on the Pre-Check Questionnaire

ATE Comments on the Link Check Results

The buffer between parking spaces and the cycleway should be considered in more detail to ensure there is no risk of vehicles acidentally encroaching into the buffer. Roundabout would be improved by introducing a controlled crossing in this location.

ATE Comments on the JAT Check Results

ATE Comments on Placemaking (where relevant)

Active Travel England

Route Check

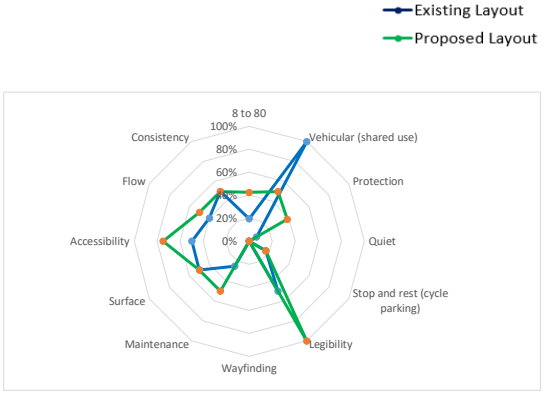
Full Check Score Results

Draft

Link Check Assessment Results

Principle	Existing Layout	Proposed Layout - Detailed Design
8 to 80	19%	42%
Vehicular (shared use)	100%	50%
Protection	7%	38%
Quiet	0%	0%
Stop and rest (cycle parking)	17%	17%
Legibility	50%	100%
Wayfinding	0%	0%
Maintenance	25%	50%
Surface	50%	50%
Accessibility	50%	75%
Flow	40%	50%
Consistency	50%	50%

Overall ATE Score	**19%**	**42%**
Number of critical issues	**5**	**1**



Further Comments on the Link Check Assessment Results

"This space is for the reviewer to give any additional commentary for the benefit of Active Travel England.

For instance, it could be used to explain justifications for design decisions made in the context of the whole route or to comment on how the scheme has scored against the Active Travel England principles."

Junction Assessment Tool Check Results

Junction	Existing Layout	Proposed Layout - Detailed Design
Junction 1 -	0%	22%
Junction 2 -	0%	0%
Junction 3 -	0%	0%
Junction 4 -	0%	0%
Junction 5 -	0%	0%
Junction 6 -	0%	0%
Junction 7 -	0%	0%
Junction 8 -	0%	0%
Junction 9 -	0%	0%
Junction 10 -	0%	0%
Junction 11 -	0%	0%
Junction 12 -	0%	0%
Junction 13 -	0%	0%
Junction 14 -	0%	0%
Junction 15 -	0%	0%
Junction 16 -	0%	0%
Junction 17 -	0%	0%
Junction 18 -	0%	0%
Junction 19 -	0%	0%
Junction 20 -	0%	0%
Junction 21 -	0%	0%
Junction 22 -	0%	0%
Junction 23 -	0%	0%
Junction 24 -	0%	0%
Junction 25 -	0%	0%
Junction 26 -	0%	0%
Junction 27 -	0%	0%
Junction 28 -	0%	0%
Junction 29 -	0%	0%
Junction 30 -	0%	0%

Further Comments on the Junction Assessment Tool Check Results

Placemaking Check Results

	Existing Layout	Proposed Layout - Detailed Design
Overall Placemaking Score	**50%**	**52%**

Further Comments on the Placemaking Check Results

Text

Scheme Name	Binley Road - Coventry University to University Hospital
Scheme Description	Clifford Bridge Road, Binley Cycleway, Coventry
Project ID	CW2-0001
Funding	
Local Authority	Coventry City Council

Revision No	Date	Originator	Checker	Reviewer
P00	12.12.23	[redacted]	DM	DM
P01	15.01.24		DH	DH

SharePoint Link	CW2-0001 Binley Road - Coventry University to University Hospital
TfWM Final Sign Off	Support scheme promoter to proceed e.g. to consultation or Business Case submission as presented, noting comments / recommendations in column J of the Feedback tab.

Initial Rating	Ref.	Location	Document Reference	Comments	TfWM Recommendation	Draft ATE Feedback	Final LA Response	Final Rating	TfWM Final Sign Off	SharePoint Link
	1	Clifford Bridge Road Rbt	V4.1 26Oct23	Road space reallocation and amendment to the roundabout is welcomed to accommodate the continuation of the segregated facility.	none				Yes	
	2	Crossing S of Rbt	V4.1 26Oct23	What are the flows and volumes at the crossing point? If in excess of what is appropriate for uncontrolled suggest upgrading to provide signal crossing. If no desire line here, then suggest removal as this may create issue with ATE toolkits.	confirmation required	Cyclists bypass the junction, but pedestrians cross uncontrolled at the B4082 roundabout: depending on flows & volumes may constitue a critical issue (>10k vpd and/or 85%ile 37mph or above).	Refer to updated Binley Cycleway Section 7 - Clifford Bridge Road. Final Layout (January 2024) New puffin crossing included		Yes. However, it shall be noted the uncontrolled crossing east of the roundabout is shown as retained on the Final Layout (January 2024) drawings. Whereas this is out of the scope of the scheme, it'll potentially score down the overall JAT and the panel recommend that this be removed due to the close proximity of the new Puffin Crossing. *Thus, the Amber rating.*	
	3	Length of scheme	V4.1 26Oct23	Confirmation required that a 0.5m buffer can be achieved between cycle track and parking bay.	confirmation required	Buffer provided between cycleway and parking spaces. However, it is unclear in some locations if this is provided via a kerb or road markings - i.e. it may be easy for vehicles to encroach into the buffer and reduce the buffer width. Bus stop bypasses provided on the NB carriageway. Limiting horizontal seperation to 0.5m may negatively impact the comfort of cyclists riding contraflow to general traffic.	Refer to updated Binley Cycleway Section 7 - Clifford Bridge Road. Final Layout (January 2024) Proposed typical detail showing parking and driveway accesses - plan view		Yes. It was noted during the Design Review Panel workshop that the buffer will be a mix of kerbed and road markings. Markings are to be proposed where the cycleway is adjacent to parking bays and accesses, as shown on the proposed typical detail. *Amber rating as the buffer proposed is non-conventional and it still likely that cars ould be parked closer or on the cycleroute.*	
	4	Constrained locations	V4.1 26Oct23	Absolute minimum width of 2m accepted at constraints	none	N/A	N/A		Yes	
	5	Shared use at continuous footways	V4.1 26Oct23	Would cycle track be more prominent to drivers if we continue the cycle surface across the junction? Shared use may also lead to an increase in conflict between users.	Point for discussion.	Critical issue may be triggered by shared use if pedestrian comfort levels fall beow threshold value, and/or there is a risk that people may fall or walk in the carriageway to avoid other users. Suggest pedestrian comfort level assessment.	Surface treatment to be confirmed as part of the detailed design.		Yes. *Noted as Amber until turning counts are provided to confirm suitability of the proposal currently shown.*	
	6	School Connection	V4.1 26Oct23	Small detail – ladder and tramline wrong way round.	minor amendment needed		"Refer to updated Binley Cycleway Section 7 - Clifford Bridge Road. Final Layout (January 2024)		Yes	
	7	adjacent to parking bays	V4.1 26Oct23	Could we use bollards to prevent people squeezing into this space and overhanging onto cycle track?	minor amendment	Suggest QRA pot allows for changes to scheme to rectify issues identified post-implementation.	This will be investigaed at the next stage of the design but this might not be possible due to driveway access points.		Yes. It was noted during the Design Review Panel workshop that the buffer will be a mix of kerbed and road markings. Markings are to be proposed where the cycleway is adjacent to parking bays and accesses, as shown on the proposed typical detail. *Amber rating as the buffer proposed is non-conventional and it still likely that cars ould be parked closer or on the cycleroute*	
	8	adjacent to parking bays	V4.1 26Oct23	We welcome the approach to providing a buffer on the outside of the constrained width car parking bays.	none		CCC noted within the Design Review workshop that the current proposed "buffer" between parking bays and general traffic lane is 0.5m wide. However, there is potential of increasing the width at certain locations.		Yes	
	9	Signalised crossing south of Bridgeacre Gardens	V4.1 26Oct23	Welcome approach for continuity of route within the proposed crossing.	none	Signalised crossing near to Bridgeacre Gardens detail required.	signal crossing detail to be provided to ATE.		Yes. *Noted as Amber until detail is provided to ATE for confirmation.*	
	10	Bridgeacre Gardens access	V4.1 26Oct23	Junction treatment suitability	Confirmation of turning counts required.	Confirmation of turning counts required to rule out critical issues.			Yes. *Noted as Amber until turning counts are provided to confirm suitability of the proposal currently shown.*	

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26th November 2024

Binley Cycleway

Section 7 - Clifford Bridge Road

Flooding

Contents: -

Flood map for planning

Your reference	Location (easting/northing)	Created
Sowe Valley	**437434/279076**	**26 Nov 2024 8:53**

Your selected location is in flood zone 3, an area with a high probability of flooding.

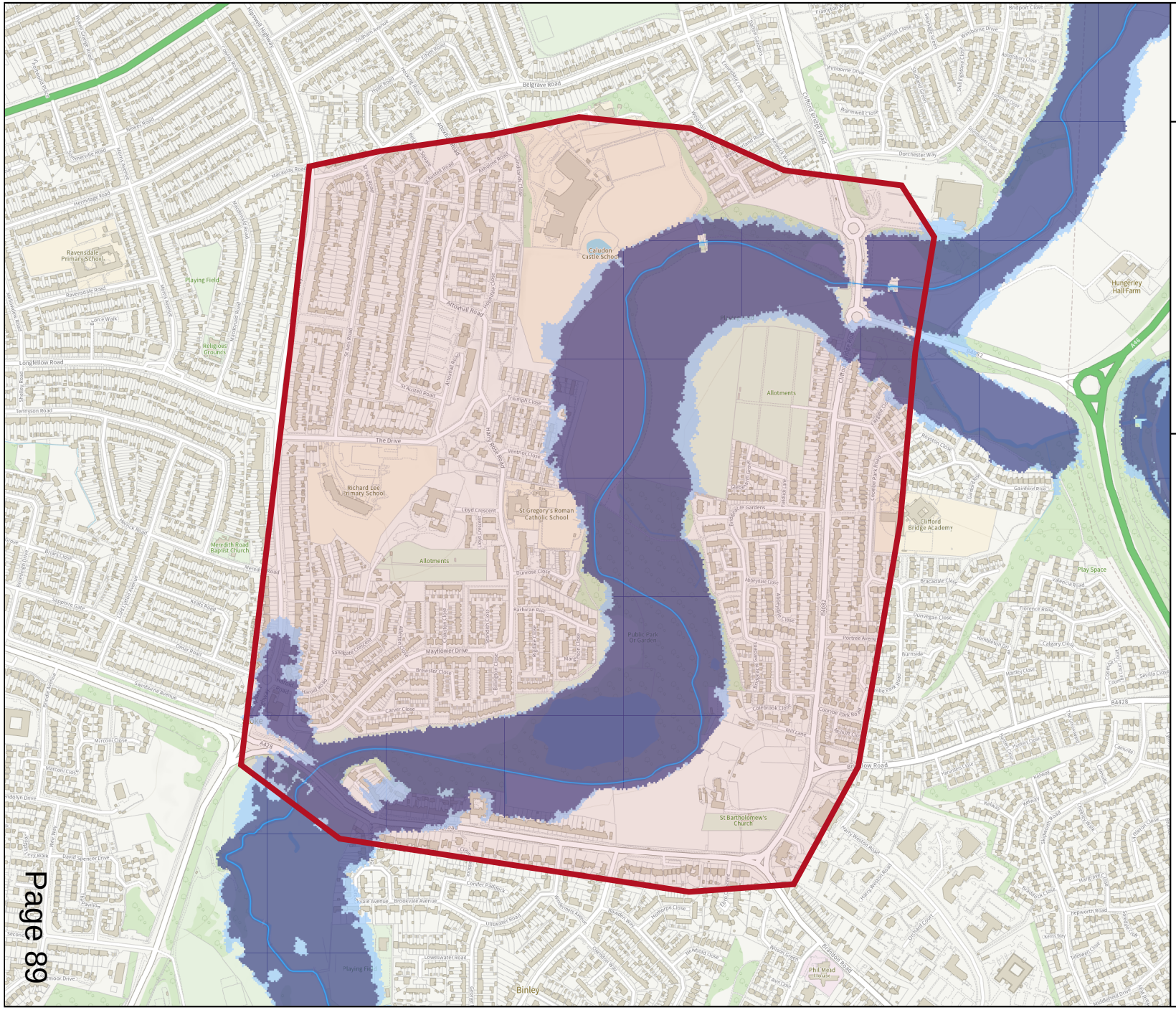
This means:

- you must complete a flood risk assessment for development in this area
- you should follow the Environment Agency's standing advice for carrying out a flood risk assessment (see www.gov.uk/guidance/flood-risk-assessment-standing-advice)

Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.



Environment Agency

Flood map for planning

Your reference
Sowe Valley

Location (easting/northing)
437434/279076

Scale
1:10000

Created
26 Nov 2024 8:53

- Selected area
- Flood zone 3
- Flood zone 2
- Flood zone 1
- Flood defence
- Main river
- Water storage area

0 100 200 300m

Photo Locations
25/11/2024

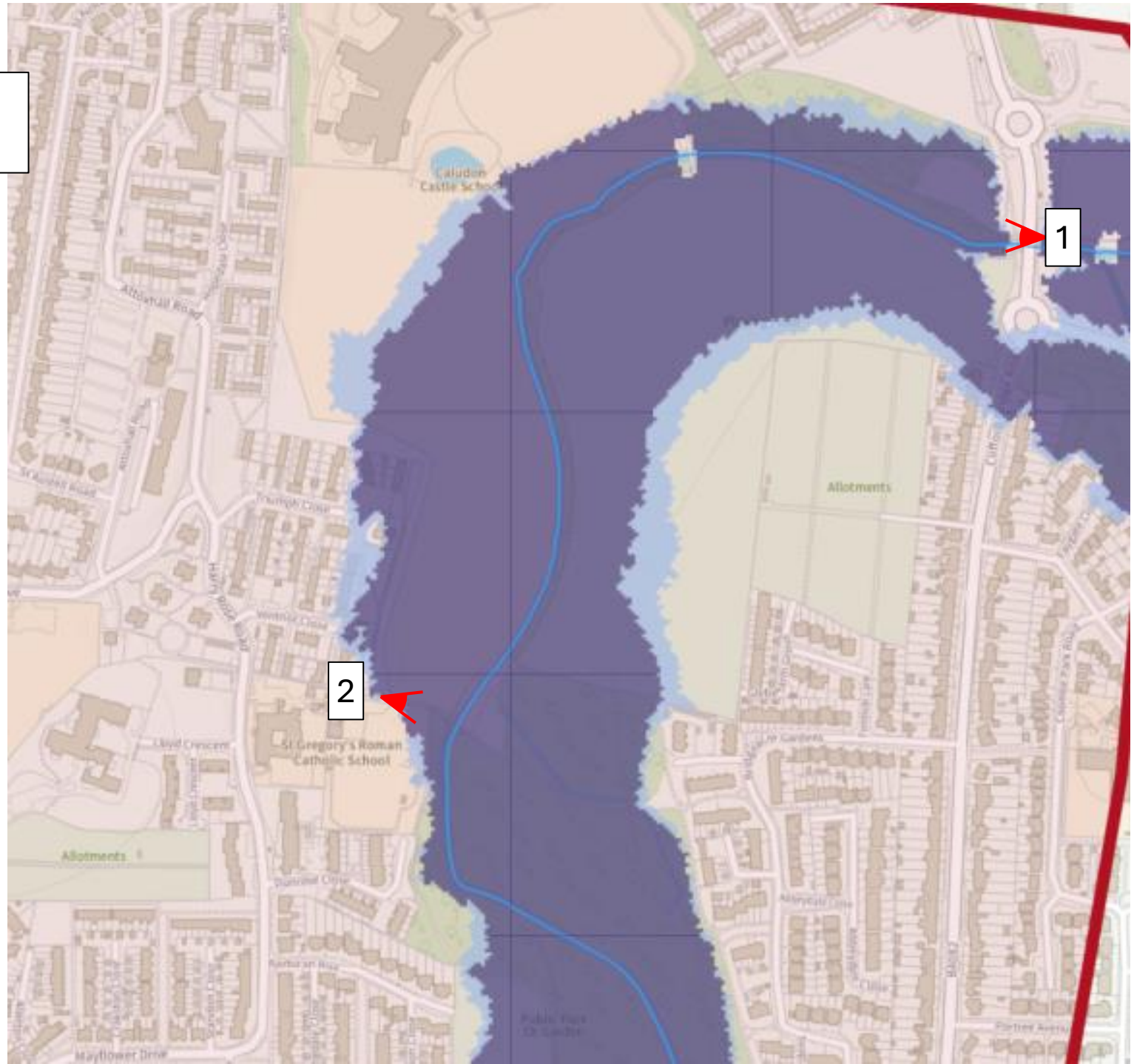



Photo 1 – 25/11/2024


Photo 2 – 25/11/2024

Coventry City Council

Public report
Cabinet Member Report

Cabinet Member for City Services — 9 December 2024

Name of Cabinet Member:
Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:
Director of City Services and Commercial

Ward(s) affected:
Foleshill

Title:
Petition - Stoney Stanton Road – Residents' Parking Area

Is this a key decision?
No

Executive Summary:

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.

A petition with 11 signatures was received requesting a residents' parking scheme outside 673 to 693 Stoney Stanton Road. A second related petition with 114 signatures has also been received requesting the extension of the adjacent Zone EW1 residents' parking scheme on Bryn Road and Crabmill Lane to include Silverton Road. The request meets the criteria for a residents' parking scheme to be considered.

The cost of introducing residents' parking schemes is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

1) Consider the petitions summarised above;

2) Approve the advertising of Traffic Regulation Orders as part of the next review of waiting restrictions to:
   - Extend the Zone EW1 residents' parking scheme to include Silverton Road;

- Make 673 – 693 Stoney Stanton Road eligible to apply for parking permits for Zone EW1
- Amend the waiting restriction outside 673 – 693 Stoney Stanton Road to make it shared-use (Limited Waiting Mon-Fri, 8am-6pm, 1 hour, no return within 2 hours / Permit Holders EW1 Only Mon-Fri, 8am-6pm).

List of Appendices included:

Appendix A – Location plan

Background Papers:

None

Other useful documents:

CCC Residents' Parking Policy

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: Petition – Stoney Stanton Road – Residents' Parking Area

1. Context (or background)

1.1 In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.

1.2 A petition with 11 signatures was received requesting a residents' parking scheme outside 673 to 693 Stoney Stanton Road. The petition was sponsored by Councillor Nazir, a Foleshill Ward Councillor.

1.3 The petition reads as follows: "To create a resident parking area"

1.4 Stoney Stanton Road is an arterial road running from the city centre to the A444. The section outside nos. 673 to 693 is located between Silverton Road and Bryn Road and is subject to a Limited Waiting restriction Monday to Friday, 8am-6pm, 1 hour, no return within 2 hours. It is located in Foleshill Ward and consists of a mix of residential and commercial properties. A location plan is shown in Appendix A to the report.

1.5 A second related petition with 114 signatures has also been received requesting the extension of the adjacent Zone EW1 residents' parking scheme on Bryn Road and Crabmill Lane to include Silverton Road. The petition has been signed by more than 60% of households fronting Silverton Road and is supported by Councillor Nazir. A previous parking survey showed that Silverton Road meets the parking availability criteria (less than 40% of spaces available during the weekday daytime) for a residents' parking scheme. Therefore, the request meets all three criteria required for a residents' parking scheme to be considered, as set out in the Council's Residents' Parking Policy.

2. Options considered and recommended proposal

2.1 Taking into account both petitions, the following options have been considered:

2.2 Option 1:

- Extend the Zone EW1 residents' parking scheme to include Silverton Road;
- Make 673 – 693 Stoney Stanton Road eligible to apply for parking permits for Zone EW1;
- Retain the existing Limited Waiting restriction outside 673 to 693 Stoney Stanton Road.

2.3 Option 2:

- Extend the Zone EW1 residents' parking scheme to include Silverton Road;
- Make 673 – 693 Stoney Stanton Road eligible to apply for parking permits for Zone EW1
- Amend the waiting restriction outside 673 – 693 Stoney Stanton Road to make it shared-use (Limited Waiting Mon-Fri, 8am-6pm, 1 hour, no return within 2 hours / Permit Holders EW1 Only Mon-Fri, 8am-6pm).

2.4 Option 3:

- Extend the Zone EW1 residents' parking scheme to include Silverton Road;
- Retain the Limited Waiting restriction outside 673 to 693 Stoney Stanton Road unchanged.

2.5 Recommended proposal:
After reviewing the options considered, it is recommended that Option 2 is approved. This provides the most balanced option, facilitating the requests of local residents, whilst still enabling customers of businesses in this location to park for a limited period in the parking bay outside 673 – 693 Stoney Stanton Road to enable them to access the local businesses who are likely to rely on passing trade. The inclusion of a '1 hour, no return in 2 hours' restriction is intended to prevent all day parking by non-residents. By allowing dual use within the bay, the available space for residents parking within this area is being maximised and will reduce the risk of displacement into neighbouring roads.

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The recommended proposal would be advertised as part of the next citywide review of waiting restrictions, which is expected to be undertaken in the first half of 2025.

5. Comments from the Director of Finance and Resources and the Director of Law and Governance

5.1 Financial implications

The cost of introducing residents' parking schemes is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Regulation Order on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a Traffic Order, the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations

received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

The 1984 Act provides that once a Traffic Order has been made, it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6. Other implications

6.1 How will this contribute to the One Coventry Plan?

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

The recommended proposal would improve the quality of life of local residents, whilst maintaining access to local businesses.

6.2 How is risk being managed?

N/A

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA?

No specific equalities impact assessment has been carried out.

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

None

6.6 Implications for partner organisations?

None

Report author

Name and job title:
Martin Wilkinson
Senior Officer - Traffic Management

Service Area:
City Services and Commercial

Tel and email contact:
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Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/ approver name	**Title**	**Service Area**	**Date doc sent out**	**Date response received or approved**
Contributors:				
John Seddon	Strategic Lead – Policy & Innovation	City Services and Commercial	21/11/24	28/11/24
Dave Keaney	Head of Network Management	City Services and Commercial	21/11/24	22/11/24
Caron Archer	Team Leader, Traffic Management	City Services and Commercial	21/11/24	26/11/24
Michelle Salmon / Caroline Taylor	Governance Services Officer	Law and Governance	21/11/24	21/11/24
Names of approvers: (officers and members)				
Helen Williamson	Finance Manager	Finance and Resources	21/11/24	22/11/24
Rob Parkes	Team Leader, Legal Services	Law and Governance	21/11/24	24/11/24
Councillor P Hetherton	Cabinet Member for City Services	-	28/11/24	29/11/24

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

Appendix A – Location plan

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Coventry City Council

Public report
Cabinet Member Report

Cabinet Member for City Services — 9 December 2024

Name of Cabinet Member:
Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:
Director of City Services and Commercial

Ward(s) affected:
Bablake, Foleshill, Westwood, Whoberley, Woodlands

Title:
Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

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Is this a key decision?

No - This report is for monitoring purposes only.

Executive Summary:

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.

In June 2015, amendments to the Petitions Scheme, which forms part of the Constitution, were approved in order to provide flexibility and streamline current practice. This change has reduced costs and bureaucracy and improved the service to the public.

These amendments allow for a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting.

In light of this, at the meeting of the Cabinet Member for Public Services on 15 March 2016, it was approved that a summary of those petitions received which were determined by letter, or where decisions are deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member for Public Services (now amended to Cabinet Member for City Services), where appropriate, for monitoring and transparency purposes.

Appendix A to the report sets out petitions received relating to the portfolio of the Cabinet Member for City Services and how officers propose to respond to them.

Recommendations:

Cabinet Member for City Services is recommended to:

1) Endorse the actions being taken by officers as set out in Section 2 and Appendix A to the report in response to the petitions received.

List of Appendices included:

Appendix A – Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Background Papers

None

Other useful documents:

Cabinet Member for Policing and Equalities Meeting 18 June 2015 - Report: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme
A copy of the report is available at: edmocracy.coventry.gov.uk.

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: Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

1. Context (or background)

1.1 In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.

1.2 Amendments to the Petitions Scheme, which forms part of the Constitution, were approved by the Cabinet Member for Policing and Equalities on 18 June 2015 and Council on 23 June 2015 in order to provide flexibility and streamline current practice.

1.3 These amendments allow a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting. The advantages of this change are two-fold; firstly, it saves taxpayers money by streamlining the process and reducing bureaucracy. Secondly it means that petitions can be dealt with and responded to quicker, improving the responsiveness of the service given to the public.

1.4 Each petition is still dealt with on an individual basis. The Cabinet Member considers advice from officers on appropriate action to respond to the petitioners' request, which in some circumstances, may be for the petition to be dealt with or responded to without the need for formal consideration at a Cabinet Member meeting. In such circumstances and with the approval of the Cabinet Member, written agreement is then sought from the relevant Councillor/Petition Organiser to proceed in this manner.

2. Options considered and recommended proposal

2.1 Officers will respond to the petitions received by determination letter or holding letter as set out in Appendix A to the report.

2.2 Where a holding letter is to be sent, this is because further investigation work is required of the matters raised. Details of the actions agreed are also included in Appendix A to the report.

2.3 Once the matters have been investigated, a determination letter will be sent to the petition organiser or, if appropriate, a report will be submitted to a future Cabinet Member meeting, detailing the results of the investigations and subsequent recommended action.

3. Results of consultation undertaken

3.1 In the case of a petition being determined by letter, written agreement is sought from the relevant Petition Organiser and Councillor Sponsor to proceed in this manner. If they do not agree, a report responding to the petition will be prepared for consideration at a future Cabinet Member meeting. The Petition Organiser and Councillor Sponsor will be invited to attend this meeting where they will have the opportunity to speak on behalf of the petitioners.

4. Timetable for implementing this decision

4.1 Letters referred to in Appendix A to the report will be sent out by December 2024.

5. Comments from the Director of Finance and Resources and the Director of Law and Governance

5.1 Financial implications

There are no specific financial implications arising from the recommendations within this report.

5.2 Legal implications

There are no specific legal implications arising from this report.

6. Other implications

6.1 How will this contribute to the One Coventry Plan? (https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan)

Not applicable

6.2 How is risk being managed?

Not applicable

6.3 What is the impact on the organisation?

Determining petitions by letter enables petitioners' requests to be responded to more quickly and efficiently.

6.4 Equalities / EIA

There are no public sector equality duties which are of relevance.

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

None

6.6 Implications for partner organisations?

None

Report author

Name and job title:
Martin Wilkinson
Senior Officer - Traffic Management

Service:
City Services and Commercial

Tel and email contact:
Tel: 024 7697 7139
Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/ approver name	Title	Service Area	Date doc sent out	Date response received or approved
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Caron Archer	Principal Officer, Traffic Management	City Services and Commercial	22/11/24	26/11/24
Michelle Salmon / Caroline Taylor	Governance Services Officer	Law and Governance	22/11/24	26/11/24
Councillor P Hetherton	-	-	22/11/24	29/11/24

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Appendix A – Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Petition No.	Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed
e12-24/25	Blackwell Road - Request for Implementation of Red Lines	62	N/A	Determination	Red lines are only used along a full route, not at an individual location such as this. The double yellow lines that are already in place will be remarked and additional patrols undertaken by the Parking Enforcement Team.
e27-24/25	Broad Lane - Traffic calming measures	5	N/A	Determination	Analysis of the personal injury collision history shows that there were eight such collisions on the section of Broad Lane between the city boundary and the A45 in the last three years. Therefore, Broad Lane has been added to the list for consideration for inclusion in the safety scheme programme. Locations on the list are prioritised each year according to their collision history. Broad Lane has not yet been prioritised for inclusion in the programme. However, it will continue to be monitored as part of the citywide annual review of personal injury collisions.
14-24/25	Park Court and Birmingham Road, Allesley Junction - Request for double yellow lines	57	Councillors T Jandu and J Birdi	Determination	A proposal for double yellow lines at the junction of Park Court and Birmingham Road will be advertised as part of the next citywide review of waiting restrictions, which is due to be undertaken during the first half of 2025.

16-24/25	Kensington Road Parking Permits	93	Councillors P Akhtar, J Innes and B Singh	Holding	Area-wide parking surveys will be undertaken, and a response sent once the results have been analysed and discussed with the Cabinet Member for City Services. The petition organiser will be asked to share with the Council any evidence they have of parking on Kensington Road by residents of the student accommodation on Albany Road.

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