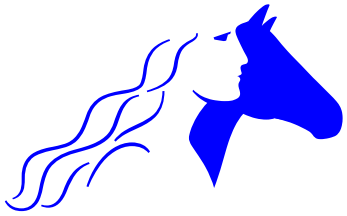


Coventry City Council

Binley Cycleway Consultation Summary Report

This report forms Appendix B for Cabinet Member Report - 'Binley Cycleway – Scheme part-approval, way forward and petition responses'



Coventry City Council

Consultation methodology

Consultation for the scheme was broken down into two phases due to its size and complexities. The first phase ran from Monday 28th Sept to Saturday 31st October 2020 and covered from Gulson Road to Brinklow Road. The second phase ran from Monday 1st March to Sunday 4th April 2021 but was then extended to Sunday 18th April to allow further engagement.

The consultations were online on the council's 'Lets Talk' platform. This held information about the proposals, artists' impressions, downloadable plans at 1:500 scale and a survey for responses. There was also a scheme email address BinleyCycleway@coventry.gov.uk and phone number provided for people to feed back to. 10,500 Street News leaflets would be delivered to properties along and to the side of the route.

Level of engagement

Phase 1 involved 6,000 street news leaflets being delivered. There were 2,200 website hits with over 400 survey responses completed.

Phase 2 involved 4,500 street news leaflets being delivered. There were 1,500 website hits with over 300 survey responses completed. Phase 2 also included an afternoon of on-street engagement following loosening of Covid-19 restrictions although this wasn't formally advertised in advance.

Analysis of feedback

Comments and views from the surveys were collated and broken down by user.

There were 409 total respondents to the survey in phase 1 and 343 responses in phase 2. There was also a significant amount of email responses to phase 2.

Responses to the surveys

Question: Do you support the idea of segregated cycleways like this one?

| | Yes | Not Sure | No |
|----------------|------------|-----------------|------------|
| Phase 1 | 76% | 6% | 18% |
| Phase 2 | 62% | 8% | 30% |

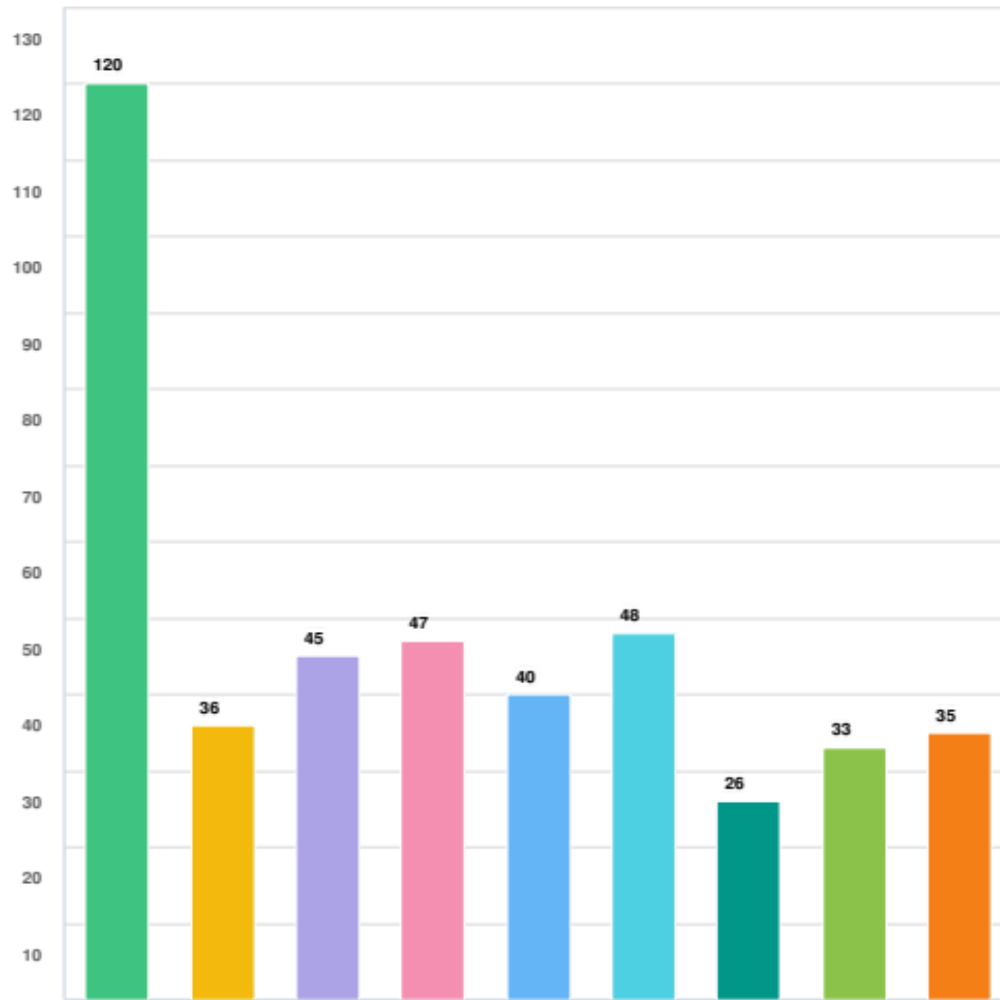
These results are broadly in line with national surveys. YouGov research in July 2020 found that the public is overwhelmingly in favour of measures to encourage walking and cycling with 6.5 people supporting changes to their local streets for every 1 person against.

Question: How often do you currently cycle?

| | Regularly | Occasionally | Never |
|----------------|------------------|---------------------|--------------|
| Phase 1 | 45% | 30% | 25% |
| Phase 2 | 40% | 30% | 30% |

Those that answered 'Never' were asked a follow up question.

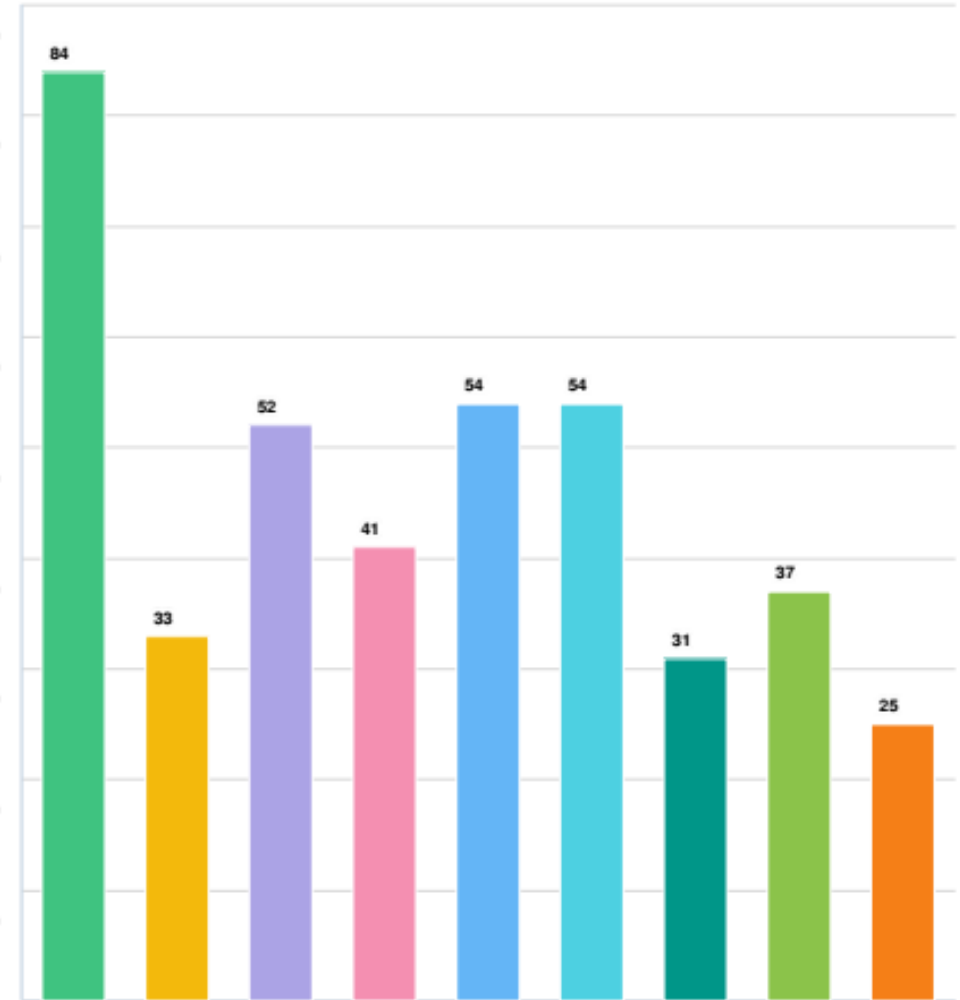
Follow up Question: Why don't you cycle or cycle more regularly?



Question options

- I don't feel safe on the roads
- I don't feel confident enough
- I don't have a bike
- There aren't enough secure places to lock my bike
- The weather puts me off
- My journeys are too far
- Health issues
- I don't enjoy cycling
- Other (please specify)

Phase 1



Question options

- I don't feel safe on the roads
- I don't feel confident enough
- I don't have a bike
- There aren't enough secure places to lock my bike
- The weather puts me off
- My journeys are too far
- Health issues
- I don't enjoy cycling
- Other (please specify)

Phase 2

The biggest reason given by people that do not cycle is that they fear for their safety. This is consistent with most surveys of a similar nature across the country.

Would you consider cycling/cycle more if there was better infrastructure – for example cycle lanes protected from other traffic, safe cycle parking?

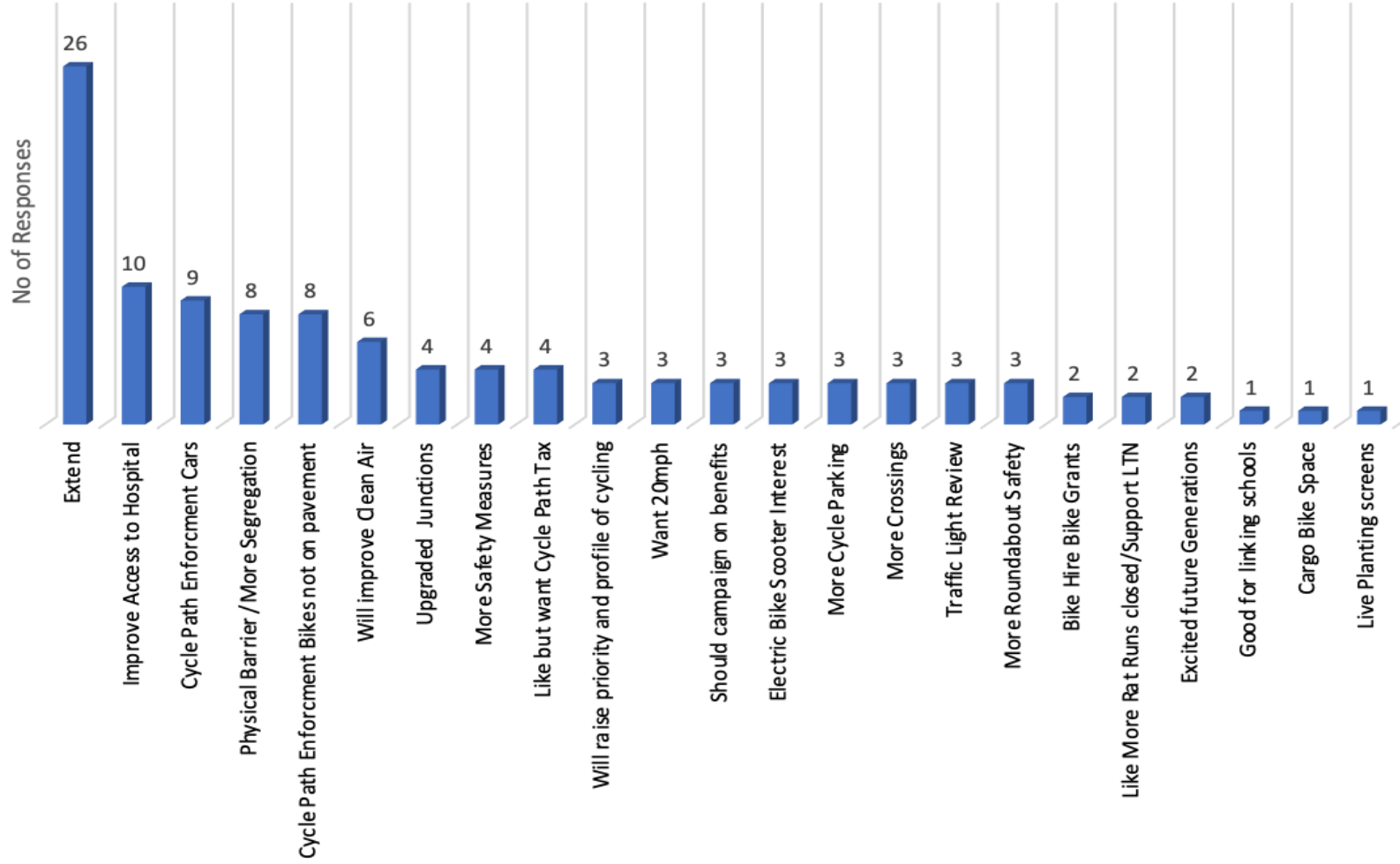
| | Yes | Maybe | No |
|----------------|------------|--------------|------------|
| Phase 1 | 48% | 12% | 40% |
| Phase 2 | 29% | 13% | 58% |

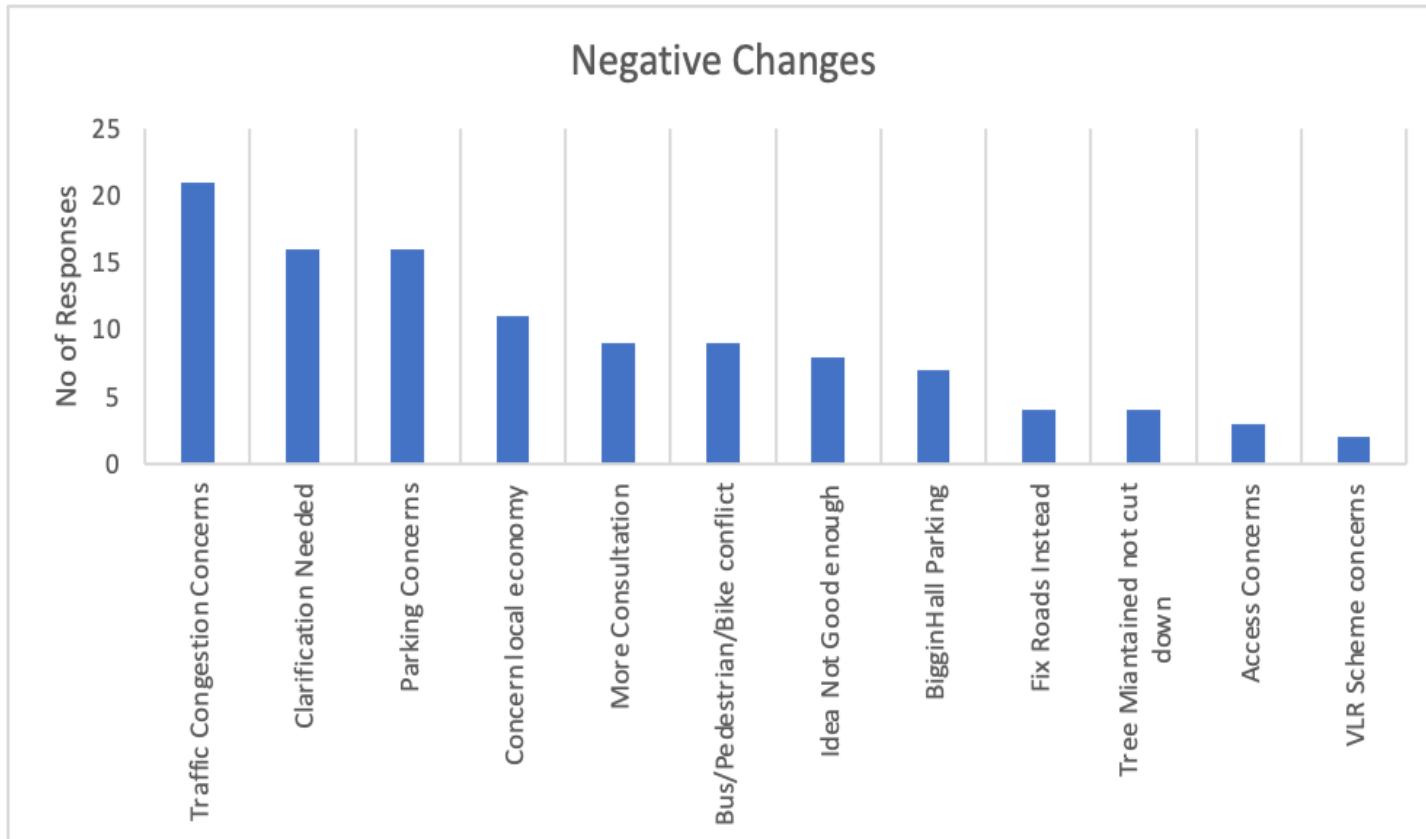
In the national YouGov survey of July 2020, 51% of people stated that they would cycle more if the UK's streets were redesigned to protect pedestrians and cyclists from motorists.

Question: Are there any elements of the planned Binley Cycleway which you think could be improved for people living and/or working near by?

Phase 1

Positive Comments Improvements



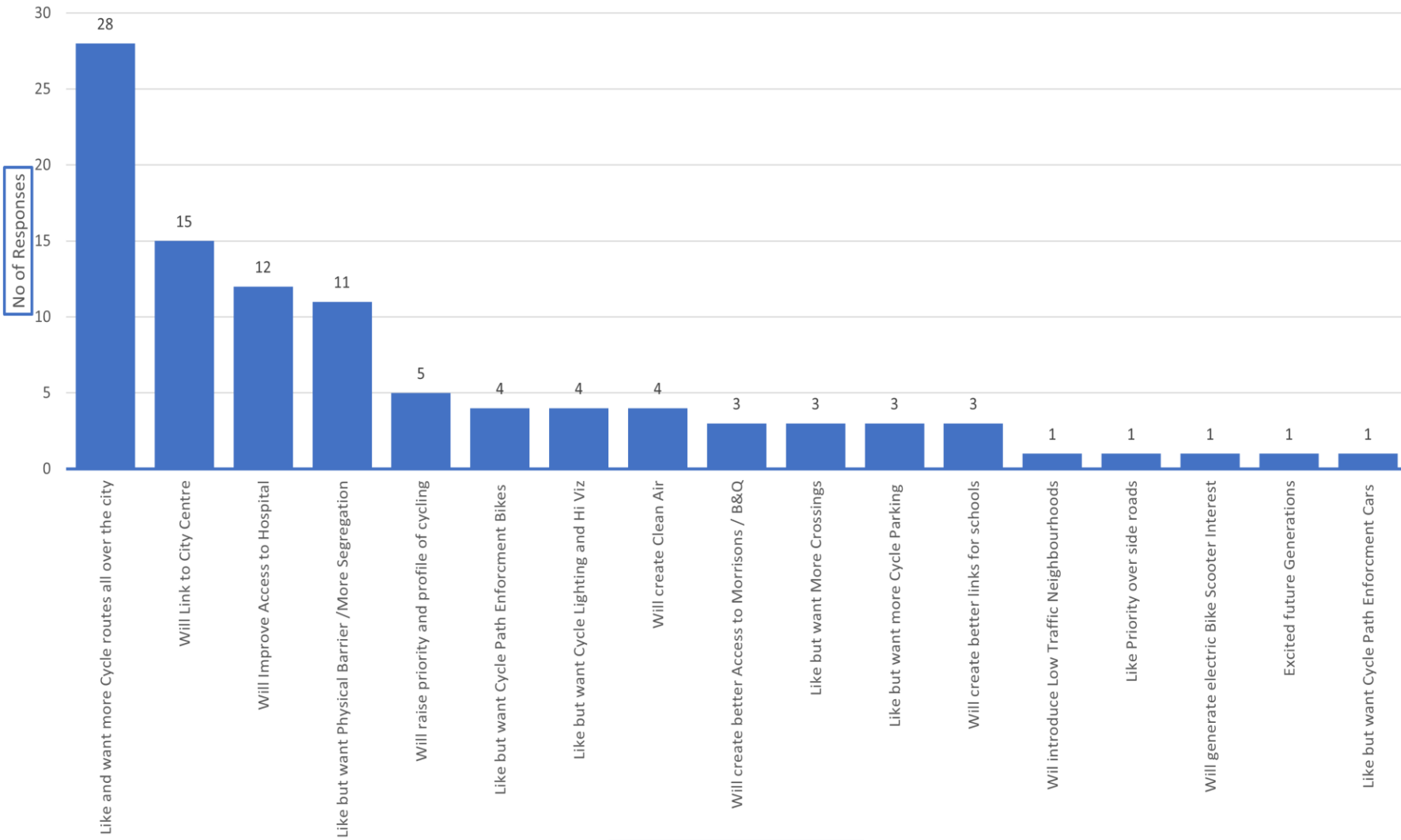


For phase 1, 73% of comments were positive asking to extend the scheme further, go to more destinations, enforce illegal parking and ensure a physical barrier between the cyclists and motorists.

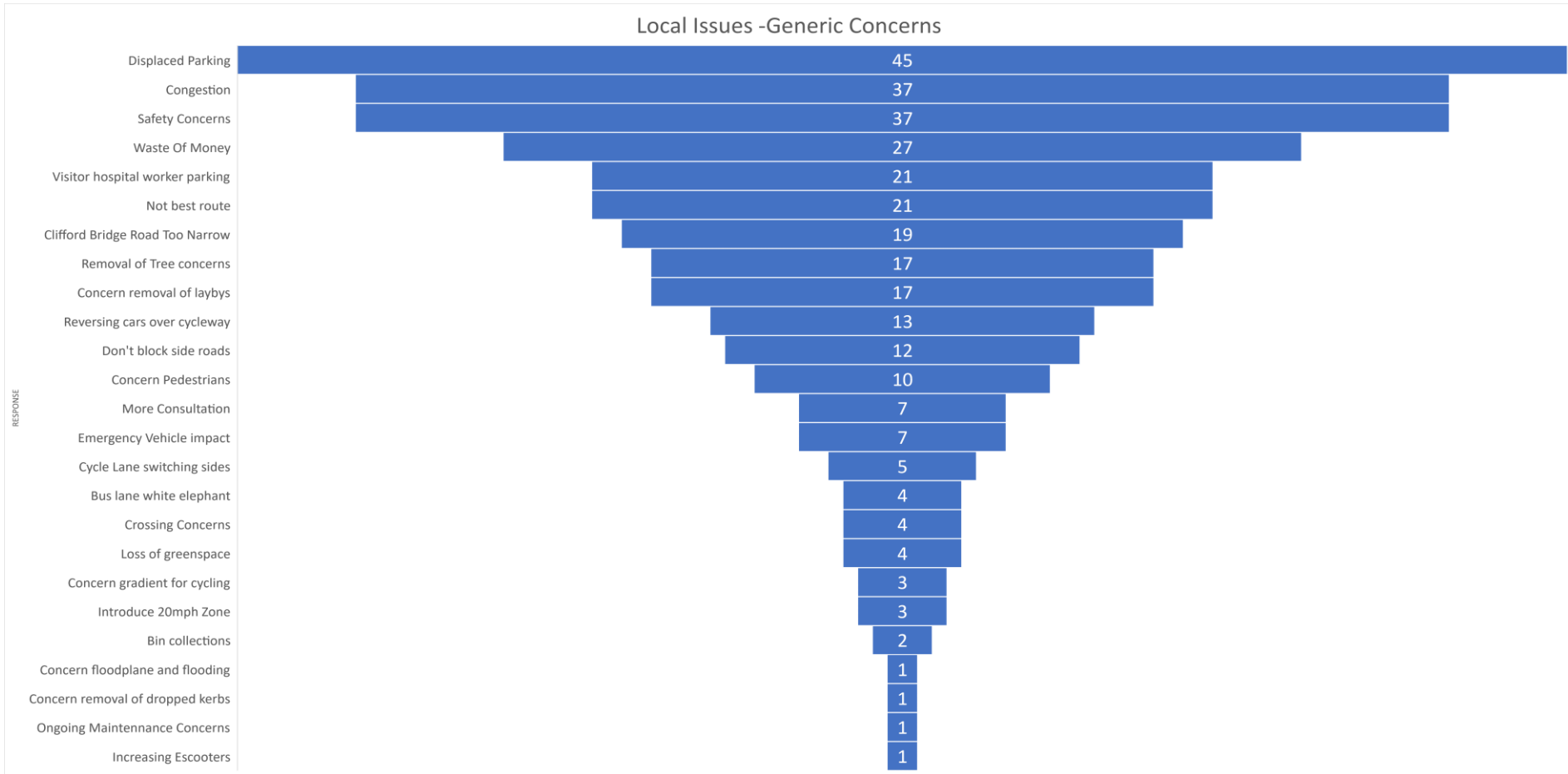
27% of comments were negative with the biggest concerns being the effect on traffic congestion, parking and the local economy.

Phase 2

Improvements Comments



Local Issues -Generic Concerns



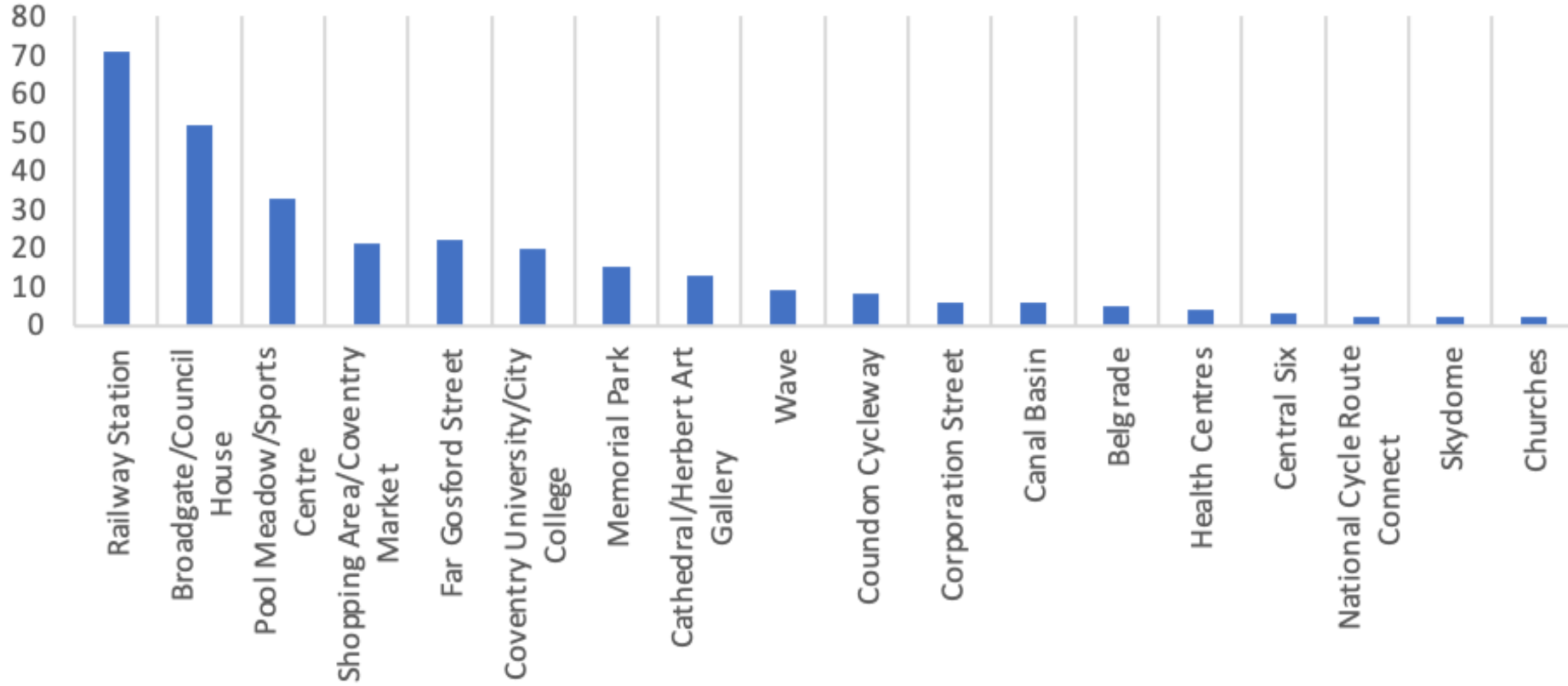
For phase 2, the most common positive comments were that the route should go further and cover other parts of the city, that access to the hospital will be improved and that physical protection should actually go further.

The most common concerns were around displaced/lost on-street parking on Clifford Bridge Road, congestion and road safety in general, that alternative routes should be considered, details around private accesses and removal of trees/greenery.

Question: We are considering extending this cycleway into the city centre. Where in the city centre would you like to see cycle routes link to?

Phase 1

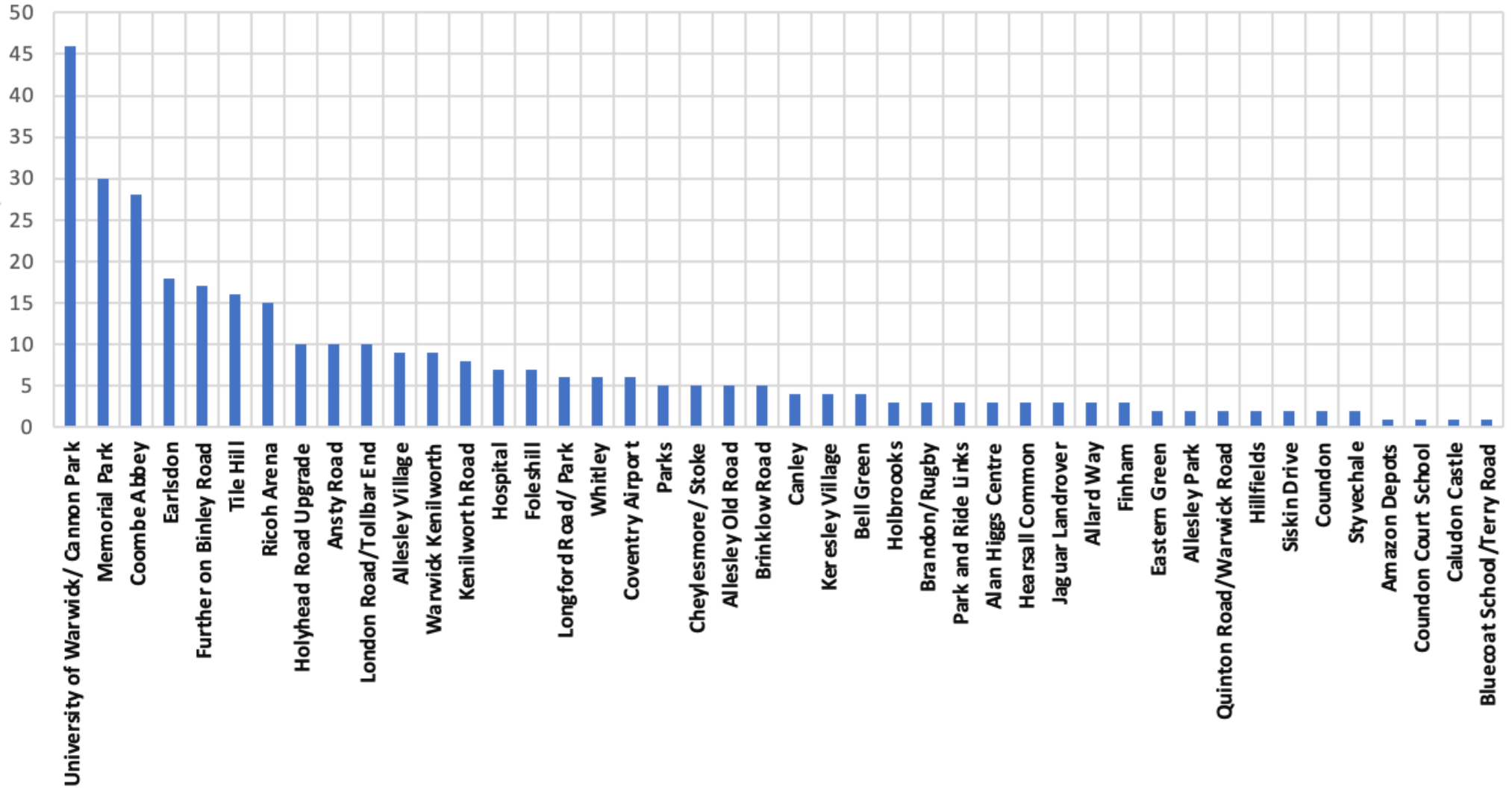
City Centre Extensions



Question: Is there anywhere else in the city you would like to see cycle routes link to?

Phase 1

Non City Centre Destinations



Amendments as a result of feedback

- Gulson Road junction alignment will be adjusted to accommodate better connection to the toucan crossing to Gosford Green
- Gulson Road left turn into Sky Blue Way to be banned to improve flow and capacity for motor vehicles and shorten waiting time for pedestrians and cyclists accessing Gosford Green.
- St. George's Road alignment and position of carriageway ramp changed.
- Pedestrian Crossing on Sky Blue Way near A444 roundabout amended to give better access to Gosford Green from cycleway
- Stoke Green (west) cycleway link onto main cycleway amended to enable continuous footway for pedestrians.
- Hedgerow to be installed between cycleway and carriageway between Stoke Green (west) and Bull's Head Lane
- Binley Road widened to allow a right turn lane to be maintained at junction with Stoke Green (east).
- Cycleway alignment improved towards Bull's Head Lane parallel crossing
- Extra cycle parking added outside Bull's Head pub
- Central splitter island removed from Iceland / Lidl car park egress
- Hedgerow to be installed between cycleway and carriageway between Church Lane and Bromleigh Drive
- Access and egress for general traffic between Binley Road and Bromleigh Drive to be separated by a large splitter island to improve safety and operation of junction
- On-carriageway marked cycle lane heading west from Brindle Avenue to be upgraded to widened Share Use pedestrian and cycle path
- Hipswell Highway cycleway spur to be on west side of carriageway rather than east
- Segregated Cycleway to be added on west side of Allard Way connecting into junction
- Alignment of cycleway within Dorchester Way loop to be amended to minimise impact on tree loss and maximise opportunity for improved planting.
- Alignment between Dorchester Way (north) and Clifford Bridge Road to more closely follow current pedestrian desire line.
- Clifford Bridge Road southbound bus stop north of Dorchester Way to be moved closer to Dorchester Way to improve access and allow better bus stop bypass alignment
- Hospital access junction toucan crossing amendments to be reduced to minimise deliverability risks and road work requirements.

The section of the route between Brookvale Avenue and Tesco access roundabout (Clifford Bridge Road) is to be reconsulted on with proposed amendments and so are not included in this summary report.