



Coventry City Council

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## **Binley Cycleway Consultation Summary Report**

This report forms Appendix B for Cabinet Member Report - 'Binley Cycleway Approval of Phase Two and Update on Programme and Finance'

October 2022

### **Consultation methodology**

The first stage of consultation for the scheme was broken down into two initial sub-phases due to its size and complexities. The first phase ran from Monday 28<sup>th</sup> Sept to Saturday 31<sup>st</sup> October 2020 and covered from Gulson Road to Brinklow Road. This was then followed with a second phase, covering Clifford Bridge Road, which ran from Monday 1<sup>st</sup> March to Sunday 4<sup>th</sup> April 2021 but was then extended to Sunday 18<sup>th</sup> April to allow further engagement with residents.

The second stage of consultation was undertaken following agreement with the Cabinet Member for City Services in a report taken in October 2021. This agreed to reconsult on proposed amendments to the scheme design between Brookvale Ave and Tesco Clifford Bridge. The took place between 15<sup>th</sup> August and 11<sup>th</sup> September 2022.

Stage one 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](mailto:BinleyCycleway@coventry.gov.uk) and phone number provided for people to feed back to. 10,500 Street News leaflets were delivered to properties along and to the side of the route.

Stage two consultation was via a letter and an A3 annotated plan at 1:500 scale, hand-delivered to properties fronting the scheme. Comments and queries were requested to be returned via the scheme email address [BinleyCycleway@coventry.gov.uk](mailto:BinleyCycleway@coventry.gov.uk)

### **Level of engagement**

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

Stage two delivered letters and plans to >300 properties fronting the proposals and responses were received from nine.

### **Analysis of feedback**

Comments and views from Stage one phase two, were considered and incorporated into the redesign where possible. Comments from stage two are as follows:

From the seven responses from Clifford Bridge Road, five of which stated their address was on Clifford Bridge Road, the following aspects were highlighted:

- Concern about loss of on-street parking with lay-bys being removed
- Concerns if the layout would slow or restrict access to the hospital for ambulances
- Concerns about whether the cycleway would restrict private vehicular access
- Concerns about the volume of traffic on Clifford Bridge Road
- Costs that may be incurred due to the construction of the scheme
- How deliveries could take place across the cycleway
- How refuse collection would take place across the cycleway
- If tree planting would affect visibility
- The speed of vehicles on the road, particularly heavy vehicles
- Congestion concerns during road works

From the two responses from Binley Road, the following aspects were highlighted:

- A no-right turn into Ullswater Road should be considered
- Can a dropped kerb be installed as part of the works
- Concern if the layby were to be removed

## Responses to the surveys

Stage one survey results are included below for ease of reference. There were 409 total respondents to the survey in stage one phase one and 343 responses in stage one phase two. There were also a significant amount of email responses to stage one phase two.

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

	<b>Yes</b>	<b>Not Sure</b>	<b>No</b>
<b>Phase 1</b>	<b>76%</b>	<b>6%</b>	<b>18%</b>
<b>Phase 2</b>	<b>62%</b>	<b>8%</b>	<b>30%</b>

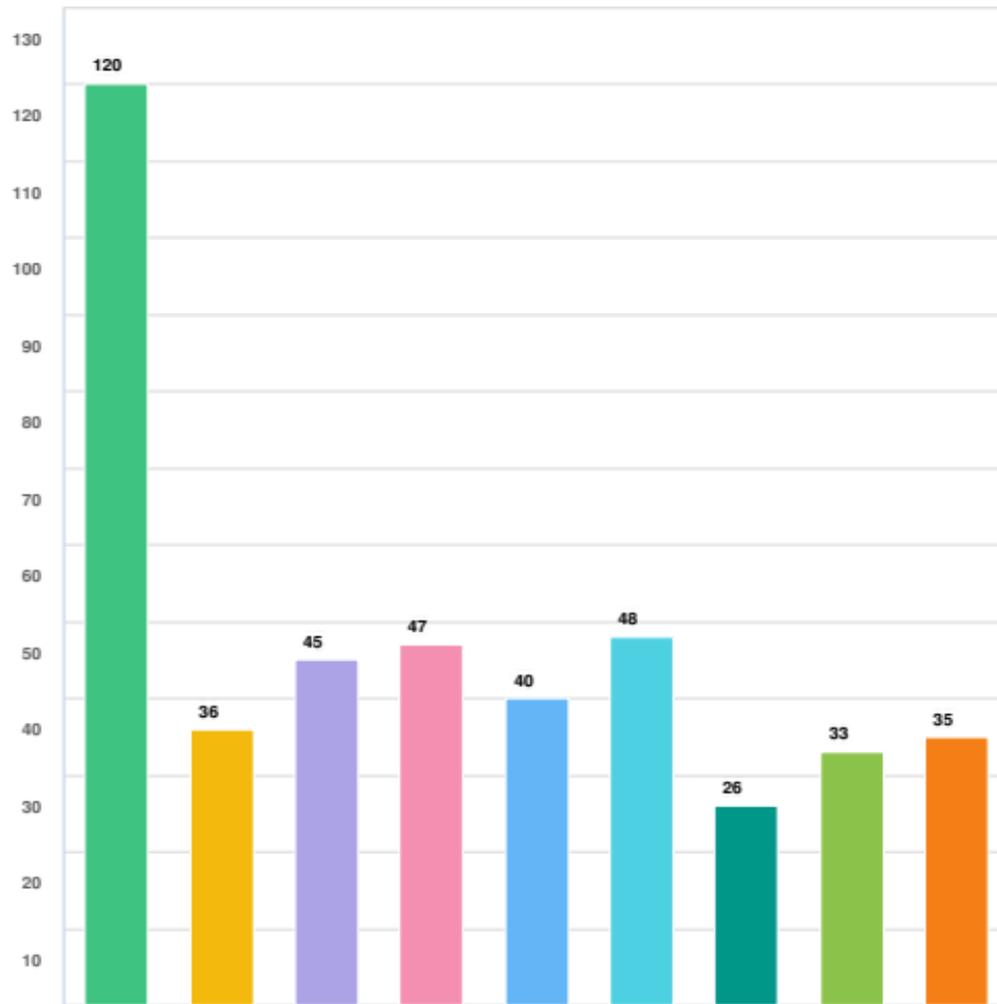
These results are broadly in line with national surveys. YouGov research in July 2020 found that the public is overwhelmingly in favour of measures to encourage walking and cycling with 6.5 people supporting changes to their local streets for every 1 person against.

### Question: How often do you currently cycle?

	<b>Regularly</b>	<b>Occasionally</b>	<b>Never</b>
<b>Phase 1</b>	<b>45%</b>	<b>30%</b>	<b>25%</b>
<b>Phase 2</b>	<b>40%</b>	<b>30%</b>	<b>30%</b>

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

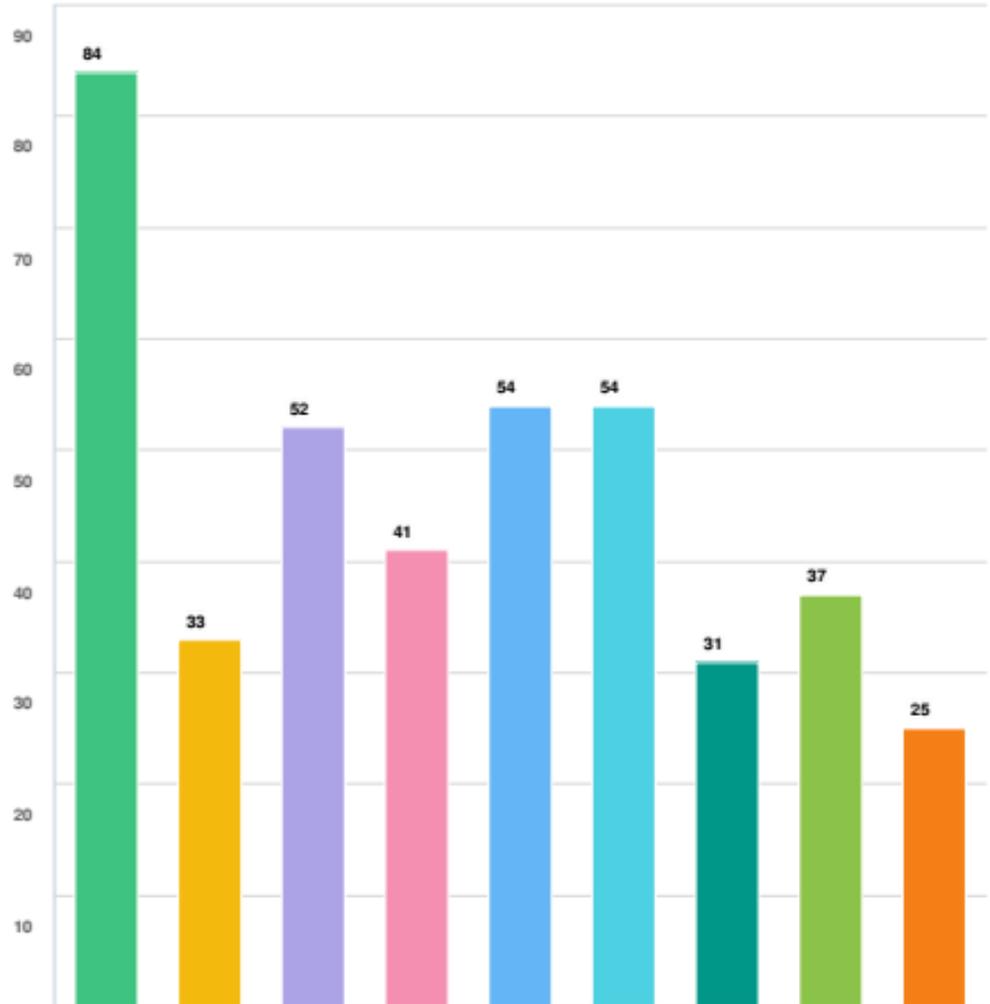
## Follow up Question: Why don't you cycle or cycle more regularly?



### 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
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- 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?**

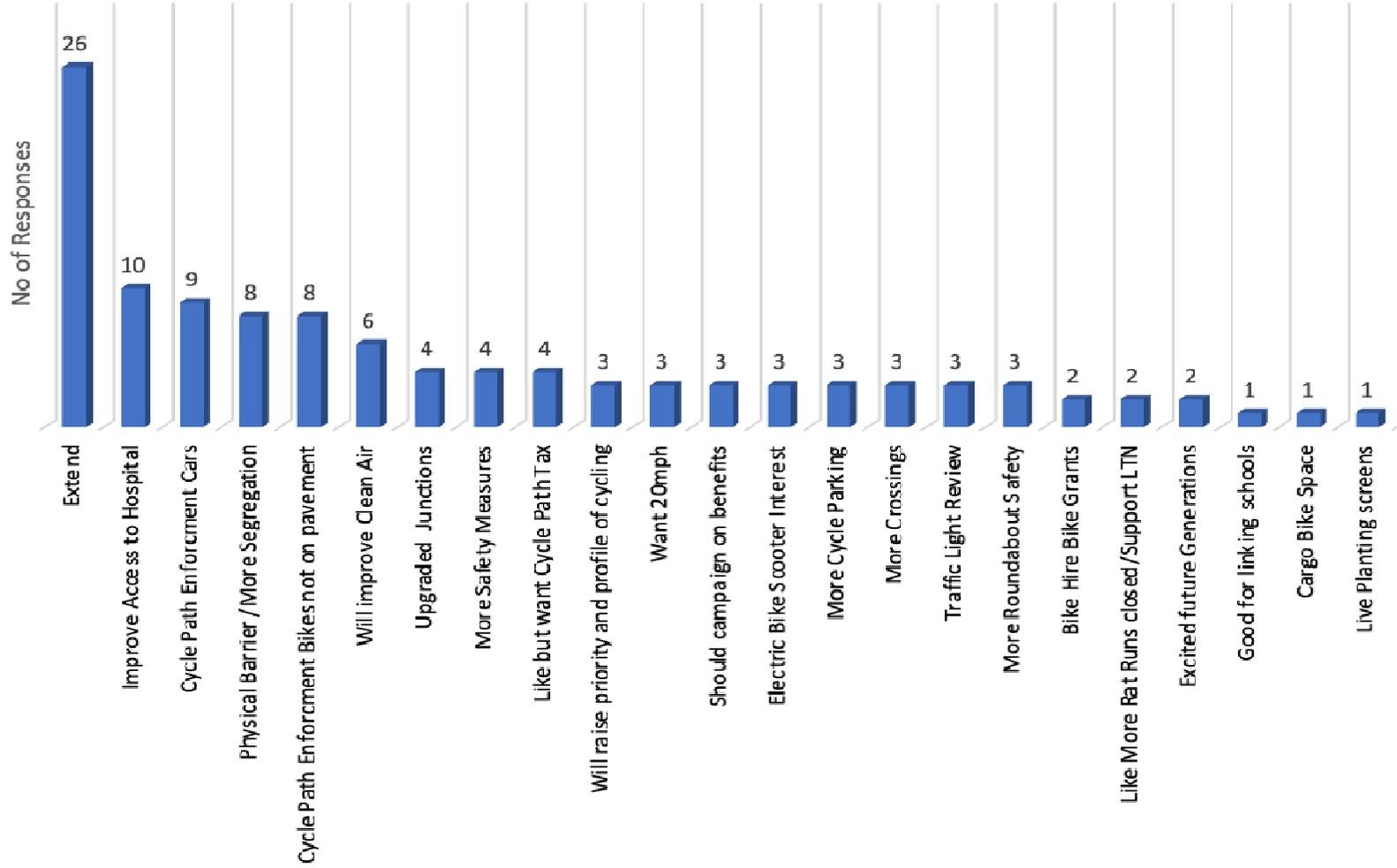
	<b>Yes</b>	<b>Maybe</b>	<b>No</b>
<b>Phase 1</b>	<b>48%</b>	<b>12%</b>	<b>40%</b>
<b>Phase 2</b>	<b>29%</b>	<b>13%</b>	<b>58%</b>

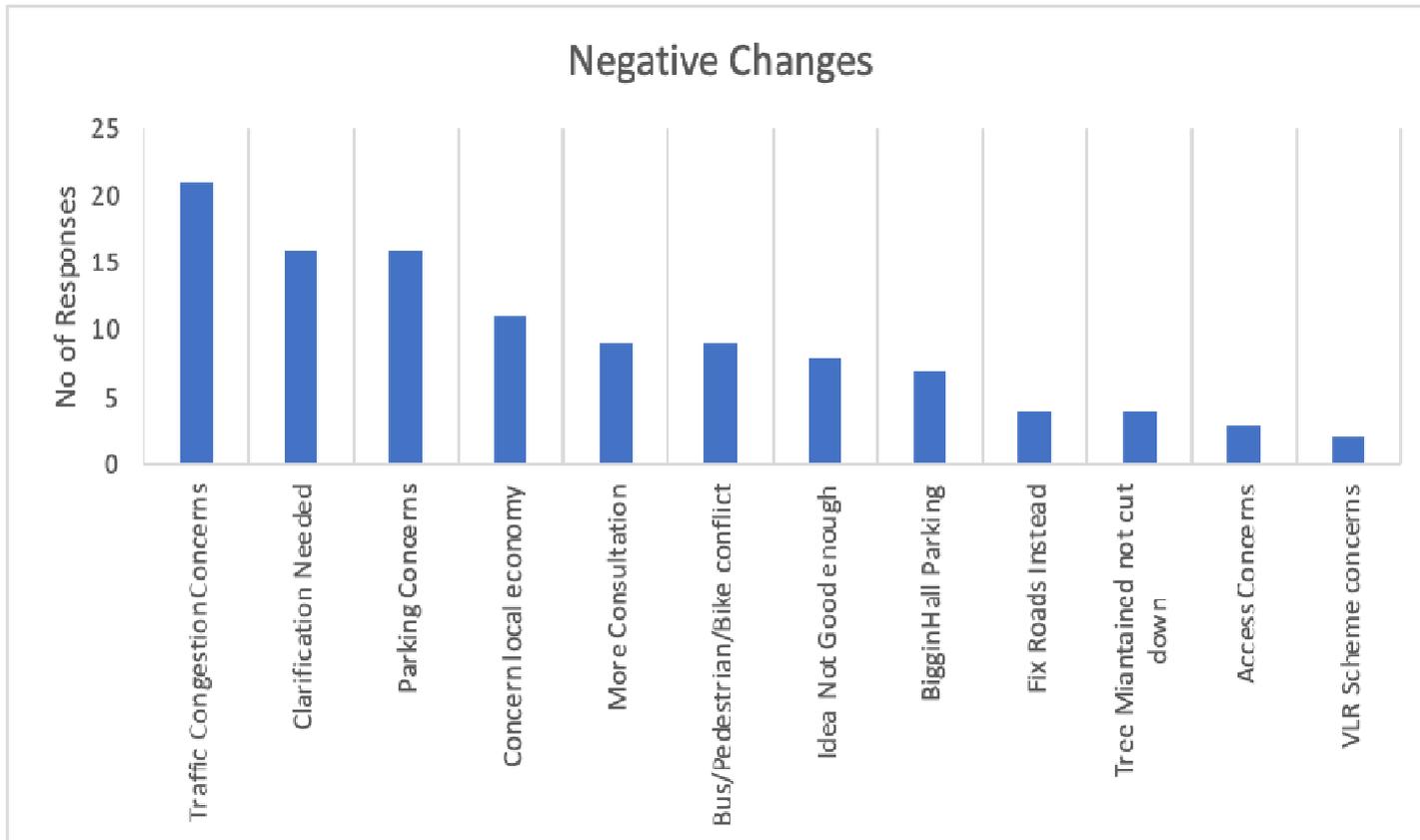
In the national YouGov survey of July 2020, 51% of people stated that they would cycle more if the UK's streets were redesigned to protect pedestrians and cyclists from motorists.

**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



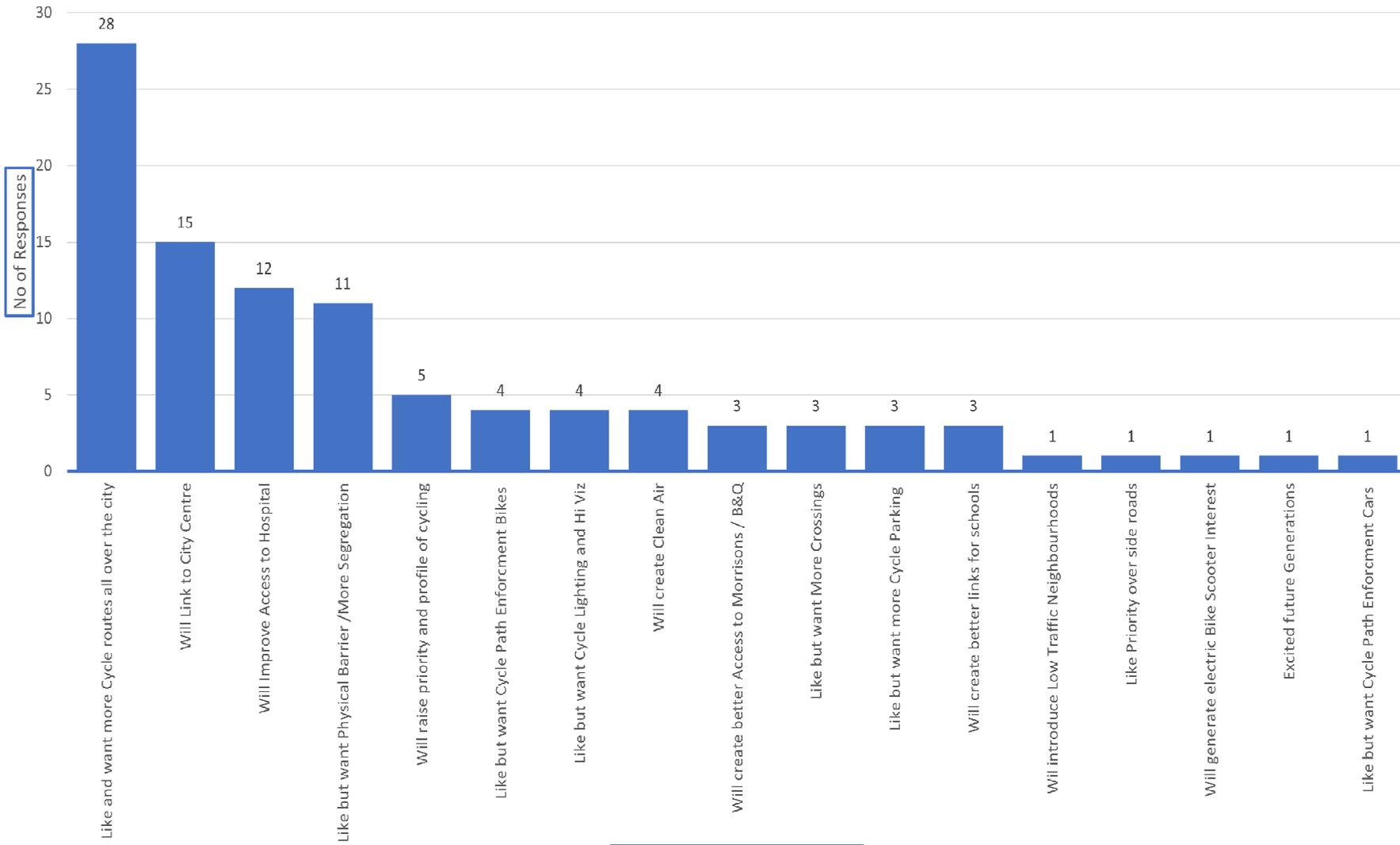


For phase 1, 73% of comments were positive asking to extend the scheme further, go to more destinations, enforce illegal parking and ensure a physical barrier between the cyclists and motorists.

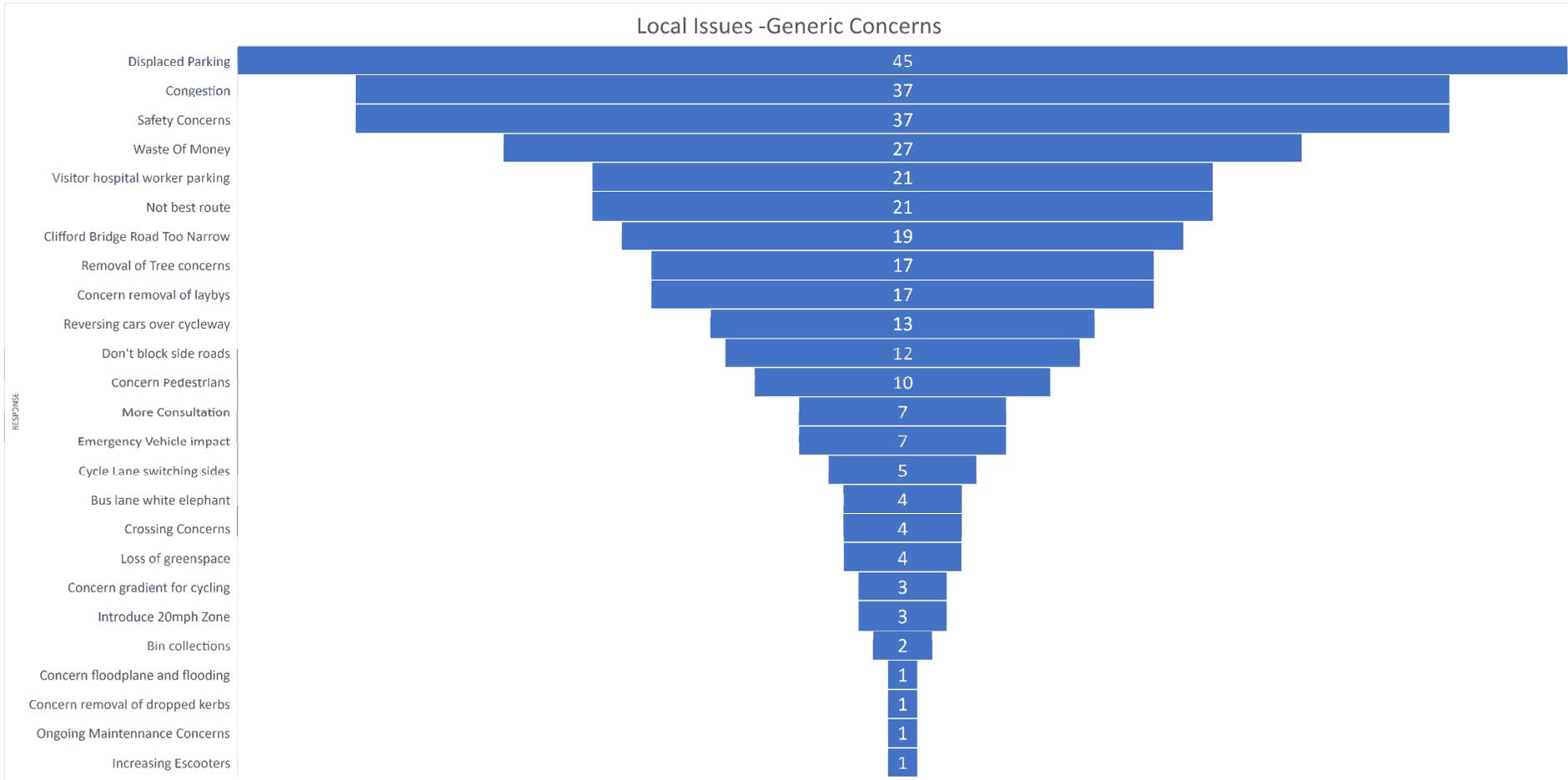
27% of comments were negative with the biggest concerns being the effect on traffic congestion, parking and the local economy.

## Phase 2

### Improvements Comments



### Local Issues -Generic Concerns



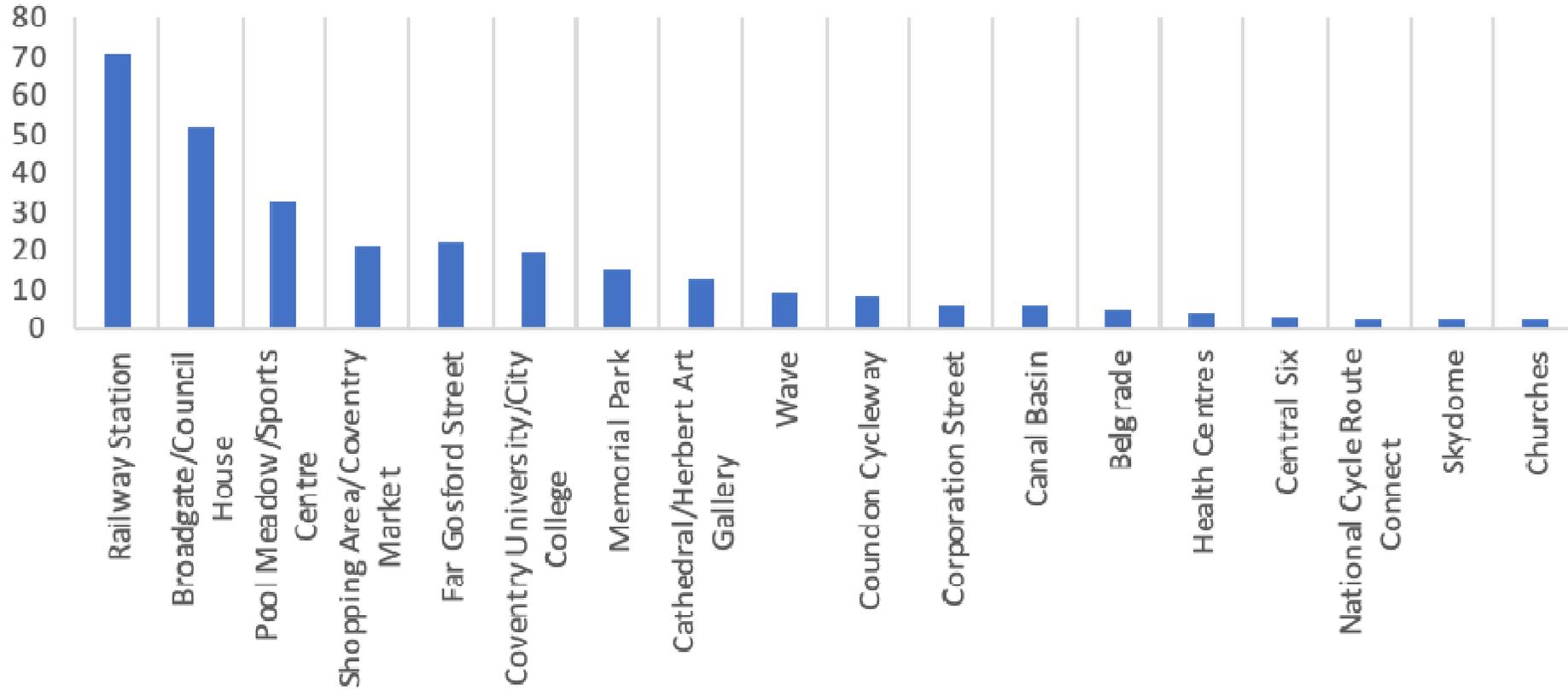
For phase 2, the most common positive comments were that the route should go further and cover other parts of the city, that access to the hospital will be improved and that physical protection should actually go further.

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

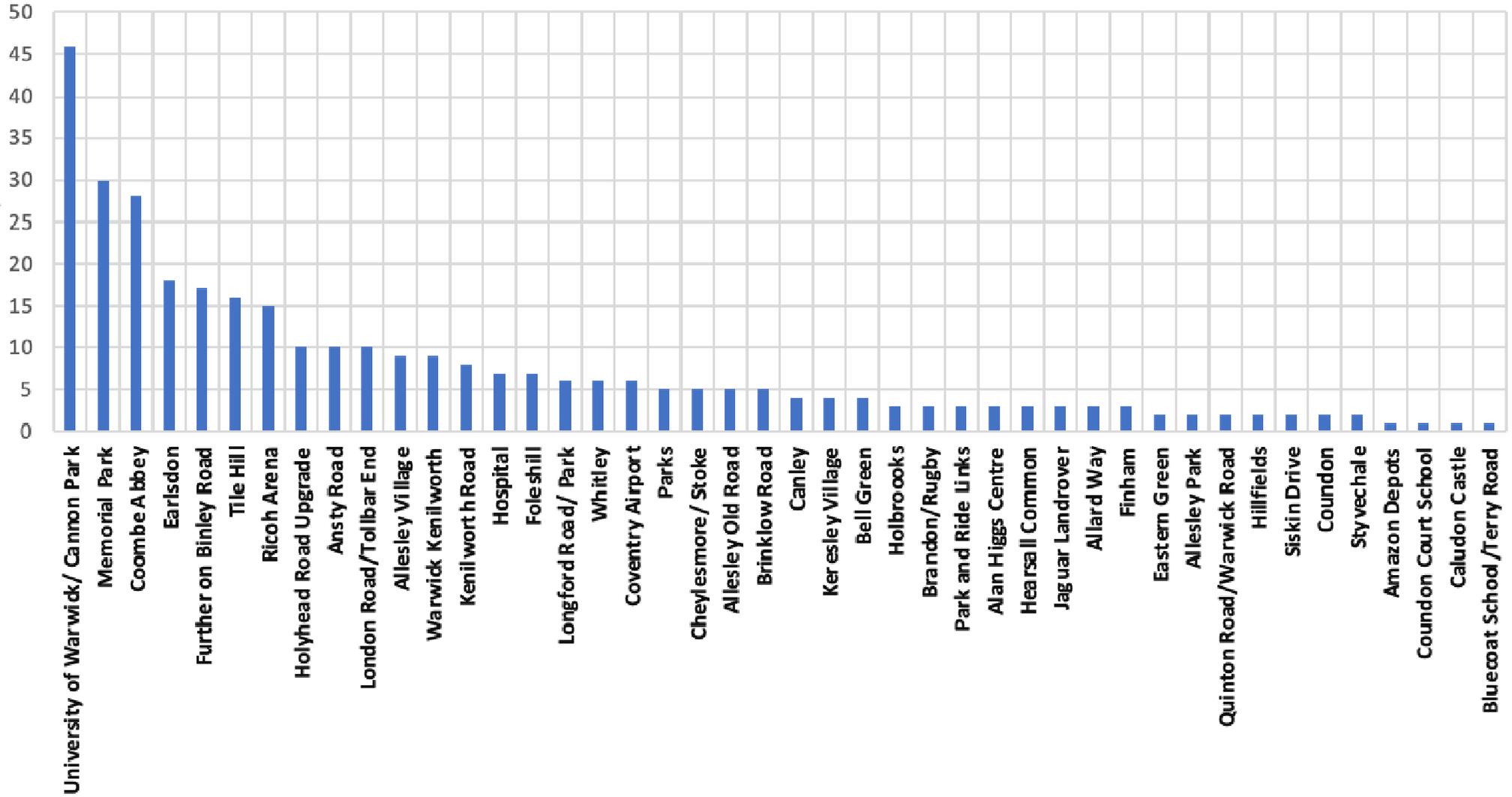
## City Centre Extensions



**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) had the following amendments made prior to stage two re-engagement:**

- Binley Road from Brookvale Avenue towards Princethorpe Way now one traffic lane outbound with verge and trees to remain
- Princethorpe Way to include signal controlled pedestrian crossing
- Brandon Road towards Princethorpe Way will be a single traffic lane, with a bus layby constructed at the bus stop
- Footway width maintained alongside horse field
- Brandon Road / Brinklow Road / Binley Road junction to include full pedestrian crossings and improved more efficient layout
- Brinklow Road bus stops positions to be adjusted
- Brinklow Road / Clifford Bridge Road junction layout to be improved and pedestrian crossings added
- Clifford Bridge Road to lose less on-street parking keeping more lay-bys, 14 spaces lost now down to six
- An additional tree to be felled, offset with a larger emphasis on new tree planting scheme. 15 trees to be removed in total and replaced with 25 on street and additional along the cycle route
- On-street parking laybys separated from carriageway with kerbs

- Unobstructed carriageway width reduction to be reduced (carriageway will be narrower than present, but wider than originally planned)
- Street lighting to be improved
- Drainage to be improved