












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 Binley 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 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			Consideration of compliance to LCWIP and connections to existing infrastructure
	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	
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 its provision at footway level and would not 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
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
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
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

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