



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 (Fol) 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 Fol.

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,

A handwritten signature in black ink that reads "Brian Deegan". The signature is written in a cursive, slightly slanted style.

Brian Deegan
Director of Inspections, Active Travel England

Annex A

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.

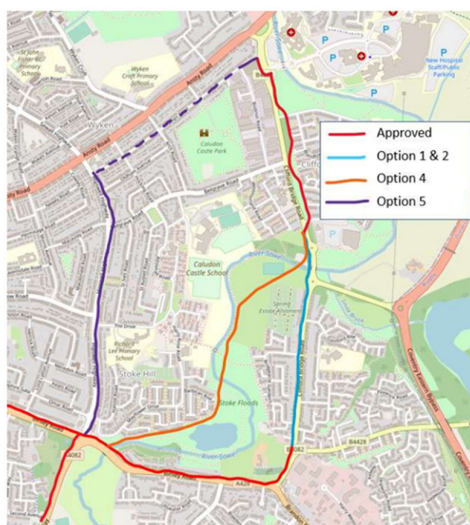
A meeting was held to discuss the scheme early in 2023 and Active Travel England (ATE) offered to carry out a design review of options. Subsequently, Coventry City Council forwarded five design options for comment.

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

Hipswell 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/ Anstry 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 41 to avoid felling a very mature tree, or narrowing the road.
- The cycleway width will 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 parking 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.

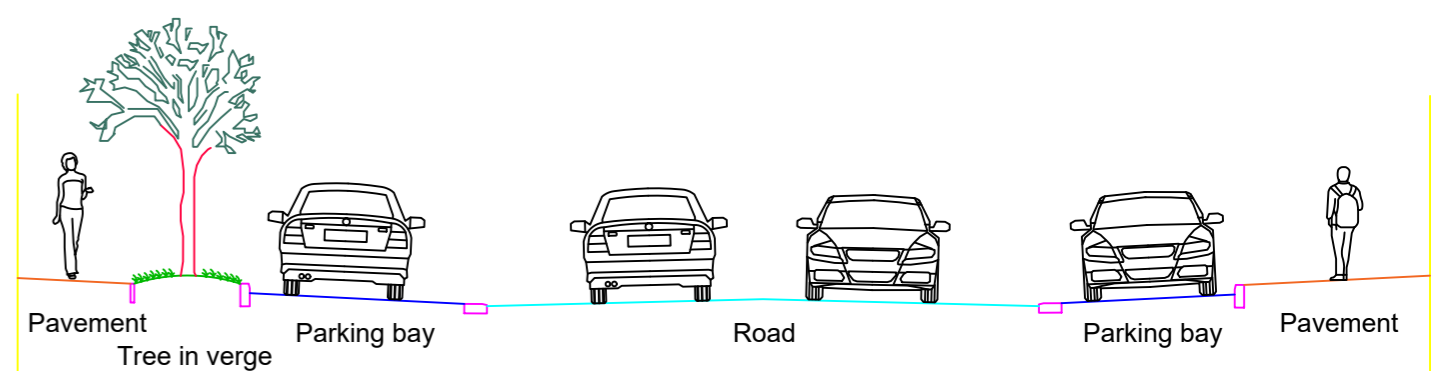
Landscaping and Drainage

- 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.

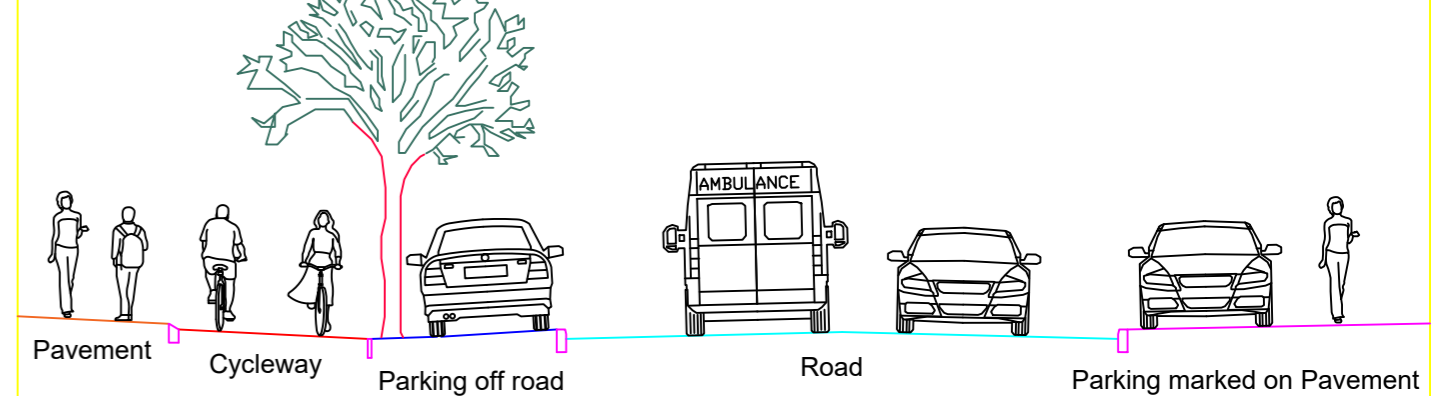
Key to the Plan

- 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

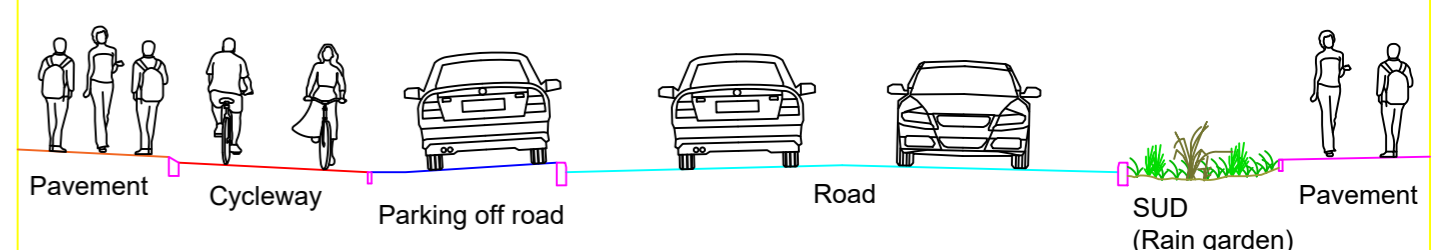
Existing typical cross section of the road (shown below)



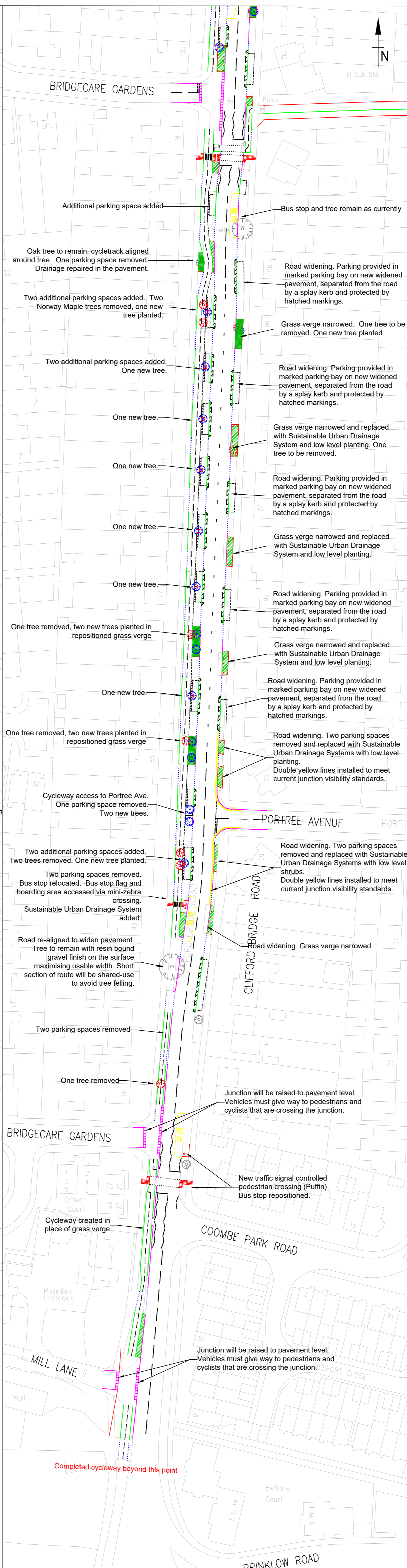
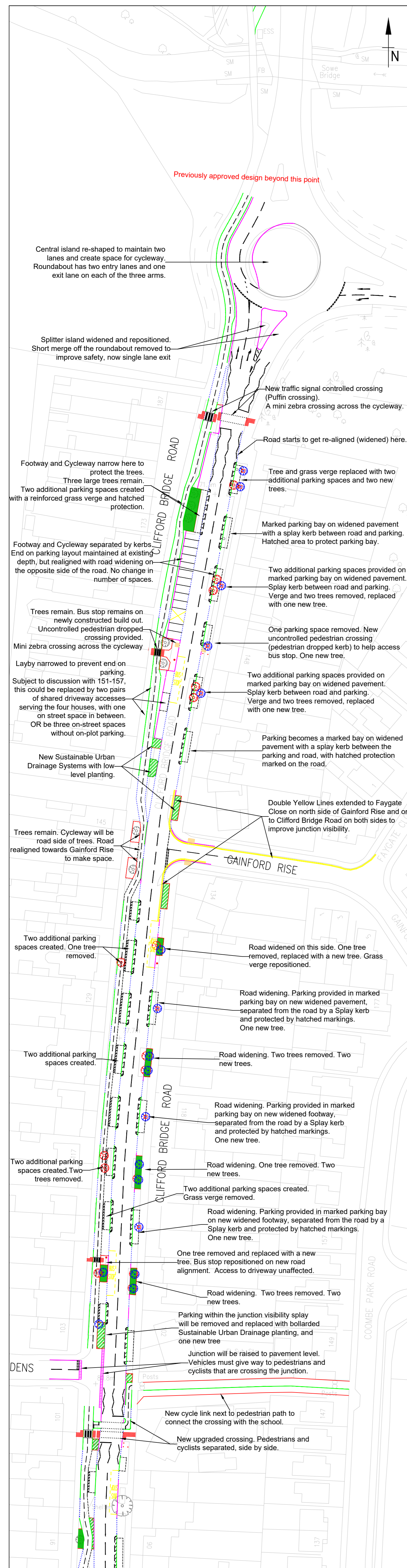
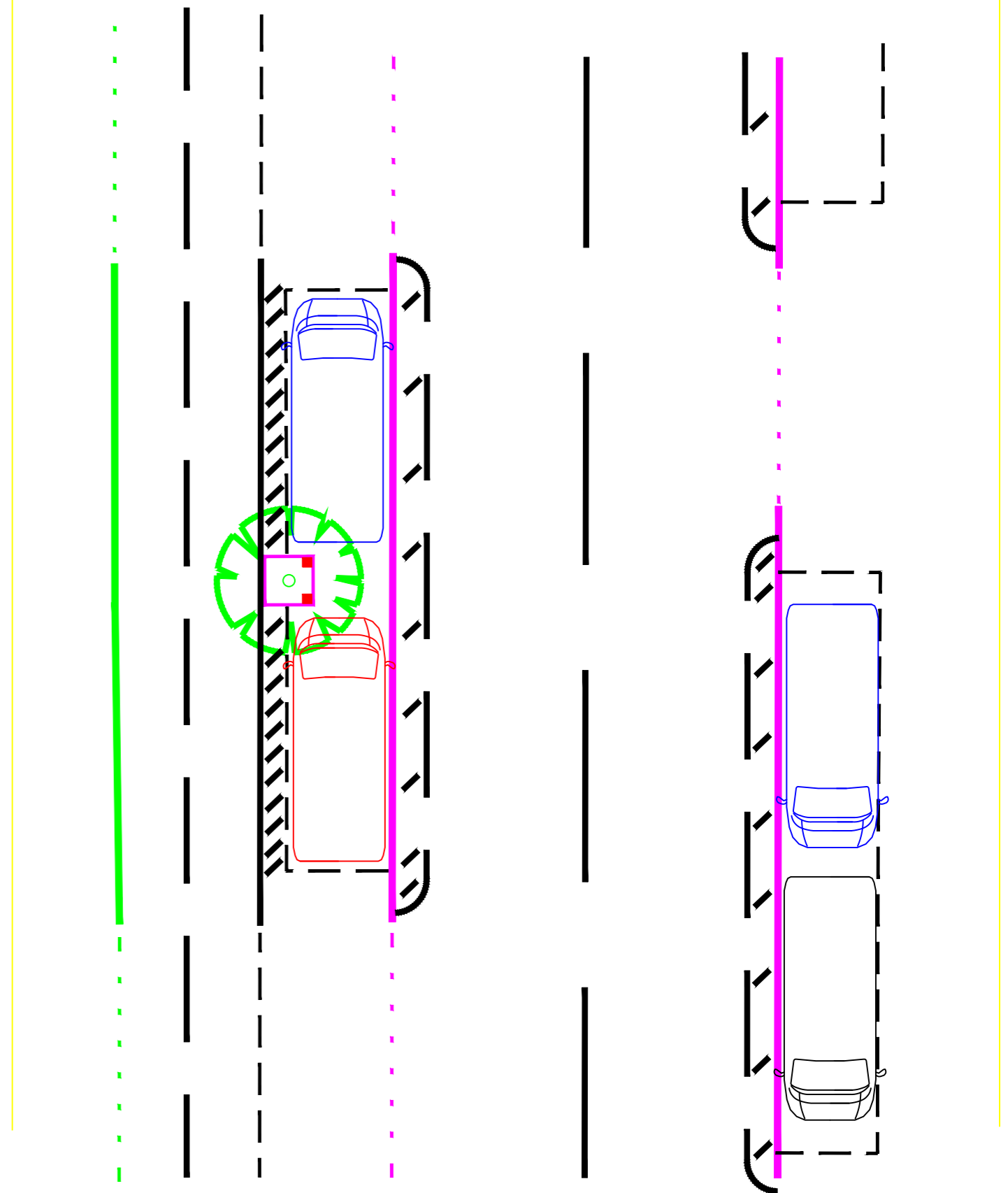
Proposed typical cross section of the road with parking and new tree (shown below)



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



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

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 rescore 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.

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 originally 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.

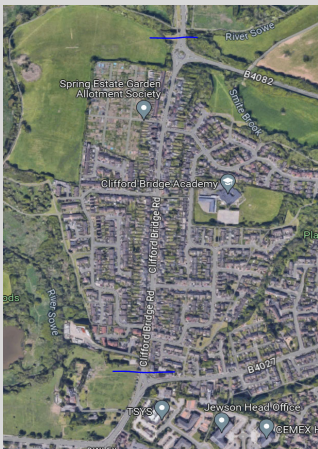
Pre-Check Questionnaire

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.



Factor	Mode	#	Metric	Critical Issue	Red	Amber	Green	Existing	Proposed
				C	0	1	2		
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	2 Frequent parking spaces along the route 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	0 No crossing provision at the roundabout 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	0 Assume ~30mph 85th percentile 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 90 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.	1		1	
Street Engagement for Children	-	49	Level of play / activity for children		None	Some access to formal/natural play spaces for children	1		1	
						Flexible-use space. Social interaction encouraged through street design choices.				
						Access to formal/natural play spaces for children and street features that can engage children				

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 Resilience	-	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	

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.

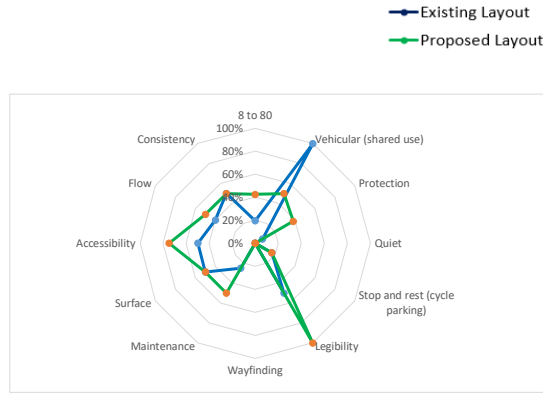
Junction 1	
Junction Name	
Design Stage	Detailed Design
JAT Diagram	
JAT Score (%)	22%
Commentary / Notes	Straight on cycle movement improved, but could be more provision for pedestrians

Full Check Score Results

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			
P01	15.01.24			

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 constitute 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 separation 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 could be parked closer or on the cycle route.	
	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 below 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 investigated 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 could be parked closer or on the cycle route	
	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.	