

Cabinet Member for City Services

09 December 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:

Director of City Services and Commercial

Ward(s) affected:

Wyken

Title:

Binley Cycleway – Section 7 (Clifford Bridge Road)

Is this a key decision?

No

Executive summary:

Binley Cycleway, including a section along Clifford Bridge Road, was identified as a strategic cycle route connecting Coventry City Centre with the University Hospital Coventry and Warwickshire (UHCW) via Binley Business Park within the West Midlands Local Walking and Cycling Infrastructure Plan (WM LCWIP). Funding to construct the Cycleway was secured from the West Midlands Combined Authority (WMCA) and Active Travel England (ATE) from the Transforming Cities Fund, Active Travel Fund Tranche 2, Active Travel Fund 3 and Active Travel Fund 4.

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

This remaining section of the Cycleway has been subject to four specific rounds of consultation and engagement, the first of which was held in 2021 focussed on a fully segregated cycleway, the second held between September 2022 and January 2023 based on a revised design, the third, in July 2023, focussed on an alternative shared use path design in response to feedback on the first two rounds of engagement, and the fourth, in January 2024, focussed on a segregated route complying with the core 7 principles recommended in the November 2023 Cabinet Member Report for Section 7 – Clifford Bridge Road. The final scheme design has been reviewed by ATE and Transport for West Midlands (TfWM).

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

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

The scheme has generated a lot of public interest, which is why four rounds of engagement have been held whilst developing the proposals, and a wide range of views have been expressed. These include the identification of alternative routes that could be taken for the Cycleway, avoiding this section of Clifford Bridge Road, and comments on detailed aspects of the scheme design, such as the impact upon car parking, access to driveways and side roads, pedestrian safety, vehicle speeds, access to the Hospital, and the need to deliver high quality cycle routes to encourage cycling. These issues are considered in detail within the main report. The final scheme proposals respond to these key items whilst achieving the objective of delivering a high-quality cycle route linking the Hospital area with Binley, which will complete the Binley Cycleway.

Once Section 7 – Clifford Bridge Road is complete, the full Binley Cycleway will provide a spine route from which further routes can link, with future route options including Hipswell Highway, a connection to Coombe Abbey Park, and a link through Binley to Willenhall and the cycleway along London Road, the first section of which is currently under construction. This section of cycleway is therefore part of a wider network that is being developed that will link residential areas with key employment sites, education and healthcare facilities, and transport interchanges and will encourage more local journeys to be made by active and sustainable travel in line with adopted transport and climate change strategies.

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

Recommendations:

The Cabinet Member for City Services is recommended to:

- 1) Note progress in response to the recommendations made within the 15 November 2023 Binley Cycleway – Section 7 (Clifford Bridge Road) report.
- 2) Consider the responses, representations and objections to the Tree Felling Notices, Notice of Proposal and Notices of Intent.
- 3) Consider the petitioners concerns relating to the proposed cycleway and tree felling.
- 4) Subject to recommendations 1), 2) and 3), approve the construction of Section 7 – Clifford Bridge Road cycleway.

List of Appendices included:

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

Background papers:

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

Other useful documents:

- WMCA Board – A Common Approach to Cycling and Walking in the West Midlands
- Sustrans - Bike Life West Midlands Report
- Local Transport Note 1/20 Cycle Infrastructure Design
- Transport for London - Bus stop bypass safety review 2024

Has it or will it be considered by Scrutiny?

No

Has it or will it be considered by any other Council Committee, Advisory Panel, or other body?

No

Will this report go to Council?

No

Report title: Binley Cycleway – Section 7 (Clifford Bridge Road)

1. Context (or background)

- 1.1. Binley Cycleway was identified as a strategic cycle route connecting Coventry city centre with UHCW via Binley Business Park within the WM LCWIP published in 2019. The WM LCWIP recognised that cycling levels in the city, and across the West Midlands, are currently significantly below those of many other metropolitan areas and core cities across the UK and recognised a need for a clear and defined ambition to raise cycling levels, and the commitment and will to deliver this change. This ambition is in line with Government policy as set out in the Gear Change document published in 2020, and subsequently enshrined in Government's establishment of Active Travel England (ATE) as a government body aimed at promoting active travel modes, notably walking and cycling.
- 1.2. Cycling has an important role to play in addressing the challenges the city and region face, which include reducing congestion, carbon and pollution, supporting economic growth and employment, tackling obesity and creating places where people want to live, work, learn, shop and do business. Cycling offers an affordable, convenient and low-cost travel option to access jobs, education and leisure opportunities, particularly for people without access to cars. One in three households in Coventry do not have access to a car. Investment in high quality cycle routes is a priority set out in the Coventry Transport Strategy which was approved by the City Council in December 2022. In a compact city such as Coventry, cycling has clear potential to become a preferred choice for local journeys within the city, but survey evidence shows that a major deterrent to cycling is the need to cycle on busy roads amongst the traffic. The aim of providing a core network of fully segregated cycle routes is to remove this deterrent by ensuring that cyclists have their own dedicated space separated from pedestrians and traffic on busy routes.
- 1.3. Funding to construct the Cycleway was secured from WMCA and ATE from the Transforming Cities Fund, Active Travel Fund Tranche 2, Active Travel Fund 3, and Active Travel Fund 4.
- 1.4. Public consultation was initially held in two phases due to the length of the scheme. The first phase took place in September and October 2020, and the second phase in March and April 2021. In response to consultation feedback, design amendments were made to the scheme and in October 2021, a report outlining these amendments was considered by the Cabinet Member for City Services. Approval was given for the construction to proceed on the Gulson Road to Brinklow Road and Dorchester Way to UHCW sections of the scheme. These sections and the Allard Way to the New Century Park section (for which funding was subsequently secured) are now complete and fully open for use.
- 1.5. The remaining section (section 7) of the route, along Clifford Bridge Road between Brinklow Road and Dorchester Way, is a key component of the Binley Road Cycle Scheme, which will provide a segregated cycleway and pedestrian footpath for safe and convenient active travel. The scheme also includes improvements such as a signalised crossing, enhancing safety and accessibility for pedestrians and cyclists while managing vehicular traffic flow.

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

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

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

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

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

- That there is an identified need for a high-quality cycle route on the eastern side of the city connecting local communities with key facilities such as the Hospital and the Binley Business Park.
- That the carriageway width of Clifford Bridge Road needs to be maintained at its current width, recognising that it will remain a two-lane single carriageway road.
- That the pedestrian and cycle infrastructure should be provided at a standard that is LTN1/20 compliant as the default position, maintaining segregation of pedestrians and cyclists from each other and from traffic, with any exceptions to this standard requiring robust justification.
- That no parking capacity should be removed along this section of Clifford Bridge Road.
- That appropriate visibility be maintained for vehicles exiting side roads and driveways.
- That community concerns about wider transport issues such as overspill parking from the school or the Hospital, vehicle speeds, and HGV traffic levels be addressed as part of standard City Council processes for such matters alongside the delivery of a revised scheme.
- That the impact on existing landscaped areas and trees be minimised or sufficiently offset

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. Option considered and recommended proposal.

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

Category	Summary	Response
Safety concerns	<ul style="list-style-type: none"> • Traffic congestion and conflicts • Junction and driveway visibility • Cyclist safety at night • Emergency vehicle access • Vulnerable road users 	<p>The safety of all road users is paramount and has been considered. For example:</p> <p>The scheme has been designed to the relevant design standards and guidance such as LTN 1/20, Inclusive Mobility and Manual for Streets 2.</p> <p>Stage 1 and Stage 2 Road Safety Audits, in accordance with GG119, have been undertaken on the scheme.</p> <p>Collisions that have resulted in personal injury (PIC) have significantly reduced across the previously completed sections of Binley Cycleway. The total number of PICs have reduced from 33 in the 3 years prior to the scheme being opened to 12 post scheme opening. PICs involving cyclists have reduced from 9 to 3. Further analysis of PIC data is within paragraph 2.6.</p> <p>A joint design review panel with TfWM and ATE has been completed on the scheme.</p> <p>An Equality Impact Assessment has been undertaken.</p>
Alternative solutions, necessity and effectiveness of proposals	<ul style="list-style-type: none"> • Low usage and alternative routes • Data accuracy • Lack of consideration for alternatives 	<p>Officers have thoroughly considered alternative routes and utilised the best available data to inform decision-making.</p> <p>The proposed Binley Cycleway extension represents the most viable and beneficial option for achieving the goals of improved connectivity, safety, and accessibility for cyclists in the area.</p> <p>Between March and June this year, the average number of cyclists seen on a typical weekday on Clifford Bridge Road was 54.</p> <p>Daily averages vary along the completed sections of Binley cycleway from 175 (closest to Binley Business Park) to 401 (closest to the city centre). On average this a 125% increase from pre-scheme counts.</p>

		<p>It should be noted that as the complete scheme is unfinished and does not yet form part of a wider network of similar cycleways, these numbers do not represent the maximum that can be achieved.</p> <p>For the Clifford Bridge Road section of the scheme specifically, the Council's current estimate of the expected daily average number of cyclists who will use it once it has been constructed, is 204. This has been calculated using a model provided by the Department for Transport (DfT).</p>
<p>Lack of consultation and community engagement</p>	<ul style="list-style-type: none"> • Inadequate consultation • Dismissed concerns • Lack of communication 	<p>A significant amount of consultation and engagement has been undertaken, a summary of which is provided in paragraphs 1.4 and 1.6 of the report.</p> <p>Officers have and will continue to meet individual residents to discuss and clarify any concerns they have between the proposals and their property, and where necessary, make amendments.</p>
<p>Environmental impact</p>	<ul style="list-style-type: none"> • Tree removal • Long-term impact of replacement trees • Net Zero objectives 	<p>The decision to remove trees is never taken lightly, and the Council are committed to mitigating the environmental impact through a comprehensive tree replacement programme.</p> <p>The project includes the planting of new trees, over and above the number to be removed, carefully selected for their suitability to the urban environment and their potential to provide long-term environmental benefits. These trees will be planted in purpose-built root cells to ensure their healthy growth and minimise any potential damage to surrounding infrastructure.</p> <p>The Council recognise that it will take time for the new trees to mature and provide the same level of environmental benefits as the existing ones. However, the long-term benefits of the project, including promoting sustainable transport and reducing carbon emissions, will outweigh</p>

		<p>the temporary environmental impact of tree removal.</p> <p>The Council are working with Warwickshire Wildlife Trust to ensure their recommendations are met.</p> <p>The Council has recently adopted its Climate Change Strategy 2024-2030. This contains a series of goals and objectives relating to all aspects of achieving net zero in terms of emissions, notably carbon. Transport is a key contributor towards carbon emissions, with around 29% of Coventry's emissions coming from transport. By helping to promote safer cycling, the proposed scheme will contribute towards meeting the Council's carbon reduction targets.</p>
Impact on residents	<ul style="list-style-type: none"> • Access and parking issues • Disruption and inconvenience • Impact on hospital staff 	<p>The Council recognise the potential for disruption and inconvenience during the construction phase. Officers are engaging with stakeholders, such as UHCW and National Highways, and actively working to minimise these impacts.</p> <p>The project design adheres to national guidelines and standards, which prioritise the safety and convenience of all road users, including residents accessing their driveways.</p>

Table 1

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Council are committed to the provision of a cycle network based on high quality infrastructure, with a core network of fully segregated cycle routes that will provide an attractive, and safe, cycling environment with the aim of encouraging more people to cycle for local journeys within the city. The Binley Cycleway was identified as a priority route within the WM LCWIP, if the cycleway is not completed, and a gap is left along Clifford Bridge Road, then the benefits provided by a continuous route will be eroded.

The baseline data for Clifford Bridge Road shows that on average 54 cyclists use the route daily, despite the unattractive environment for cycling. Of these cyclists, it is worth noting that around a third cycle on the footway. Although this is illegal, as the footway is not designated as a shared use path, the fact that cyclists are electing to use the footway in preference to cycling on the road indicates that the road is not seen to be a safe environment for cycling.

For the Clifford Bridge Road section of the scheme specifically, the Council's current estimate of the expected daily average number of cyclists who will use it once it has been constructed, is 204.

Given the evidence of existing cycling levels on Clifford Bridge Road, the forecast increase in use if completed, and the data demonstrating that the construction of the Binley Cycleway has led to a significant increase in cycling elsewhere along the corridor, it is recommended that a cycle route is required.

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

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

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

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

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

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

2.8. The route along Hipswell Highway and Farren Road has some benefits as an alternative route connecting the existing Binley Cycleway, at the Allard Way junction, with the UHCW. It would also have the merit of providing connectivity between the Wyken and Stoke / Whitley areas of the city, linking to the Allard Way extension to the Binley Cycleway. It is a route that is worthy of further development and consideration for inclusion in the city's emerging cycle network. It would not provide connectivity between Walsgrave / UHCW and the Binley / Willenhall areas of the city, though, and discussion with the funding bodies has indicated that whilst they would be open to future funding

bids for such a scheme, they would not support the existing funding award for Binley Cycleway being diverted to this scheme.

- 2.9. The construction of a LTN1/20 cycle route along the River Sowe Valley from Binley Bridge to the Sowe Bridge would provide a direct route to the UHCW from the Stoke area, but it would be challenging to deliver to the appropriate standard due to the topography, with significant earthworks being required in places, the need for lighting, which would urbanise what is currently a rural area of the city, and the removal of trees and bushes to provide sufficient room for the cycle route alongside pedestrians. The route would also require significant drainage and would in part be within the River Sowe flood plain, meaning that it would not be available for use all year round, Appendix H details Sowe Valley flood zone data and includes photographs of recent flooding. With limited overlooking of the route from housing, natural surveillance would be low level, meaning that some people may not feel safe using the route. It would also not provide the connectivity between Walsgrave / UHCW and Binley / Willenhall. The Council have engaged with ATE, TfWM and specialist transport consultants regarding Sowe Valley being the preferred route, subsequently, they have undertaken an audit of 3 different routes through the Sowe Valley and scored them against extending the route along Clifford Bridge Road. Clifford Bridge Road scored 26, with the Sowe Valley options scoring 14, 14, and 13 respectively, the full options analysis is included within Appendix F. The Sowe Valley options have at least 4 categories with a score of zero (Clifford Bridge Road option has scores of 1 and over); a single score of zero (critical issue) can prevent a scheme obtaining funding and the funding bodies have again indicated that they would not support the diversion of funds to deliver this option.
- 2.10. The options of diverting the route away from Clifford Bridge onto the parallel estate roads of either Bridgeacre Gardens (west of Clifford Bridge Road) or Coombe Park Road / Gainsford Rise (east of Clifford Bridge Road) have been considered. The second option is superficially attractive, as it would also serve the Clifford Bridge Primary School. Either route would be delivered through a Quietway approach, without a dedicated cycleway, due to insufficient space to provide such a facility. The lower traffic levels on the side roads mean that they should be safer for cycling. Either route would be less direct for cyclists than keeping on the main Clifford Bridge Road, and the Coombe Park Road option would require cyclists to cross Clifford Bridge Road twice, at either end. These factors mean that such a route is unlikely to be well used by existing cyclists, who will almost certainly continue to use Clifford Bridge Road. These options will also be unlikely to attract new cyclists.
- 2.11. ATE have formally assessed Clifford Bridge Road and alternative routes, the outcome of their assessment was to “Support scheme promoter [Coventry City Council] to proceed” with the option of a segregated cycleway along Clifford Bridge Road. A letter from ATE and the outcome of the Design Review Panel is included as Appendix G to the report.
- 2.12. Following the 15 November 2023 report, there has been further community engagement, further comprehensive analysis of alternative routes, positive outcomes from the ATE and TfWM Design Review Audit, adherence to the 7 key principles as set out in paragraph 1.7.2, detailed surveys and technical assessments undertaken, consideration of objections to the NOI, NOP and TFN, resolution of the Road Safety Audit Stage 1 and Stage 2 recommendations, meetings with key stakeholders such as

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

- 2.13. It is therefore recommended that Binley Cycleway - Section 7 (Clifford Bridge Road), as shown in Appendix E, is taken forward to construction.
- 2.14. It is also recommended that the Hipswell Highway option be taken forward as a separate scheme, subject to securing funding for scheme development. The potential for a recreational cycle route along the Sowe Valley will also be considered as part of the Council's LCWIP development. It is recommended that these alternative routes should not be considered as a satisfactory alternative to Section 7 Clifford Bridge Road.

3.0 Results of consultation undertaken

- 3.1 Public consultation was held in two phases due to the length of the scheme. The first phase took place in September and October 2020, and the second phase in March and April 2021. The consultations were online on the council's Let's Talk which included information about the proposals, artists' impressions, downloadable plans and a survey for responses. There was a scheme email address and phone number provided for people to feed back to. We also delivered 10,500 Street News newsletters to properties along and to the side of the route.
- 3.2 Design amendments were made along the scheme and in October 2021, a report outlining these amendments was considered by the Cabinet Member for City Services.
- 3.3 Further consultation was undertaken between September 2022 and January 2023 based on a revised design.
- 3.4 A third consultation took place between 6 July and 31 July 2023 and focussed on an alternative shared use path design in response to feedback on the first two rounds of engagement. The results of which were considered within the 15 November 2023 Binley Cycleway – Section 7 (Clifford Bridge Road) Cabinet Member for City Services report. For this consultation a Street News was delivered to approx. 1200 homes or businesses, there was a public meeting attended by approx. 140 people, a drop-in session attended by approx. 100 people as well as a Let's Talk survey and dedicated email address and phone number.
- 3.5 A fourth community engagement exercise was held in the form of a public meeting, in January 2024, focussing on the core 7 principles recommended in the November 2023 Cabinet Member Report.
- 3.6 NOP, NOI and TFN were advertised, and the appended responses, representations and objection summary report (Appendix D to the report) summarises the responses received.
- 3.7 Two petitions were received, as reported in paragraphs 1.10 and 1.12 above.
- 3.8 The final scheme design has also been reviewed by Active Travel England and Transport for West Midlands (TfWM).

4.0 Timetable for implementing this decision.

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

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

5.1 Financial Implications

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

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

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

Table 2

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

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

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

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

5.2 Legal Implications

The Council in its capacity of Highway Authority and pursuant to S.65 Highways Act 1980, may in or by the side of a highway maintainable at the public expense construct a cycle track which forms part of the highway.

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

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

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

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

6.0 Other implications

6.1 How will this contribute to the One Coventry Plan?

<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>

These proposals support the Council's core aim, as set out in the One Council Plan, by:

- Improving the health and wellbeing of residents by improving air quality through the reduction in traffic generated emissions.
- Creating an attractive, cleaner and greener city by providing improved cycle routes, better public realm and more greenery on key routes into the city.
- Making the city more accessible for businesses, visitors and local people through increasing mode choice.

6.2 How is risk being managed?

There is inevitably a mixture of risks associated with such an infrastructure project. Some of the main risks are securing the statutory approvals to implement the scheme, the unknown effects on utility providers' apparatus once the ground is opened, the cost of construction increasing due to external market factors like material costs or plant hire costs, and a prolonged bout of inclement weather delaying construction.

Learning has been carried forward from the Coundon Cycleway scheme and the parts of the Binley Cycleway constructed to date as many of the delivery risks encountered are common to the rest of the Binley scheme.

A dedicated scheme Project Manager and multi-disciplinary project team will control these risks on a day-to-day basis. The biggest risks are discussed weekly with senior infrastructure delivery officers and reported to the Active Travel Board, which in turn reports to the Transport Capital Programme Board.

Construction will continue to be principally undertaken by the Council's DLO. Specialist support will continue to be provided by Balfour Beatty Living Places for electrical works and works at height, HTM for traffic management, and Yunex for traffic signal installation and commissioning. All companies are in contract with the Council.

Some of the civil engineering works may be delivered for the Council's DLO via a framework of subcontractors.

6.3 What is the impact on the organisation?

There is no impact on the organisation, as all resources required to deliver the scheme will be funded through the grants received from government and the WMCA.

6.4 Equality Impact Assessment

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

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

Based on the evidence of the cycleways delivered to date, and on the modelling undertaken, the scheme will lead to an increase in cycle use as a mode of transport which will reduce car use for local trips. This will reduce the emissions generated by road transport, supporting the Climate Change Strategy and improve local air quality. A reduction in impermeable surface area and increase in trees, hedges and verges will also benefit drainage and the discharge rate into natural watercourses

6.6 Implications for partner organisations?

The scheme will result in improved air quality and levels of activity and provide improved infrastructure for people to walk and cycle.

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