

Appendix D - Responses, Representations and Objections Summary Report

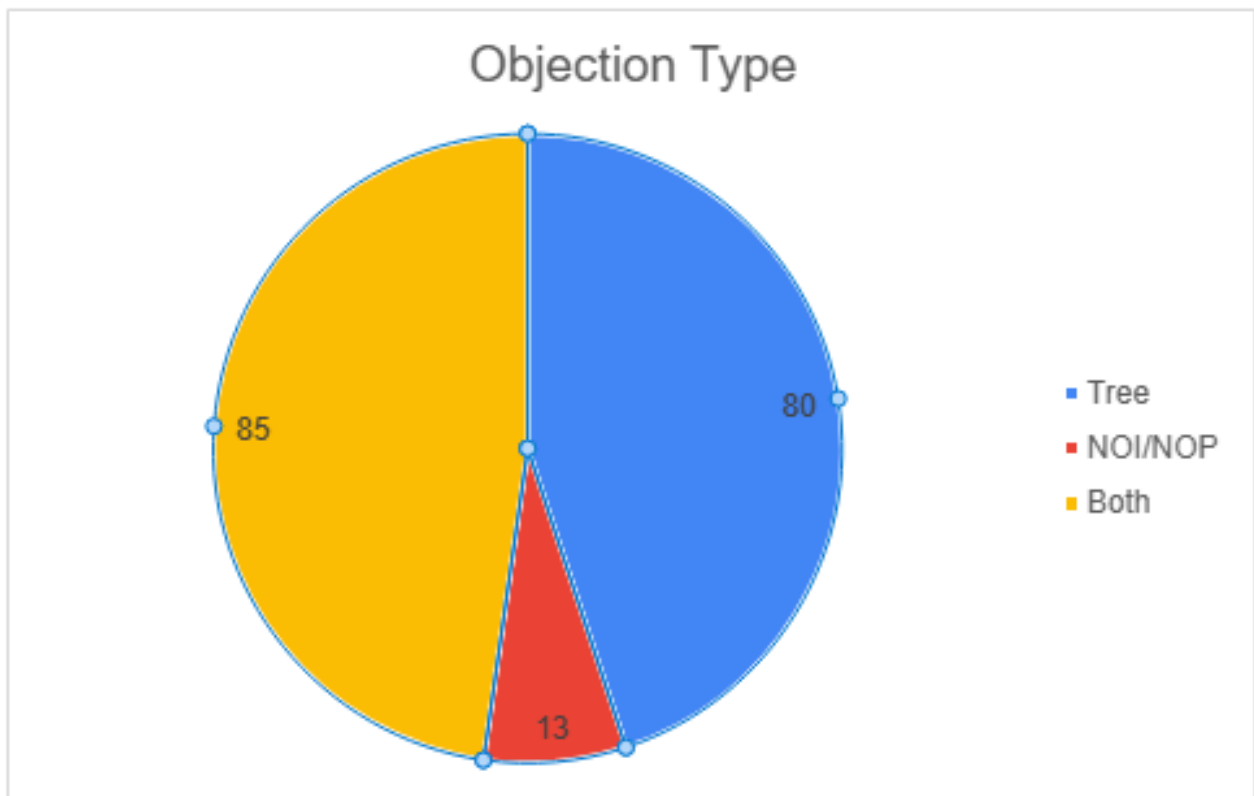
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1 Introduction

The Council received a significant response to the notices throughout the objection period. Residents provided objections via multiple routes, not just the advertised method. There were also several anonymous responses. As Officers are unable to confirm the source of these responses, these have all been counted. All responses, regardless of the method of submission, have been included. Several residents responded multiple times. To ensure a fair representation, each resident's objection has been counted once, regardless of the number of responses.

To streamline analysis, this report uses 'objections' as a general term for all unfavourable responses received across the various notices. This includes formal objections to the TRO/NOI, representations regarding road humps, comments on the cycle track designation (which did not have a formal objection process), and responses to the tree felling notices. It's important to note that a significant portion of these objections pertained to the cycle scheme, which has already had its own distinct consultation process.



As a result, the final objections for the tree felling notice and Notice of Intent (NOI) / Traffic Regulation Order (TRO) are as follows:

Objection Type	Number
Tree	80
NOI/TRO	13
Both	85

Given the significant number of objections received, The Council have collated them into the following key themes to facilitate comprehensive consideration:

1. Safety Concerns
2. Alternative Solutions, Necessity, and Effectiveness of the Cycleway
3. Lack of Consultation and Community Engagement
4. Environmental Impact
5. Impact on Residents

Each theme is summarised and addressed in the following sections.

2 Safety Concerns

2.1 Summary

- **Traffic Congestion and Conflicts:** Respondents and objectors raised concerns that the cycleway will exacerbate existing traffic congestion on Clifford Bridge Road, especially during peak hours and hospital shift changes, leading to potential conflicts between vehicles, cyclists, and pedestrians.
- **Junction and Driveway Visibility:** Concerns are raised about reduced visibility at junctions and driveways due to the cycle lane design and proposed raised tables, increasing the risk of accidents.
- **Cyclist Safety at Night:** Respondents and objectors raised concerns about the safety of cyclists at night, referencing the lack of street lighting during certain hours.
- **Emergency Vehicle Access:** Apprehension that the cycleway and associated changes could hinder emergency vehicle access and response times, particularly given the road's proximity to the hospital and its use as a diversion route.
- **Vulnerable Road Users:** Specific concerns are raised about the safety of children, the elderly, and individuals with disabilities, who may face additional challenges navigating the new road layout.

2.2 Selected Quotes

Quotation 1

"I am objecting to the intrinsic system 'in-use' safety of the Phase 3 Clifford Bridge Road section as proposed by the current designer. I want the Phase 3 project to be officially paused and I want the intrinsic 'in-use' system safety of the scheme to be professionally assessed by the UK National Audit Office (NAO). On 'in-use' safety grounds the end result may involve a significant re-routing exercise."

Quotation 2

"This is a major route for ambulances into the hospital and the cycle lane should be re-routed."

Quotation 3

"How can you guarantee safety if people reverse or pull off drives - to cyclists travelling at speed often on electric bikes."

Quotation 4

"I have some concerns for these as a driver and a cyclist... These raised tables are going to make it increasingly more difficult and dangerous to enter and exit the road."

Quotation 5

"My other concern is that when you are turning right into Bridgeacre Gardens most of the time you have to sit there for some time until there is a gap in the traffic. It is near impossible to be able to see behind you in your blind spot to see if any cyclists are coming along the cycle lane. I have had many near misses as it is when cyclists are riding along the pavement all dressed in black with no lights."

2.3 The Council Response

Changes to road layouts can raise questions about potential impacts on traffic flow, visibility, and the safety of all road users, including cyclists, pedestrians, and motorists. Safety is of utmost priority in the design and implementation of any transport project promoted by the Council and are subject to the road safety audit processes appropriate for the type of scheme being delivered.

• **Traffic Congestion and Conflicts:**

Clifford Bridge Road is a single carriageway road with a single lane of traffic in each direction. There are no dedicated right-turn lanes at any of the junctions within the section of Clifford Bridge Road that is the subject of this scheme. On-street parking is provided within lay-bys of varying width and standard. Throughout the design process, all design options have retained Clifford Bridge Road as a single carriageway road with no subsequent loss of capacity. An early variant of the design included a slight reduction in road width which would have minimised the need to remove as many trees to accommodate the cycleway but would have retained Clifford Bridge Road as a single carriageway road without any loss of capacity. However, following consultation feedback the Council agreed to maintain the carriageway width at its current width, and this has been retained as a core principle throughout the remaining design process. As the carriageway widths have been maintained there is no loss of road capacity. Additionally, the design principles adopted are in line with the latest LTN1/20 design standards. Therefore, the cycleway is not expected to significantly increase congestion or create major conflicts between vehicles, cyclists, and pedestrians.

• **Junction and Driveway Visibility:**

The design of the cycleway has been carefully considered to ensure adequate visibility at junctions and driveways. Sightlines have been assessed, and

adjustments made to the layout where necessary to improve visibility and minimise the risk of accidents.

- **Cyclist Safety at Night:**

A lighting design is currently being undertaken that considers the proposed route and will ensure that appropriate lighting is in place to enhance cyclist safety at night. Street lighting along Clifford Bridge Road, like the majority of the city, is switched off between midnight - 5:30am on Sunday to Thursday, and 1:00am - 5:30am on Friday and Saturday. These hours are outside of the times the vast majority of users will be travelling along the street. There is no evidence to date of this streetlighting policy having any safety implications for cyclists.

- **Emergency Vehicle Access:**

The Council will be working closely with University Hospital Coventry Warwickshire (UHCW) to ensure that the cycleway design does not hinder emergency vehicle access or response times both during construction and on completion. The road width has been maintained at its current width, meaning that access for emergency vehicles will be exactly the same as at present. The Council will continue to work closely with emergency services throughout the construction and implementation process.

- **Vulnerable Road Users:**

The safety of vulnerable road users, including children, the elderly, and individuals with disabilities, is a key consideration in the design of the cycleway. The Council have incorporated features such as dedicated crossing points, clear signage, and speed reduction measures to enhance safety for all users. The Council are committed to ongoing monitoring and evaluation of the cycleway to identify and address any potential safety issues that may arise.

The segregation of pedestrians and cyclists will further improve the safety of vulnerable road users. Survey evidence shows that around a third of cyclists on Clifford Bridge Road cycle on the footway, rather than the road, and therefore the construction of a fully segregated cycle route will reduce the level of conflict between pedestrians and cyclists on this section of Clifford Bridge Road.

3 Alternative Solutions, Necessity and Effectiveness of the Cycleway

3.1 Summary

- **Low Usage and Alternative Routes:** Respondents and objectors questioned the necessity of the cycleway, citing perceived low usage on existing sections and suggesting alternative routes that they believe would be safer, more scenic, and better serve the community's needs.

- **Data Accuracy:** The accuracy of the data used to justify the project is questioned, with some objectors suggesting that it may not reflect current traffic and usage patterns.
- **Comprehensive Analysis of Lack of Consideration for Alternatives:** There's a sense that alternative solutions proposed by residents have not been adequately explored or considered, leading to frustration and a feeling of being unheard. A comprehensive analysis proposing an alternative route has been shared by a resident, claiming to represent the views of a significant number of residents. A detailed response to this analysis can be found in Section 7.

3.2 Selected Quotes

Quotation 1

"We as a community have no problem having a cycleway, but feel there is an alternative to the route, which we feel was never considered."

Quotation 2

"The residents have made several alternative suggestions for the route of the cycleway, but these options have not been fully explored or given proper consideration."

Quotation 3

"It will be interesting to know if you have actually done any research into whether this Cycle lane will get good use, because sadly I don't think it will. Such a waste of money, and so much damage to the environment."

Quotation 4

"I understand there have been alternative solutions that haven't been fully explored from the residents, including a re-imagining of safely incorporating a cycleway on that actual road, as well as alternative nearby routes."

Quotation 5

"The obvious route to the hospital (if that is what's needed?) from Binley road, is along Hipswell highway and Ansty road, these roads both have enough space to safely accommodate a cycleway, and are the route that Google maps take you as the most direct route, from the top of Binley road hill."

3.3 The Council Response

The Council has carefully considered various factors, including usage data and alternative route options, in developing the proposed Binley Cycleway extension.

- **Low Usage and Alternative Routes:**

The Council will monitor usage using cameras which have already been installed at various points along the Binley Cycleway, including on Clifford Bridge Road.

Between March and June this year, the average number of cyclists seen on a typical weekday on Clifford Bridge Road was 54. Over the same time period the number of

cyclists seen on Binley Road, where segregated facilities are already in place, were significantly higher. Daily averages varied from one section of cycleway to another but ranged between 401 (closest to the city centre) and 175 (closest to Binley Business Park).

While the same level of data is not available for the period prior to construction of the wider scheme beginning, a series of one-off counts carried out before construction revealed an average of 128 cyclists per day on the Binley Road/Clifford Bridge Road corridor as a whole. The evidence therefore suggests that rates of cycling have already increased significantly on those sections of the corridor where segregated facilities are now in place. Furthermore, as the scheme is still unfinished and does not yet form part of a wider network of similar cycleways (to enable trips to and from a wider variety of destinations), the Council do not believe that these numbers represent the maximum that will be achieved.

For the Clifford Bridge Road section of the scheme specifically, the Council's 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 modelling tool provided by the Department for Transport, which they require scheme promoters to use when preparing business cases for funding for active travel schemes.

- **Data Accuracy:**

The traffic and usage data utilised in the planning process were collected using established and recognised methodologies, accepted by DfT through assessment of business cases. However, steps have been taken to account for these potential changes by incorporating recent trends and projections into our analysis.

Furthermore, the projected usage figures for the Clifford Bridge Road section of the cycleway are based on the Department for Transport's (DfT) modelling tool, which provides a standardised and evidence-based approach to estimating future cycle use. This ensures that our projections are aligned with national best practices and reflect the expected benefits of the proposed infrastructure.

4 Lack of Consultation and Community Engagement

4.1 Summary

- **Inadequate Consultation:** Many objectors feel that the consultation process has been inadequate, lacking transparency and genuine engagement with the community.
- **Dismissed Concerns:** Residents express frustration that their concerns have not been adequately addressed or taken seriously, leading to a feeling of being ignored or dismissed.
- **Lack of Communication:** Complaints about poor communication from the Council, including delayed responses, out-of-office replies, and the use of jargon, contribute to the perception of a lack of engagement.

4.2 Selected Quotes

Quotation 1

"There has been insufficient evidence of need analysis, cycleway usage, end destination and prejudice in recognising specific needs of inhabitants who have disabilities. CCC have failed to fully explore alternative routes that have been suggested with no proper explanations as to why these other routes would not be allowed."

Quotation 2

"We have previously had meetings with council representatives to raise these concerns on safety, yet we neither had a response or any proposals from those representatives to mitigate those safety/user concerns. Which is both unprofessional, and shows a disregard for the views and concerns of the residence."

Quotation 3

"The residents have made several alternative suggestions for the route of the cycleway, but these options have not been fully explored or given proper consideration. Unfortunately, the dialogue between residents and the Council has been hindered by several obstacles, preventing an open and constructive discussion on finding a solution that works for all parties."

Quotation 4

"Whilst consultations have taken place with residents none of the safety aspects have been listen too or changed. The junctions have been pushed back with tables added which will decrease visibility for drivers and put cyclists at considerable risk when crossing."

Quotation 5

"Moreover, the very process by which this decision has been made feels deeply undemocratic. Local residents—those most directly affected by this cycleway—have faced diversions, misinformation, and obstacles when trying to voice their concerns."

4.3 The Council Response

The Council have actively engaged with the community through various channels, including public meetings (as listed below), surveys, and online platforms and the design has evolved as a result of these discussions.

- **Inadequate Consultation:**

Binley Cycleway Public Consultations: -

Public consultations were 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.

Section 7 (Clifford Bridge Road) Public Consultations: -

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.

- **Dismissed Concerns:**

The Council have taken on board feedback throughout the process. The initial consultation focussed on a fully segregated cycleway, and then in response to consultation response a shared use path was proposed. Further consultation responses, including two petitions, resulted in the third variant of the scheme being designed, based on core principles agreed by the Cabinet Member for City Services in response to consultation feedback. These core principles covered issues such as the retention of road carriageway width, the need for segregation of cyclists, pedestrians and traffic, the retention of on-street parking for residents, maintaining visibility from side roads and accesses, and retention of trees (and replacement where necessary).

- **Lack of Communication**

The Council has communicated extensively with local people in numerous ways, including direct mailed Street News newsletters, letters, public meetings, drop-in sessions and site meetings and visits. The Council has an email inbox for the project and have shared officers phone numbers for people to use. The Council are corresponding promptly with residents and responding in a timely manner to all queries.

5 Environmental Impact

5.1 Summary

- **Tree Removal:** The removal of mature trees is a major point of contention, with objectors highlighting their ecological value, including providing habitat for wildlife, improving air quality, reducing noise pollution, and mitigating flooding.
- **Net Zero Goals:** The decision to fell trees is seen as contradicting the Council's commitment to net zero and environmental protection.
- **Long-Term Impact of Replacement Trees:** Objectors express concerns that the newly planted trees will take many years to provide the same environmental benefits as the mature trees being removed.

5.2 Selected Quotes

Quotation 1

"Mature trees play in our ecosystem. They offer numerous benefits that young trees simply cannot provide until they reach maturity."

Quotation 2

"These trees are mature, healthy trees, giving life and support to a variety of birds, mammals, insects etc."

Quotation 3

"The proposed cycleway project also raises concerns about the felling of 26 mature trees, which serve as an essential green space and contribute to cleaner air along this busy road."

Quotation 4

"This line of trees assists with the absorption of pollution, carbon and excess water."

Quotation 5

"Considering all Coventry City Councils promises to become a Net 0 council you are not doing a good job so far."

5.3 The Council Response

The Council is committed to mitigating the environmental impact of the Binley Cycleway extension project and considers the protection of our environment and climate change issues when looking at such schemes.

- **Tree Removal:**

The decision to remove trees is never taken lightly, and the Council is committed to mitigating the environmental impact through a comprehensive tree replacement programme. In the case of this scheme, an earlier variant of the scheme design would have retained more trees than the latest design but would have had a greater impact upon parking provision and carriageway width. The shared use path design would also have retained trees. Both these design options attracted significant consultation feedback, resulting in the core design principles being agreed. To best meet these design principles, it is necessary to remove 26 trees to achieve the provision of a segregated path without impacting upon parking or carriageway width. The project includes the planting of 32 new trees, 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.

- **Long-Term Impact of Replacement Trees:**

It is recognised that it will take time for the new trees to mature to the same size as the existing ones. However, the trees that will be planting will be semi-mature (rather than saplings) and will be more suitable to the urban environment than trees planted in the past will have been, using the benefit of knowledge and experience gained over the years on the suitability of different species of tree. It is believed that the long-term benefits of the project, including promoting sustainable transport and reducing carbon emissions, will outweigh the temporary environmental impact of tree removal.

- **Net Zero Goals:**

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.

Calculations performed using the Department for Transport'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 50,000 km 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.

It should also be noted that 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.

6 Impact on Residents

6.1 Summary

- **Access and Parking Issues:** Concerns were raised about the impact on residents' ability to access their driveways and park their vehicles safely due to changes in road layout, removal of parking bays, and increased congestion.
- **Disruption and Inconvenience:** The potential disruption and inconvenience caused by the construction process, including noise, dust, and traffic delays, are also highlighted as concerns.
- **Impact on Hospital Staff:** The removal of parking bays and potential for increased traffic congestion are seen as negatively impacting hospital staff.

6.2 Selected Quotes

Quotation 1

"My objection is also based on the impact of the proposed changes on the safety of the residents and visitors in the area."

Quotation 2

"The Inhabitants have raised major concerns in relation to driving on and off their drives, having to cross the foot path the cycle lane to gain access to the road. There will be less room for them to manoeuvre out of their drives. An inhabitant's survey has demonstrated that there will be 90 cars subjected to these access problems which could lead to 180 cycleways reversing crossing a day with each one potentially being a major safety issue."

Quotation 3

"I believe further cycle lanes along Clifford Bridge Road would be dangerous for residents (and cyclists) It would have a massive safety impact on residents using their driveways."

Quotation 4

"Incidentally we have many hospital workers park and walk or cycle from Gainford Rise because of the staff parking charges."

Quotation 5

"This is an unsafe plan which as it stands now will have a detrimental impact on the environment, residents and users of Clifford Bridge Road and surrounding areas."

6.3 The Council Response

The Council is actively working to minimise these impacts. The project design adheres to national guidelines and standards, such as LTN 1/20, which prioritise the safety and convenience of all road users, including residents accessing their driveways. The Council are also exploring options to mitigate traffic congestion and will make every effort to minimise disruption during construction.

Access and Parking

The scheme does not remove any driveway accesses or on-street parking, although there will be minor changes to the layout of some parking lay-bys. Residents accessing their driveways currently have to cross the footway, which is used by pedestrians and cyclists, and the verge, and visibility is generally impacted most by the parking. The introduction of the cycleway will fundamentally have little impact upon the manoeuvre in and out of driveways – drivers will still have to look for pedestrians, cyclists and other users in addition to traffic on the main carriageway – this is no different to the current layout other than the cyclists will be further out from boundary walls and hedges and therefore will be more visible.

Disruption and Inconvenience

During the construction of the scheme, there will inevitably be some disruption and inconvenience caused to residents as well as users of Clifford Bridge Road. That is the case for any transport scheme, including maintenance works, taking place in a busy urban environment. The Council is experienced at managing these situations, and will work closely with residents and businesses, as well as its contractors, to minimise the impact as much as it can. There will be regular communication throughout the duration of the works, and we will work to maintain access for residents at all times.

Impact on Hospital Staff

Other than disruption during the works (see above), there will be no impact on Hospital staff through the scheme as traffic capacity will be maintained at its current level. Staff parking for the Hospital staff is provided on site, and should any Hospital staff be seeking to park on Clifford Bridge Road then the current level of on-street

parking is being maintained. The completion of this missing link of the cycleway will also provide Hospital staff with a safe and direct route to the Hospital from Binley and Willenhall.

7 Comprehensive Analysis of Lack of Consideration for Alternatives

7.1 Introduction

The following section addresses the concerns and observations raised by a resident, in their analysis of the Clifford Bridge Road Cycle Way proposal. The resident's analysis focuses on the project's adherence to core design principles, safety implications, and the potential benefits of an alternative route.

7.2 Core Design Principles

7.2.1 Coherent Design Principles

- **Resident's Points:** The resident suggests that the current proposal only partially meets coherent design principles as it is not the most direct route. They propose an alternative route that they believe better fulfils these principles.
- **Council's Response:** The resident states that the “most direct” route is via Sowe Valley is predicated on the only objective of the cycleway to get from the University Hospital to the City Centre, however the scheme has wider objectives than this. Binley Cycleway was identified as a strategic cycle route connecting Coventry city centre with the UHCW via Binley Business Park within the West Midlands Local Walking and Cycling Infrastructure Plan (WM LCWIP). 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. The final scheme, including the Clifford Bridge Road section, will therefore provide the most direct route connecting Walsgrave, the Hospital, the estates on Clifford Bridge Road, Binley Business Park, Binley, Stoke, Lower Stoke, and the city centre. The route will serve multiple journey types in the most efficient and direct way. The Sowe Valley route would serve some journeys, but not the Walsgrave / Hospital to Binley / Willenhall desire line.

7.2.2 Direct Design Principles

- **Resident's Points:** The resident argues that the alternative route is more direct and, therefore, better aligns with direct design principles.
- **Council's Response:** Response provided in 7.2.1.

7.2.3 Safe Design Principles

- **Resident's Points:** The resident expresses safety concerns, citing issues such as cyclist speed, resident access to parked cars, emergency vehicle access, and potential conflicts with the Harry Shaw coach company. They believe these concerns cannot be adequately addressed in the current plan.

- **Council's Response:** A Stage 1 RSA was carried out by independent and qualified auditors and a Stage 2 Road Safety Audit (RSA2) will be conducted before any works commence. This RSA2 will be commissioned in line with GG119 guidelines and will include a design brief.

The scheme is designed to the latest relevant standards in LTN1/20 and a design review panel (DRP) with Transport for West Midlands (TfWM) and Active Travel England (ATE) has been completed on Clifford Bridge Road. This involves auditing the scheme to ensure it aligns with active travel policies and design guidance such as LTN 1/20. The route check and DRP documents are ATE and TfWM documents.

The design already incorporates several features that will help reduce speeds. To maintain existing trees and accommodate pedestrian access, the cycleway incorporates shared-use sections and several curves, which will naturally encourage cyclists to reduce their speed. Additionally, the 2-metre width of the cycle lane promotes a more cautious approach.

Finally, a third of the cyclists currently using Clifford Bridge Road cycle on the footways. The cycle route would provide a safe cycle route segregated from both traffic and pedestrians and would therefore reduce the degree of conflict between pedestrians and cyclists that currently exists.

7.2.4 Comfortable Design Principles

- **Resident's Points:** The resident argues the current plan fails to meet comfortable design principles due to steep gradients, lack of accessibility for individuals with disabilities or using cargo bikes, and challenges for wheelchair users.
- **Council's Response:** This scheme is being designed in full compliance with the latest safety regulations and guidance, including LTN 1/20 Cycle Infrastructure Design, which sets the standards for cycleway design. Furthermore, The Council are committed to ensuring the scheme meets the requirements of the Equality Act 2010.

As part of the design process for this scheme, the Council has undertaken extensive consultation with a range of stakeholders. Due to COVID restrictions at the time, this involved a large-scale leaflet drop (approximately 11,000), online surveys, and an email address for feedback.

The Council has also directly engaged with the following groups:

- Access Development Group (subgroup of Disability Equality Action Partnership)
- Gosford Park Residents Association
- Stoke Park Residents Group

To further enhance the accessibility of the scheme, members of our design team participated in a site visit and engagement exercise led by Sight Loss Counsel, in association with ATE and TfWM.

In addition to the consultations, an Equalities Impact Assessment has been carried out to identify and mitigate any potential negative impacts of the scheme on people with protected characteristics. This assessment informs The Councils design decisions and ensures that the scheme is accessible and inclusive for all.

The Council also work in close collaboration with ATE, the government body responsible for setting active travel policy and standards and TfWM's Cycling and Walking Team. ATE provide expert advice and guidance throughout the design process, ensuring that schemes meet the highest safety and accessibility standards.

7.2.5 Attractive Design Principles

- **Resident's Points:** The resident suggests the alternative route is more attractive, particularly due to its avoidance of steep gradients and potential for enhancing public spaces. Concerns are also raised about the removal of mature trees along Clifford Bridge Road, impacting its attractiveness.
- **Council's Response:** There is a gradient on Clifford Bridge Road. However, it's important to remember that this gradient exists currently, and cyclists are already using the road and footpath. The cycleway aims to improve safety by separating cyclists from both vehicle traffic and pedestrians.

Whilst there is a gradient there are features in the design that will aid in keeping cyclists' speeds down. To maintain existing trees and accommodate pedestrian access, the cycleway incorporates shared-use sections and several curves, which will naturally encourage cyclists to reduce their speed. Additionally, the 2-metre width of the cycle lane promotes a more cautious approach.

7.2.6 Other Issues

- **Resident's Points:** The resident believes the current plan fails to meet several design principles, potentially leading to wasted public funds and significant disruption for residents during construction.
- **Council's Response:** This scheme is being designed in full compliance with the latest safety regulations and guidance, including LTN 1/20 Cycle Infrastructure Design, which sets the standards for cycleway design in the UK. Furthermore, The Council are committed to ensuring the scheme meets the requirements of the Equality Act 2010.

A design review panel (DRP) with Transport for West Midlands and Active Travel England has also been completed for this scheme, ensuring

alignment with active travel policies and design guidance such as LTN 1/20. The outputs of the review have been shared with residents.

- **Resident's Points:** The resident expresses concerns about the decision-making process, suggesting a lack of local councillor influence and questioning the democratic process.
- **Council's Response:** This section of 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 the core 7 principles recommended in the November 2023 Cabinet Member Report for Section 7 – Clifford Bridge Road. The final scheme design has also been reviewed by ATE and TfWM.

7.3 Conclusion

The Binley Cycleway extension project has been the subject of a formal consultation and objection period. Objections, comments, and suggestions were received throughout the consultation period and have been summarised and responded to within this document.

The final design of the Binley Cycleway extension has been informed by the feedback received from four rounds of engagement, including this most recent formal consultation, and has been reviewed by Active Travel England and Transport for West Midlands.

It is considered that the final design responds as far as possible to the range of issues raised throughout the consultation, whilst retaining the overall objective of achieving a significant improvement in active travel infrastructure within Coventry providing a core cycling route within the Council's emerging strategic cycle network linking key destinations across the city.