Plan shows Scholars Way route as proposed by TRO in Red and as suggested superior in White. The table analyses where it improves a cyclist's route and by implication how it will encourage others to use it for Active Travel.

Table also analyses positive or Negative

A Mulberry Park Scholars Way segment
B Combe Rd Scholars Way segment
C Bradford Rd from West
D North Rd
P parallel crossing
R Return to eastbound lane

8.1 Alternate route delivers improved active travel outcomes

		Bradford Rd TCO as proposed / red		Backstones alternative / white	
	Safety	☑	Separates pedestrians from motorists	☑	Separates pedestrians from motorists
		☑	Separates cyclists from motorists	☑	Separates cyclists from motorists
		☒	Separates pedestrians from cyclists	☑	Separates pedestrians from cyclists
Scholars Way journeys	A to B	☒	Pointless to cross at new parallel crossing at P, contest pedestrians up to R then again make uncontrolled cross then turn right	☑	Quiet, logical route; no car contention, avoids school rush contention w shared use crowded with children
	B to A	☑	Useful in conjunction wiht N segment	☑	Quiet, logical route; no car contention, avoids school rush contention w shared use crowded with children
	Verdict	☒	Not useful for most journeys	☑	Useful for all journeys
Other journeys	A to D	☒	Pointless to cross at new parallel crossing at P, contest pedestrians up to R then again make uncontrolled cross then turn right	☑	Quiet, logical route; no car contention, avoids school rush contention w shared use crowded with children
	C to D	☒		☒	Not applicable
	B to C	☒	Desire line will ignore shared path R to P and will use traffic lane except possibly to undertake cars backed up from roundabout during school rush ~3hrs/24 daily (12.5%); precisely riskiest time for sharing with pedestrians.	☒	Not applicable
	B to A	☑		☑	Quiet, logical route; no car contention, avoids school rush contention w shared use crowded with children
	D to C	☒		☒	Not applicable
	Verdict	☒	Not useful for most journeys	☑	Useful for 25% routes
Cost		££££		££	
Overall rating		★		★★★★	

8.2 Winners and losers of the Backstone route

Backstones route				
Cyclists	Good for us	Bad for us	Verdict	Vote s
General adult cyclists	From Mulberry: no cars, no pedestrian Positive	From Bradford Rd: no change: Neutral	Positive	Low
Junior cyclists (eg school route)	From Mulberry: no cars, no pedestrian Positive	From Bradford Rd: no change: Neutral	Positive	
Infant cyclists (learning to ride)	From Mulberry: no cars, no pedestrian Positive	From Bradford Rd: no change: Neutral	Positive	None
Group verdict			Positive	
Pedestrians	Good for us	Bad for us	Verdict	
Able bodied adults	From Mulberry: no cars, no cyclists Positive	From Bradford Rd: no change: Neutral	On balance Positive	High
Secondary students	From Mulberry: no cars, no cyclists Positive	From Bradford Rd: no change: Neutral	On balance Positive	Low
Junior/infant children	From Mulberry: no cars, no cyclists Positive	From Bradford Rd: no change: Neutral	On balance Positive	Parental: medium / high
Mobility impaired	From Mulberry: no cars, no cyclists Positive	From Bradford Rd: no change: Neutral	On balance Positive	Low
Sight impaired	From Mulberry: no cars, no cyclists Positive	From Bradford Rd: no change: Neutral	On balance Positive	Low
Group verdict			Positive	
Motorists	Good for us	Bad for us	Verdict	
**			Neutral	High
Local residents	Good for us	Bad for us	Verdict	
**			Neutral	High

**assume Bradford Rd unchanged

Conclusion: for cyclists and pedestrians, Backstones route is superior. It is superior because it delivers more active travel positive outmoes and it delivers them for more journey variants, and likely for less money.