SUMMARY AND SCORING (RED AMBER GREEN) OF ALL ROUTES

Good
Moderate
Poor

Route Name	Alignment	Coherence (connectivity)	Directness	Safety	Comfort (potential delay points)	Attractiveness	Parking/ loading loss	Level of intervention
New Cavendish St Route	Two-way on New Cavendish St and George St	Good quality in one direction but not in other. Constraints at Marylebone High Street, a high-quality cycling facility would have a negative impact on public realm and pedestrian crossings.	Minimal deviations (route splits at Marylebone High St and joins again at George St)	Segregation for cyclists required – unlikely to be continuously feasible	(~19 delay points at traffic lights and junctions)	Cycling specific infrastructure (kerbs / signals / tracks etc) required to provide a good quality cycle route. Attractive but busy and noisy in areas. Also some distance from Oxford St, a key destination.	~100 bays of parking/loading capacity would be removed or relocated to the side roads to create space	Significant investment required to deliver the necessary changes to the street
Wigmore St Route	Two-way on Mortimer St and Wigmore St	2-way alignment but width constraints at various points. No connection to existing routes at either end.	Minimal deviations (the route is on a linear corridor along Wigmore St)	Segregation for cyclists required – not continuously feasible	(~18 delay points at traffic lights and junctions)	Cycling specific infrastructure (kerbs / signals / tracks etc) required to provide a good quality cycle route. Closer to Oxford St but busy with parking and loading.	~80 bays of parking/loading capacity would be removed or relocated to the side roads to create space	Significant investment required to deliver the necessary changes to the street
New Cavendish St/ Queen Anne St Route 1	Eastbound on Queen Anne St. Westbound on New Cavendish St Two-way on George St	Alignment split by direction, with connections to existing and consulted cycle routes	Multiple eastbound deviations (Manchester Square, Queen Anne St, Duchess St, Foley St)	Segregation for cyclists required westbound and on George Street – potential to be feasible	(~19 Westbound, ~7 Eastbound delay points at traffic lights and junctions)	Cycling specific infrastructure (kerbs / signals / tracks etc) required to provide a good quality cycle route. Attractive but busy and noisy in areas. Also some distance from Oxford St, a key destination.	~50 bays of parking/loading capacity would be removed or relocated to the side roads to create space	Significant investment required to deliver the necessary changes to the street
New Cavendish St/ Queen Anne St Route 2	Eastbound on Queen Anne St. Westbound on New Cavendish St/George St	Alignment split by direction, with connections to existing and consulted cycle routes	Multiple eastbound deviations (Upper Berkeley St, Manchester Square, Queen Anne St, Duchess St, Foley St)	Segregation for cyclists required westbound and on George Street – potential to be feasible	(~19 Westbound, ~8 Eastbound delay points at traffic lights and junctions)	Cycling specific infrastructure (kerbs / signals / tracks etc) required to provide a good quality cycle route. Attractive but busy and noisy in areas. Also some distance from Oxford St, a key destination.	~50 bays of parking/loading capacity would be removed or relocated to the side roads to create space	Significant investment required to deliver the necessary changes to the street
Manchester Square Route (suggested route)	Two-way on Upper Berkeley St, Queen Anne St, Duchess St & Foley St	2-way alignment with consistent quality. Requires good wayfinding owing to number of turns	Multiple deviations (Upper Berkeley St, Manchester Square, Queen Anne St, Duchess St, Foley St)	Safe (low traffic flows, suitable for mixing pedal cycles and motor traffic)	(~8 delay points at traffic lights and junctions)	Simple arrangement with potential for street enhancements. Not too far from Oxford St and on quiet, historic, tree-lined streets.	Potential for negligible impact	Relatively low investment required