

STAGE 1 ROAD SAFETY AUDIT
BINLEY CYCLEWAY – BRINKLOW ROAD TO B4082

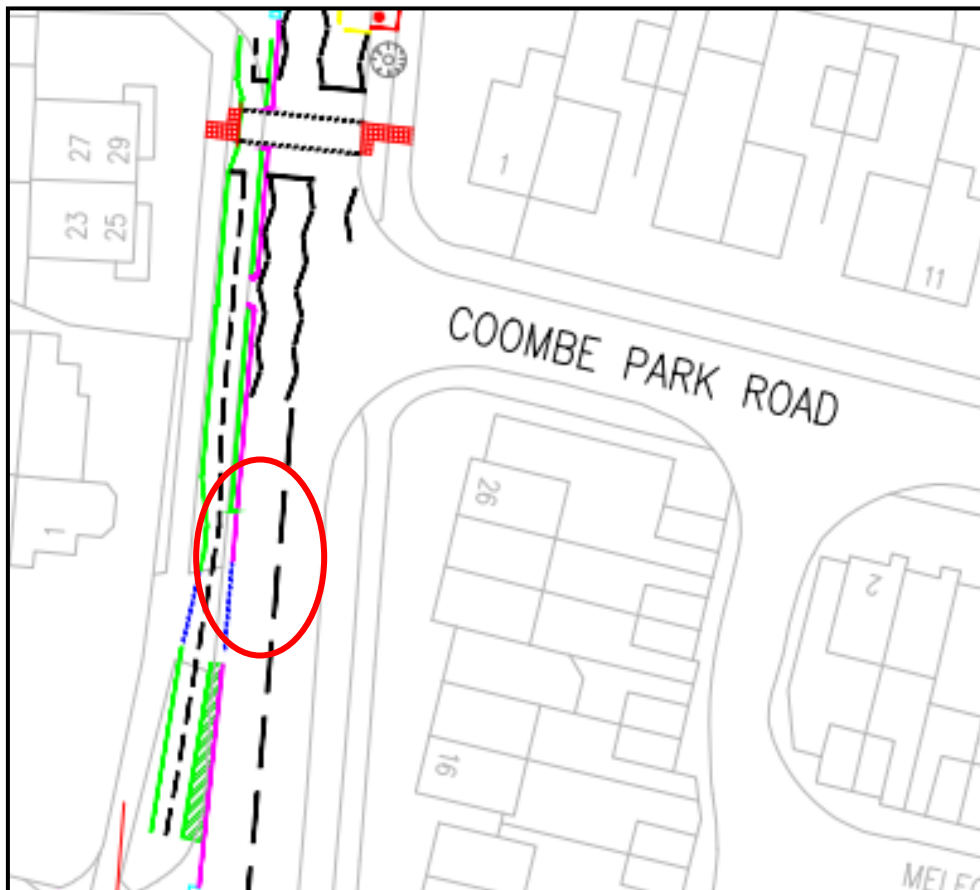
1. INTRODUCTION

- 1.1** This report describes a Stage 1 Road Safety Audit carried out on Clifford Bridge Road, from its junction with Brinklow Road to B4082, Coventry. The scheme drawings were produced and submitted by Coventry City Council, Transport and Innovation Service.
- 1.2** The audit team members were Joel Logue (Highways, Traffic and Road Safety Engineer) and Caron Archer (Senior Engineer – Traffic Management).
- 1.3** The audit comprised an examination of drawings relating to the scheme (listed in Appendix B) and a daytime site visit between 10:15 and 11:15 on 4th January 2024. The weather was dry and sunny. Traffic flows were medium and pedestrian and cycle movements were low during the site visit.
- 1.4** The terms of reference of the audit are as described in GG119. The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to explain clearly a safety problem or the recommendation to resolve a problem, the Audit Team may have referred to a design standard for information only. Any audit comments should not be construed to imply that a technical audit has been undertaken.
- 1.5** All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence. Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem in accordance with GG119 and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.6** It is assumed that the scheme designer has advised of any departures from standard when the audit was requested. None were specified.
- 1.7** The scheme is detailed in the drawings listed in Appendix B and comprises an extension of the two-way segregated cycleway on Binley Road, along Clifford Bridge Road to B4082; and includes new pedestrian crossing facilities.
- 1.8 EXISTING PERSONAL INJURY COLLISION SITUATION**
- The recorded personal injury collision history of the highway affected by the scheme has shown that there were 18 reported personal injury collisions in the last three-year period.

2. **ITEMS RESULTING FROM THIS STAGE 1 ROAD SAFETY AUDIT**
BINLEY CYCLEWAY – BRINKLOW ROAD TO B4082

2.1 **Problem:** Pinch-point on cycleway

Location – Clifford Bridge Road



Summary

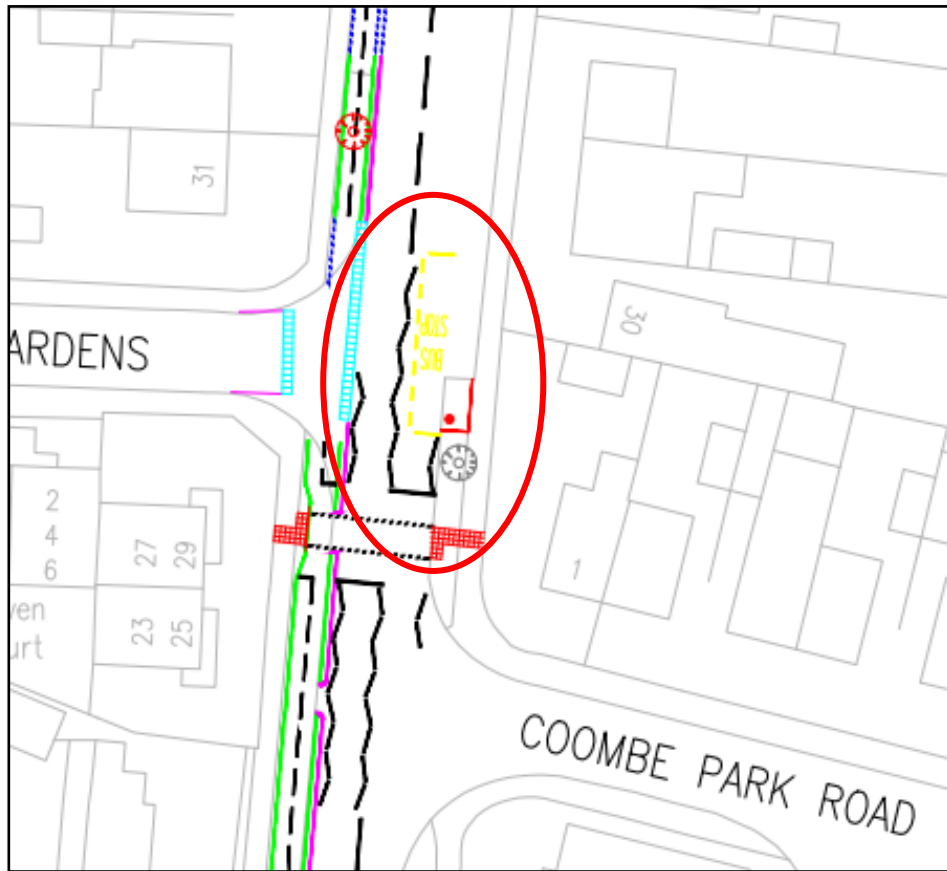
There is a significant narrowing on the cycleway, and this presents a significant road safety hazard. The dynamic kinetic envelope of the cyclist must be included into the design and the design should optimise a cyclist in motion moving laterally to maintain balance. Pinch-points and horizontal alignments on a two-way cycleway may result in cyclist head-on type personal injury collisions. In addition, cyclists may opt to use the footway to traverse this pinch-point and this significantly increases the likelihood of cyclist to pedestrian type personal injury collisions.

RECOMMENDATION

Redesign this section of cycleway to remove the pinch-point/ horizontal alignment. This will reduce the likelihood of cyclist head-on and cyclist to pedestrian type personal injury collisions.

2.2 Problem: Bus Stop location on the approach to controlled crossing

Location - Opposite Numbers 29 & 31 Clifford Bridge Road and junction of Bridgeacre Gardens



Summary

The bus stop relocation is on the approach to the proposed formal pedestrian crossing, and in particular the signal heads. Buses waiting within the bus stop will significantly reduce the conspicuity of the signal heads (for vehicles on the approach from north to south) and this significantly increases the risk of vehicle to vehicle and vehicle to pedestrian type personal injury collisions.

RECOMMENDATION

Relocate the bus stop away from the formal pedestrian crossing. Relocating the bus stop may significantly reduce the likelihood of vehicle-to-vehicle and vehicle to pedestrian type collisions.

2.3 Problem: Existing Post-Box on scheme route

Location – Post-Box in-between Property 71 and 73 Clifford Bridge Road



Summary

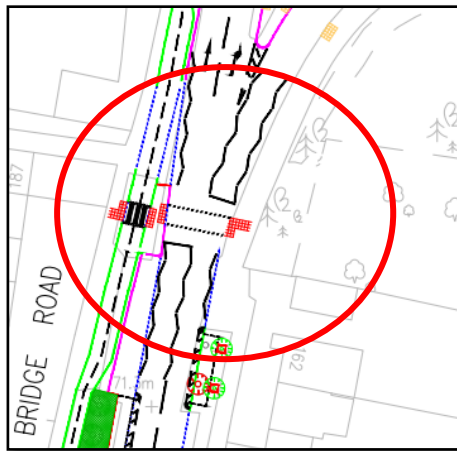
There is an existing Post Box that will create a significant narrowing of the footway, and this presents a safety hazard. A pedestrian, particularly if using a mobility scooter, may have to enter the cycleway to traverse this location, which would involve negotiating the 45' kerb and travelling along the cycle track, which is at a lower height. This may result in conflicts with cyclists or a mobility scooter or wheelchair tipping over. This significantly increases the likelihood of cyclist to pedestrian type personal injury collisions.

RECOMMENDATION

Redesign this section of the footway and cycleway to either relocate or remove the Post Box thereby removing the obstacle. This will reduce the likelihood of cyclist to pedestrian type personal injury collisions.

2.4 Problem: 40mph Speed Limit on Approach to Controlled Pedestrian Crossing

Location – Outside Property 187 Clifford Bridge Road



Summary

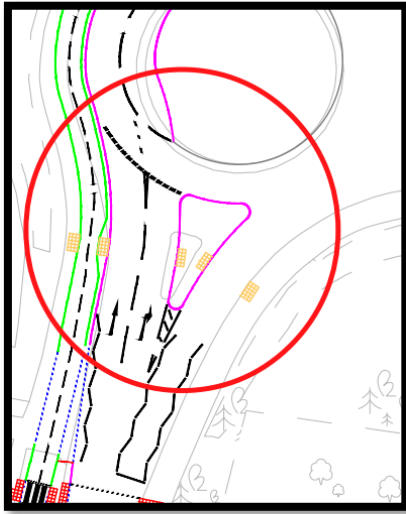
The controlled pedestrian crossing is being proposed in close proximity to the 40mph speed limit. Inappropriate speeds on the approach to a formalised pedestrian crossing significantly increases the likelihood of vehicle to pedestrian type personal injury collisions.

Recommendation:

Reduce the speed limit on the approach to the pedestrian crossing facility. In addition, ensure there is high friction surfacing on the approaches to the formal crossing facility. The reduction in the speed limit and the installation of the high friction surfacing will reduce the likelihood of vehicle to pedestrian type personal injury collisions.

2.5 Problem: Location of Uncontrolled Pedestrian Crossing

Location – On southern splitter island of northern roundabout



Summary

An uncontrolled pedestrian crossing is being proposed across the southern splitter island to the roundabout junction. It is in an area of 40mph speed limit where westbound drivers will have recently left a national speed limit carriageway and there is reduced forward visibility of a pedestrian standing on the eastern side of the road. The location of a crossing point at this location significantly increases the likelihood of vehicle to pedestrian type personal injury collisions.

Recommendation:

Formalise the existing dropped kerb arrangement on the northern splitter island, as the proposed controlled crossing point on the southern splitter island is only approx. 25m from the controlled crossing location.

2.6 Problem: Cycle Prevention Gate

Location – In-between Property Numbers 100 and 98



Summary

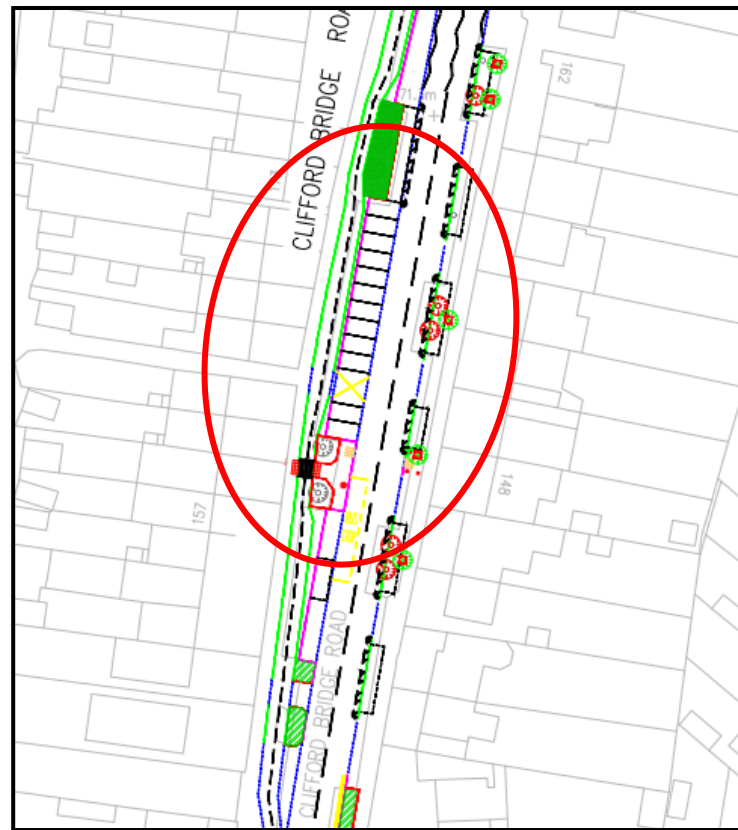
There is an existing cycle prevention gate in between properties 98 and 100 Clifford Bridge Road, the drawing shows a proposed 45' kerb down the middle of this route, it is assumed this becomes a segregated pedestrian and cycle path. The cycle prevention gates are in-line with the proposed cycle track route from Clifford Bridge Road. At the eastern end of the path (between 147 & 149 Coombe Park Road) there appears insufficient width to provide this facility, this significantly increases the likelihood of pedestrian (and other vulnerable footway user) to cyclist personal injury collisions.

Recommendation:

Remove the cycleway gate and provide adequate "shared-use" facilities at this location. This will reduce the likelihood of cyclist to vulnerable footway user personal injury.

2.7 Problem: Perpendicular Parkin

Location – See Plan



Summary

There is existing informal perpendicular parking at the location as indicated by the screenprint above and the problem location plan. This proposal formalises this arrangement. However, this presents a road safety problem as it is in close proximity to the proposed pedestrian crossing facility. Subsequently, drivers using the parking spaces will be required to undertake numerous turning manoeuvres to park and this may distract drivers' attention travelling on Clifford Bridge Road. This significantly increases the likelihood of driver-to-driver personal injury collisions.

Recommendation:

Redesign the parking spaces to echelon as this will reduce the need for numerous turning manoeuvres and this will reduce driver distraction on the approach to the formal crossing facility. This will reduce the likelihood vehicle to vehicle type personal injury.

3 AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Joel Logue

Signed:



Date: 7th January 2024

AUDIT TEAM MEMBER

Caron Archer

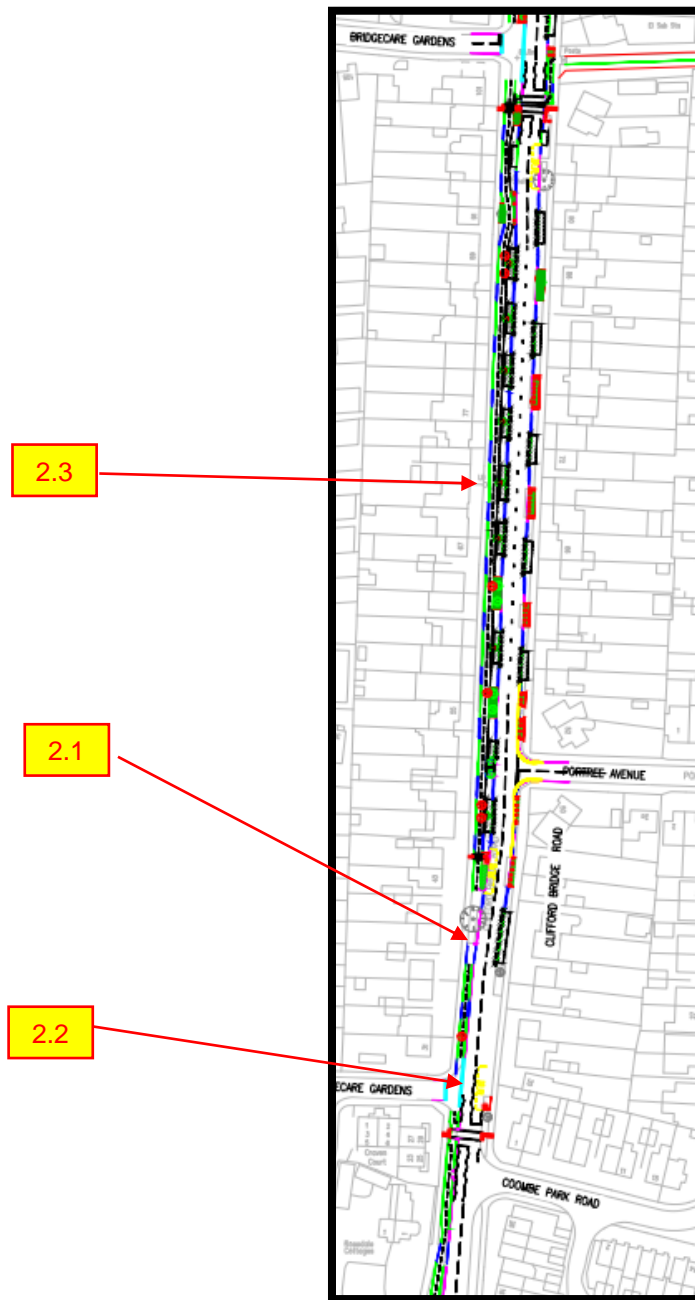
Signed:



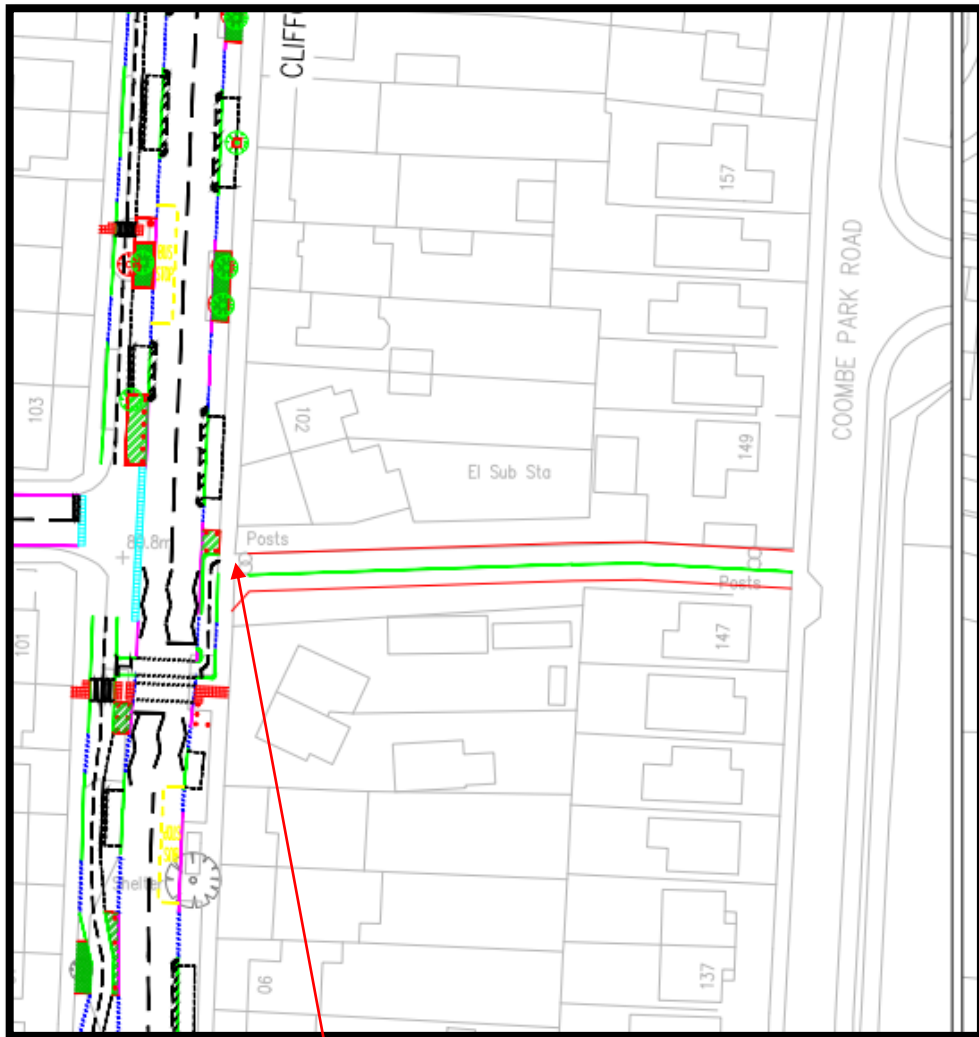
Date: 8th January 2024

APPENDIX A - PROBLEM LOCATION PLANS

PLAN 1

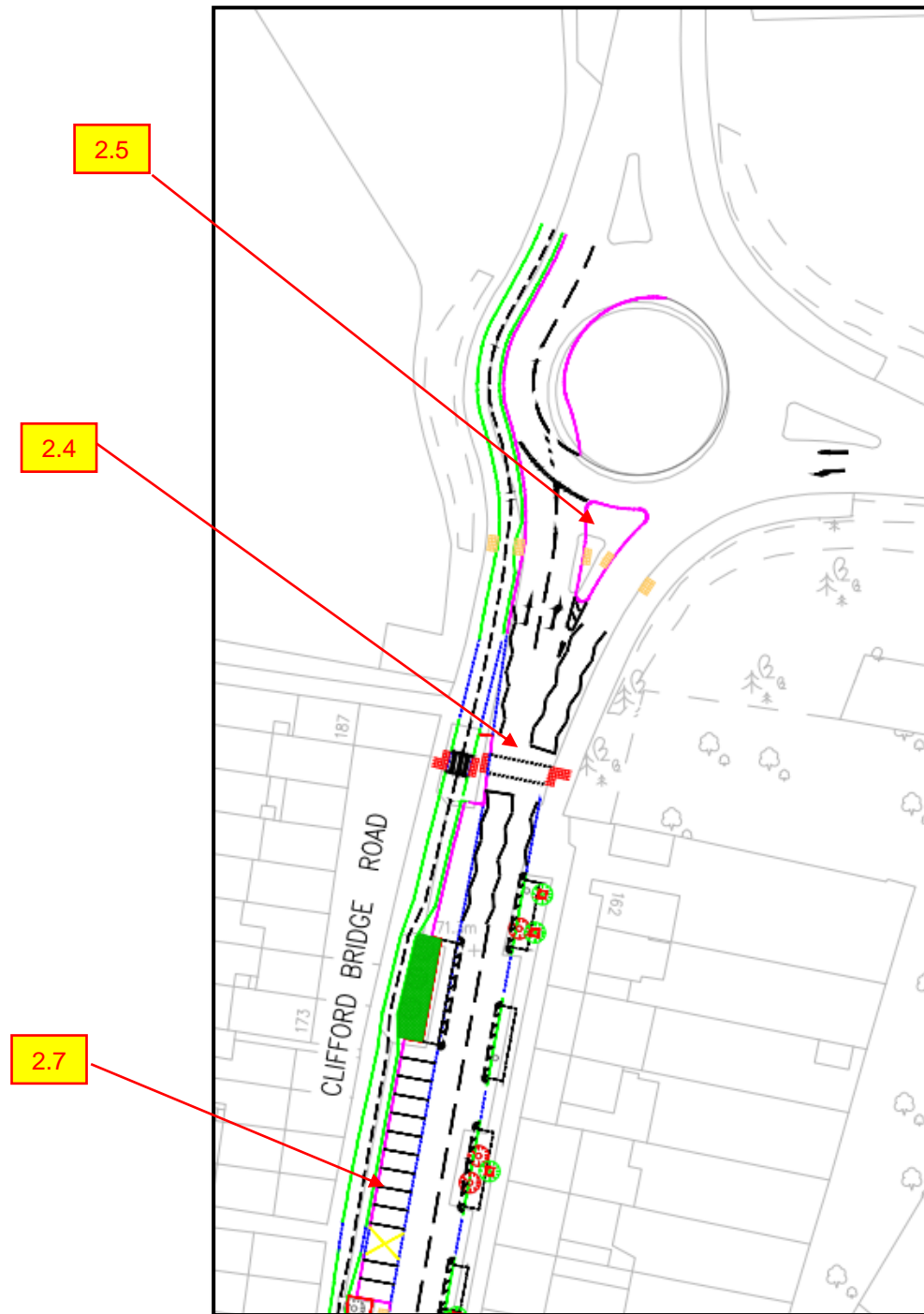


PLAN 2



2.6

PLAN 3



APPENDIX B

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

- Binley Cycleway Outline Design DWG