1.Project Details

Report Title:	Stage 1 Road Safety Audit Response Report – Coventry City Council, Clifford Bridge Road Section 7
Date of Report:	December 2024
Document Ref & Revision:	SA 4742
Prepared by:	Gill Wharton
On behalf of:	Waterman Aspen

Authorisation Sheet

Project:	Binley Cycleway - Clifford Bridge Road Section 7
Report Title:	Stage 1 Road Safety Audit Response Report – Coventry City Council, Clifford Bridge Road Section 7
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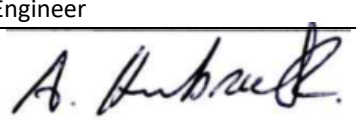
Position:	Engineer
Signed:	
Organisation:	Coventry City Council
Date:	21/02/2024

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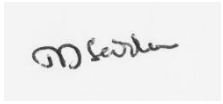
Signed:	
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2. Introduction and Summary of Scheme

The scheme proposes to install cycle facilities along the western side of Clifford Bridge Road between Mill Lane to the south and Dorchester Way to the north. The proposed cycle facilities consist of two-way segregated cycleways and shared use paths. New signalised and uncontrolled crossings are also to be provided at several locations along the route.

3. Key Personnel

Overseeing Organisations:	CCC
RSA Team:	Waterman Aspen
Design organisation:	CCC
Developer:	N/A

GG119 Road Safety Audit Decision Log

- **Columns 1 & 2 to be extracted directly from RSA Report**
- **Column 3 to be filled out by Design Organisation**
- **Column 4 to then be filled out by CCC**
- **Design Org/CCC to then agree action.**

RSA PROBLEM	**RSA Recommendation**	**Design Organisation Response** (Choose one of for each response) 1) accept the RSA problem and recommendation made by the RSA team; **2)** accept the RSA problem raised, but suggest an alternative solution, giving appropriate reasoning; or **3)** disagree with the RSA problem and recommendation raised, giving appropriate reasoning for rejecting both.	**Overseeing Organisation Response**	**Agreed RSA Action**
Problem 7.1 **RISK OF CYCLIST/PEDESTRIAN COLLISIONS DUE TO INSUFFICIENT SHARED USE FOOTWAY/CYCLEWAY WIDTH.** The drawings submitted for audit appear to show a shared use footway/cycleway along the western side of Clifford Bridge Road, along the sections which do not have a proposed segregated two-way cycleway. This shared use footway/cycleway proposes to have varying widths of between 1.6m – 1.9m. The Audit Team consider that this may be too narrow for a shared use path and will result in a risk of collisions between cyclists and pedestrians.	It is recommended that the shared use footway/cycleway sections of the route should be widened to the recommended width of 3m.	Problem acknowledged. Constraints along Clifford bridge road include existing trees, utility cabinets and the agreed principle of maintaining a minimum carriageway width of 7.3m. The design will be reviewed and adjusted to increase the shared space widths to 3m where possible.	Problem acknowledged and Designer Response agreed.	Detail design to increase shared spaces to 3m wherever feasible.

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Problem 7.2 **RISK OF CYCLIST COLLISIONS DUE TO INSUFFICIENT TWO-WAY CYCLEWAY WIDTH.** The drawings submitted for audit show a segregated two-way cycleway along the western side of Clifford Bridge Road provided at a width of 2m. The Audit Team consider that this may be too narrow for a two-way cycleway and will result in a risk of collisions between opposing cyclists.	It is recommended that the segregated two-way cycleway sections of the route should be widened to the recommended width of 3m.	Acknowledged. However, Clifford Bridge Road has width constraints throughout its length. These include, existing trees, utility cabinets and the agreed principle of maintaining a minimum carriageway width of 7.3m. LTN 1/20 is being used to guide this cycle track design. LTN 1/20 Table 5.2 allows for a 2m cycle track width. It should be noted, the design has been reviewed by Transport for West Midlands and Active Travel England. Neither organisation has raised concerns with the 2m wide cycleway.	Problem acknowledged, and Designer Response agreed.	Detail design to have 2m cycleway width throughout in accordance with LTN 1/20.
Problem 7.3 **RISK OF CYCLIST/PEDESTRIAN COLLISIONS WITH VEHICLES DUE TO INSUFFICIENT VISIBILITY FROM DRIVEWAY ACCESSES.**	It is recommended that appropriate visibility is provided between the driveway accesses and cyclists, particularly on	Rejected. The existing situation is that cyclists and pedestrians pass by the driveway accesses along the footpath mostly within a 1.8m distance to garden walls/fences and vegetation. The Council	RSA Recommendation rejected, as the problem identified reflects the existing situation and the proposed scheme would improve	N/A

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During the site visit it was observed that there are numerous driveway accesses along the western side of Clifford Bridge Road, many of which have walls/fences or vegetation restricting the visibility of vehicles exiting from them. This is not considered to be an issue with slow-moving pedestrians, but the introduction of potentially fast-moving cyclists on lengths of road where there is only a short separation between driveway and cycleway – for example, on lengths with only a limited segregated facility, or where the footway and cycleway are narrow - will introduce a risk of cyclists being struck by vehicles exiting those driveways. If drivers cannot see cyclists close to their driveway, then they may pull out ahead of one, resulting in a vehicle/cycle collision.	lengths where cyclists are likely to be close to the back of footway/driveways.	has data from permanently mounted cameras to evidence this. The proposed segregated cycle track position is such that the footway is between the cycle track and the garden walls/fences and vegetation. This positions cyclists beyond at least 1.8m from boundary walls, with a section of footway being between them. Any shared footway / cycleway sections will be at least 3m where possible. Further to this, the cycle tracks horizontal alignment aims to reduce cyclist speeds. Design includes, chicanes, raised table Zebra crossings and the width is restricted to 2m. Therefore, it is considered that the proposed layout represents an improvement on the existing situation by	the situation without the need for any further measures.	

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		making cyclists more visible for drivers manoeuvring into and out of their driveways.		
Problem 7.4 **RISK OF CYCLIST COLLISIONS WITH STREET FURNITURE.** No site clearance drawing has been submitted for review as part of this Road Safety Audit. The Audit Team are concerned that there is a large amount of street furniture throughout the scheme which will fall within the proposed cycleway. Failure to remove this will result in a risk of cyclists colliding with it. In addition to this, it is unclear where the street furniture will be relocated to and whether this will have any safety implications.	It is recommended that site clearance drawings should be provided, and the proposed cycleway should be free from all obstructions.	Acknowledged that a complete set of drawings were not submitted for this interim RSA. A full drawing pack including a site clearance drawing will be provided for the RSA2 submission.	Problem acknowledged, and Designer Response agreed.	Ensure detail design provides the requested information for RSA2 submission.

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Problem 7.5 **RISK OF CYCLIST AND PEDESTRIAN COLLISIONS DUE TO ABSENCE OF SIGNAGE.** No signage details have been submitted for review as part of this Road Safety Audit. The Audit Team is concerned that there are a number of transitions from shared use/segregated cycleways/footways throughout the scheme and without the appropriate signage to accompany these transitions, this will introduce a risk of collisions between cyclists and pedestrians.	It is recommended that appropriate signage should be provided at all transitions between shared use/segregated cycleways/footways.	Acknowledged that a complete set of drawings were not submitted for this interim RSA. A full drawing pack including a signage drawing will be provided for the RSA2 submission.	Problem acknowledged, and Designer Response agreed.	Ensure detail design provides the requested information for RSA2 submission.
Problem 7.6 **RISK OF COLLISIONS DUE TO INAPPROPRIATE PSV OF THE CARRIAGEWAY AND FOOTWAY/CYCLEWAYS.** No surfacing details have been submitted for review as part of this Road Safety Audit to show which areas are to be resurfaced and what PSV the	It is recommended that adequate PSV should be provided on all new surfaces including a PSV of 68+ on the approaches to the crossings.	Acknowledge that a complete set of drawings were not submitted for this interim RSA. A full drawing pack including a surfacing drawing will be provided for the RSA2 submission.	Problem acknowledged, and Designer Response agreed.	Ensure detail design provides the requested information for RSA2 submission.

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carriageway/footway/cycleways will be. The Audit Team are concerned that insufficient PSV on the footway/cycleway could lead to pedestrian/cyclist injuries whilst insufficient PSV on the carriageway, particularly on the approach to the new crossings could lead to a risk of overshoot and loss of control collisions on the approaches to the crossings.				
Problem 7.7 **RISK OF CYCLISTS BECOMING UNSEATED DUE TO PROXIMITY TO DUTCH KERBS.** The drawings submitted for audit show Dutch Kerbs being installed across the side road junctions. These Dutch kerbs are proposed adjacent to the cycleways where cyclists will be travelling. The Audit Team are concerned that the close proximity of the gradient from the Dutch kerb to the path cyclists will be travelling will risk of cyclists becoming unseated	It is recommended that there should be space between the path that cyclists will be following and any level differences introduced by the Dutch kerbs.	Problem acknowledged. Cycle track will be offset and if possible, the extents of the Dutch kerbs reduced.	Problem acknowledged, and Designer Response agreed.	Detail design to provide offset and address Dutch kerb extents.

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should they veer off path and onto the Dutch kerb. In addition to this, it is unclear to the Audit Team how the Dutch kerbs will tie-in to the adjacent footway/cycleway and whether this will have any safety implications.				
Problem 7.8 **RISK OF COLLISIONS DUE TO INSUFFICIENT DRAINAGE.** The drawings submitted for audit do not appear to show any drainage details throughout the proposed scheme. With the introduction of new kerb lines, segregated two-way cycleway with 25/75mm kerb faces and new Dutch kerbs at side roads, the Audit Team are concerned this may introduce areas of surface water or ponding. Surface water or ponding can freeze during inclement weather and become slippery resulting in loss of control collisions or pedestrian/cyclists slips and falls resulting in injury.	It is recommended that adequate drainage provision be provided throughout the scheme.	Acknowledged that a complete set of drawings were not submitted for this interim RSA. A full drawing pack including a drainage drawing will be provided for the RSA2 submission.	Problem acknowledged, and Designer Response agreed.	Ensure detail design provides the requested information for RSA2 submission.

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Problem 7.9 **RISK OF VEHICLES FAILING TO GIVE WAY TO PEDESTRIANS AND CYCLISTS** The drawings submitted for audit show Dutch kerbs being proposed at the side roads off Clifford Bridge Road. Whilst Give Way markings have been shown for vehicles exiting the side roads, no give way markings are shown for vehicles turning into the side roads from Clifford Bridge Road who should give way to cyclists/pedestrians. This increases the risk of vehicles not stopping for pedestrian or cyclists which could lead to vehicle collisions with pedestrians or vehicles braking suddenly on Clifford Bridge Road to give way to a pedestrian or cyclists increasing the risk of rear end shunt collisions.	It is recommended that give way markings should be installed at all the junctions which require vehicles to give way to pedestrians and cyclists.	Problem acknowledged. Add give way line markings on the side road behind the Dutch kerbs.	Problem acknowledged, and Designer Response agreed.	Detail design to provide additional road markings.

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Problem 7.10 **RISK OF BLIND OR PARTIALLY SIGHTED PEDESTRIANS BEING UNAWARE THEY ARE WALKING INTO THE CARRIAGEWAY INCREASING THE RISK OF COLLISIONS WITH VEHICLES** The drawings submitted for audit show continuous crossings being proposed at the side roads off Clifford Bridge Road. Whilst Give Way markings have been shown for vehicles exiting the side roads, no give way markings are shown for vehicles turning into the side roads from Clifford Bridge Road. Blind or partially sighted pedestrians may be unaware that they are entering the carriageway due to the absence of tactile paving which increases the risk of collisions with vehicles turning into or out of the side road accesses. This problem is exacerbated by the absence of Give Way	It is recommended either that tactile paving should be provided at the side roads to ensure blind and partially sighted pedestrians are aware they are entering the carriageway or that the junction is revised accordingly so that it is clear that it is a pedestrian area which vehicles are crossing.	Problem acknowledged. Add tactile paving at the side roads.	Problem acknowledged, and Designer Response agreed.	Detail design to provide additional tactile paving.

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markings for drivers entering the side roads as detailed in Problem 7.9 above.				
Problem 7.11 **RISK OF SIDE IMPACT OR REAR END SHUNT COLLISIONS AS A RESULT OF RESTRICTED VISIBILITY AT SIDE ROAD JUNCTIONS DUE TO SET BACK GIVE-WAY** The drawings submitted for audit show Dutch kerbs at the side roads off Clifford Bridge Road with Give Way markings being provided prior to the Dutch kerb for exiting vehicles. The Audit Team are concerned that visibility is restricted for drivers from the proposed give way line which is set back into the junction, and there is no subsequent Give Way marking at the junction which increases the risk of	It is recommended that visibility splays should be appropriate and kept free from obstructions.	Problem acknowledged. Add tactile paving at the side roads. Add give way line markings on the side road behind the Dutch kerbs. Visibility splays will be in accordance with LTN 1/20 and Manual for Streets 2. The existing situation is that cars passing through the proposed set back giveway positions can do so without pausing/stopping on to the current giveway markings. If visibility is found to be insufficient the design may be an	Problem acknowledged, and Designer Response agreed.	Detail design to provide additional measures including tactiles and line markings.

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side impact or rear end shunt collisions with vehicles on Clifford Bridge Road. Should vehicles proceed over the continuous crossing and stop at the mouth of the junction to give way they will block the continuous crossing which increases the risk of blind or partially sighted pedestrians walking into the side of the vehicle resulting in injury. This problem is exacerbated by the absence of tactile paving leaving pedestrians unaware they are entering the carriageway as described in Problem 7.10 above.		improvement by slowing vehicles on the approach to the junction and raised table. In summary, design review will be undertaken of road markings and provision of tactile paving to ensure that exiting vehicles have adequate visibility of pedestrians and cyclists, as well as CBR traffic, on entering the junction.		
Problem 7.12 **RISK OF PEDESTRIAN COLLISIONS WITH CYCLISTS DUE TO RESTRICTED FOOTWAY WIDTH** It was observed during the site visit that the vegetation to the rear of the footway to the north of Mill Lane was overgrown and encroaching into the existing footway width. This restricts the usable available	It is recommended that vegetation should be cleared and maintained from the footway to maximise available footway width.	Problem acknowledged. The vegetation will be cleared.	Problem acknowledged, and Designer Response agreed.	Detail design site clearance to include vegetation removal.

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space and increases the risk of collisions between pedestrians and cyclists if this is to be a shared space.				
Problem 7.13 **RISK OF PEDESTRIAN COLLISIONS WITH CYCLISTS DUE TO RESTRICTED FOOTWAY WIDTH** The drawings provided show a short section of segregated two-way cycleway shown to be 21m long, to the south of Bridgeacre Gardens. At either end of this two-way cycleway there is a narrow footway width of approximately 1.6m. This segregated link could encourage cyclists to speed up along this section to overtake any pedestrians or other cyclists on the narrow footway and then cut back into the footway risking collisions with other NMU's.	It is recommended that this section of segregated cycleway should be removed.	Problem acknowledged. The design will be reviewed to possibly widen footways, shared use areas and increase the length of segregation.	Problem acknowledged, and Designer Response agreed.	Detail design to address footway widths where possible.

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Furthermore, this short section of two way cycleway is provided to the south of Bridgeacre Gardens and increased cyclist speeds could see northbound cyclists entering the junction at higher speeds which will increase the risk and severity of collisions with vehicles turning into or out of Bridgeacre Gardens.				
Problem 7.14 **RISK OF PEDESTRIAN COLLISIONS WITH VEHICLES DUE TO LOCATIONS OF UNCONTROLLED CROSSINGS** The drawings provided show proposed uncontrolled crossings on Portree Avenue and Gainford Rise. Both uncontrolled crossings are shown to be set back into the road, away from the junction with Clifford Bridge Road which is considered to be away from the pedestrian desire line. There is a likelihood of pedestrians crossing at the mouth of the junction away from the crossing provided where there will	It is recommended that adequate visibility splays should be provided for all crossings and crossings should be provided on the pedestrian desire lines or as close as possible.	Problem acknowledged. However, to accommodate the proposed cycle track and shared use facilities on the western side of Clifford Bridge Road. The existing channel lines at these junctions would be moved towards the east. This will reduce the distance between the desire line and vehicles turning into these side roads. The same can be said for the driveway accesses on either side of the junctions. If the crossings were positioned on the desire lines, there could be a risk of pedestrians standing at a crossing with a vehicle in front	Problem acknowledged, and Designer Response agreed.	Detail design to implement recommendations as designers' response.

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be no dropped kerbs, thus increasing the risk of pedestrian trips and falls on the full height kerbs. In addition to this, visibility splays have not been provided for these uncontrolled crossings and concern arises that intervisibility for vehicles and pedestrians will be restricted by property boundaries increasing the likelihood of collisions.		of them whilst another was accessing a driveway behind them. Positioning the uncontrolled crossings further into the side roads will increase visibility for pedestrians and motorists and avoid the above scenario. (Visibility splays will be further investigated). TSM Chapter 6 15.12.2 & 15.12.3 indicates that space for one waiting vehicle should be allowed for.		
Problem 7.15 **RISK OF PEDESTRIAN INJURY DUE TO RESTRICTED FOOTWAY WIDTH** The previous Stage 1 RSA highlighted that there is an existing Post Box that will create a significant narrowing of the footway, and that this will present 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	It is recommended that this section of the footway and cycleway should be redesigned 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.	Problem acknowledged. The possibility of relocating the post boxes will be investigated.	Problem acknowledged, and Designer Response agreed.	Detail design to move post box with agreement from Royal Mail.

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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. This problem has not been resolved in the latest design and it should be noted that a 75mm splay kerb is proposed adjacent to the Post Box alongside the segregated two way cycleway.				
Problem 7.16 **RISK OF REAR END SHUNT COLLISIONS OR VEHICLE COLLISIONS WITH PEDESTRIANS DUE TO RESTRICTED VISIBILITY TO SIGNAL HEADS** The drawings provided show two signalised crossings on Clifford Bridge Road, one to the south of Bridgeacre Gardens and the other to the south of the roundabout junction with the B4082. Parking bays are proposed on the	It is recommended that the forward visibility to the signal heads should be appropriate and kept free from obstruction.	Problem acknowledged. The current design layout will be reviewed, and the signal design will be included with the RSA 2 submission.	Problem acknowledged, and Designer Response agreed.	Ensure detail design provides the requested information for RSA2 submission.

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approaches to both of these crossings and concern arises that any high sided vehicles parked in these bays would restrict visibility to the primary signal heads for approaching drivers. This will increase the risk of vehicles overshooting the Stop line for the crossing and colliding with pedestrians, and/or rear end shunt collisions as a result of braking sharply at the last minute when they see a red signal				
Problem 7.17 **RISK OF CYCLE COLLISIONS WITH PEDESTRIANS DUE TO CROSSING TYPE** The drawings provided show a signalised crossing on Clifford Bridge Road to the south of Bridgeacre Gardens. It is unclear from the information provided whether this crossing will be a signalised Puffin crossing or a Toucan crossing to incorporate cyclists. The signal drawings provided to the Audit Team appear to be in	It is recommended that it should be confirmed what type of signalised crossing is to be provided and that there are suitable shared use path areas provided with signage where necessary to facilitate this, also indicating the intended route for cyclists.	Problem acknowledged. The crossing will be a Toucan. Shared space to be provided on the eastern side with suitable signage and tactile paving.	Problem acknowledged, and Designer Response agreed.	Detail design to proceed with Toucan crossing with suitable shared spaces in accordance with relevant standard.

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reference to a previous iteration of the scheme. Providing a Puffin crossing at this location could lead to confusion for cyclists and subsequent collisions with pedestrians as there is a new cycleway proposed on both sides of Clifford Bridge Road, and this will introduce a need for cyclists to cross. Should this be a Toucan crossing, then concern arises that there is currently only a footpath on the eastern side of Clifford Bridge Road other than the new cycleway link proposed between Clifford Bridge Road and Coombe Park Road. This could introduce cyclists into the footway increasing the risk of collisions with pedestrians who may not be expecting them in this space.				

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Problem 7.18 **RISK OF CYCLE COLLISIONS WITH EXISTING RAILINGS** The previous Stage 1 RSA highlighted that there is an existing cycle prevention gate in between properties 98 and 100 Clifford Bridge Road. As the drawing shows a proposed 45' kerb down the centre of this route, it is assumed that 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, and this will significantly increase the likelihood of pedestrian (and other vulnerable footway user) to cyclist personal injury collisions. It should be noted that no site clearance drawing has been provided for this Road Safety Audit and therefore the Audit Team are unable to comment on the removal of	It is recommended that the cycleway gate should be removed and that adequate "shared use" facilities are provided at this location. This will reduce the likelihood of cyclist to vulnerable footway user personal injury.	Problem acknowledged. The cycle gate will be removed. Acknowledged that a complete set of drawings were not submitted for this interim RSA. A full drawing pack including a site clearance drawing will be provided for the RSA2 submission.	Problem acknowledged, and Designer Response agreed.	Ensure detail design provides the requested information for RSA2 submission.

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these railings as per the proposed action in the designer's response report.				
Problem 7.19 **RISK OF CYCLE/VEHICLE COLLISIONS WITH PEDESTRIANS DUE TO INSUFFICIENT LANDING AREA FOR BUS STOP** The Drawings provided show a bus stop outside number 109 Clifford Bridge Road with an associated landing area for pedestrians to wait on after they have crossed over the cycleway. The Audit Team are concerned that this landing area does not appear to be very large, and this could lead to pedestrians overspilling into the cycleway or carriageway resulting in pedestrian collisions with cyclists or vehicles.	It is recommended that the landing area provided is of sufficient size for all users in line with expected passenger numbers.	Disagree. The landing area is 2.7m wide by 4.2m long. The design guide LTN 1/20 6.610 (Figure 6.30) recommends a 2.5m minimum width which has been achieved in the design. It should be noted, the bus stop usage is low and the design has been reviewed by Transport for West Midlands and Active Travel England. Neither organisation has raised concerns with the bus stop platform.	RSA Recommendation rejected for the reasons set out in the Designer's Response. No amendment to the scheme design proposed.	N/A

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PROBLEM 7.20 **RISK OF CYCLIST COLLISIONS WITH PEDESTRIANS DUE TO ABSENCE OF ONWARDS ROUTE** The Drawings provided show the proposed segregated two-way cycleway ending outside number 137 Clifford Bridge Road and it is unclear to the Audit Team where cyclists are to go from here. Lack of cycle facilities could lead to northbound cyclists cutting back onto the footway at the end of the cycleway link, risking collisions with pedestrians.	It is recommended that a suitable onward route for cyclists should be provided at this point and signage installed to facilitate this.	Problem acknowledged. A segregated onward route will be designed.	Problem acknowledged, and Designer Response agreed.	Detail design to include the onward route.
Problem 7.21 **RISK OF CYCLIST OR VEHIC COLLISIONS WITH PEDESTRIANS D TO LAYOUT OF TACTILE PAVING** The Drawings provided show a proposed signalised crossing on Clifford Bridge Road to the south of the roundabout junction with the B4082.	It is recommended that either the layout is revised to align the two sets of tactile paving or that additional features are installed to guide pedestrians to the next set of tactile paving.	Problem acknowledged. The design will be revised and /or additional features will be added.	Problem acknowledged, and Designer Response agreed.	Detail design to include additional features.

RSA PROBLEM	**RSA Recommendation**	**Design Organisation Response** (Choose one of for each response) 1) accept the RSA problem and recommendation made by the RSA team; **2)** accept the RSA problem raised, but suggest an alternative solution, giving appropriate reasoning; or **3)** disagree with the RSA problem and recommendation raised, giving appropriate reasoning for rejecting both.	**Overseeing Organisation Response**	**Agreed RSA Action**
Tactile paving is provided associated with the crossing with a second set of tactile paving associated with the Zebra crossing across the two way cycleway at this point. The Audit Team are concerned that blind or partially sighted pedestrians crossing east to west may continue forward after crossing the road into the path of the kerbed cycleway resulting in trips and falls or collisions with cyclists. In the other direction, blind or partially sighted pedestrians crossing the cycleway from west to east may continue forward into the carriageway after crossing the cycleway resulting in collisions with passing vehicles.				

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Problem 7.22 **INCREASED RISK OF VEHICLE COLLISIONS WITH PEDESTRIANS** The previous Stage 1 RSA highlighted that the controlled pedestrian crossing is proposed in close proximity to the 40mph speed limit. Inappropriate speeds on the approach to a formalised pedestrian crossing will significantly increase the likelihood of vehicle to pedestrian type personal injury collisions. It should be noted that in this latest RSA, surfacing details have not been provided and therefore the Audit Team are unsure if a high PSV surface is proposed on the approaches to the crossing as proposed in the designer's response report.	It is recommended that the speed limit should be reduced on the approach to the pedestrian crossing facility. In addition, it is recommended that there is high friction surfacing provided 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.	Problem acknowledged. The speed limit will be reduced to 30mph. Acknowledged that a complete set of drawings were not submitted for this interim RSA. A full drawing pack including a drawing with surfacing details will be provided for the RSA2 submission.	Problem acknowledged, and Designer Response agreed.	Ensure detail design provides the requested information for RSA2 submission. Ensure 30mph speed reduction is actioned in design.

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Problem 7.23 **RISK OF CYCLIST INJURY DUE TO INSUFFICIENT HEIGHT OF BARRIER** During the site visit it was observed that there is an existing footbridge across the River Sowe. Whilst the existing barriers on this bridge are adequate for pedestrian use, should this path be used (or encouraged to be used) by cyclists, the height of the barrier is insufficient which could lead to cyclists falling over the top of the barrier into the river below leading to injury or drowning.	It is recommended that the barrier should be replaced at a suitable height for cyclist use.	Problem acknowledged. The barrier will be replaced with one of suitable height.	Problem acknowledged, and Designer Response agreed.	Detail design to address barrier height with new requirement to relevant standards.
Problem 7.24 **RISK OF CYCLIST COLLISIONS WITH PEDESTRIANS DUE TO ABSENCE OF END OF ROUTE TACTILE PAVING** The drawings provided show a segregated two way cycleway between the River Sowe and the Tesco roundabout. To the northern end of this	It is recommended that end of route tactile paving should be provided at the southern end of the cycleway link.	Problem acknowledged. Tactile paving will be provided for in the design.	Problem acknowledged, and Designer Response agreed.	Detail design to include additional tactile paving.

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link, tactile paving is provided to highlight the end of route but this has not been shown at the southern end of the link. This could result in collisions between cyclists and pedestrians as cyclists will not be made aware they are entering a shared use path at the end of segregated route.				
Problem 7.25 **RISK OF CYCLIST COLLISIONS WITH PEDESTRIANS DUE TO INCONSISTENCY OF CYCLEWAY CROSSINGS** An uncontrolled crossing is proposed across the segregated two way cycleway to the south of the Tesco roundabout. This is the only uncontrolled crossing proposed for the cycleways with all the other locations being shown as Zebra crossings. This could increase the risk of collisions between cyclists and pedestrians due to the inconsistent approach to the design.	It is recommended that this uncontrolled crossing should be changed to a Zebra crossing in line with the rest of the scheme.	Problem acknowledged. The uncontrolled crossing will be changed to a Zebra crossing.	Problem acknowledged, and Designer Response agreed.	Detail design to change crossing to zebra.

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Problem 7.26 **RISK OF CYCLIST HEAD ON COLLISIONS DUE TO PINCH POINT ON CYCLEWAY** The drawings provided show a 3m wide segregated two-way cycleway between the River Sowe and the Tesco roundabout. Within this link, the provided facility narrows down to 2m for a short section which may not be obvious to approaching cyclists. This may result in head-on collisions between opposing cyclists.	It is recommended that the segregated two-way cycleway should be maintained at a width of 3m for its entirety.	Problem acknowledged. The 2m narrowing is unavoidable due to constraints in this section. I.e. the adjacent Carriageway, Trees and Bushes. This problem may be addressed by maintaining the cycle track width at 2m. This design option will be explored.	Problem acknowledged, and Designer Response agreed.	Detail design to increase shared spaces to 3m if feasible.
Problem 7.27 **RISK OF PEDESTRIAN INJURY DUE TO OVERGROWN VEGETATION** During the site visit it was observed that there was overgrown vegetation to the inside of the bend where the footway currently runs along the western side of the Tesco roundabout. It appears that this footpath is due to be widened into the	It is recommended that the vegetation should be cleared from the inside of the bend to improve forward visibility on the path and prevent injury to pedestrians.	Problem acknowledged. The vegetation will be cleared in coordination with an ecologist and shown on site clearance drawings.	Problem acknowledged, and Designer Response agreed.	Detail design site clearance to include vegetation removal.

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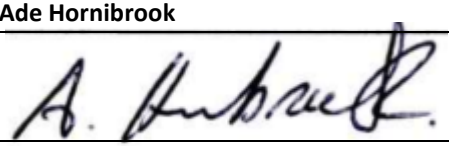
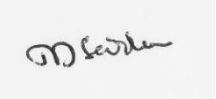
vegetation whereby the forward visibility will be further restricted, and the vegetation will further encroach onto the path which could cause injury to passing pedestrians.				
Problem 7.28 **RISK OF VEHICLE COLLISIONS WITH PEDESTRIANS DUE TO RESTRICTED VISIBILITY TO SIGNAL HEAD** The drawings provided show a signalised crossing on Clifford Bridge Road to the north of the Tesco roundabout. There are currently large trees within the verges on both the approaches to the crossing and concern arises that the tree canopies will restrict visibility to the signal heads for approaching drivers. This increases the risk of vehicles overshooting the Stop line and colliding with pedestrians or rear end shunt collisions as a result of braking sharply at the last minute at a red signal.	It is recommended that the forward visibility to the signal heads should be appropriate and kept free from obstruction.	Problem acknowledged. If forward visibility is restricted the vegetation will be cleared in the overgrown areas in coordination with an ecologist.	Problem acknowledged, and Designer Response agreed.	Detail design site clearance to include vegetation removal.

RSA PROBLEM	**RSA Recommendation**	**Design Organisation Response** (Choose one of for each response) 1) accept the RSA problem and recommendation made by the RSA team; **2)** accept the RSA problem raised, but suggest an alternative solution, giving appropriate reasoning; or **3)** disagree with the RSA problem and recommendation raised, giving appropriate reasoning for rejecting both.	**Overseeing Organisation Response**	**Agreed RSA Action**
Problem 7.29 **RISK OF CYCLIST COLLISIONS WITH PEDESTRIANS DUE TO LACK OF END OF CYCLE ROUTE INFORMATION** The drawings provided show a signalised crossing on Clifford Bridge Road to the north of the Tesco roundabout. On the basis that this is to be a Toucan crossing to link the two cycleways on either side of Clifford Bridge Road, there do not appear to be measures proposed to prevent cyclists from continuing on the footway eastwards towards the Tesco access. This introduces a risk of cyclist collisions with pedestrians on the footway.	It is recommended that end of cycleway tactile paving and signage should be installed to the south of the new crossing on the eastern side of Clifford Bridge Road.	Problem acknowledged. The design will be revised, and suitable signage and tactile paving will be provided in accordance with the redesign.	Problem acknowledged, and Designer Response agreed.	Detail design to include the revised signage and tactile paving.
Problem 7.30 **RISK OF CYCLIST COLLISIONS WITH PEDESTRIANS DUE TO ABSENCE OF FOOTWAY LINK AND TIE IN DETAILS** A new segregated two way cycleway is proposed along the eastern side of Clifford Bridge Road to the north of the Tesco	It is recommended that tie-in facilities should be provided for the northern end of the scheme and confirmation provided on the need for a pedestrian provision along this section.	Problem acknowledged. Tie in facilities to the north and the pedestrian route will be shown on a plan for the RSA 2.	Problem acknowledged, and Designer Response agreed.	Ensure detail design provides the requested information for RSA2 submission.

RSA PROBLEM	RSA Recommendation	Design Organisation Response (Choose one of for each response) 1) accept the RSA problem and recommendation made by the RSA team; **2)** accept the RSA problem raised, but suggest an alternative solution, giving appropriate reasoning; or **3)** disagree with the RSA problem and recommendation raised, giving appropriate reasoning for rejecting both.	Overseeing Organisation Response	Agreed RSA Action
roundabout. It is unclear to the Audit Team whether there would be a desire line for pedestrians to use this cycleway which if they did, could lead to collisions between cyclists and pedestrians. In addition to this, no tie-in details have been provided for the northern end of this segregated two-way cycleway and it is unclear where cyclists are proposed to go from this point. It should be noted that there is an existing two-way cycleway from Clifford Bridge Road through to Dorchester Way, but it is unclear whether these two paths will link. An absence of an onward route for cyclists could see them rejoining the carriageway at this location, increasing the risk of collisions with southbound vehicles who may not be expecting them.				

4. Design and Overseeing Organisation Statements

On behalf of the Design Organisation, I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**	
Name:	**Ade Hornibrook**
Signed:	
Position:	**Engineer**
Organisation:	**Coventry City Council**
Date:	**21/02/2025**

On behalf of the Overseeing Organisation Coventry City Council, I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	**John Seddon**
Signed:	
Position:	**Strategic Lead – Transport & Innovation**
Organisation:	**Coventry City Council**
Date:	**21/02/2025**