

COVENTRY CITY COUNCIL
CLIFFORD BRIDGE ROAD
COVENTRY
CYCLE FACILITIES

STAGE 1 ROAD SAFETY AUDIT

SA 4742
November 2024



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1.0 INTRODUCTION

- 1.1 This report is for a Stage 1 Road Safety Audit (RSA) carried out on the proposed cycle facilities along Clifford Bridge Road, Coventry at the request of Coventry City Council.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:
- Gill Wharton
Audit Team Leader
- Liam Bourne
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Brief was issued by Hakan Bikim (Coventry City Council), who also approved the Audit Team.
- 1.5 The Audit Team visited the site together on Saturday, 23 November 2024. The weather during the site visit was wet with a wet carriageway surface. Vehicle flows were low to moderate with several pedestrians and cyclists observed during the site visit.
- 1.6 The RSA brief issued to the team comprised various elements listed at Appendix Two.
- 1.7 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 clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.8 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.9 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.

2.0 SCHEME DESCRIPTION

- 2.1 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.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 No collision data has been provided to the Audit Team for consideration.

4.0 DEPARTURES FROM STANDARD

- 4.1 No departures from standard have been highlighted within the Audit Brief.

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

- 5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:
- Highway construction details including PSV of surfacing
 - Existing and proposed levels
 - Street lighting designs, including lighting levels
 - Visibility splays
 - Drainage details
 - Site Clearance
 - Signage details
 - Signal details

6.0 MATTERS ARISING FROM PREVIOUS ROAD SAFETY AUDITS

- 6.1 A previous Stage 1 Road Safety Audit was undertaken by Coventry City Council in January 2024. This Audit was undertaken on a previous version of the scheme and some problems raised are deemed no longer applicable to this scheme. Problems 2.3, 2.4 and 2.6 are still relevant and have been re-raised within this Stage 1 Road Safety Audit as Problems 7.15, 7.18 and 7.22.

7.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

7.1 Problem

Location: Not Location Specific – Shared use footway/cycleway

Summary: **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.

Recommendation

It is recommended that the shared use footway/cycleway sections of the route should be widened to the recommended width of 3m.

7.2 Problem

Location: Not Location Specific – Segregated two way cycleway

Summary: **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.

Recommendation

It is recommended that the segregated two way cycleway sections of the route should be widened to the recommended width of 3m.

7.3 Problem

Location: Not Location Specific

Summary: **Risk of cyclist/pedestrian collisions with vehicles due to insufficient visibility from driveway accesses.**

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.

Recommendation

It is recommended that appropriate visibility is provided between the driveway accesses and cyclists, particularly on lengths where cyclists are likely to be close to the back of footway/driveways.

7.4 Problem

Location: Not Location Specific – Site clearance

Summary: **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.

Recommendation

It is recommended that site clearance drawings should be provided, and the proposed cycleway should be free from all obstructions.

7.5 Problem

Location: Not Location Specific – Signage

Summary: **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.

Recommendation

It is recommended that appropriate signage should be provided at all transitions between shared use/segregated cycleways/footways.

7.6 Problem

Location: Not Location Specific – Surfacing

Summary: **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 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.

Recommendation

It is recommended that adequate PSV should be provided on all new surfaces including a PSV of 68+ on the approaches to the crossings.

7.7 Problem

Location: Not Location Specific – Dutch Kerbs

Summary: **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 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.

Recommendation

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.

7.8 Problem

Location: Not Location Specific

Summary: **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.

Recommendation

It is recommended that adequate drainage provision be provided throughout the scheme.

7.9 Problem

Location: Not Location Specific – Side roads

Summary: **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.

Recommendation

It is recommended that give way markings should be installed at all the junctions which require vehicles to give way to pedestrians and cyclists.

7.10 Problem

Location: Not Location Specific – Side roads

Summary: **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 markings for drivers entering the side roads as detailed in Problem 7.9 above.

Recommendation

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.

7.11 Problem

Location: Not Location Specific – Side roads

Summary: **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 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.

Recommendation

It is recommended that visibility splays should be appropriate and kept free from obstructions.

7.12 Problem

Location: Clifford Bridge Road, north of Mill Lane

Summary: **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 space and increases the risk of collisions between pedestrians and cyclists if this is to be a shared space.

Recommendation

It is recommended that vegetation should be cleared and maintained from the footway to maximise available footway width.

7.13 Problem

Location: Clifford Bridge Road, south of Bridgeacre Gardens

Summary: **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.

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.

Recommendation

It is recommended that this section of segregated cycleway should be removed.

7.14 Problem

Location: Portree Avenue and Gainford Rise

Summary: **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 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.

Recommendation

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.

7.15 Problem

Location: Clifford Bridge Road outside no 71 and 73

Summary: **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 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.

Recommendation

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.

7.16 Problem

Location: Clifford Bridge Road

Summary: **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 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.

Recommendation

It is recommended that the forward visibility to the signal heads should be appropriate and kept free from obstruction.

7.17 Problem

Location: Clifford Bridge Road

Summary: **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 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.

Recommendation

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.

7.18 Problem

Location: Clifford Bridge Road cycleway link to Coombe Park Road

Summary: **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 these railings as per the proposed action in the designer's response report.

Recommendation

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.

7.19 Problem

Location: Clifford Bridge Road outside no. 109

Summary: 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.

Recommendation

It is recommended that the landing area provided is of sufficient size for all users in line with expected passenger numbers.

7.20 Problem

Location: Clifford Bridge Road outside no. 137

Summary: Risk of cyclist collisions with pedestrians due to absence of onwards route for cyclists

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.

Recommendation

It is recommended that a suitable onward route for cyclists should be provided at this point and signage installed to facilitate this.

7.21 Problem

Location: Clifford Bridge Road signalised crossing to the south of the B4082 roundabout

Summary: **Risk of cyclist or vehicle collisions with pedestrians due 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. 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.

Recommendation

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.

7.22 Problem

Location: Clifford Bridge Road signalised crossing to the south of the B4082 roundabout

Summary: **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.

Recommendation

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.

7.23 Problem

Location: Clifford Bridge Road north of the B4082 roundabout

Summary: **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.

Recommendation

It is recommended that the barrier should be replaced at a suitable height for cyclist use.

7.24 Problem

Location: Clifford Bridge Road north of the B4082 roundabout

Summary: **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 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.

Recommendation

It is recommended that end of route tactile paving should be provided at the southern end of the cycleway link.

7.25 Problem

Location: Clifford Bridge Road south of Tesco roundabout

Summary: **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.

Recommendation

It is recommended that this uncontrolled crossing should be changed to a Zebra crossing in line with the rest of the scheme.

7.26 Problem

Location: Clifford Bridge Road at Tesco roundabout

Summary: **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.

Recommendation

It is recommended that the segregated two way cycleway should be maintained at a width of 3m for its entirety.

7.27 Problem

Location: Clifford Bridge Road at Tesco roundabout

Summary: **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 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.

Recommendation

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.

7.28 Problem

Location: Clifford Bridge Road north of Tesco roundabout

Summary: **Risk of vehicle collisions with pedestrians due to restricted visibility to signal heads**

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.

Recommendation

It is recommended that the forward visibility to the signal heads should be appropriate and kept free from obstruction.

7.29 Problem

Location: Clifford Bridge Road north of Tesco roundabout

Summary: **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.

Recommendation

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.

7.30 Problem

Location: Clifford Bridge Road south of Dorchester Way

Summary: **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 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.

Recommendation

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.

APPENDIX ONE


8.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

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Signed.....

Date: 06 December 2024

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Signed.....

Date: 06 December 2024

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings

- 871235651-YU-00-XX-DR-Y-0012 C1
- 871235651-YU-00-XX-DR-Y-0012 P1
- 871235651-YU-00-XX-DR-Y-0014 C3
- 871235651-YU-00-XX-SP-Y-0012 C1
- 871235651-YU-00-XX-TN-Y-0012 C1
- 871235651-YU-00-XX-DR-Y-0002 C1
- BCWY-INTRRSA-009-01-DESIGN GA_211124

Documents

- BINLEY CLIFFORD BRIDGE ROAD CYCLEWAY – BRINKLOW ROAD TO B4082 JL FV
- STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT

APPENDIX THREE

10.0 PROBLEM LOCATION PLAN

