

COVENTRY CITY COUNCIL CLIFFORD BRIDGE ROAD COVENTRY SECTION 7A CYCLE FACILITIES

STAGE 2 ROAD SAFETY AUDIT

SA 5011
July 2025



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	GW 07 July 2025	LB 07 July 2025	
2	FINAL	GW 07 July 2025	LB 07 July 2025	AD 08 July 2025

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

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1.0 INTRODUCTION

- 1.1 This report is for a Stage 2 Road Safety Audit (RSA) carried out on the proposed cycle facilities along the northern section of 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 Team visited the site together on Tuesday, 01 July 2025. The weather during the site visit was bright sunshine with a dry carriageway surface. Vehicle flows were high with queueing northbound traffic and several pedestrians and cyclists were observed during the site visit.
- 1.5 The RSA brief issued to the team comprised various elements listed at Appendix Two.
- 1.6 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.
- 1.7 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.
- 1.8 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 the southern side of the roundabout junction with the B4082 and the northern side of the Tesco access roundabout whereby it crosses over to the eastern side of Clifford Bridge Road to continue up to Dorchester Way. 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:
- Parapet cycle restraint design (to be designed and provided by others)

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 all the problems raised are deemed no longer applicable to this scheme.
- 6.2 A further Stage 1/2 Road Safety Audit was undertaken by Waterman Aspen in November 2024. Problems 7.2, 7.27, 7.28 and 7.30 are deemed to be still outstanding from the previous Audit and have been re-raised in this Stage 2 Road Safety Audit at Problems 7.1, 7.3, 7.4 and 7.5 respectively.

7.0 MATTERS ARISING FROM THIS STAGE 2 ROAD SAFETY AUDIT

7.1 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 this to be too narrow for a two-way cycleway and increases the 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 at least 3m.

7.2 Problem

Location: Clifford Bridge Road at foot bridge

Summary: **Risk of pedestrian or cyclist injury due to uneven footway slabs**

During the site visit it was observed that the existing footway slabs on the footway bridge are uneven and appear to have worsened since the previous site visit. This presents a trip hazard to pedestrians and cyclists, increasing the risk of injury should pedestrians trip and fall or cyclists become unseated from their bicycles.

Recommendation

It is recommended that the footway condition should be assessed and replaced/repaired as necessary.

7.3 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. 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.

During the latest site visit as part of this Stage 2 Road Safety Audit it was observed that, in addition to the above, the vegetation is also now overgrowing the streetlights which could leave the footway and cycleway dark increasing the risk of collisions for pedestrians and cyclists using the facilities.

Recommendation

It is recommended that the vegetation should be cleared from the inside of the bend and from the surroundings to the light columns to improve forward visibility on the path and prevent injury to pedestrians and cyclists.

7.4 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 for the crossing and colliding with pedestrians or rear end shunt collisions as a result of braking sharply at the last minute when they drivers a red signal.

Recommendation

It is recommended that the forward visibility to the signal heads should be of an adequate distance for the speed of the road and kept free from obstruction.

7.5 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**

The drawings provided show a new segregated two-way cycleway 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.

Recommendation

It is recommended that confirmation should be provided on the need for a pedestrian provision along this section and, if found to be required, that adequate pedestrian facilities are included in the design.

7.6 Problem

Location: Clifford Bridge Road south of Dorchester Way

Summary: **Risk of vehicle collisions due to restricted visibility to relocated ADS**

The drawings provided show the relocation of the Advance Direction Sign for southbound drivers on Clifford Bridge Road. There is currently vegetation in this area which is likely to block the forward visibility to the sign which increases the risk of driver confusion and subsequent collisions on the approach to the Tesco roundabout.

Recommendation

It is recommended that the vegetation should be cleared in this area to ensure drivers have clear visibility to the sign.

7.7 Problem

Location: Tesco Access Road

Summary: **Risk of pedestrian collisions with cyclists**

The drawings provided show the end of the shared use footway/cycleway on the Tesco Access Road. Although 'cyclists dismount' signs are proposed at this location, it is unclear where the intended onward route for cyclists is at this point. Furthermore, the start/end of route tactile paving does not appear to be deep enough to warn pedestrians they are entering a shared space when travelling westwards. This could lead to pedestrian collisions with cyclists within the shared space and also on the footway which leads into Tesco should cyclists continue along this path due to an absence of onward route.

Recommendation

It is recommended that an onward route for cyclists should be provided and the appropriate depth of tactile paving included at the start/end of the shared space.

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

Gill Wharton MCIHT HA Cert. Comp.
Senior Road Safety Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed.....

Date: 07 July 2025

AUDIT TEAM MEMBER

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Signed.....


























Date: 07 July 2025




















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

-  BCWY-S8-PC-1200-06-REV - SIGNING AND LINING PLAN
-  BCWY-S8-PC-1200-05-REV - SIGNING AND LINING PLAN
-  BCWY-S8-PC-1200-04-REV - SIGNING AND LINING PLAN
-  BCWY-S8-PC-1200-03-REV - SIGNING AND LINING PLAN
-  BCWY-S8-PC-1200-02-REV - SIGNING AND LINING PLAN
-  BCWY-S8-PC-1200-01-REV - SIGNING AND LINING PLAN
-  BCWY-S8-PC-1100-04-REV - KERBING LAYOUT
-  BCWY-S8-PC-1100-03-REV - KERBING LAYOUT
-  BCWY-S8-PC-1100-02-REV - KERBING LAYOUT
-  BCWY-S8-PC-1100-01-REV - KERBING LAYOUT
-  BCWY-S8-PC-0703-02-REV - CONSTRUCTION DETAILS
-  BCWY-S8-PC-0703-01-REV - CONSTRUCTION DETAILS
-  BCWY-S8-PC-0700-04-REV - PAVING AND CONSTRUCTION LAYOUT
-  BCWY-S8-PC-0700-03-REV - PAVING AND CONSTRUCTION LAYOUT
-  BCWY-S8-PC-0700-02-REV - PAVING AND CONSTRUCTION LAYOUT
-  BCWY-S8-PC-0700-01-REV - PAVING AND CONSTRUCTION LAYOUT
-  BCWY-S8-PC-0600-04-REV - EARTHWORKS LAYOUT
-  BCWY-S8-PC-0600-03-REV - EARTHWORKS LAYOUT
-  BCWY-S8-PC-0600-02-REV - EARTHWORKS LAYOUT
-  BCWY-S8-PC-0600-01-REV - EARTHWORKS LAYOUT
-  BCWY-S8-PC-0500-04-REV - DRAINAGE LAYOUT
-  BCWY-S8-PC-0500-03-REV - DRAINAGE LAYOUT
-  BCWY-S8-PC-0500-02-REV - DRAINAGE LAYOUT
-  BCWY-S8-PC-0500-01-REV - DRAINAGE LAYOUT
-  BCWY-S8-PC-0400-04-REV - PEDESTRIAN RESTRAINT SYSTEMS LAYOUT

-  BCWY-S8-PC-0400-03-REV - PEDESTRIAN RESTRAINT SYSTEMS LAYOUT
-  BCWY-S8-PC-0400-02-REV - PEDESTRIAN RESTRAINT SYSTEMS LAYOUT
-  BCWY-S8-PC-0400-01-REV - PEDESTRIAN RESTRAINT SYSTEMS LAYOUT
-  BCWY-S8-PC-0200-04-REV - SITE CLEARANCE
-  BCWY-S8-PC-0200-03-REV - SITE CLEARANCE
-  BCWY-S8-PC-0200-02-REV - SITE CLEARANCE
-  BCWY-S8-PC-0200-01-REV - SITE CLEARANCE
-  BCWY-S8-PC-0152_03-REV - SRAB CYCLE TRACK CROSS SECTIONS 819.9m-859.9m
-  BCWY-S8-PC-0152_02-REV - SRAB CYCLE TRACK CROSS SECTIONS 768.5m-810m
-  BCWY-S8-PC-0152_01-REV - CYCLE TRACK ALIGNMENT SRCT 001 LONG SECTION AND ALIGNMENTS PLAN
-  BCWY-S8-PC-0151_03-REV - CYCLE TRACK CROSS SECTIONS 90-130m
-  BCWY-S8-PC-0151_02-REV - CYCLE TRACK CROSS SECTIONS-0.0-80m
-  BCWY-S8-PC-0151_01-REV - CYCLE TRACK LONG SECTION AND ALIGNMENTS PLAN
-  BCWY-S8-PC-0150-REV - SECTIONS-A0 TRAB 150_02
-  BCWY-S8-PC-0150-REV - SECTIONS-A0 SRAB 150_01
-  BCWY-S8-PC-0100-04-REV - GENERAL ARRANGEMENTS
-  BCWY-S8-PC-0100-03-REV - GENERAL ARRANGEMENTS
-  BCWY-S8-PC-0100-02-REV - GENERAL ARRANGEMENTS
-  BCWY-S8-PC-0100-01-REV - GENERAL ARRANGEMENTS

-  BCWY-08-PC-010_TESCO RAB ATR01 EX KERBLINE CD116 VEH TRACK
-  BCWY-08-PC-011_TESCO RAB ATR02 DESIGN KERBLINE CD116 VEH TRACK
-  BCWY-08-PC-012_TESCO RAB ATR03 DESIGN KERBLINE MAX LEGAL ARTICULATED VEHICLE TRACK
-  BCWY-08-PC-013_TESCO RAB ATR04 DESIGN KERBLINE MAX LEGAL ARTICULATED VEHICLE TRACK
-  BCWY-08-PC-014_TESCO RAB ATR05 DESIGN KERBLINE MAX LEGAL ARTICULATED VEHICLE TRACK
-  BCWY-08-PC-015_TESCO RAB ATR46 AND 47 DESIGN KERBLINE 7.5t VAN AND LUXURY 4X4 VEHICLE
-  BCWY-08-PC-016_SOUTH RAB ATR07 EX KERBLINE CD116 VEH TRACK
-  BCWY-08-PC-017_SOUTH RAB ATR09 EX KERBLINE CD116 VEH TRACK
-  BCWY-08-PC-018_SOUTH RAB ATR10 DESIGN KERBLINE CD116 VEH TRACK
-  BCWY-08-PC-019_SOUTH RAB ATR11 DESIGN KERBLINE CD116 VEH TRACK
-  BCWY-08-PC-020_SOUTH RAB ATR12 DESIGN KERBLINE MAX LEGAL ARTICULATED VEHICLE TRACK
-  BCWY-08-PC-021_SOUTH RAB ATR13 DESIGN KERBLINE MAX LEGAL ARTICULATED VEHICLE TRACK
-  BCWY-08-PC-022_SOUTH RAB ATR14 DESIGN KERBLINE MAX LEGAL ARTICULATED VEHICLE TRACK
-  BCWY-08-PC-023_SOUTH RAB ATR15 DESIGN KERBLINE MAX LEGAL ARTICULATED VEHICLE TRACK
-  BCWY-08-PC-024_SOUTH RAB ATR16 & 17 DESIGN KERBLINE LUXURY 4X4 AND 7.5T BOX VAN

APPENDIX THREE

10.0 PROBLEM LOCATION PLAN

