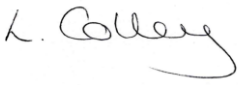
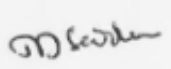


1. Project Details

Report Title:	Stage 2 Road Safety Audit Response Report – Coventry City Council, Clifford Bridge Road Section 7A
Date of Report:	July 2025
Document Ref & Revision:	SA 5011
Prepared by:	Gill Wharton
On behalf of:	Waterman Aspen

Authorisation Sheet

Project:	Binley Cycleway - Clifford Bridge Road Section 7
Report Title:	Stage 2 Road Safety Audit Response Report – Coventry City Council, Clifford Bridge Road Section 7A
Prepared by:	
Name:	Louise Colley
Position:	Project Manager (Highway Delivery)
Signed:	
Organisation:	Coventry City Council
Date:	08/07/2025

Approved by:	
Name:	John Seddon
Position:	Strategic Lead – Transport & Innovation
Signed:	
Organisation:	Coventry City Council
Date:	08/07/2025

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.

The works are split into two sections. This Stage 2 RSA and report are for Section 7A only. The Section 7B detailed design is still ongoing, and the relevant Stage 2 RSA will be carried out once the design is complete.

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.

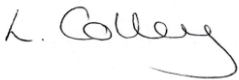
RSA PROBLEM	RSA Recommendation	Design Organisation Response (Choose one of for each response) 1) accept the RSA problem and recommendation made by the RSA team; 2) accept the RSA problem raised, but suggest an alternative solution, giving appropriate reasoning; or 3) disagree with the RSA problem and recommendation raised, giving appropriate reasoning for rejecting both.	Overseeing Organisation Response	Agreed RSA Action
<p>Problem 7.1 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.</p>	<p>It is recommended that the segregated two-way cycleway sections of the route should be widened to the recommended width of at least 3m. widened to the recommended width of 3m.</p>	<p>Acknowledged. However, Clifford Bridge Road has width constraints throughout its length. Which include existing trees, bushes and utility cabinets.</p> <p>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.</p> <p>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.</p>	<p>Problem acknowledged, and Designer Response agreed.</p>	<p>No further action required.</p>
<p>Problem 7.2 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.</p>	<p>It is recommended that the footway condition should be assessed and replaced/repared as necessary.</p>	<p>Problem acknowledged.</p> <p>This is a maintenance issue and will be addressed during the works or passed onto our maintenance team.</p>	<p>Problem acknowledged, and Designer Response agreed.</p>	<p>Include in parapet upgrade commission.</p>

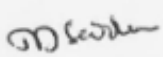
RSA PROBLEM	RSA Recommendation	Design Organisation Response (Choose one of for each response) 1) accept the RSA problem and recommendation made by the RSA team; 2) accept the RSA problem raised, but suggest an alternative solution, giving appropriate reasoning; or 3) disagree with the RSA problem and recommendation raised, giving appropriate reasoning for rejecting both.	Overseeing Organisation Response	Agreed RSA Action
<p>Problem 7.3 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.</p>	<p>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.</p>	<p>Problem acknowledged. The vegetation will be cleared in coordination with an ecologist when the works are taking place on site. Some of the existing lamp columns are being replaced and moved. The PFI contract allows for regular maintenance including the trimming of vegetation.</p>	<p>Problem acknowledged, and Designer Response agreed.</p>	<p>Site works to include cutting back of vegetation as required and agreed by ecologist.</p>
<p>Problem 7.4 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</p>	<p>It is recommended that the forward visibility to the signal heads should be of in adequate distance for the speed of the road and kept free from obstruction.</p>	<p>Problem acknowledged. If forward visibility is restricted, the vegetation will be cleared in the overgrown areas in coordination with an ecologist when the works are taking place on site.</p>	<p>Problem acknowledged, and Designer Response agreed.</p>	<p>Site works to include cutting back of vegetation as required and agreed by ecologist.</p>

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
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.				
<p>Problem 7.5 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.</p>	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.	<p>Disagree with the problem.</p> <p>There is no physical evidence to suggest that a pedestrian desire line along the route of the proposed cycleway exists.</p> <p>The proposed design will incorporate signage, lining and tactile surfaces to indicate segregation and shared use areas.</p> <p>There is an existing illuminated footway which runs parallel to the carriageway, against the Tesco boundary wall which connects to the parallel crossing on Dorchester Way.</p>	Designer response agreed.	No further action required.
<p>Problem 7.6 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</p>	It is recommended that the vegetation should be cleared in this area to ensure drivers have clear visibility to the sign.	<p>Problem acknowledged.</p> <p>If forward visibility is restricted, the vegetation will be cleared in the overgrown areas in coordination</p>	Problem acknowledged, and Designer Response agreed.	Site works to include cutting back of vegetation

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
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.		with an ecologist when the works are taking place on site.		as required and agreed by ecologist.
<p>Problem 7.7</p> <p>Risk of pedestrian collisions with cyclists</p> <p>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.</p>	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.	<p>Disagree with the problem.</p> <p>The extent of the highway boundary limits the onward route for cyclists as the footway continues onto private land (Tesco).</p> <p>The segregated cycle track and footway from the proposed Sparrow crossing have ladder and tramline tactile surfacing into the shared use area. The footways connecting to the shared use area by the Tesco entrance are as per the 'Guidance on the Use of Tactiles Paving Surfaces' section 3.5.2 (corduroy hazard warning surface, 800mm depth).</p>	Designer response agreed.	No further action required.

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:	Louise Colley
Signed:	
Position:	Project Manager (Highway Delivery)
Organisation:	Coventry City Council
Date:	09/07/2025

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:	09/07/2025