EARLSDON LIVEABLE NEIGHBOURHOOD SCHEME
STAGE 3 ROAD SAFETY AUDIT

1. INTRODUCTION

1.1 This report describes a Stage 3 Road Safety Audit carried out in Earlsdon, Coventry. The scheme drawings were designed and submitted by Coventry City Council, Transport & Infrastructure Team.

1.2 The audit team members were Joel Logue (Highways, Traffic and Road Safety Engineer) and Martin Wilkinson (Senior Officer – Traffic Management) from Traffic Management, Coventry City Council.

1.3 The audit comprised an examination of drawings relating to the scheme (listed in Appendix B) and a day-time site visit between 10:30 and 12:00 on Wednesday 27 November 2024. The weather was damp and overcast. Traffic flows and pedestrian movements were medium to low at the various locations visited. A site visit to evaluate the scheme during dark lighting conditions revealed no road safety problems related to street lighting.

1.4 The terms of reference of the audit are as described in GG119. The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to explain clearly a safety problem or the recommendation to resolve a problem, the Audit Team may have referred to a design standard for information only. Any audit comments should not be construed to imply that a technical audit has been undertaken.

1.5 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence. Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem in accordance with GG119 and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

1.6 It is assumed that the scheme designer has advised of any departures from standard when the audit was requested. None were specified.

1.7 The scheme is detailed in the drawings listed in Appendix B and comprises comprises a liveable neighbourhood scheme consisting of speed cushions, pedestrian refuges, raised tables, modal filters, a zebra crossing and a 20mph zone on various roads in the Earlsdon area.

1.8 **Please note:** The RSA team could not complete a Stage 3 audit on the Shaftesbury Road and Arden Street modal filters and the Warwick Street cycle hire dock due to this work not being complete on site.

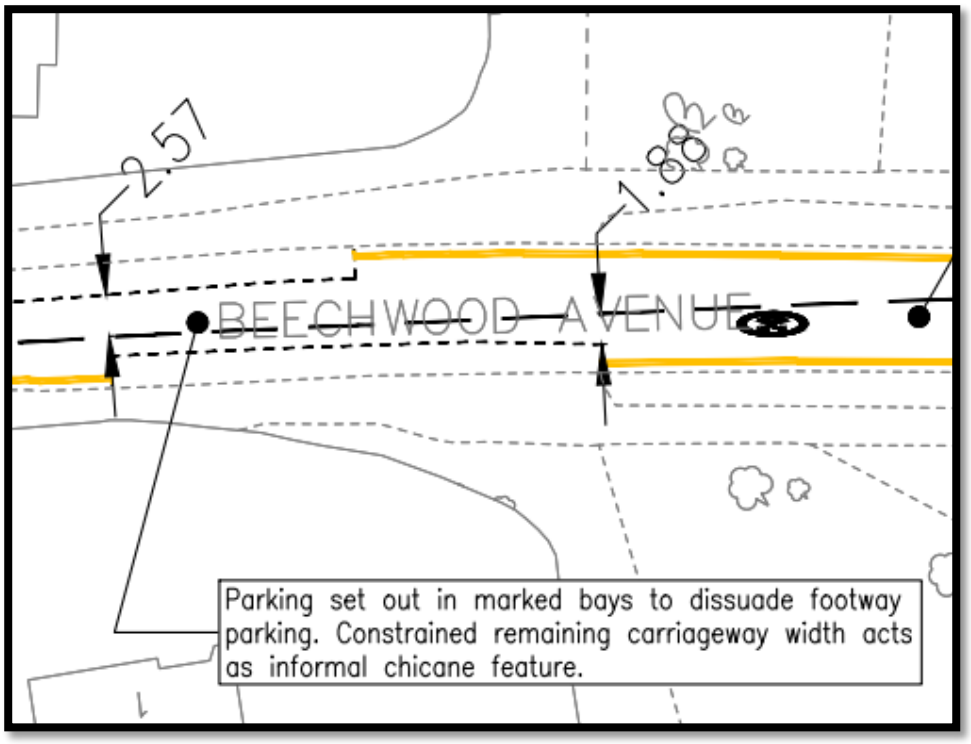
1.9 EXISTING PERSONAL INJURY COLLISION SITUATION

The recorded personal injury collision history of the area of highway affected by the scheme has shown that there were 8 recorded personal injury collisions in the last three years (13/08/21 – 12/08/24), all of which were classified as slight.

2. ITEMS OUTSTANDING FROM THE STAGE 1 SAFETY AUDIT EARLSDON LIVEABLE NEIGHBOURHOOD SCHEME

2.1 **Problem** – Risk of collisions at pinch point

Location: Beechwood Avenue, southeast of Stoneleigh Avenue



Summary

Parking bays are proposed opposite each other. This reduces the width of the available carriageway when both parking bays are occupied to one car width and increases the risk of conflicts between vehicles, and between vehicles and cyclists.

RECOMMENDATION

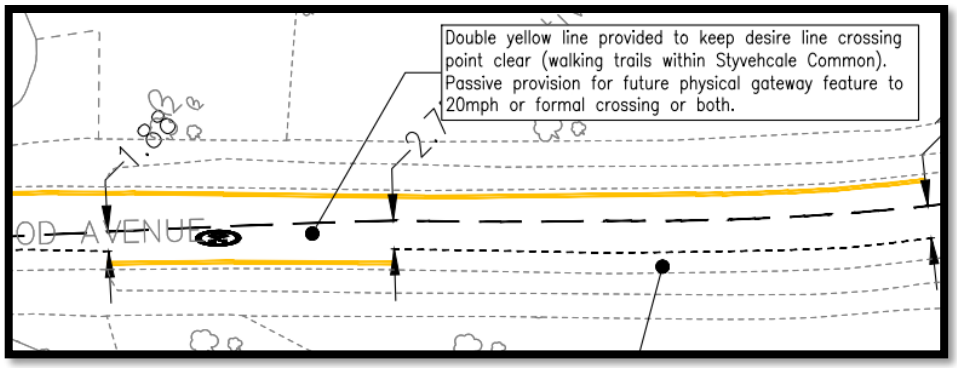
Parking bays should be staggered to facilitate two-way traffic to reduce the potential of personal injury collisions related to the reduced carriageway width.

RSA TEAM RESPONSE:

The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding.

2.2 **Problem** – Lack of pedestrian crossing point on desire line

Location: Beechwood Avenue, southeast of Woodlands Avenue



Summary

No pedestrian and cycle crossing facilities are proposed on the identified desire line between trails within Styvechale Common. This increases the risk of vehicle colliding with vulnerable road users (particularly those with visual and/or mobility impairments, those with pushchairs, and cyclists) as they cross.

RECOMMENDATION

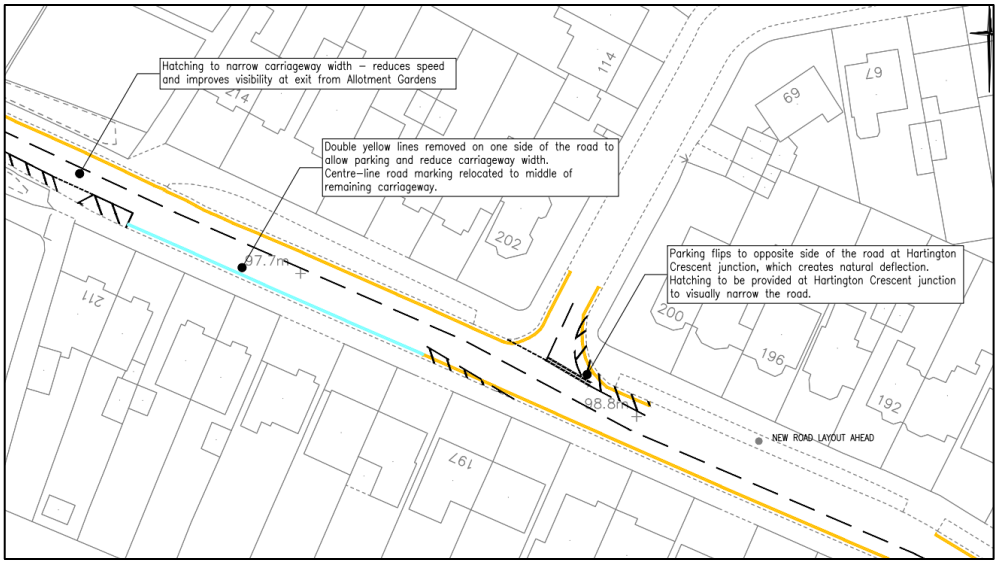
Pedestrian crossing facilities should be provided on the desire line. This will reduce personal injury collisions related to vulnerable road users crossing at informal crossing points.

RSA TEAM RESPONSE:

The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding.

2.3 **Problem** – Lack of road markings at end of hatching

Location: Beechwood Avenue, adjacent to Hartington Crescent



Summary

There are no parking bay or other road markings proposed at the end of the sections of hatching. As a result, drivers are more likely to encroach into the hatching. This increases the risk of vehicles on Beechwood Avenue colliding with vehicles waiting on Hartington Crescent or at the egress from the allotments.

RECOMMENDATION

Road markings should be provided at the end of the sections of hatching.

RSA TEAM RESPONSE:

The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding.

2.4 **Problem** – Lack of pedestrian crossing points at junctions

Location: Beechwood Avenue, junctions with Stoneleigh Avenue and Hartington Crescent; Broadway / Belvedere Road junction

Summary

The submitted drawings for the above junctions do not show pedestrian crossing points and tactile paving. A lack of designated pedestrian crossing points may result in visually-impaired pedestrians crossing at an unsafe location. This increases the risk of vehicle to pedestrian type collisions.

RECOMMENDATION

Designated pedestrian crossing points with tactile paving should be provided at all junctions. The crossing points should be in locations that maximise inter-visibility between pedestrians and drivers and take into account the presence of trees in the footway (see example below).

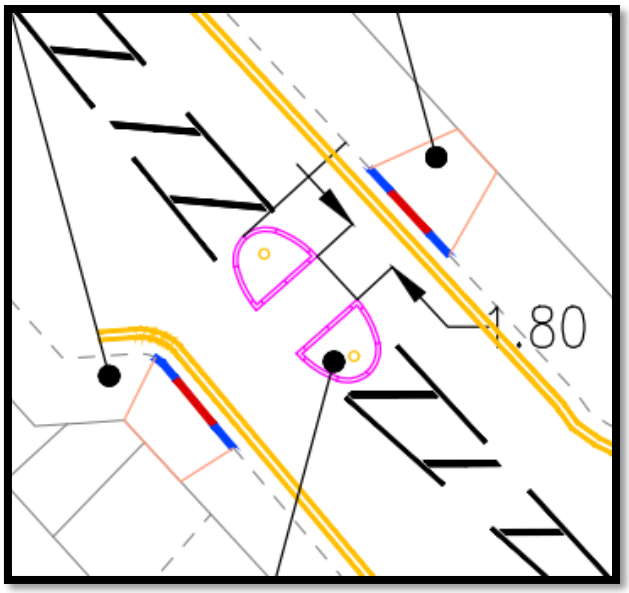
Warwick Avenue, junction with Beechwood Avenue

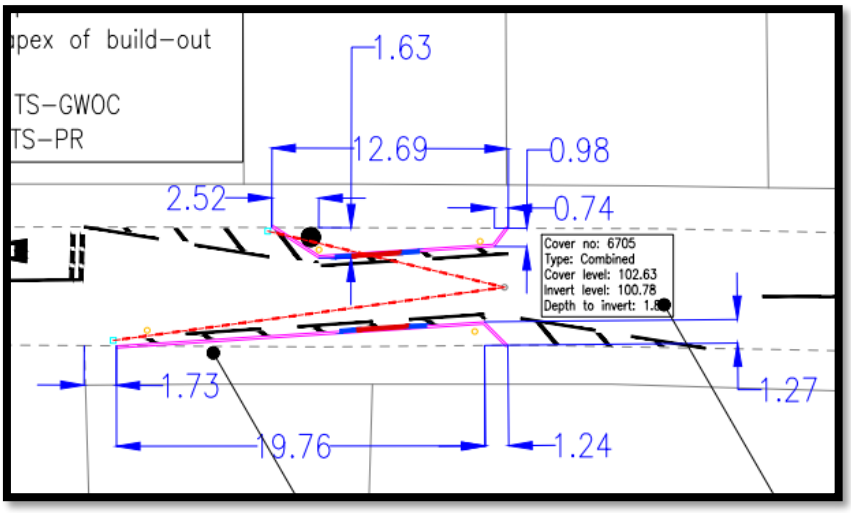
RSA TEAM RESPONSE:

The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding.

2.6 **Problem** – Width of carriageway at pedestrian refuge and priority chicane

Location: Beechwood Avenue, north of Styvechale Avenue





Summary

The submitted plans do not specify the width of the carriageway at the proposed pedestrian refuge and priority chicane. Carriageway widths of between 3.1m and 3.9m at pinch points can result in close overtaking of cyclists by drivers. This increases the risk of vehicle to cyclist type collisions.

RECOMMENDATION

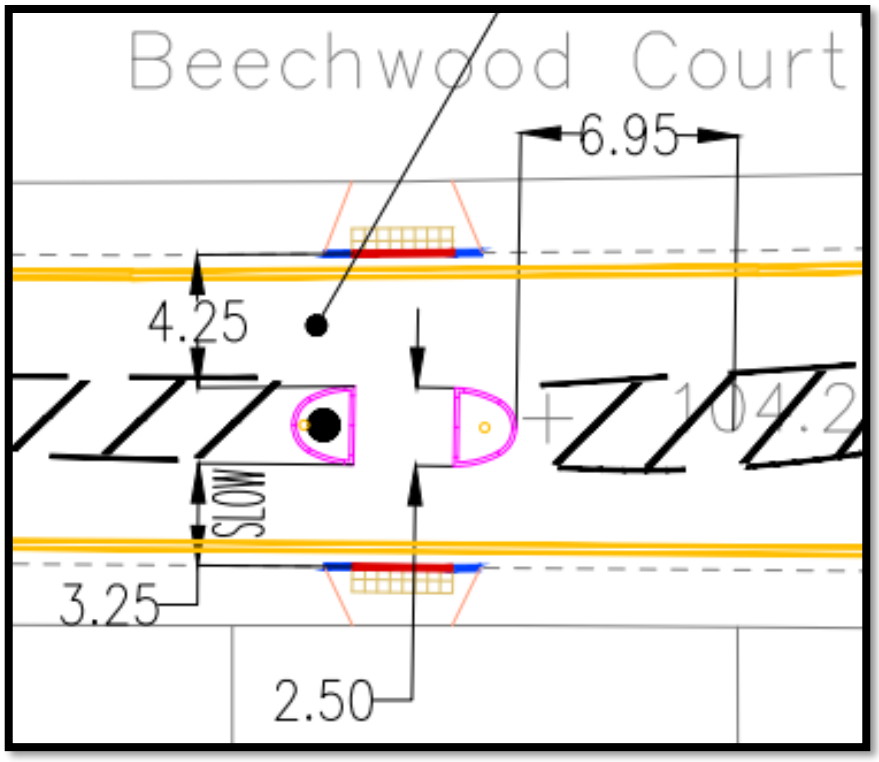
The carriageway width either side of the refuge and at the chicane should be a minimum of 3.9m, or cycle bypasses should be provided.

RSA TEAM RESPONSE:

The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding.

2.8 **Problem** – Width of carriageway at pedestrian refuge

Location: Beechwood Avenue, south of Rochester Road



Summary

The proposed width of the westbound traffic lane at the proposed pedestrian refuge is 3.25m. Carriageway widths of between 3.1m and 3.9m at pinch points can result in close overtaking of cyclists by drivers. This increases the risk of vehicle to cyclist type collisions.

RECOMMENDATION

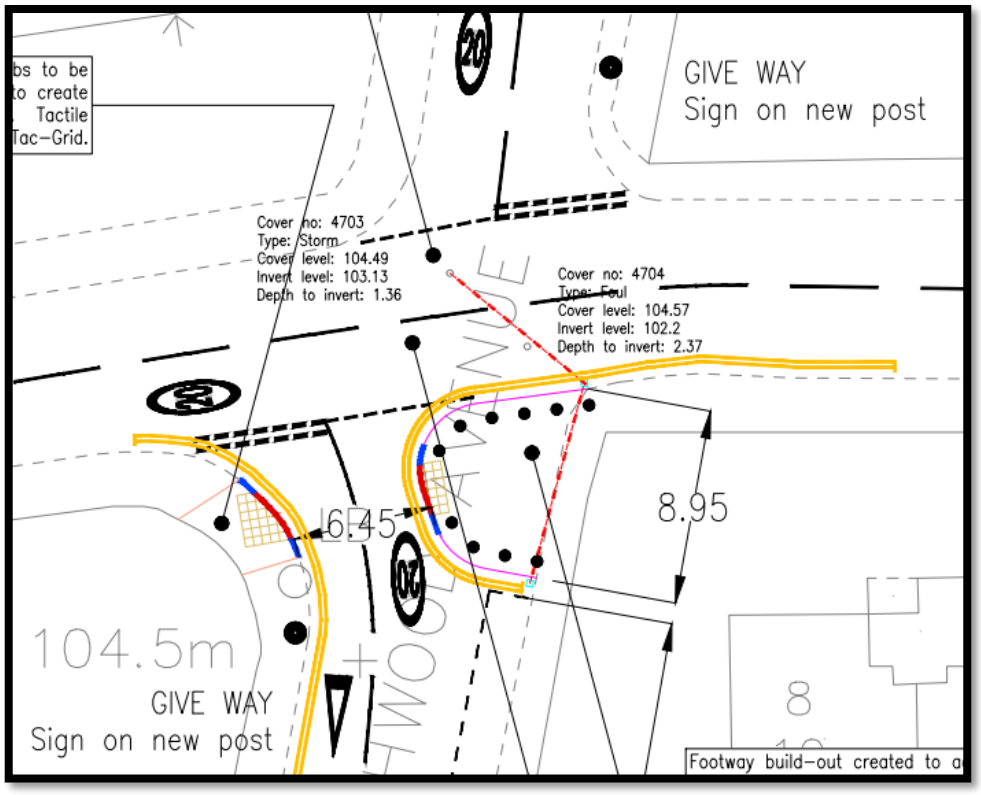
The carriageway width either side of the refuge should be a minimum of 3.9m.

RSA TEAM RESPONSE:

The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding.

2.9? **Problem** – Junction geometry

Location: Beechwood Avenue, junction with Rochester Road



Summary

The submitted plans do not include vehicle tracking to demonstrate that large vehicles can undertake all movements at the junction safely. Large vehicles may have to enter the path of oncoming traffic or overhang the footway in order to manoeuvre through the junction. This increases the risk of vehicle to vehicle and vehicle to pedestrian type collisions.

RECOMMENDATION

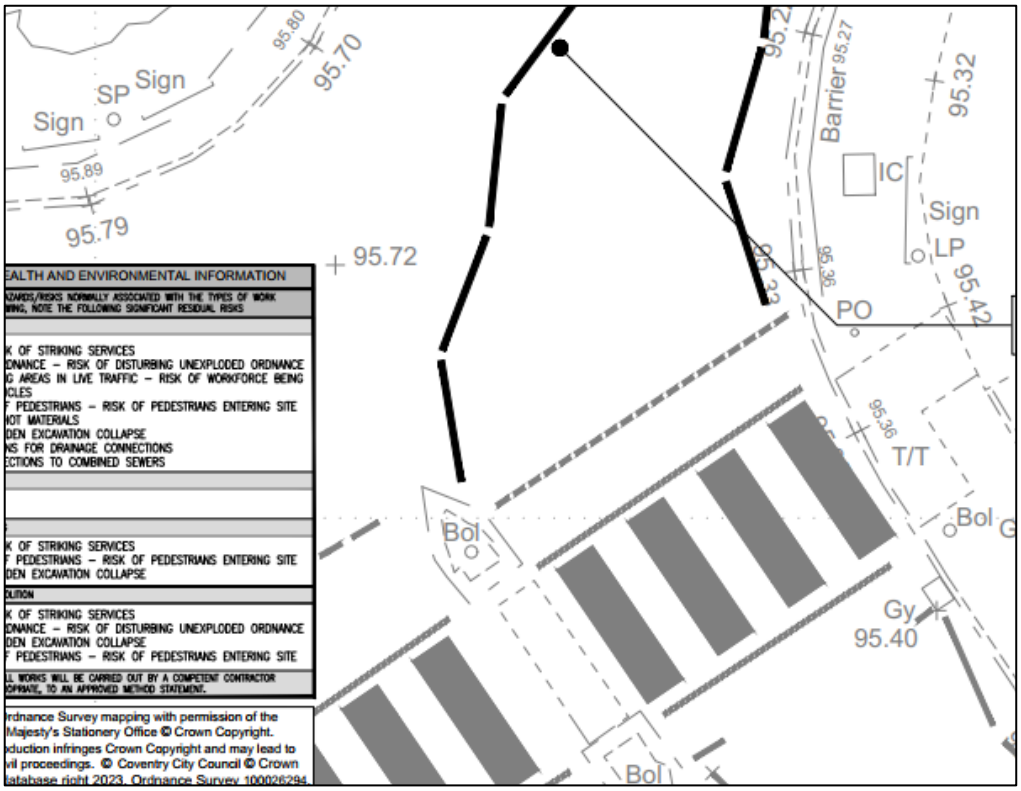
An assessment of vehicle swept paths should be undertaken and any necessary changes made to the proposed highway layout to ensure that large vehicles can undertake all movements at the junction safely.

RSA TEAM RESPONSE:

The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding?

2.10 **Problem** – Proximity of zebra crossing to roundabout

Location: Earlsdon Avenue South



The zebra crossing is located immediately adjacent to the roundabout. This increases the risk that drivers concentrating on negotiating the roundabout not seeing a pedestrian crossing. Furthermore, vehicles exiting the roundabout have to wait in the circulatory area to allow pedestrians to cross and a vehicle waiting at the give way line of the roundabout obstructs the zebra crossing. These issues increase the risk of rear shunts and vehicle to pedestrian type collisions.

RECOMMENDATION

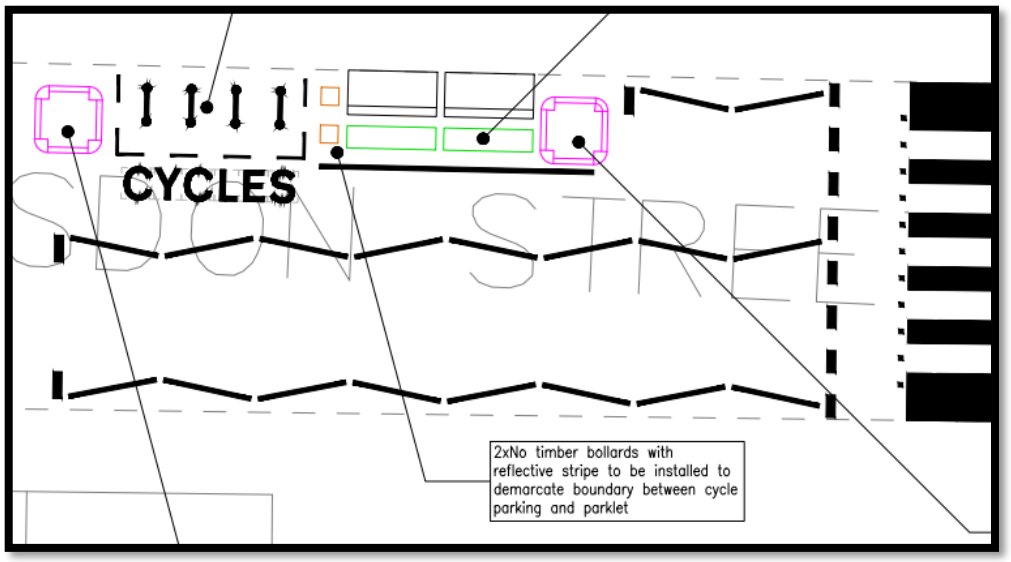
The zebra crossing should be relocated away from the roundabout to enable vehicles to wait without obstructing the circulatory area or the zebra crossing.

RSA TEAM RESPONSE:

The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding.

2.13 **Problem** – Street furniture in visibility splay

Location: Earlsdon Street, on approach to zebra crossing



Street furniture including cycle parking and seating is proposed in the pedestrian visibility splay and current controlled area of the zebra crossing. This may obstruct drivers' visibility of pedestrians waiting at the crossing and reduces the width of the north eastbound traffic lane to less than the minimum width required. This increases the risk of vehicle to vehicle and vehicle to pedestrian type collisions.

RECOMMENDATION

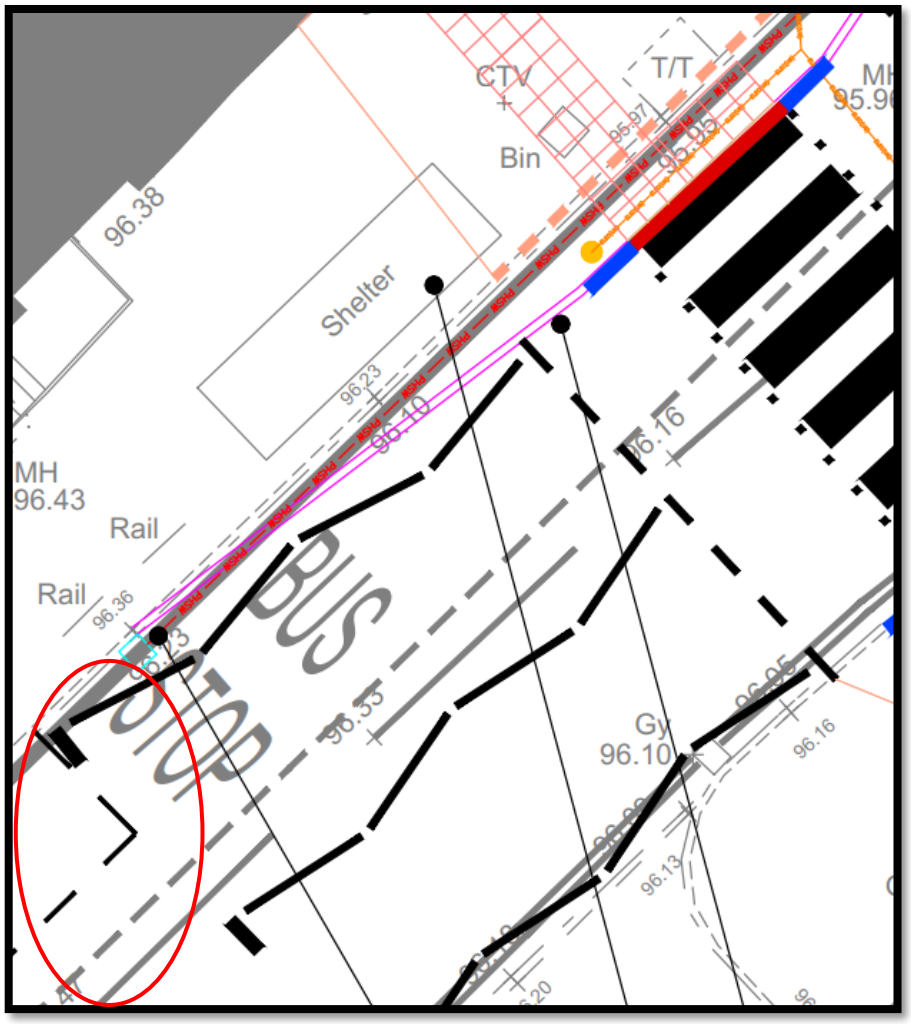
The proposed street furniture should be relocated outside the extents of the current controlled area.

RSA TEAM RESPONSE:

The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding.

2.14 **Problem** – Parking bay on approach to proposed zebra crossing

Location: Earlsdon Street



A parking bay is proposed on the approach to the zebra crossing. Vehicles parked in the bay may reduce the intervisibility between drivers and pedestrians. This increases the risk of vehicle to pedestrian type collisions.

RECOMMENDATION
The controlled area of the zebra crossing should be extended.

RSA TEAM RESPONSE:
The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding.

2.16 **Problem** – Contraflow cycling on heavily-parked one-way streets

Location: Providence St, Berkeley Rd, Moor St

It is proposed to allow contraflow cycling on the above one-way streets. However, the usable carriageway width is limited due to parking on both sides of the road. This increases the risk of head-on collisions between vehicles and cyclists.

RECOMMENDATION
The proposed highway layout should be amended to reduce the risk of collisions between vehicles and cyclists.

RSA TEAM RESPONSE:
The Audit Team are not satisfied that this item has been resolved and therefore this road safety problem remains outstanding.

3. ITEMS OUTSTANDING FROM THE STAGE 2 SAFETY AUDIT EARLSDON LIVEABLE NEIGHBOURHOOD SCHEME

No Stage 2 Road Safety Audit report was submitted to the Audit Team.

4. ITEMS FROM THIS STAGE 3 SAFETY AUDIT EARLSDON LIVEABLE NEIGHBOURHOOD SCHEME

4.1 **Problem** – Lack of tactile paving

Location: Kenilworth Road **/** Stoneleigh Avenue

Summary

The junction has been changed; however, it does not have any tactile paving. Subsequently, visually impaired pedestrians will be unable to traverse this section of road safely. This significantly increases the likelihood of vehicle to pedestrian type personal injury collisions.

RECOMMENDATION

Install tactile paving at this location. This will significantly reduce the likelihood of vehicle to pedestrian type personal injury collisions.

4.2 **Problem** – Lack of shared-use signage

Location: Kenilworth Road **/** Stoneleigh Avenue

Summary

There is a lack of signage indicating to pedestrians and cyclists that they are entering a section of shared-use footway / cycleway. This increases the likelihood of cyclist to pedestrian type personal injury collisions.

RECOMMENDATION

Install shared-use signage at this location. This will reduce the likelihood of cyclist to pedestrian type personal injury collisions.

4.3 **Problem** – Vegetation obstructing footway

Location: Kenilworth Road **/** Stoneleigh Avenue

Summary

Vegetation is obstructing the footway. As a result, pedestrians may enter the cycle track. This increases the likelihood of cyclist to pedestrian type personal injury collisions.

RECOMMENDATION

Clear the vegetation from the footway and ensure that the vegetation is regularly maintained. This will reduce the likelihood of cyclist to pedestrian type personal injury collisions.

4.4 **Problem** – Sideway Visibility

Location: Beechwood Avenue/ Rochester Road

Summary

The priority of the junction has been changed, however, as highlighted in the photograph above, "Y" visibility has significantly reduced. Subsequently, drivers will have to drive into Rochester Road. This increases the likelihood of vehicle to vehicle type personal injury collisions.

RECOMMENDATION

Re-design the junction to ensure safe "Y" visibility is achieved on both approaches on Beechwood Avenue.

4.5 **Problem** – Conspicuity of the Roundabout Sign

Location: Beechwood Avenue

Summary

The conspicuity of the roundabout sign is significantly reduced. This may reduce drivers' awareness of the roundabout and this significantly increases the likelihood of vehicle to vehicle type personal injury collisions.

RECOMMENDATION

Relocate the sign to maximise drivers' awareness of the roundabout junction.

4.6 Problem – Drainage

Location: Earlsdon Avenue South

Summary
The crossfall of the build-out has been constructed with a gradient that flows water towards the bus stop. This is resulting in significant water pooling. In adverse weather, this may result in water freezing and this increases the likelihood of pedestrian trip/slip type personal injury collisions.

RECOMMENDATION
Reconstruct the footway buildout or install additional drainage facilities to prevent ponding. This will significantly reduce the likelihood of slip/trip type personal injury collisions.

5. AUDIT TEAM STATEMENT

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

AUDIT TEAM LEADER

Joel Logue
Highways, Traffic and Road Safety Engineer

Signed: 

Date: 11th December 2024

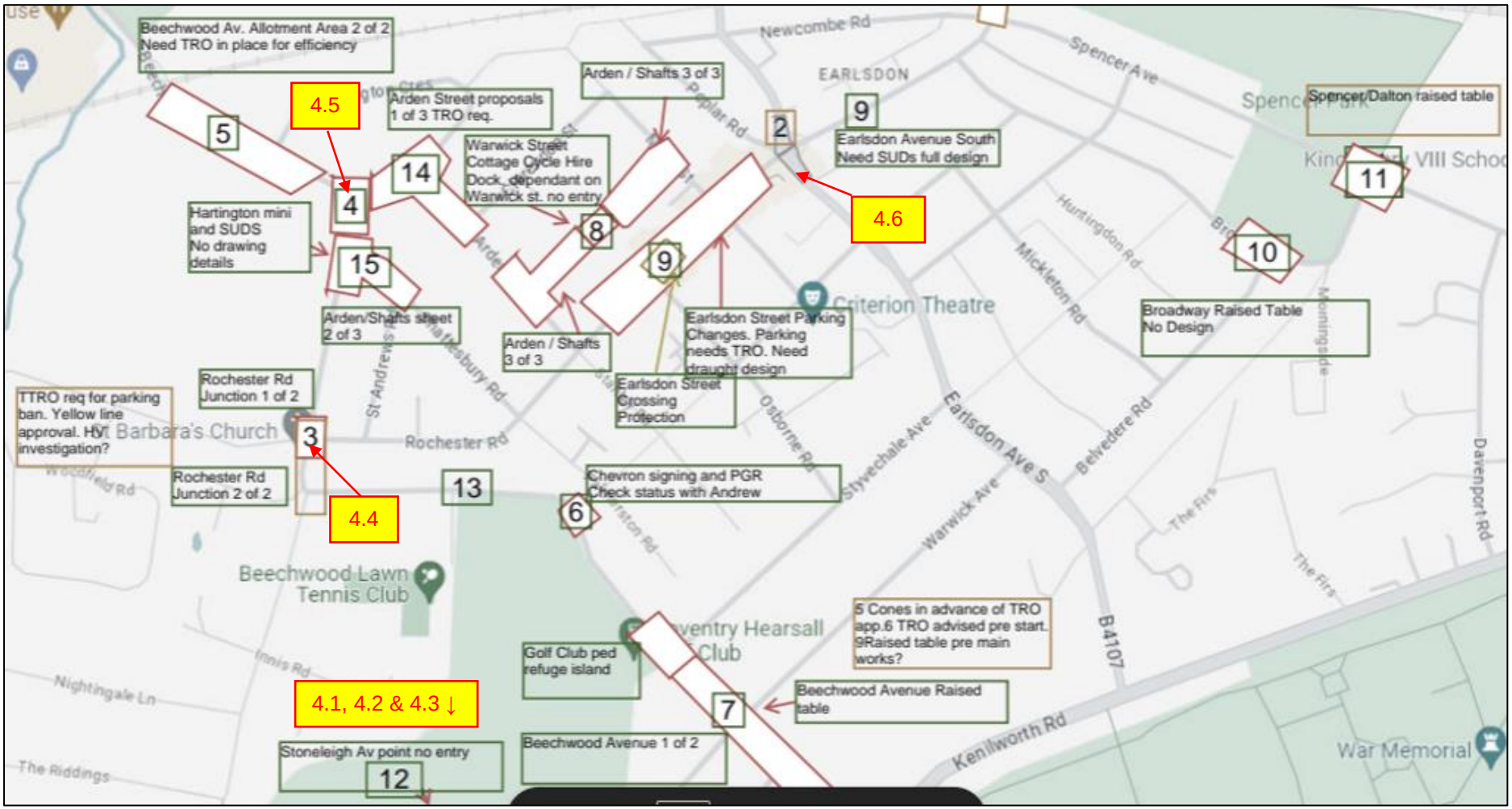
AUDIT TEAM MEMBER

Martin Wilkinson
Senior Officer – Traffic Management

Signed: 

Date: 11th December 2024

APPENDIX A – PROBLEM LOCATION PLAN



APPENDIX B

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LN1-PC-1111-BROADWAY RAISED TABLE-1111-01.pdf

LN1-PC-1113C-STONELEIGH AVENUE POINT NO ENTRY-1113-01.p

LN1-PC-1119A-TENNIS CLUB CHICANE OPTION 3-1119-01.pdf

LN1-PC-1120D-ARDEN STREET MODE FILTER OPTION 1-1120-01.p

LN1-PC-1120D-ARDEN STREET MODE FILTER OPTION 1-1120-02.p

LN1-PC-1101D-EARLSDON AVENUE BUILDOUTS-1101-01.pdf

LN1-PC-1101D-EARLSDON AVENUE BUILDOUTS-1101-02.pdf

LN1-PC-1101D-EARLSDON AVENUE BUILDOUTS-1101-03.pdf

LN1-PC-1101D-EARLSDON AVENUE BUILDOUTS-1101-04.pdf

LN1-PC-1101D-EARLSDON AVENUE BUILDOUTS-1101-05.pdf

LN1-PC-1101D-EARLSDON AVENUE BUILDOUTS-1101-06.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-10S.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-11M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-12M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-13M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-14M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-15M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-16M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-17M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-18M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-19M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-1S.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-20M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-21M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-22M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-23M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-24M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-25M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-26M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-27M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-28M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-29M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-2SM.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-30M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-31M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-32M.pdf

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LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-38M.pdf

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LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-40M.pdf

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LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-4M.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-5SM.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-6SM.pdf

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LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-8SM.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-1122-9S.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-ALL.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-ALL-CCC23853.pdf

LN1-PC-1122B-EARLSDON 20MPH ZONE-ALL-CCC23853-CCC23853.pdf

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LN1-PC-1122B-EARLSDON 20MPH ZONE-ALL-CCC23853-CCC23853-CCC23853-CCC23853.pdf

LN1-PC-1106C-ROCHESTER ROAD JUNCTION-1106-01.pdf

LN1-PC-1106C-ROCHESTER ROAD JUNCTION-1106-02.pdf

LN1-PC-1105C-HARTINGTON MINI-ROUNDABOUT-1105-01.pdf

LN1-PC-1110B-BEECHWOOD AVENUE DOUBLE YELLOWS-1110-02.pdf

CCC-TM-DE-1223-i.pdf

LN1-PC-1109A-GOLF CLUB ISLAND-1109-01.pdf

LN1-PC-1110B-BEECHWOOD AVENUE DOUBLE YELLOWS-1110-01.pdf

LN1-PC-1118A-WARWICK STREET CYCLE HIRE DOCK-1118-01.pdf

LN1-PC-1120E-ARDEN STREET MODE FILTER OPTION 1-1120-03.pdf

LN1-PC-1102A-EARLSDON STREET ZEBRA CROSSING-1102-01.pdf

LN1-PC-1102A-EARLSDON STREET ZEBRA CROSSING-1102-02.pdf

LN1-PC-1102A-EARLSDON STREET ZEBRA CROSSING-1102-03.pdf

LN1-PC-1117-EARLSDON STREET ZEBRA CROSSING PROTECTION-1117-01.pdf

LN1-PC-1121A-EARLSDON STREET PARKING CHANGES-1106-02.pdf

LN1-PC-1123B-EARLSDON CYCLE CONTRAFLOWS-1123-01.pdf

LN1-PC-1123B-EARLSDON CYCLE CONTRAFLOWS-1123-02.pdf

LN1-PC-1123B-EARLSDON CYCLE CONTRAFLOWS-1123-03.pdf

LN1-PC-1107A-SIGN SCHEDULE-A3 FRAME.pdf

LN1-PC-1118A-WARWICK STREET CYCLE HIRE DOCK-1118-01-TRACKED.pdf

LN1-PC-1118A-WARWICK STREET CYCLE HIRE DOCK-1118-01-TRACKED-CCC23853.pdf