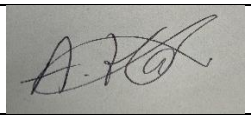
1.Project Details

Report Title:	Stage 3 Road Safety Audit - Coventry City Council, Earlsdon Liveable Neighbourhood
Date of Report:	May 2025
Document Ref & Revision:	N/A
Prepared by:	Andy Hart
On behalf of:	Coventry City Council

Authorisation Sheet

Project:	Earlsdon Liveable Neighbourhood
Report Title:	Stage 3 Road Safety Audit - Coventry City Council, Earlsdon Liveable Neighbourhood
Prepared by:	
Name:	Andy Hart
Position:	Construction Project Manager
Signed:	
Organisation:	Coventry City Council
Date:	14/05/2025

Approved by:	
Name:	Mark O'Connell
Position:	Head of Public Realm
Signed:	Mark O'Connell
Organisation:	Coventry City Council
Date:	15 May 2025

2. Introduction and Summary of Scheme

The Earlsdon Liveable Neighbourhood scheme aims to make Earlsdon greener and improve conditions for pedestrians and cyclists. The scheme design has responded to priorities identified by the local community. Following the three rounds of community engagement and consultation, the main features being introduced are:

- 20mph zone throughout the scheme - the area bounded by the railway line, Hearsall Golf Club and Kenilworth Road
- New zebra crossing on Earlsdon Street - between Co-Op and the City Arms
- New toucan crossing on Albany Road at the entrance to Spencer Park
- Traffic calming on Beechwood Avenue - including
    - Changing the layout of the Beechwood Avenue / Rochester Road junction - the road is narrowed, and Rochester Road becomes the priority road
    - Narrowing the road at the Beechwood Avenue / Hartington Crescent mini roundabout
- Point closure on Arden Street - between Clarendon Street and Hartington Crescent
- Point closure on Shaftesbury Road - between Beechwood Avenue and St Andrew's Road

- Pavement widening outside Earlsdon Primary School and Earlsdon Carnegie Community Library - including shortening the distance that pedestrians must walk to cross Earlsdon Avenue North by reducing the road to a single lane towards the roundabout
- Pavement widening on Earlsdon Avenue South outside Elsie Jones House at the bus stop
- Benches and planting on Earlsdon Street and Earlsdon Avenue North as part of the zebra crossing improvements
- Planting on Beechwood Avenue as part of works to narrow the road at the Hartington Crescent mini roundabout
- Cycle hire docks on Warwick Street and Earlsdon Avenue - subject to operator approval
- Cycle contraflow (sign only) Providence Street, Berkeley Road South and Moor Street - no changes to parking or road layout

To introduce these changes, some parking will be relocated, however we have mitigated this by reducing parking restrictions on Albany Road. These changes collectively support the area-wide 20mph Zone, which would not be effective with signs alone.

3. Key Personnel

Overseeing Organisations:	Coventry City Council
RSA Team:	Coventry City Council
Design organisation:	Coventry City Council
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**
2.1 – RSA3 - 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	Parking bays should be staggered to facilitate two-way traffic to reduce the potential of personal injury collisions related to the reduced carriageway width	Disagree This is a deliberate design choice, as part of the measures to support the 20mph zone. This section of Beechwood Avenue is prone to excess speeding, while vehicles are currently observed to park partially on the footway. By creating marked parking bays wholly on the carriageway, this will reduce the width of the carriageway and thus create a natural chicane. Tackling footway parking was raised as an issue in the early stage of the project engagement	Agree with Designers Response The current situation does not require a natural chicane. Currently the road situation slows vehicle movements in either direction when trying to pass each other	

2.2 – RSA3 - 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	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	Disagree This path is an unsurfaced route and not an adopted footpath or public right of way. A gap in the parking has been designed in to support use of this route and provide passive provision to allow the implementation of a controlled crossing at a later date	Agree with Designers Response	
2.3 – RSA3 - 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	Road markings should be provided at the end of the sections of hatching	Partly Agree The lead-in hatching provides sufficient visual deflection. This arrangement can be monitored, and issues rectified should they be evident at a later Road Safety Audit stage	Agree with RSA Recommendation, road markings to be implemented	Implement markings as per RSA Recommendation
2.4 – RSA3 - 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	Designated pedestrian crossing points with tactile paving should be provided at all junctions. The crossing points should be in locations that maximise intervisibility between pedestrians and drivers and take into account the presence of trees in the footway	Partly Agree Where junction changes have been proposed, these include addition of pedestrian dropped kerbs and / or tactile paving facilities	Works to be completed at junctions where the scheme has impacted or altered	Implement as part of additional works
2.5 NO RESPONSE				

2.6 – RSA3 - 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	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	Disagree The proposed carriageway width is greater than the critical width range	The carriageway running lane widths of 2.7m and 4.8m fall outside of the pinch-point range, 3.1m - 3.9m. It should be noted; the above range has been provided to the RSA Team	
2.7 NO RESPONSE				
2.8 – RSA – 3 - 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	The carriageway width either side of the refuge should be a minimum of 3.9m	Partly Agree The westbound gap will be reduced below the critical width range. The suggestion to increasing the width to 3.9m is rejected, as the narrow lane is designed to provide maximum deflection ahead of the ninety-degree bend	Implement lining to reduce the running lane from 3.25m to 3.1m	

2.9 – RSA3 - 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	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	Agree Vehicle swept path assessment was undertaken to inform the design and has been provided. The turning for buses north to east and east to north was tracked, as these are bus routes. Refuse vehicles were tracked turning south to east and vice-versa. The north/west/north turn is unaffected by the layout change, and the south/west/south turn is less onerous than the south/east/south turn, which has been tracked, and thus is expected to present no issues in terms of manoeuvrability for the expected vehicles using the junction. Movements of larger vehicles have been witnessed and assessed onsite; no issues have arisen.	Tracking assessments and onsite assessments have been undertaken, no further action required	
2.10 – RSA3 - 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	The zebra crossing should be relocated away from the roundabout to enable vehicles to wait without obstructing the circulatory area or the zebra crossing	Partly agree. This is out of scope of the Road Safety Audit as the crossing is an existing feature. Its safety record is in line with expected performance of a zebra crossing, and as such the suggestion that the current layout is unsafe is unfounded. It is acknowledged that close proximity to the junction provides a “user acceptability” issue, and as such amendments to the approach lane markings have been included in the design to improve visibility to the crossing	Make amendments to the approach lane to improve visibility to the crossing	

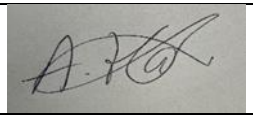
2.11 NO RESPONSE				
2.12 NO RESPONSE				
2.13 – RSA3 - Street furniture including cycle parking and seating is proposed in the pedestrian visibility splay and current controlled area of the zebra crossing. This may obstruct drivers' visibility of pedestrians waiting at the crossing and reduces the width 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	The proposed street furniture should be relocated outside the extents of the current controlled area	Disagree Throughout the design and engagement phases of the project, panel-sided vans have been observed to stop to load and unload on the zig zags at this location. This has also been raised as an issue during the consultation. The proposal to introduce a build-out with street furniture will physically prevent this parking behaviour, and while low-level street furniture presents a small risk, this is mitigated by the design of the features to be included, which all offer a significant element of through-visibility due to their nature. The proposed measure is expected to greatly contribute to improved user acceptance of the crossing	Remove street furniture aside from cycle hoops	
2.14 – RSA3 - 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	The controlled area of the zebra crossing should be extended	Partly agree The crossing has been built out to increase visibility. The length of zigzags (four) is more than the minimum requirement of two. The build-out taper will be amended to mitigate the risk of people parking on the zigzags (as per item 2.13)	Reduce parking bay length from 16.3m to 11.3m to improve visibility on approach to the Zebra Crossing	
2.15 NO RESPONSE				

2.16 – RSA3 - 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	The proposed highway layout should be amended to reduce the risk of collisions between vehicles and cyclists	Disagree The streets where contraflow cycling is proposed are the same width as streets where traffic currently circulates two-way, with the same amount of on-street parking. While there may be initial risks associated with the change, evidence suggests that contraflow cycling schemes can contribute to road safety improvements. https://www.sciencedirect.com/science/article/pii/S000145752200330X	Review other areas and assess before installing cycling contra-flows	
2.17 NO RESPONSE REQUIRED				

4.1 – RSA3 – Lack of tactile paving	Install tactile paving at this location. This will significantly reduce the likelihood of vehicle to pedestrian type personal injury collisions	Agree Tactile paving is required to be installed	Tactile paving to be installed	
4.2 – RSA3 – Lack of shared-use signage	Install shared-use signage at this location. This will reduce the likelihood of cyclist to pedestrian type personal injury collisions	Agree Shared-use signage is required to be installed	Shared-use signage to be installed	
4.3 – RSA 3 – Vegetation obstructing footway	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	Agree Vegetation to be cutback off the public footway	Resident contacted and the vegetation has been cutback and an explanation that there will be a requirement for continual maintenance	

4.4 – RSA3 – Sideway Visibility	Re-design the junction to ensure safe “Y” visibility is achieved on both approaches on Beechwood Avenue	This is a deliberate design choice, as part of the measures to support the 20mph zone. A vehicle swept path review has been completed to show vehicle movements at the junction. There are no visibility issues.	The current construction has shown no signs of visibility issues	
4.5 – RSA3 – Conspicuity of the Roundabout Sign	Relocate the sign maximise drivers’ awareness of the roundabout junction	The original pole and sign for the mini roundabout have been left in situ as there are no conspicuity issues	The current construction of the SuDS area and the newly installed mini roundabout has shown no signs of visibility issues	
4.6 – RSA3 - Drainage	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	This is a deliberate design choice, as part of the measures to support the 20mph zone. The buildout has been designed and constructed to have a fall so surface water will not remain in the area and will naturally flow towards highway drainage	The current construction has shown no signs of standing water issues	

3. 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:	**Andy Hart**
Signed:	
Position:	**Construction Project manager**
Organisation:	**Coventry City Council**
Date:	**14/05/2025**

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:	**Mark O'Connell**
Signed:	**Mark O'Connell**
Position:	**Head of Public Realm**
Organisation:	**Coventry City Council**
Date:	**20 June 2025**