COVENTRY CITY COUNCIL
CLIFFORD BRIDGE ROAD
COVENTRY
CYCLE FACILITIES

STAGE 2 ROAD SAFETY AUDIT

SA 5118
September 2025

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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	GW 02 October 2025	LB 02 October 2025	
2	FINAL	GW 02 October 2025	LB 02 October 2025	AD 03 October 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.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

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AUDITORS' EVALUATION

APPENDICES

1.0 INTRODUCTION

1.1 This report is for a Stage 2 Road Safety Audit (RSA) carried out on Phase 2 of 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 Friday, 26 September 2025. The weather during the site visit was dry with a dry carriageway surface. Vehicle flows were 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 of the B4082 roundabout 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:

- N/A

6.0 OUTSTANDING MATTERS 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.

6.2 A further Stage 1 Road Safety Audit was undertaken by Waterman Aspen in November 2024. Problems 7.7, 7.9, 7.11, 7.14. 7.16 are still relevant and have been re-raised within this Stage 2 Road Safety Audit as Problems 7.1, 7.2, 7.3, 7.4 and 7.5 respectively.

7.0 MATTERS ARISING FROM THIS STAGE 2 ROAD SAFETY AUDIT

7.1 Problem (Formerly Problem 7.7 in November 2024 Stage 1 RSA)

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 result in a 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.

Design Organisation Response

Problem acknowledged. Cycle track will be offset and if possible, the extents of the Dutch kerbs reduced.

Further Comment from Latest Stage 2 RSA

The Audit Team acknowledge that this problem has partially been resolved through the latest design but is still outstanding and relevant to the northern side of the Mill Lane junction.

7.2 Problem (Formerly Problem 7.9 in November 2024 Stage 1 RSA)

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.

Design Organisation Response

Problem acknowledged. Add Give Way line markings on the side road behind the Dutch kerbs.

Further Comment from Latest Stage 2 RSA

The Audit Team acknowledge the Give Way road markings on the side roads for vehicles exiting onto Clifford Bridge Road. However, this problem relates to vehicles turning into the side roads and is still considered to be outstanding and relevant to this latest Audit.

7.3 Problem (Formerly Problem 7.11 in November 2024 Stage 1 RSA)

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 are 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, then 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.

Design Organisation Response

Problem acknowledged. Add tactile paving at the side roads. Add Give Way line markings on the side road behind the Dutch kerbs.

Visibility splays will be in accordance with LTN 1/20 and Manual for Streets 2. The existing situation is that cars passing through the proposed set back give way positions can do so without pausing/stopping on to the current Give Way markings. If visibility is found to be insufficient the design may be an improvement by slowing vehicles on the approach to the junction and raised table. In summary, design review will be undertaken of road markings and provision of tactile paving to ensure that exiting vehicles have adequate visibility of pedestrians and cyclists, as well as CBR traffic, on entering the junction.

Further Comment from Latest Stage 2 RSA

The Audit Team acknowledge the addition of tactile paving at the side roads and the provided visibility splays for the junctions. However, visibility splays for the set back Give Way markings for vehicles to give way to pedestrians and cyclists have not been provided. It is still unclear to the Audit Team whether vehicles exiting the junction will have sufficient visibility of approaching pedestrians and cyclists.

7.4 Problem (Formerly Problem 7.14 in November 2024 Stage 1 RSA)

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 that crossings should be provided on the pedestrian desire lines or as close as possible.

Design Organisation Response

Problem acknowledged. However, to accommodate the proposed cycle track and shared use facilities on the western side of Clifford Bridge Road. The existing channel lines at these junctions would be moved towards the east. This will reduce the distance between the desire line and vehicles turning into these side roads. The same can be said for the driveway accesses on either side of the junctions. If the crossings were positioned on the desire lines, there could be a risk of pedestrians standing at a crossing with a vehicle in front of them whilst another was accessing a driveway behind them.

Positioning the uncontrolled crossings further into the side roads will increase visibility for pedestrians and motorists and avoid the above scenario. (Visibility splays will be further investigated). TSM Chapter 6 15.12.2 & 15.12.3 indicates that space for one waiting vehicle should be allowed for.

Further Comment from Latest Stage 2 RSA

Intervisibility splays between pedestrians and vehicles at these uncontrolled crossings have not been provided. The Audit Team still consider these uncontrolled crossings to be off the desire line for pedestrians with less visibility than there would be at the mouth of the junctions which would be considered to be on the desire line.

7.5 Problem (Formerly Problem 7.16 in November 2024 Stage 1 RSA)

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.

Design Organisation Response

Problem acknowledged. The current design layout will be reviewed, and the signal design will be included with the RSA 2 submission.

Further Comment from Latest Stage 2 RSA

Forward visibility splays have been provided as part of the Stage 2 RSA. The visibility splay for the northbound approach to the crossing south of the B4082 roundabout appears to go through a proposed parking area. This problem is considered to be outstanding and still deemed relevant to this latest Audit.

7.6 Problem

Location: Not Location Specific

Summary: **Risk of pedestrian confusion and collisions with vehicles**

The drawings provided show the provision of hazard paving at the raised table junctions for the side roads along Clifford Bridge Road for both pedestrians entering the junction from Clifford Bridge Road and from the side roads. Whilst hazard paving is correct on the side roads for pedestrians entering a shared space footway at this location, the Audit Team are concerned that using hazard paving to advise pedestrians that they are entering a live carriageway may cause confusion, increasing the risk of collisions with vehicles.

Recommendation

It is recommended that hazard paving should be used to highlight the start/end of a shared space and blister tactile paving should be used at uncontrolled crossing locations throughout the scheme.

It should be noted that pedestrians entering the raised table junctions from the side roads will enter the junction, carriageway side of the tactile paving for pedestrians entering the raised table from Clifford Bridge Road. This means that although the hazard paving is correct to enter a shared space, there is no blister tactile paving to aid pedestrians across the road at these locations. It is recommended that this is taken into account when reviewing the tactile paving provisions.

7.7 Problem

Location: Not Location Specific

Summary: **Risk of head on collisions or vehicle collisions with pedestrians**

The drawings provided show a short provision of double yellow lines on the approach to the side road junctions to the western side of Clifford Bridge Road. Parking is unrestricted along these roads meaning vehicles will be able to park up to the end of the proposed double yellow lines. Concern arises that vehicles parked that close to the Give Way marking for the start of the raised table will force passing vehicles to be on the opposite side of the road which increases the risk of collisions with vehicles entering the junction. This problem is exacerbated with the proposed arrangement of vehicles giving way at this location meaning vehicles are likely to be stopping at this point frequently.

In addition to this, vehicles exiting the junctions overtaking a parked vehicle at these locations may result in vehicle collisions with pedestrians due to limited intervisibility or masking of the approaching vehicle by the parked one.

Recommendation

It is recommended that the parking restrictions should be extended to allow vehicle to pull up and wait at the Give Way lines whilst also keeping the intervisibility splays clear from obstructions.

7.8 Problem

Location: Not Location Specific

Summary: **Risk of side impact collisions due to restricted visibility**

The drawings provided show junction visibility splays at the side road junctions to both sides of Clifford Bridge Road. At these junctions the visibility splays appear to go through the proposed parking bays which restricts visibility for vehicles exiting the junctions. Restricted visibility increases the risk of side impact collisions between vehicles exiting the junctions and vehicles on Clifford Bridge Road.

Recommendation

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

7.9 Problem

Location: Not Location Specific

Summary: **Risk of pedestrian injury due to footway width**

The drawings provided do not appear to detail the width of the proposed footway along the eastern side of Clifford Bridge Road. An insufficient width of footway could lead to pedestrians stepping onto the verge or parking bays leading to trips and falls resulting in injury. Furthermore, no buffer zone has been provided between the footway and proposed parking bays and an insufficient footway width would increase the likelihood of pedestrians being injured from car passengers opening car doors.

Recommendation

It is recommended that the footway should be provided at a sufficient width taking into account the adjacent parking bays.

7.10 Problem

Location: Clifford Bridge Road opposite Portree Avenue

Summary: **Risk of vehicle collisions with cyclists due to restricted visibility**

The drawings provided show a cycle link from the proposed two-way cycleway and Clifford Bridge Road opposite Portree Avenue. A visibility splay has been provided between the cycle link and southbound vehicles. However, no visibility splay has been shown for northbound vehicles. The Audit Team are unsure whether there is adequate intervisibility at this point due to parking bays to the south of the link. A lack of appropriate visibility could lead to collisions between vehicles and cyclists pulling out of the link.

Recommendation

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

7.11 Problem

Location: Clifford Bridge Road south of Bridgeacre Gardens

Summary: **Risk of pedestrian injury due to proposed bollards**

The drawings provided show three bollards across the western footway to the south of Bridgeacre Gardens. The proposed distance between these bollards is not clear to the Audit Team. An insufficient width could result in pedestrian or cyclist injury as a result of colliding with the bollards.

Recommendation

It is recommended that adequate width should be provided between the bollards for both pedestrians and cyclists.

7.12 Problem

Location: Clifford Bridge Road south of Toucan crossing

Summary: **Risk of pedestrian collisions with cyclists due to absence of signage**

The drawings provided do not appear to include any signage to advise pedestrians and cyclists of the start/end of the shared use path to the eastern side of Clifford Bridge Road to the southern side of the Toucan crossing. This increases the risk of collisions between pedestrians and cyclists within the shared space whereby pedestrians may not be expecting to encounter cyclists in this area. Furthermore, this may encourage cyclists to continue their journey south on the designated footway which could also lead to collisions with pedestrians as they would not be expecting cyclists in this area.

Recommendation

It is recommended that shared use and cyclist dismount signs should be installed as required.

7.13 Problem

Location: Clifford Bridge Road opposite Gainsford Rise

Summary: **Risk of head on cycle collisions due to pinch point in cycle track**

The drawings provided appear to show a narrowing of the two-way cycle track to avoid an existing tree along the western side of Clifford Bridge Road opposite Gainsford Rise. No dimensions have been provided at this narrowing. However; there is no advance warning to cyclists of the restricted cycle lane width which increases the risk of head on collisions between opposing cyclists.

This problem is exacerbated by the narrowing being after a change of direction whereby cyclists will not be travelling in a straight line, heighted further by the possibility of the tree masking forward visibility to oncoming cyclists.

Recommendation

It is recommended that the width of the two-way cycle track should remain consistent and not reduce further than 2m in width.

7.14 Problem

Location: Clifford Bridge Road southbound approach to Puffin crossing

Summary: **Risk of vehicle collisions with pedestrians due to vehicles merging**

A new Puffin crossing is proposed south of the B4082 roundabout. Currently there are two lanes merging into one as vehicles leave the roundabout, a layout which is to be retained as part of the proposed scheme. The Audit Team are concerned that, with vehicles merging on the approach to the proposed Puffin crossing, drivers may not notice the signals change to red if they are concentrating on the merge. This could lead to drivers failing to stop for the signals or overshooting the stop line for the crossing leading to vehicle collisions with pedestrians. This also increases the risk of rear end shunt collisions on the approach to the crossing if drivers brake suddenly for lights should they notice them late.

Recommendation

It is recommended that the two-lane merge should be replaced with a single lane exit off the roundabout on the approach to the Puffin crossing.

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: 02 October 2025

AUDIT TEAM MEMBER

Liam Bourne MCIHT HA Cert. Comp.
Senior Traffic Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed……

Date: 02 October 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-PC-1200-09-REV - SIGNING AND LINING PLAN

BCWY-PC-1200-08-REV - SIGNING AND LINING PLAN

BCWY-PC-1200-07-REV - SIGNING AND LINING PLAN

BCWY-PC-1200-06-REV - SIGNING AND LINING PLAN

BCWY-PC-1200-05-REV - SIGNING AND LINING PLAN

BCWY-PC-1200-04-REV - SIGNING AND LINING PLAN

BCWY-PC-1200-03-REV - SIGNING AND LINING PLAN

BCWY-PC-1200-02-REV - SIGNING AND LINING PLAN

BCWY-PC-1200-01-REV - SIGNING AND LINING PLAN

BCWY-PC-1100-07-REV - KERBING LAYOUT

BCWY-PC-1100-06-REV - KERBING LAYOUT

BCWY-PC-1100-05-REV - KERBING LAYOUT

BCWY-PC-1100-04-REV - KERBING LAYOUT

BCWY-PC-1100-03-REV - KERBING LAYOUT

BCWY-PC-1100-02-REV - KERBING LAYOUT

BCWY-PC-1100-01-REV - KERBING LAYOUT

BCWY-PC-0700-07-REV - PAVING AND CONSTRUCTION LAYOUT

BCWY-PC-0700-06-REV - PAVING AND CONSTRUCTION LAYOUT

BCWY-PC-0700-05-REV - PAVING AND CONSTRUCTION LAYOUT

BCWY-PC-0700-04-REV - PAVING AND CONSTRUCTION LAYOUT

BCWY-PC-0700-03-REV - PAVING AND CONSTRUCTION LAYOUT

BCWY-PC-0700-02-REV - PAVING AND CONSTRUCTION LAYOUT

BCWY-PC-0700-01-REV - PAVING AND CONSTRUCTION LAYOUT

BCWY-PC-0500-REV - DRAINAGE LAYOUT-0500-07

BCWY-PC-0500-REV - DRAINAGE LAYOUT-0500-06

BCWY-PC-0500-REV - DRAINAGE LAYOUT-0500-05

BCWY-PC-0500-REV - DRAINAGE LAYOUT-0500-04

BCWY-PC-0500-REV - DRAINAGE LAYOUT-0500-03

BCWY-PC-0500-REV - DRAINAGE LAYOUT-0500-02

BCWY-PC-0500-REV - DRAINAGE LAYOUT-0500-01

BCWY-PC-0300-08-REV - FENCING AND PEDESTRAIN RESTRAINT SYSTEM LAYOUT

BCWY-PC-0300-07-REV - FENCING AND PEDESTRAIN RESTRAINT SYSTEM LAYOUT

BCWY-PC-0300-06-REV - FENCING AND PEDESTRAIN RESTRAINT SYSTEM LAYOUT

BCWY-PC-0300-05-REV - FENCING AND PEDESTRAIN RESTRAINT SYSTEM LAYOUT

BCWY-PC-0300-04-REV - FENCING AND PEDESTRAIN RESTRAINT SYSTEM LAYOUT

BCWY-PC-0300-03-REV - FENCING AND PEDESTRAIN RESTRAINT SYSTEM LAYOUT

BCWY-PC-0300-02-REV - FENCING AND PEDESTRAIN RESTRAINT SYSTEM LAYOUT

BCWY-PC-0300-01-REV - FENCING AND PEDESTRAIN RESTRAINT SYSTEM LAYOUT

BCWY-PC-0200-07 REV - SITE CLEARANCE

BCWY-PC-0200-06 REV - SITE CLEARANCE

BCWY-PC-0200-05 REV - SITE CLEARANCE

BCWY-PC-0200-04 REV - SITE CLEARANCE

BCWY-PC-0200-03 REV - SITE CLEARANCE

BCWY-PC-0200-02 REV - SITE CLEARANCE

BCWY-PC-0200-01 REV - SITE CLEARANCE

BCWY-PC-0101-REV - VISIBILITY-0100-07

BCWY-PC-0101-REV - VISIBILITY-0100-06

BCWY-PC-0101-REV - VISIBILITY-0100-05

BCWY-PC-0101-REV - VISIBILITY-0100-04

BCWY-PC-0101-REV - VISIBILITY-0100-03

BCWY-PC-0101-REV - VISIBILITY-0100-02

BCWY-PC-0101-REV - VISIBILITY-0100-01

BCWY-PC-0100-07-REV - GENERAL ARRANGEMENTS

BCWY-PC-0100-06-REV - GENERAL ARRANGEMENTs

BCWY-PC-0100-05-REV - GENERAL ARRANGEMENTS

BCWY-PC-0100-04-REV - GENERAL ARRANGEMENTS

BCWY-PC-0100-03-REV - GENERAL ARRANGEMENTS

BCWY-PC-0100-02-REV - GENERAL ARRANGEMENTS

BCWY-PC-0100-01-REV - GENERAL ARRANGEMENTS

871278176-YU-00-XX-DR-Y-0002 C1

871235651-YU-00-XX-DR-Y-0012 C2

BCWY-PC-0701-REV - CONSTRUCTION DETAILS-0701-01

BCWY-PC-0701-REV - CONSTRUCTION DETAILS-0701-02

BCWY-PC-0701-REV - CONSTRUCTION DETAILS-0701-03

BCWY-PC-0701-REV - CONSTRUCTION DETAILS-0701-04

BCWY-S8-PC-0006-REV A - CARRIAGEWAY GULLY DETAIL

Q5877 Binley Cycleway Sect 7_Prelim Rev B

Documents

Clifford Bridge Road Section 7 - RSA Response Report and Action Log Rev A_210225 (003)

traffic-signs-manual-chapter-03 Regulatory signs

traffic-signs-manual-chapter-05 Road Marking

traffic-signs-manual-chapter-06 Traffic Control

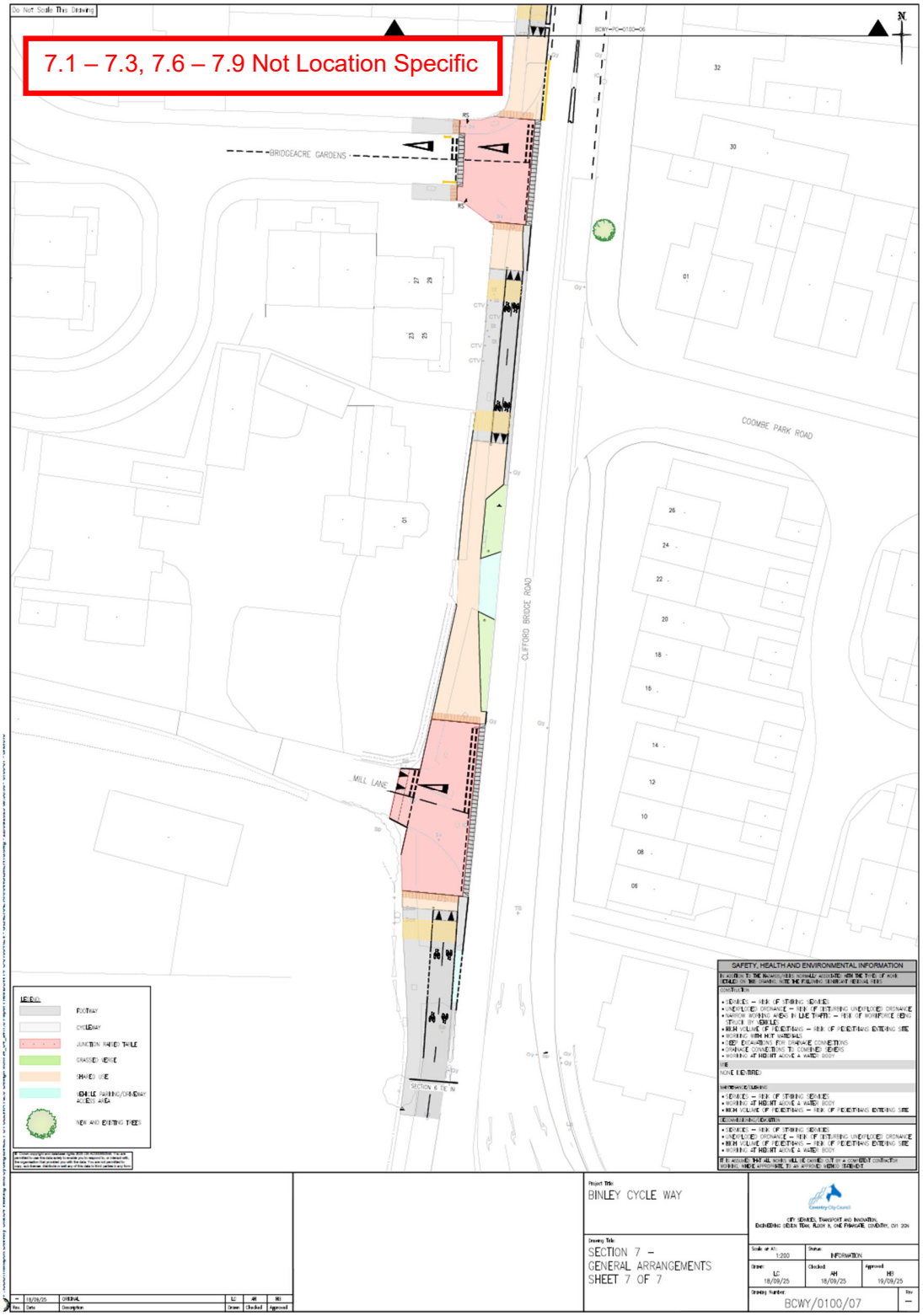
tsrgd2016

cycle-infrastructure-design-ltn-1-20

guidance-on-the-use-of-tactile-paving-surfaces

APPENDIX THREE

10.0 PROBLEM LOCATION PLAN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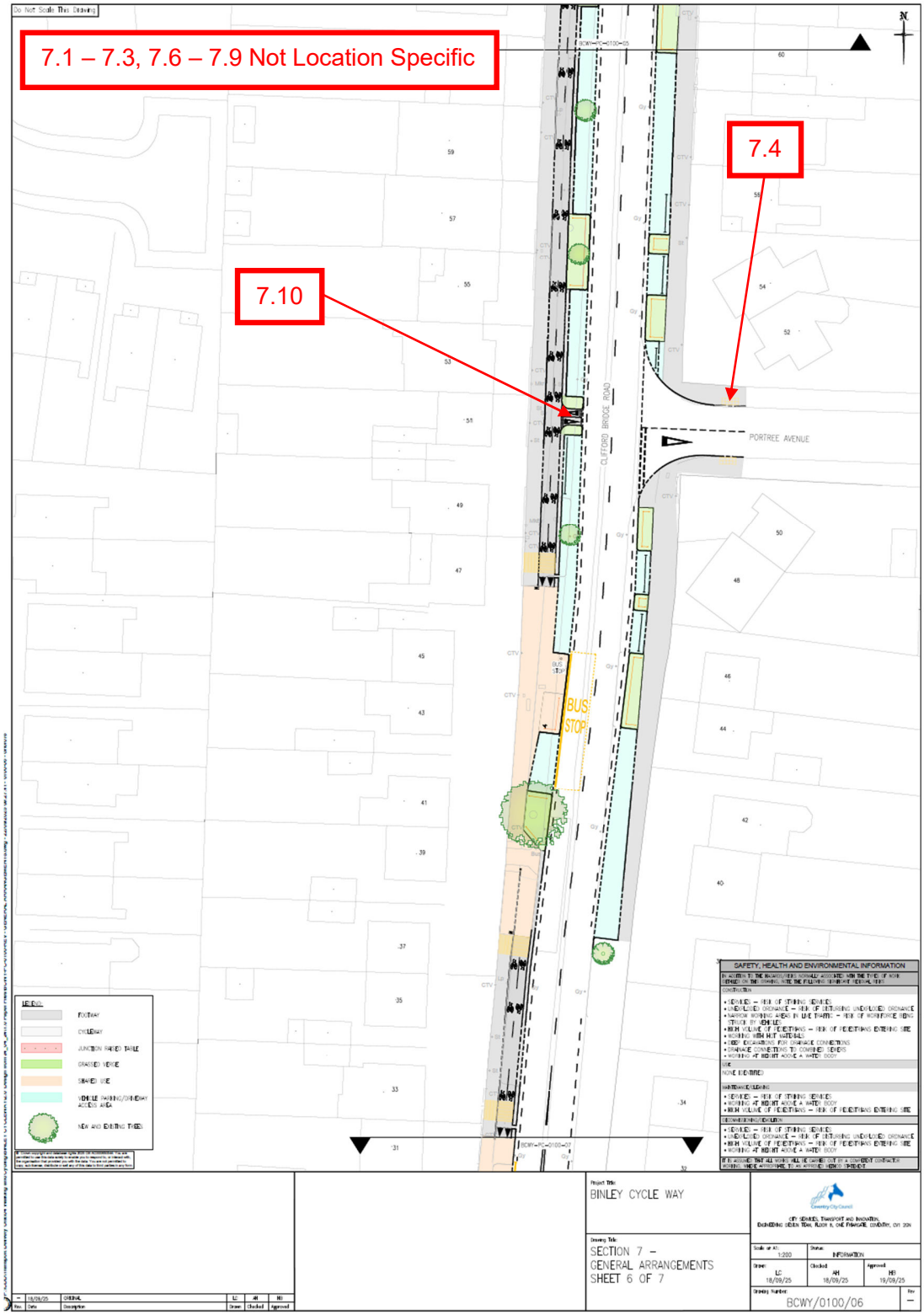
BRIDGEACRE GARDENS
COOMBE PARK ROAD
CLIFFORD BRIDGE ROAD
MILL LANE
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
BINLEY CYCLE WAY
SECTION 7 – GENERAL ARRANGEMENTS SHEET 7 OF 7
BCWY/0100/07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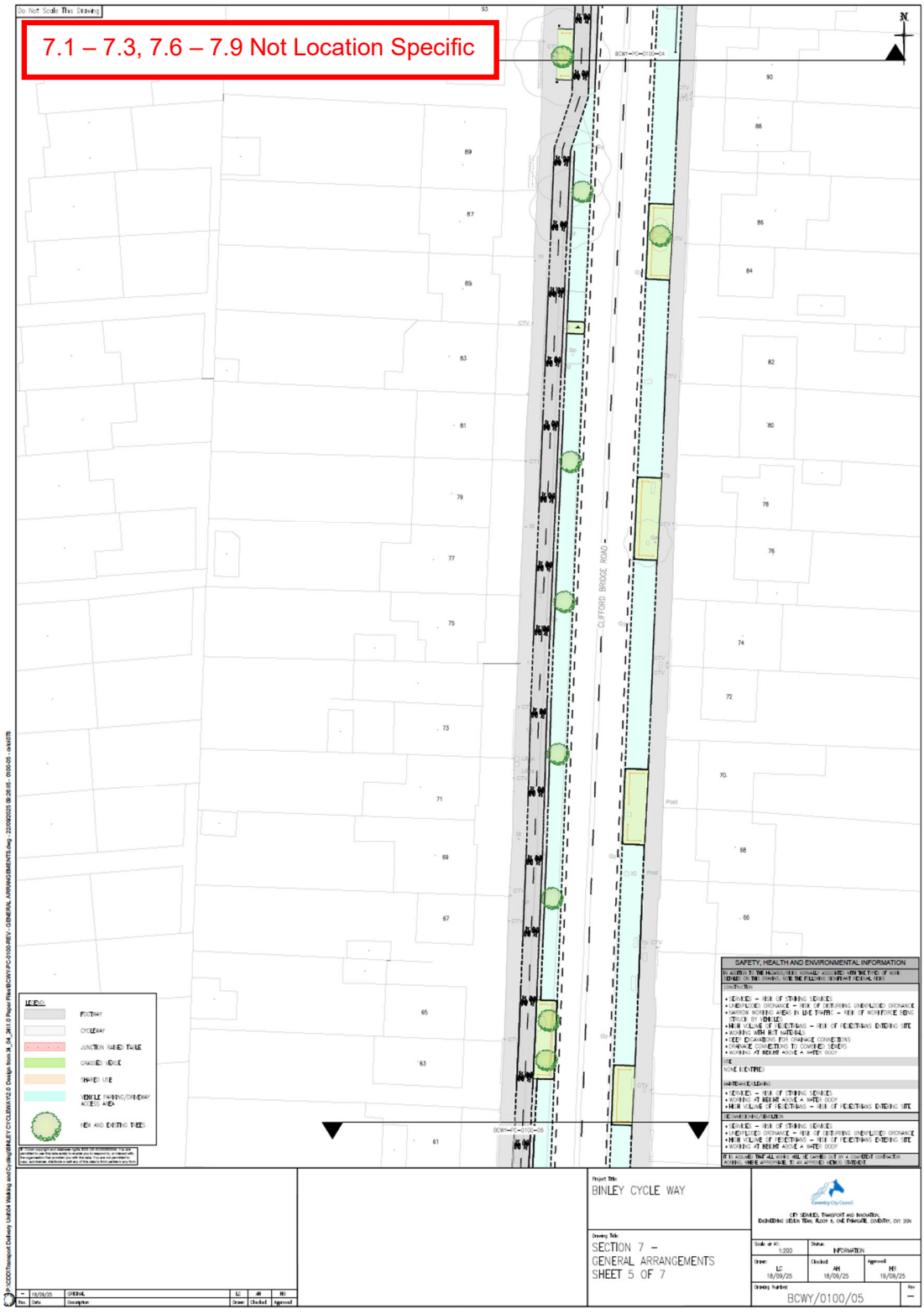
PORTREE AVENUE
BUS STOP
BINLEY CYCLE WAY
SECTION 7 – GENERAL ARRANGEMENTS SHEET 6 OF 7
BCWY/0100/06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BINLEY CYCLE WAY
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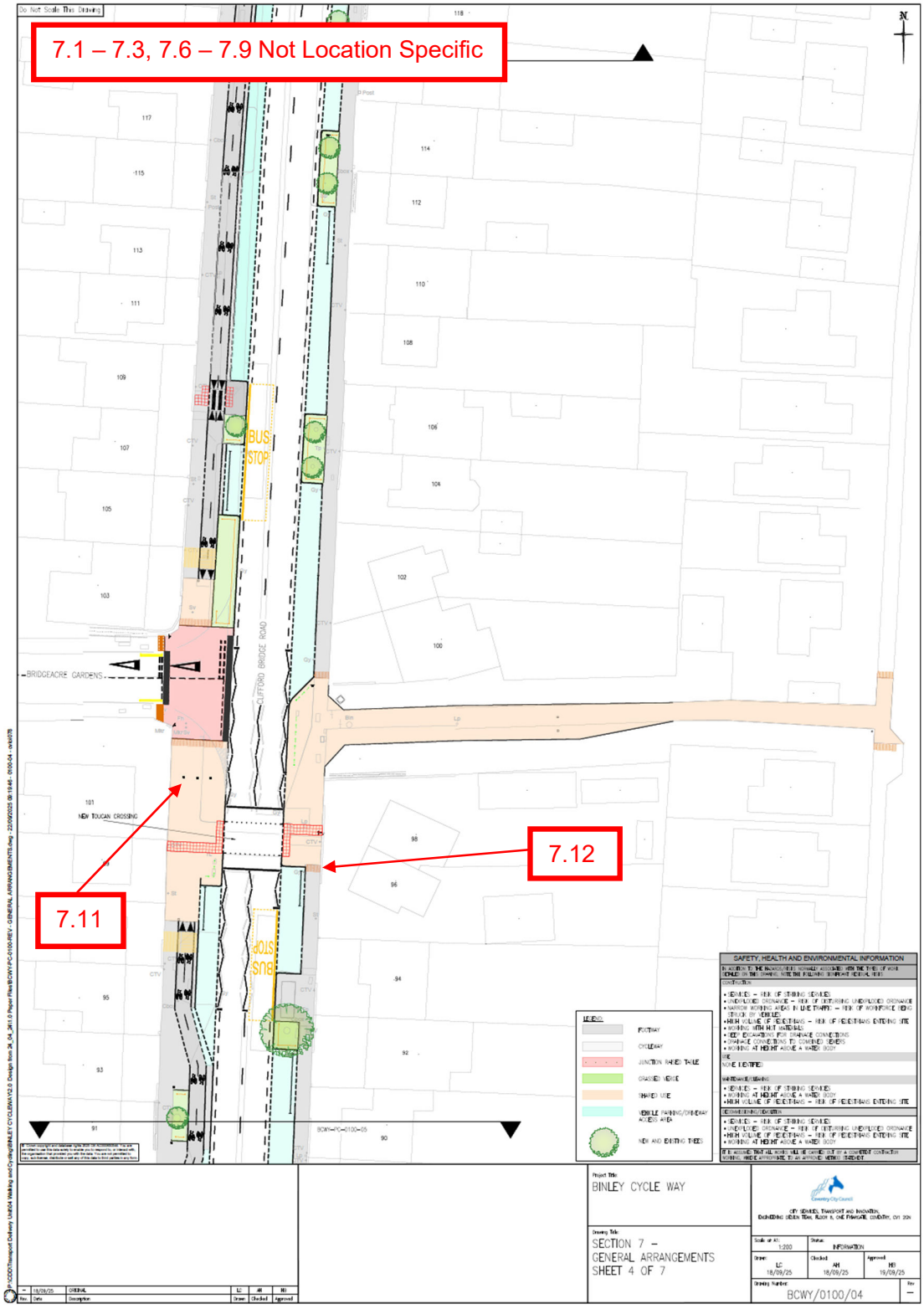
BCWY/0100/05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7.11
7.12
BUS STOP
BUS STOP
BRIDGEACRE GARDENS
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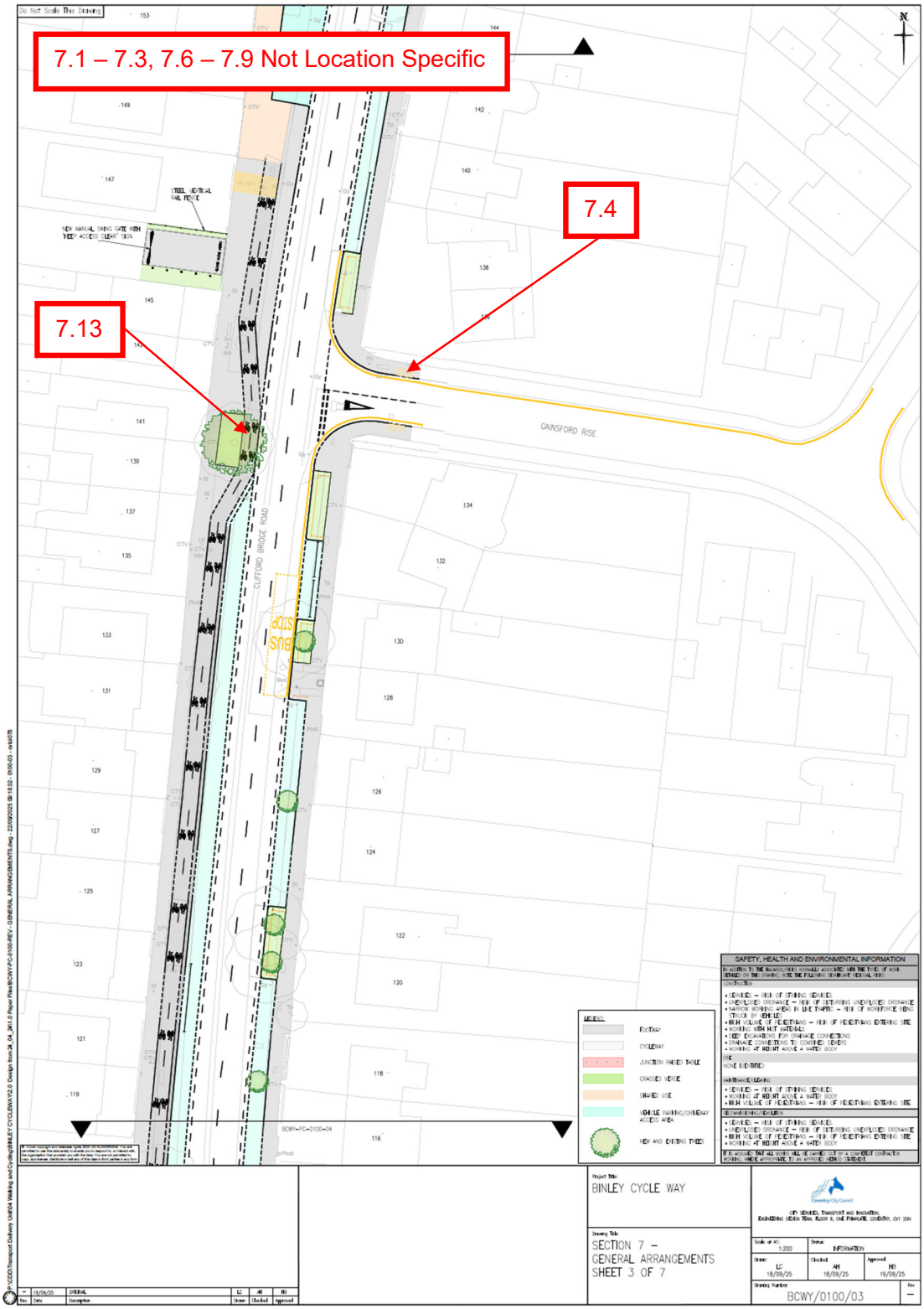
NEW TOUCAN CROSSING
BINLEY CYCLE WAY
SECTION 7 – GENERAL ARRANGEMENTS SHEET 4 OF 7
BCWY/0100/04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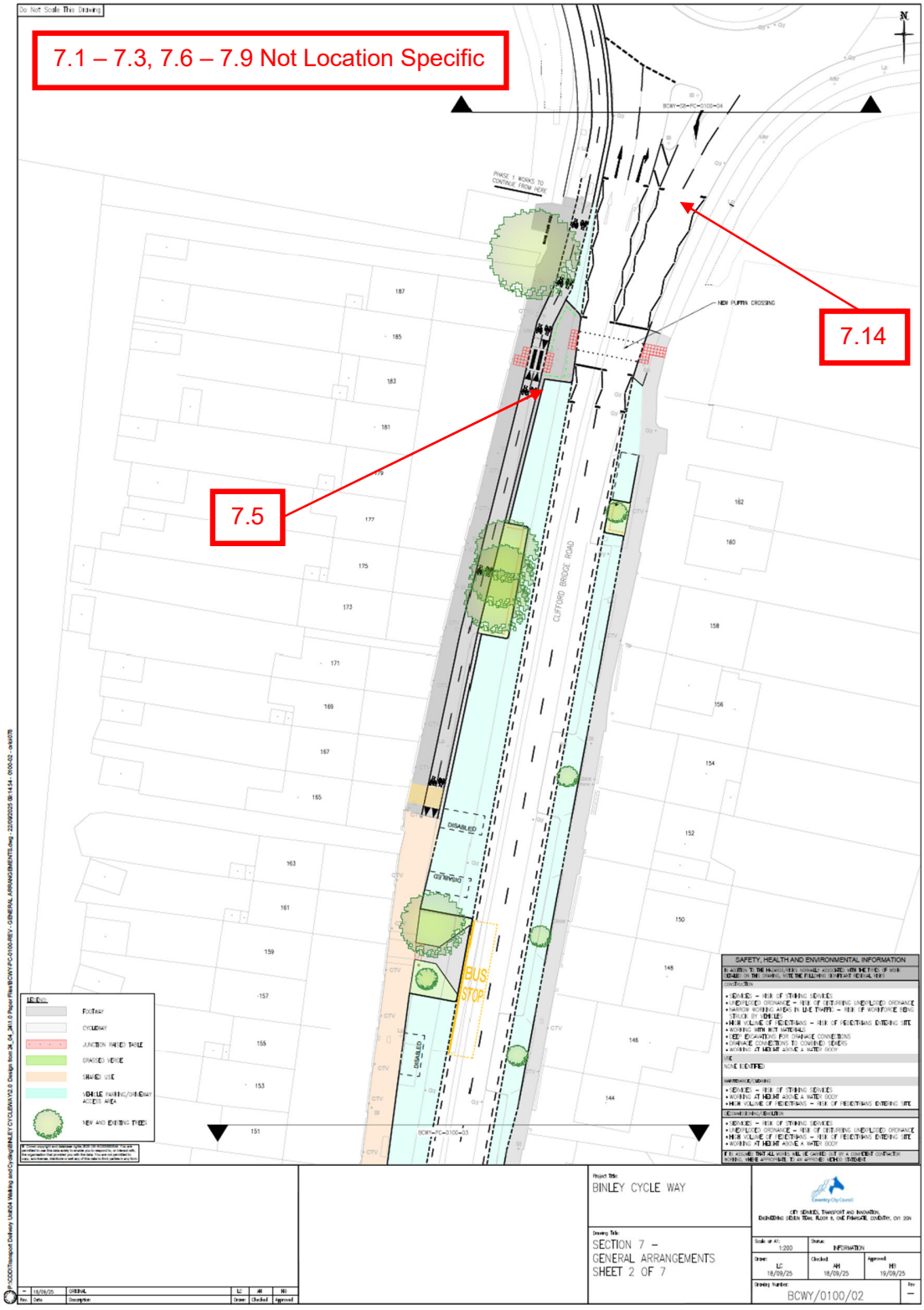
BINLEY CYCLE WAY
SECTION 7 – GENERAL ARRANGEMENTS SHEET 3 OF 7
BCWY/0100/03


7.1 – 7.3, 7.6 – 7.9 Not Location Specific
7.14
7.5
CLIFFORD BRIDGE ROAD
BUS STOP
DISABLED
BINLEY CYCLE WAY
SECTION 7 – GENERAL ARRANGEMENTS SHEET 2 OF 7
BCWY/0100/02

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