1.Project Details

Report Title:	Stage 2 Road Safety Audit Response Report – Coventry City Council, Clifford Bridge Road, Coventry Cycle Facilities
Date of Report:	September 2025
Document Ref & Revision:	SA5118
Prepared by:	Gill Wharton
On behalf of:	Waterman Aspen

Authorisation Sheet

Project:	Binley Cycleway – Clifford Bridge Road Section 7 (Phase 2)
Report Title:	Stage 2 Road Safety Audit Response Report
Prepared by:	
Name:	Louise Colley
Position:	Project Manager (Highway Delivery)
Signed:	
Organisation:	Coventry City Council
Date:	09/10/2025

Approved by:	
Name:	Mark OConnell
Position:	Acting Strategic Lead – Highway Operations and Delivery
Signed:	
Organisation:	Coventry City Council
Date:	10/10/2025

2. Introduction and Summary of Scheme

The scheme proposed 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 Sections 7B and 7C only. Section 7A RSA 2 has already been undertaken and under construction.

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**
Problem 7.1 (Formerly Problems 7.7 in Nov'24 Stage 1 RSA) **Risk of Cyclists Becoming Unseated Due to Proximity to Dutch Kerbs** The drawings submitted for the audit show Dutch Kerbs being installed across the side 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	**Previous 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. **Further Comment from 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	**Previous Design Organisation Response** – Problem acknowledged. Cycle track will be offset and if possible, the extents of the Dutch Kerbs reduced. **Stage 2 RSA Design Organisation Response – (1) ACCEPT**, the edging kerb to be realigned and the verge area will be extended, to guide cyclists away from the Dutch kerb edging. Please refer to Appendix I - Problem 7.1.	Update the layout as required to resolve the problem raised.	Design is to be updated as required.

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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.	the northern side of Mill Lane junction.			
Problem 7.2 (formerly problem 7.9 in Nov'24 Stage 1 RSA) **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 Roaf. 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 rick of vehicles not stopping for pedestrians or cyclists which could lead to vehicle collisions	**Previous Recommendation –** It is recommended that Give Way markings should be installed at all junctions which require vehicles to give way to pedestrians and cyclists. **Further Comment from Stage 2 RSA –** The Audit Team acknowledge the Give Way road markings on the vehicles turning into the side roads and is still considered to be outstanding and relevant to this latest Audit.	**Previous Design Organisation Response –** Problem acknowledged. Add Give Way line markings on the side road behind the Dutch Kerbs. **Stage 2 RSA Design Organisation Response** – (3) DISAGREE - Referring to Rule H2 of the Highway Code, vehicles and cyclists are to give way to pedestrians waiting to cross side roads.	The proposed design, incorporating Dutch kerbs and Give Way markings on the side road exits, is deemed compliant, as the Highway Code hierarchy (Rule H2) dictates that vehicles turning into a side road must give way to pedestrians and cyclists. No further action required.	No further action required.

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Problem 7.3 (formerly problem 7.11 in Nov'24 Stage 1 RSA) **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 Cliford Bridge Road with Give Way markings being provided 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 rick 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 rick of blind or partially sighted pedestrians walking into the side of the vehicle resulting in injury, This	**Previous Recommendation –** It is recommended that visibility splays should be appropriate and kept free from obstructions. **Further Comment from 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.	**Previous Design Organisation Response –** Problem acknowledged. Add tactile paving at the side roads. Add Give Way line markings in the side road behind the Dutch kerbs. Visibility splays will be in accordance with LTN1/20 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 existing vehicles have adequate visibility of pedestrians and cyclists, as well as CBR traffic, on entering the junction.	While the visibility splays from the proposed set-back Give Way position do not strictly meet Manual for Streets 2 criteria, they are considered acceptable as they are no worse than the existing situation and the design features (set-back line and raised table) are anticipated to improve safety by mandating a pause/stop and increasing driver awareness of vulnerable users. No further action required.	No further action required.

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problem is exacerbated by the absence of tactile paving leaving pedestrians unaware they are entering the carriageway as described in problem 7.10 above.		**Stage 2 Design Organisation Response –** (2) PARTIALLY ACCEPT, The existing situation is that cars passing through the proposed set back Give Way positions can do so without pausing/stopping and move on to the current Give Way markings. The proposed set back Give Way will make vehicles pause or stop before the crossing. The raised table of red macadam will indicate the potential for pedestrians or cyclists crossing the junction. The visibility splays from the proposed set back Give Way position, do not meet the criteria for Manual for Street 2 but are as existing. This proposed design may improve the existing situation. Please refer to Appendix I – Problem 7.3		
Problem 7.4 (formerly problem 7.14 in Nov'24 Stage 1 RSA) **Risk of Pedestrian Collisions with Vehicles due to Locations of Uncontrolled Crossings**	**Previous Recommendation –** It is recommended that adequate visibility splays should be provided for all crossings and that crossings should be provided on	**Previous 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	The placement of the uncontrolled crossing is not strictly on the pedestrian desire line, however, this positioning is necessary to accommodate the	No further action required.

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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 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 restricted by property boundaries increases the likelihood of collisions.	the pedestrian desire lines or as close as possible. **Further Comment from Stage 2 RSA –** Intervisibility splays between pedestrians and vehicles at 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.	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 these 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. **Stage 2 Design Organisation Response –** (2) PARTIALLY AGREE, the crossing is not on the desire line. However, to accommodate the	proposed cycle track and shared-use facilities. Furthermore, locating the crossings further into the side roads is a safety-driven decision, as it increases the separation distance between pedestrians and turning vehicles, and mitigates the risk of conflicts with vehicles accessing adjacent driveways, thus delivering an overall improved safety outcome. No further action required.	

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		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 would have the effect of reducing 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 these 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 distance between pedestrians and vehicles turning into the side roads. Visibility splays have been investigated, please refer to Appendix I – Problem 7.4.		

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		TSM Chapter 6 15.12.2 & 15.12.3 indicates that space for one waiting vehicle should be allowed for.		
Problem 7.5 (formerly problem 7.16 in Nov'24 Stage 1 RSA) **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 approached 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 crossing and colliding with pedestrians, and/or rear end shunt	**Previous Recommendation –** The is recommended that the forward visibility to the signal heads should be appropriate abs kept free from obstruction. **Further Comment from 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. The problem is considered to be outstanding and still deemed relevant to this latest Audit.	**Previous Design Organisation Response –** Problem acknowledged. The current design layout will be reviewed, and the signal design will be included with the RSA 2 submission. **Stage 2 RSA Design Organisation Response** – (1) ACCEPT, A signal head will be installed at a higher level which will be visible along the north bound approach visibility splay.	Update the signalling design as required to resolve the problem raised.	Design is to be updated as required.

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collisions as a result of braking sharply at the last minute when they see a red signal.				
Problem 7.6 **Risk of pedestrian confusion and collisions with vehicles** The drawings provided show the provision of hazard paving at the raised 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.	**Stage 2 RSA 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 to aid	**Stage 2 RSA Design Organisation Response –** (1) ACCEPT, buff tactiles to be installed across the length of the carriageway/crossing at the junctions. Please refer to Appendix 1 – Problem 7.6	Update the layout as required to resolve the problem raised.	Design is to be updated as required.

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	pedestrians across the road at these locations. It is recommended that this taken into account when reviewing the tactile paving provisions.			
Problem 7.7 **Risk of head on collision or vehicle collisions with pedestrians** The drawings provided show a short provision of double yellow lines on the approach to the side roads 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. Concerns 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. The problem is exacerbated likely to be stopping at this point frequently.	**Stage 2 RSA 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.	**Stage 2 RSA Design Organisation Response –** (2) PARTIALLY ACCEPT, We will monitor the situation and address after the RSA 3 or RSA 4 stages.	Issues with the parking arrangement will be monitored as part of the RSA3 and RSA4 process, and retrospective changes will be implemented if necessary. No further action required.	No further action required.

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In addition to this, vehicles exiting the junctions overtaking a parked vehicle at these locations may result in vehicle collisions with pedestrians due to intervisibility or masking of the approaching vehicle by the parked one.				
Problem 7.8 **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.	**Stage 2 RSA Recommendation –** It is recommended that visibility splays should be kept free from obstructions.	**Stage 2 RSA Design Organisation Response –** (3) DISAGREE, the proposed design offers some improvements to what is existing at the junctions. The proposed design incorporates additional verge, knee railing and 'H' bars (diag. 1026.1) across resident driveways to deter vehicle parking within the visibility splays. Please refer to Appendix I – Problem 7.3, and Problem 7.8	While specific visibility splay criteria may be challenging to meet at this location, the proposed scheme delivers overall betterment by removing verge parking and introducing 'H' bar markings to discourage obstruction. Therefore, given the safety improvement achieved through controlling existing driver behaviour no further action is required.	No further action required.
Problem 7.9 **Risk of pedestrian injury due to footway width**	**Stage 2 RSA Recommendation –** It is recommended that the footway should be provided at a	**Stage 2 RSA Design Organisation Response –** (3) DISAGREE, to accommodate the cycleway on the west, the carriageway has	Minimum designed footpath width of 1.8m is compliant with standards.	No further action required.

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The drawings provided do not appear to detail the width of the proposed footway along the eastern side Clifford Bridge Road. An insufficient width 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 doors.	sufficient width taking into account the adjacent parking bays.	been re-aligned along this section. The parking bay widths have been reduced on the east rather than altering the width of the existing footway. We have aimed for a minimum width of 1.8m. The opening of passenger doors onto the footway is an existing issue.	No further action required.	
Problem 7.10 **Risk of vehicle collisions with cyclists due to restricted visibility** The drawings provided show a cycle link from the proposed two-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	**Stage 2 RSA Recommendation –** It is recommended that visibility splays should be appropriate and kept free from obstructions.	**Stage 2 RSA Design Organisation Response –** (3) DISAGREE, the visibility was shown on the drawing but was obscured by drawing objects. The visibility for vehicles to the cycle link is clear of obstructions. Drawing objects have been removed in order show the visibility splay, refer to Appendix 1 – Problem 7.10.	Visibility splays have now been provided and adequate. No further action required.	No further action required.

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adjacent 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.				
Problem 7.11 **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.	**Stage 2 RSA Recommendation –** It is recommended that adequate width should be provided between the bollards for both pedestrians and cyclists.	**Stage 2 RSA Design Organisation Response –** (3) DISAGREE, the bollards were shown on the drawings but without dimensions, they are 1.5m clear spacings between each of the bollards and can be seen on Appendix 1 - Problem 7.11.	Bollard positions been provided and are adequate. No further action required.	No further action required.
Problem 7.12 **Risk of pedestrian collisions with cyclists due to absence of signage** The drawings provide do not appear to include any signage to advise pedestrians and cyclists of	**Stage 2 RSA Recommendation –** It is recommended that shared use and cyclist dismount signs should be installed as required.	**Stage 2 RSA Design Organisation Response –** (1) ACCEPT, additional signage to be installed to the south of the Toucan crossing. Diag 966 sign to be installed. Please refer to Appendix 1 – Problem 7.12.	Update the layout as required to resolve the problem raised.	Design is to be updated as required.

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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 the 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.				
Problem 7.13 **Risk of head on cycle collisions due to pinch point on cycle track** The drawings provided appear to show 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	**Stage 2 RSA Recommendation –** It is recommended that the width of the two-cycle cycle track should remain consistent and not reduce further than 2m width.	**Stage 2 RSA Design Organisation Response –** (3) DISAGREE, we can confirm the cycle way does not reduce below 2.0m in width along the route.	Confirmation provided cycleway is a minimum of 2.0m throughout. No further action required.	No further action required.

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width increases the risk of head on collisions between the 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.				
Problem 7.14 **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 signal 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	**Stage 2 RSA 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.	**Stage 2 RSA Design Organisation Response** – (1) AGREE, the road lining to be amended to reduce the number lanes. Please refer to Appendix I – Problem 7.14	Update the layout as required to resolve the problem raised.	Design is to be updated as required.

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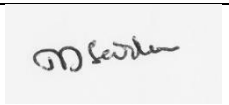
leading to vehicle collisions with pedestrians. This also increases the risk of rear end shunt collisions on the approach to the crossing if drivers brake suddenly for lights should they notice them late.				

4. Design and Overseeing Organisation Statements

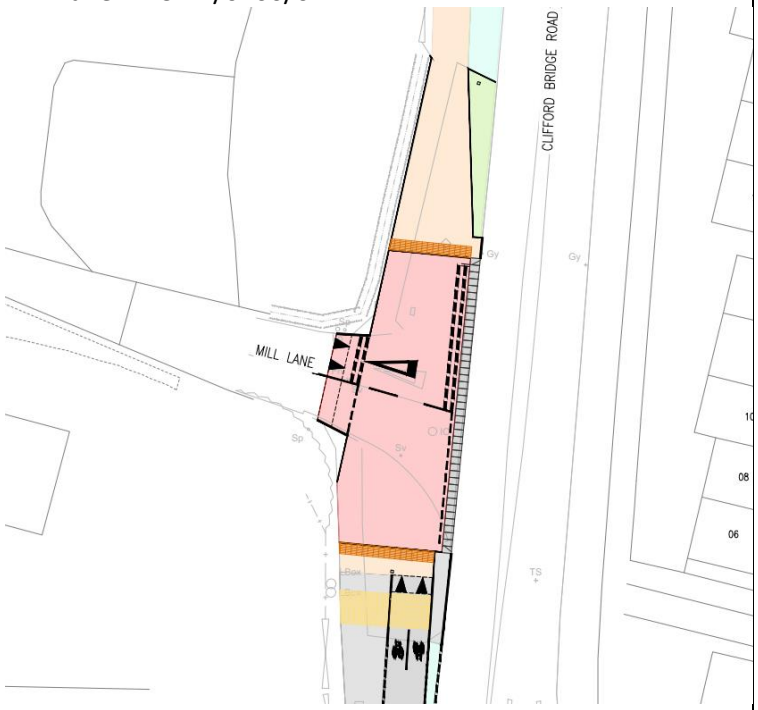
On behalf of the Design Organisation, I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**	
Name:	Louise Colley
Signed:	
Position:	Project Manager
Organisation:	Coventry City Council
Date:	09/10/2025

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:	10/10/2025

APPENDIX I – JUSTIFICATIONS/AMENDMENTS:

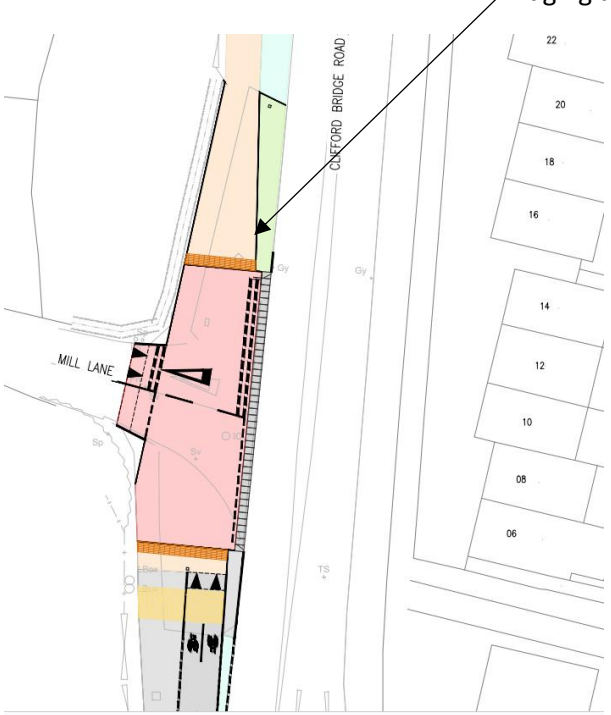
Problem 7.1

Mill Lane – BCWY/0100/07



Proposed Amendment:

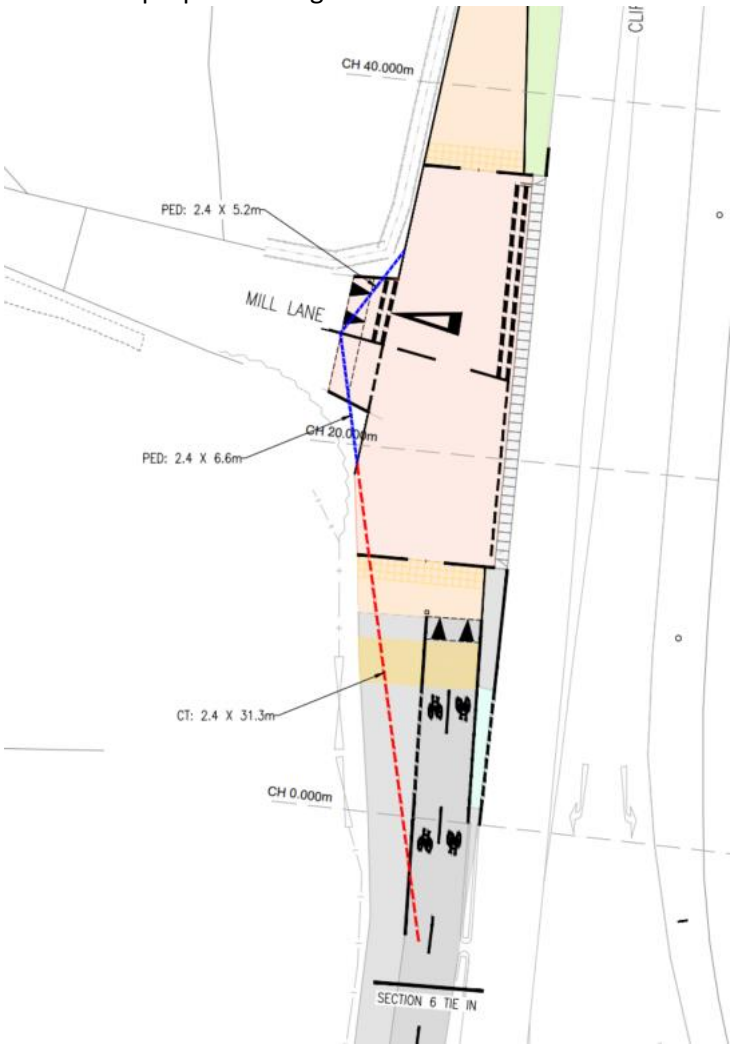
Edging alignment altered



Problem 7.3

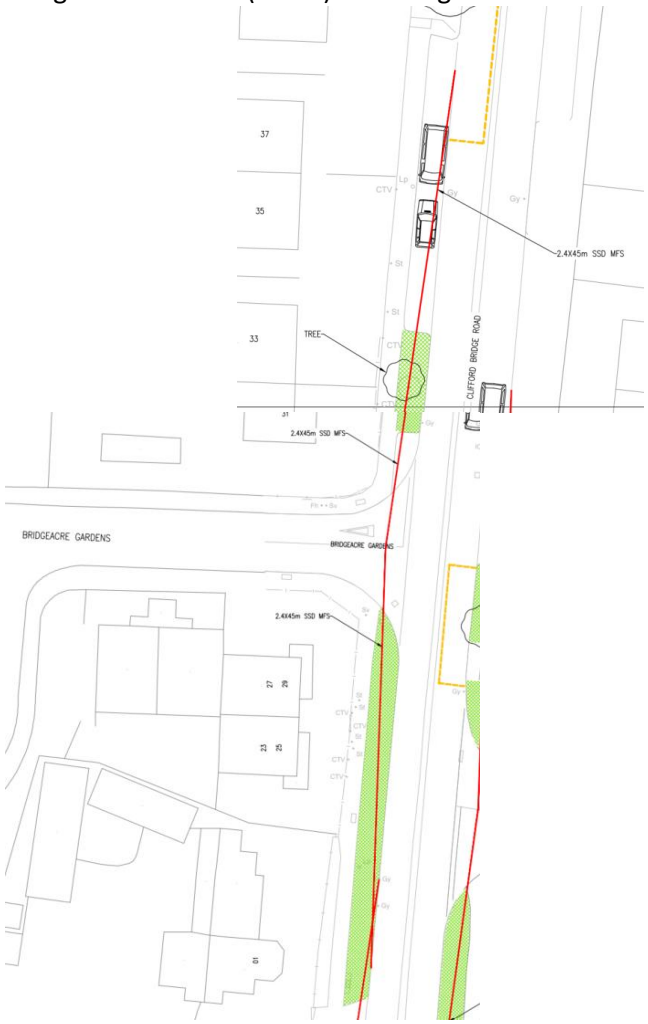
Mill Lane – existing

Mill Lane – proposed design

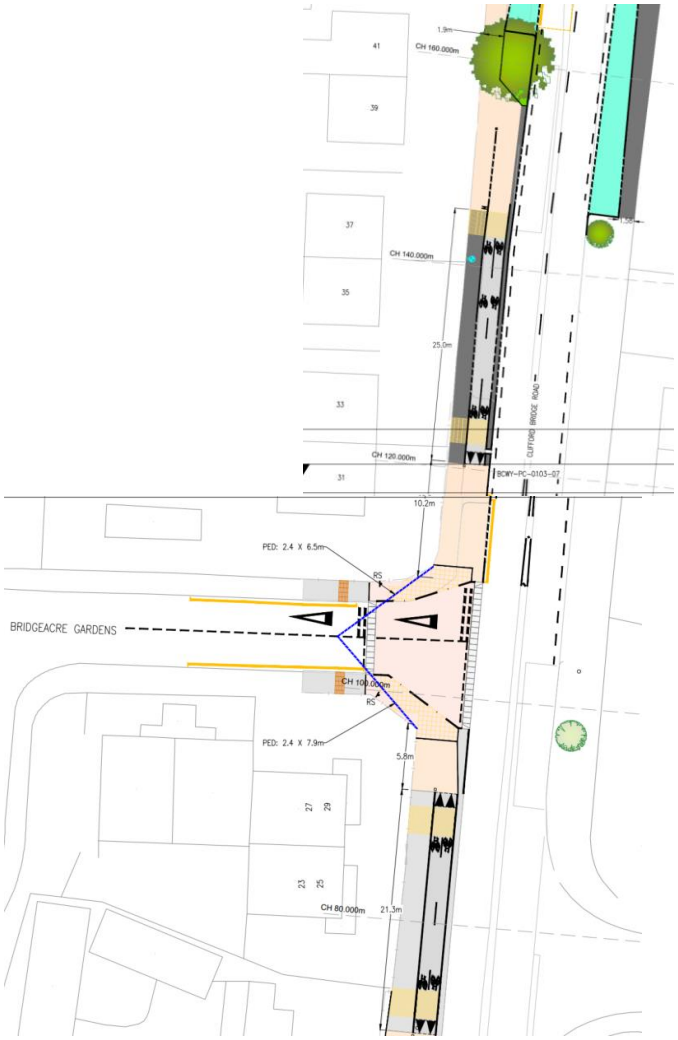


Problem 7.3

Bridgeacre Gardens (south) – existing



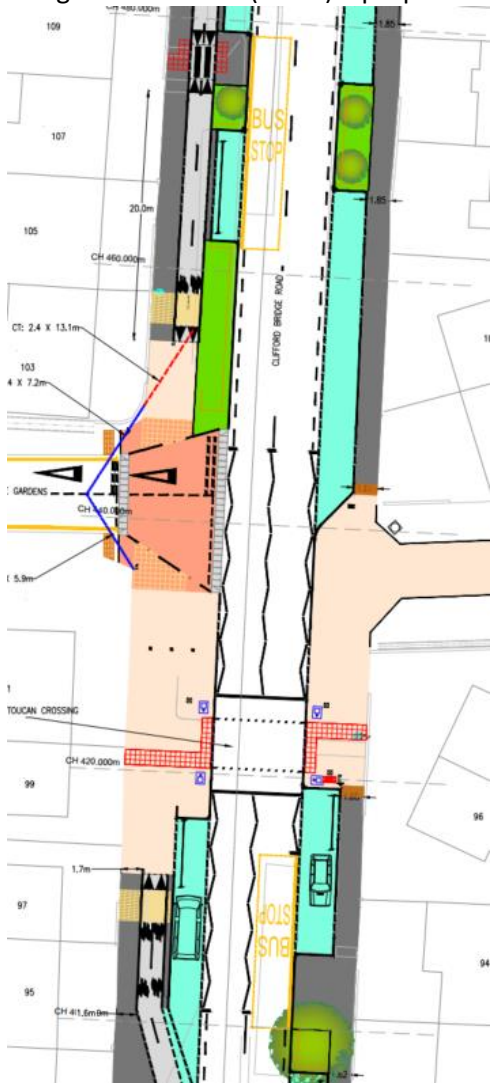
Bridgeacre Gardens (south) – proposed design



Problem 7.3

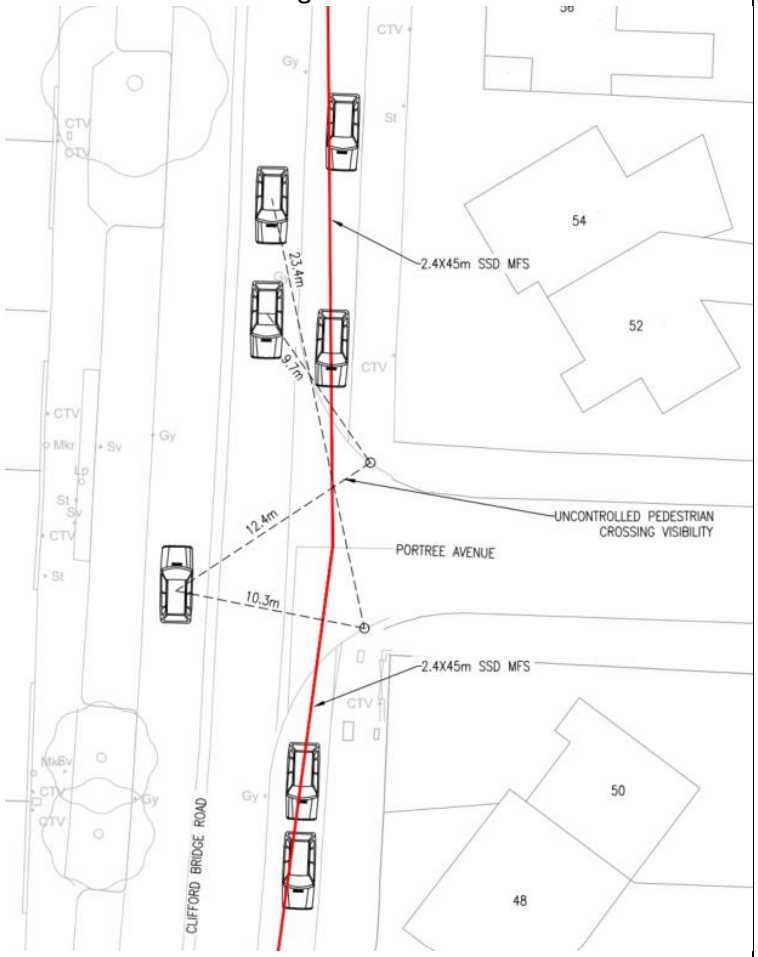
Bridgeacre Gardens (north) – existing

Bridgeacre Gardens (north) – proposed design

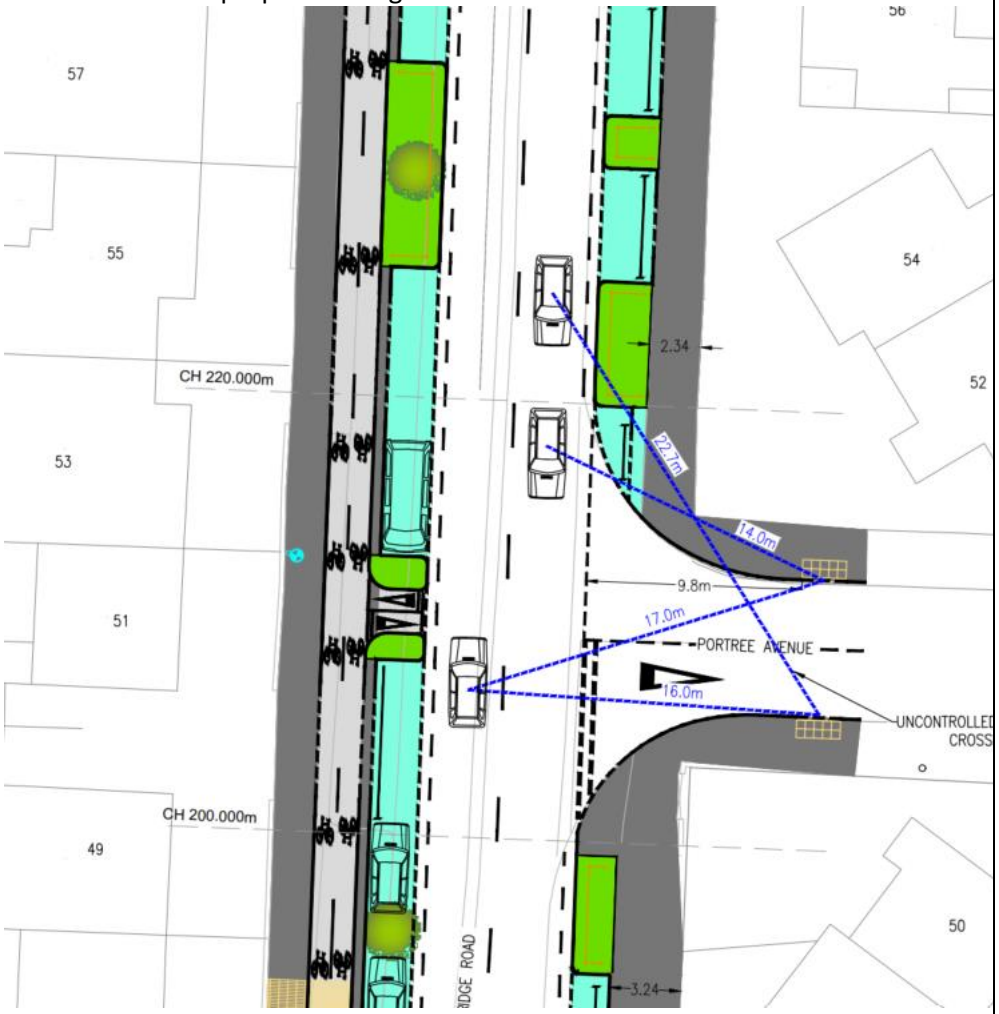


Problem 7.4

Portree Avenue – existing

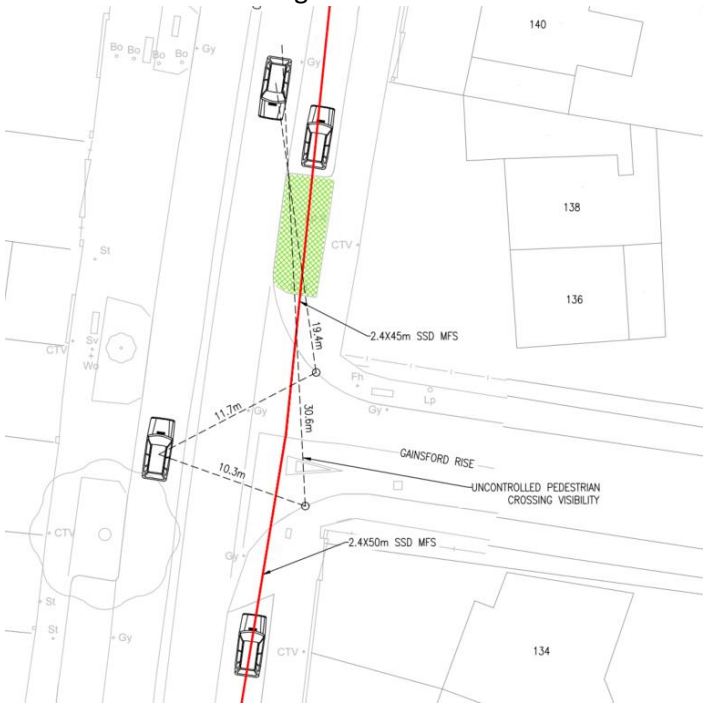


Portree Avenue – proposed design

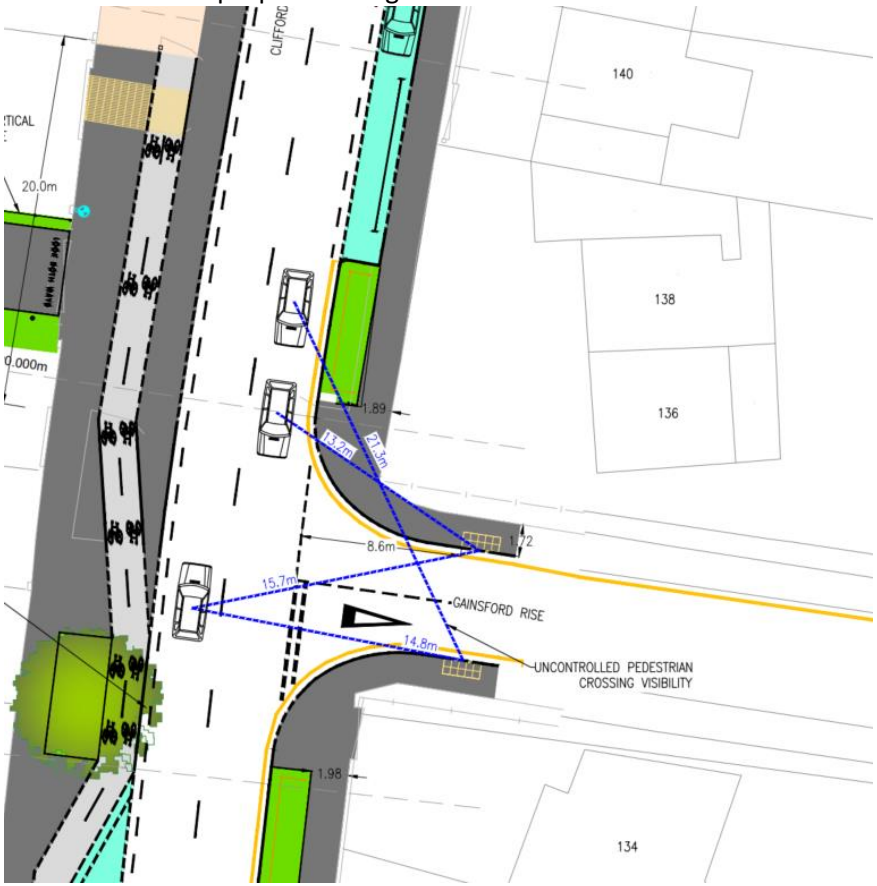


Problem 7.4

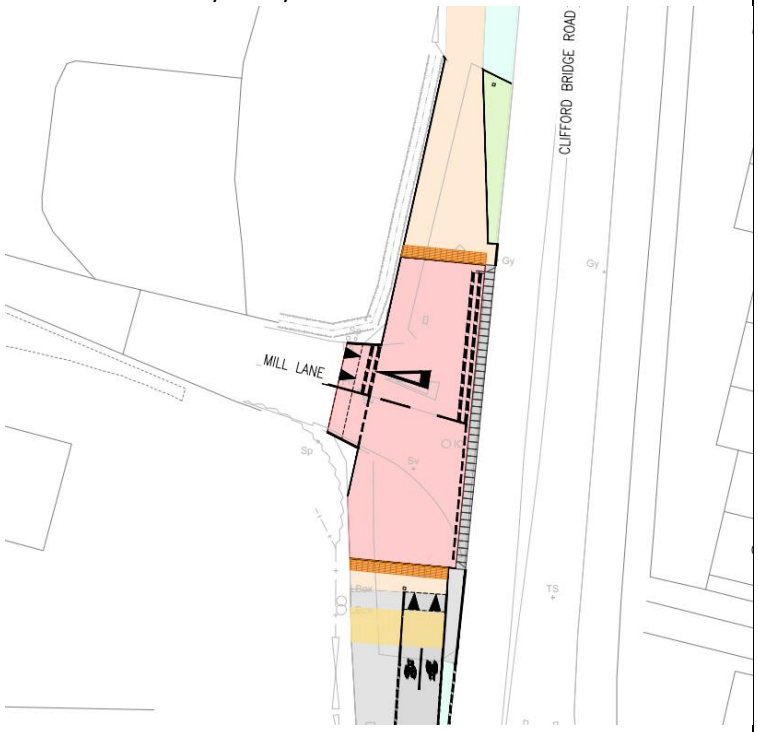
Gainsford Road – existing



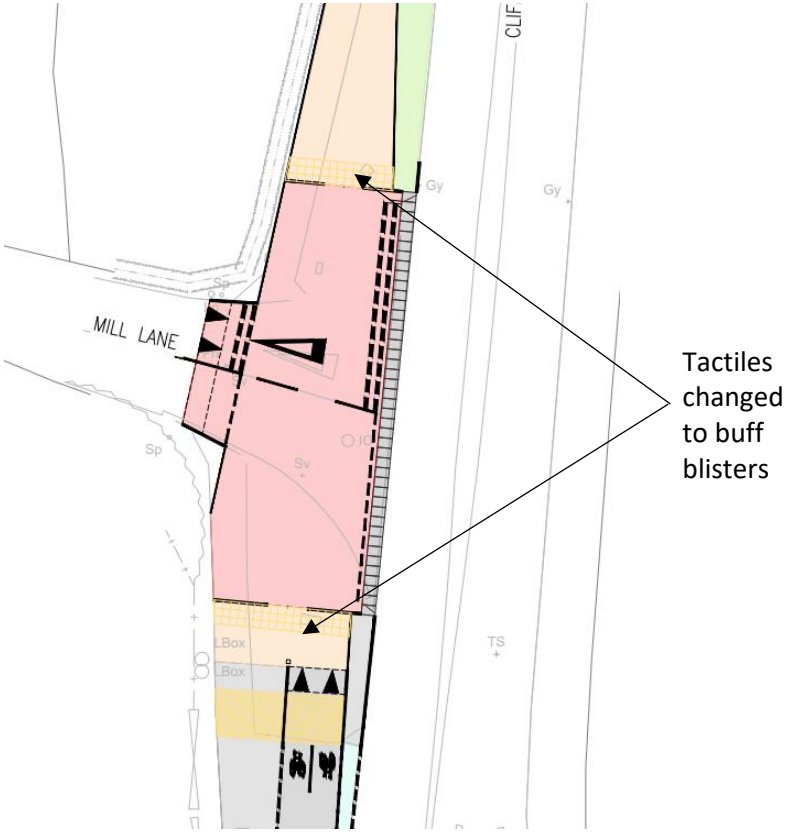
Gainsford Road – proposed design



Problem 7.6
Mill Lane – BCWY/0100/07

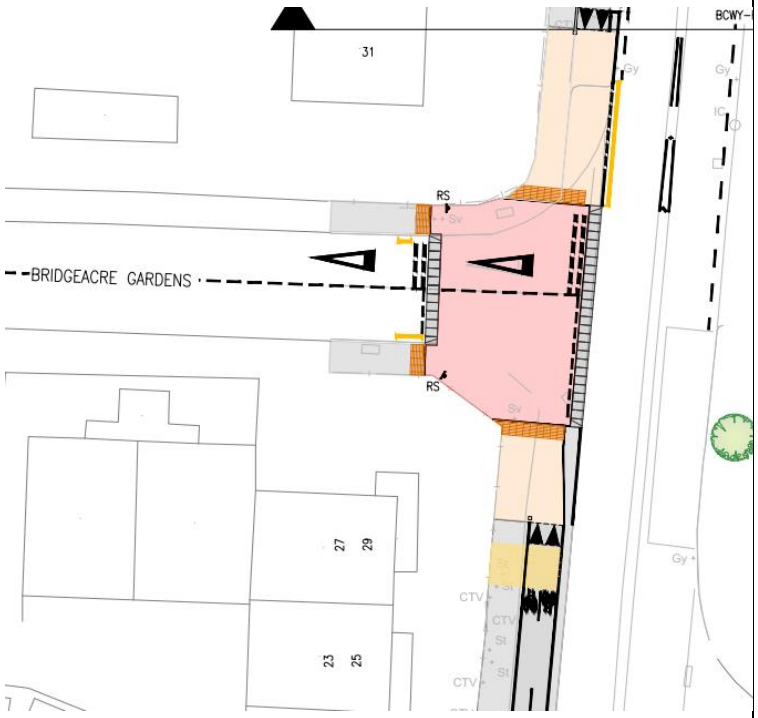


Proposed Amendment:



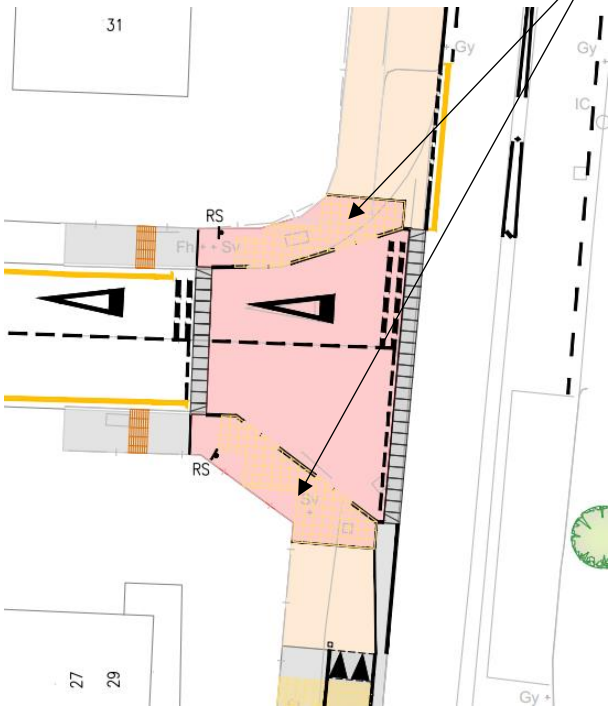
Problem 7.6

Bridgeacre Gardens (south) – BCWY/0100/07



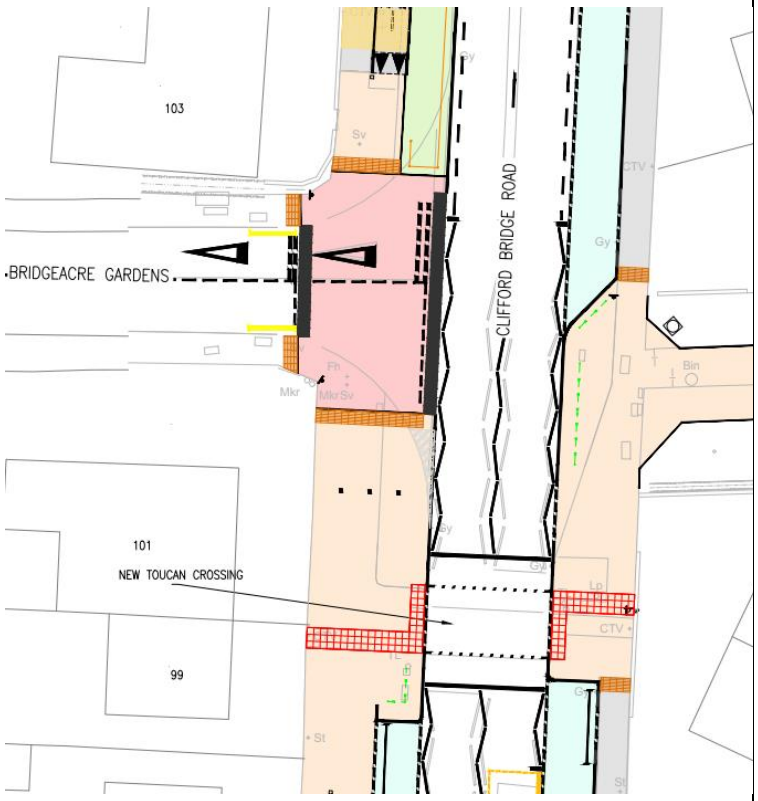
Proposed Amendment:

Tactiles changed to buff blisters



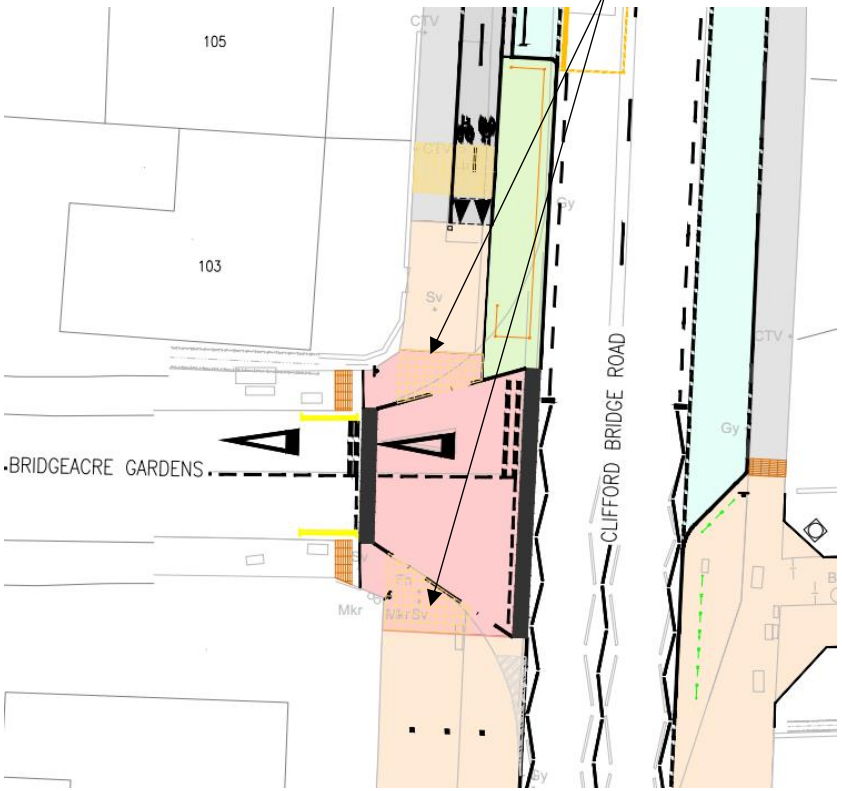
Problem 7.6

Bridgeacre Gardens (north) – BCWY/0100/04



Proposed Amendment:

Tactiles changed to buff blisters



Problem 7.8

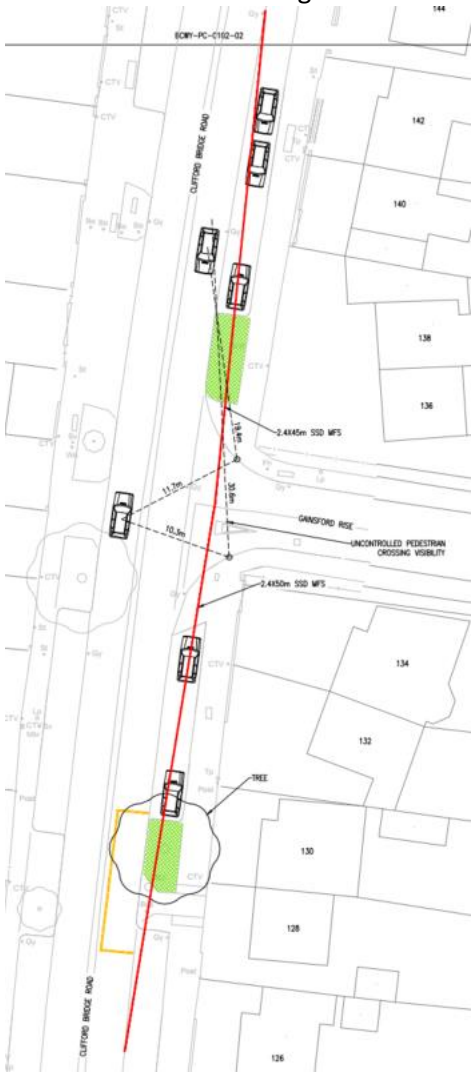
Mill Lane - existing

Mill Lane – proposed design

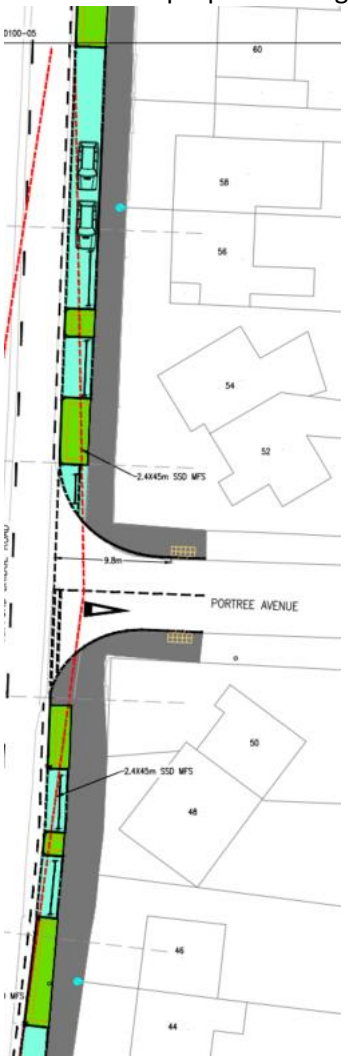
Problem 7.8 Coombe Park Road - existing  	Coombe Park Road – proposed design NO CHANGE IN THE LAYOUT

Problem 7.8

Portree Avenue – existing

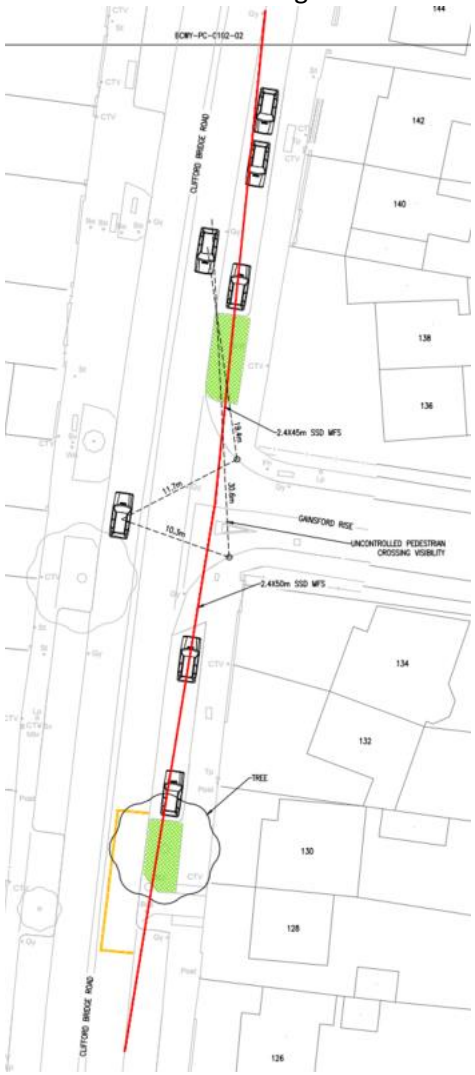


Portree Avenue – proposed design

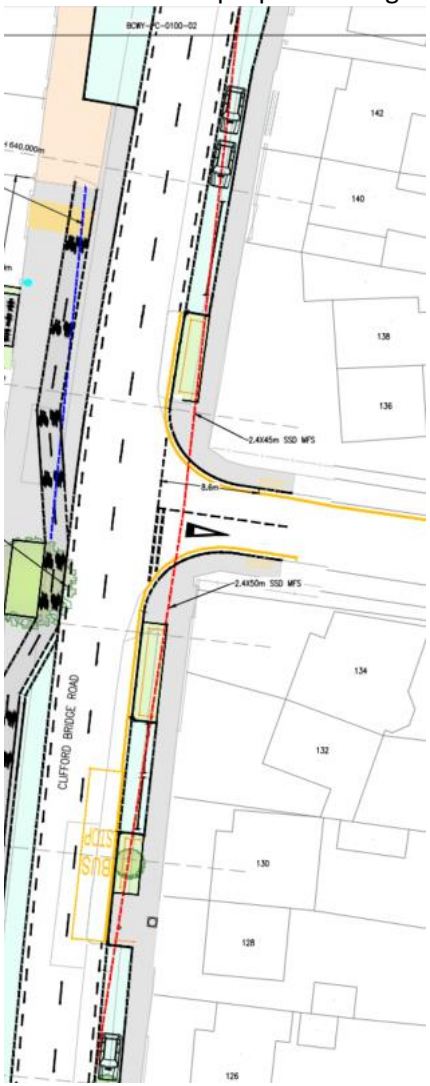


Problem 7.8

Gainsford Road – existing

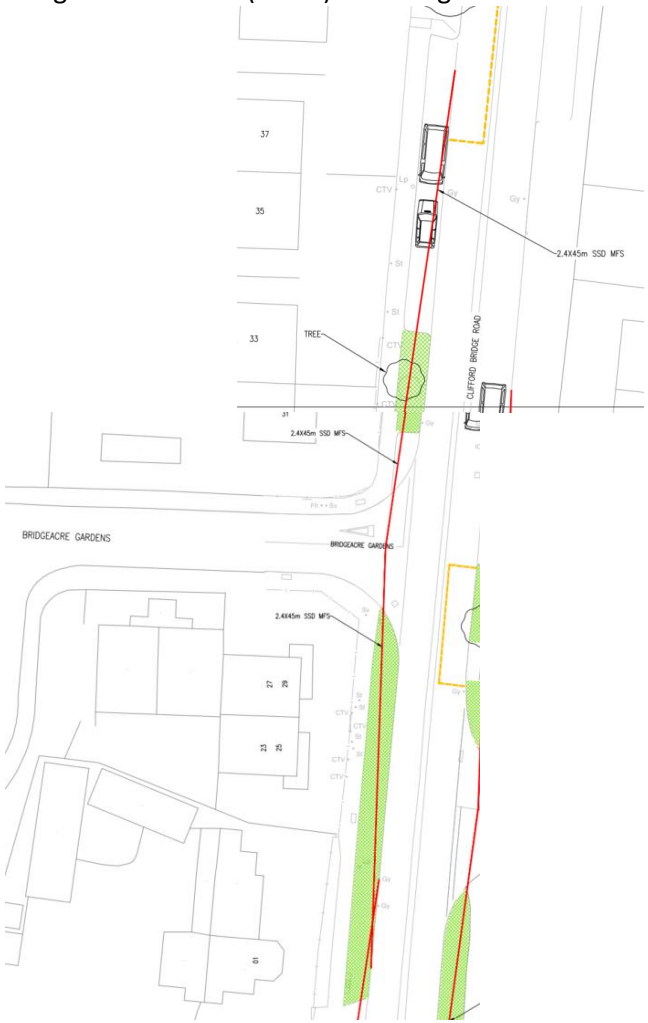


Gainsford Road – proposed design



Problem 7.8

Bridgeacre Gardens (south) – existing

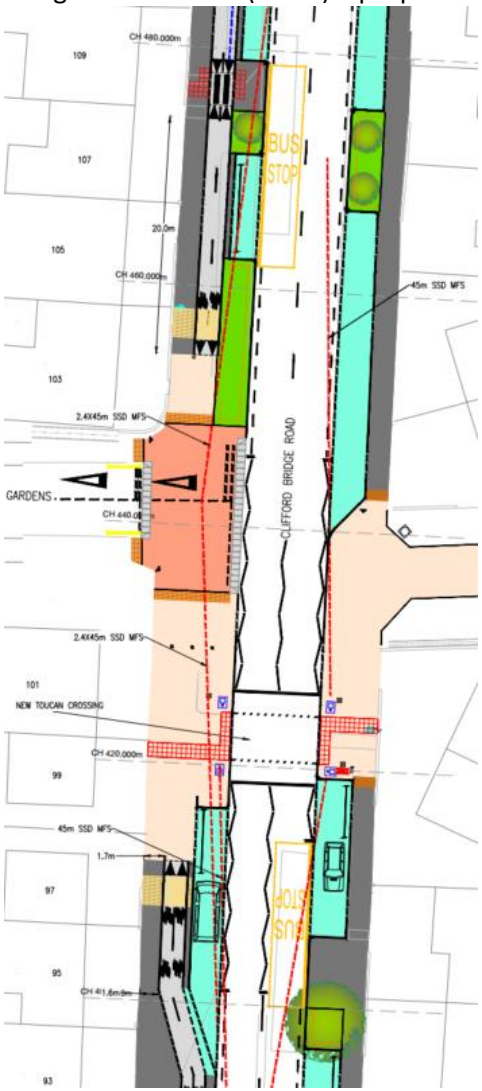


Bridgeacre Gardens (south) – proposed design

Problem 7.8

Bridgeacre Gardens (north) – existing

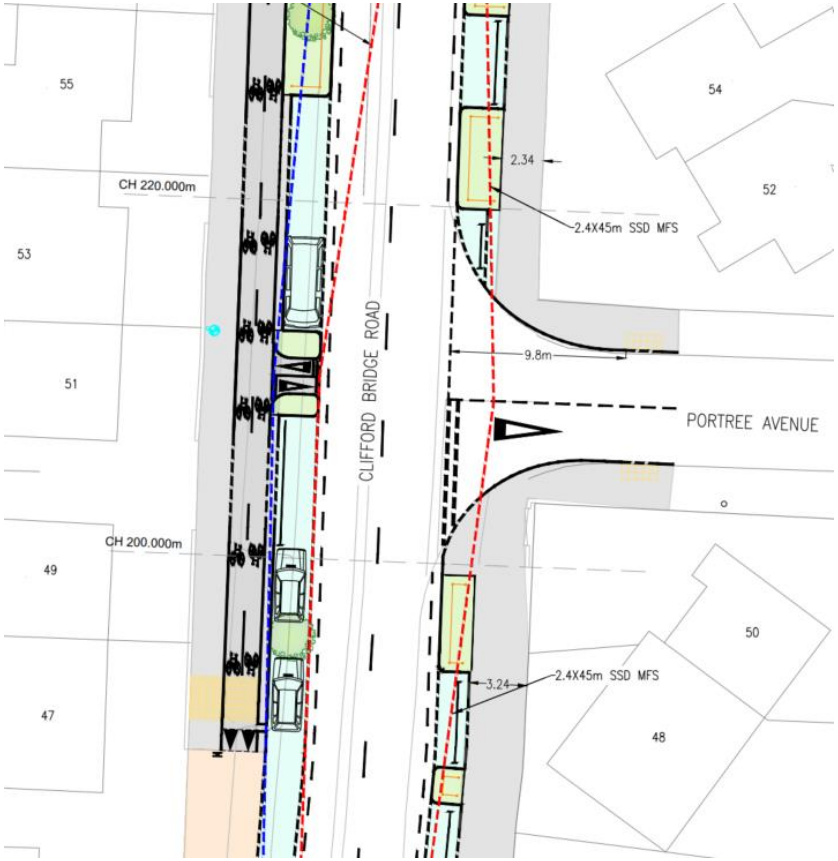
Bridgeacre Gardens (north) – proposed design



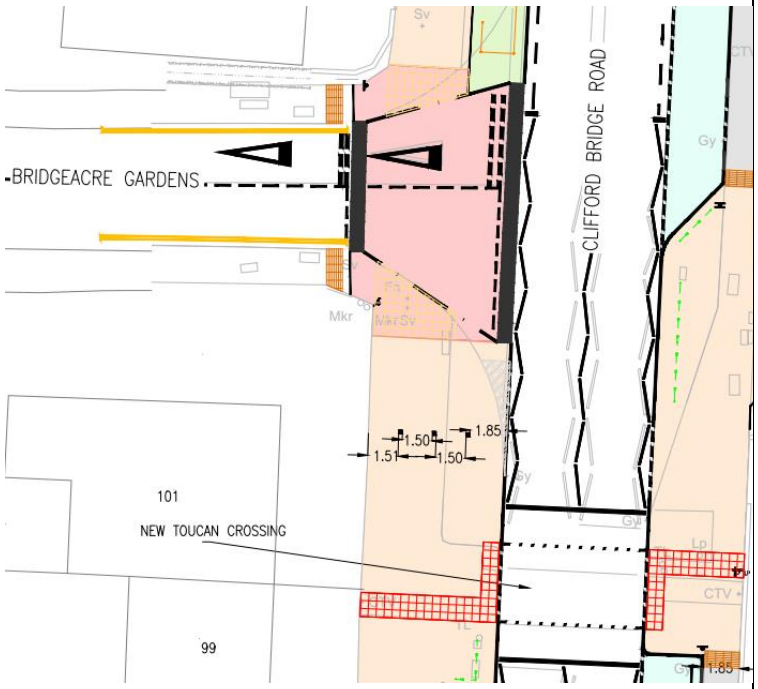
Problem 7.10

Portree Road/Cycle way link – BCWY/0101/06

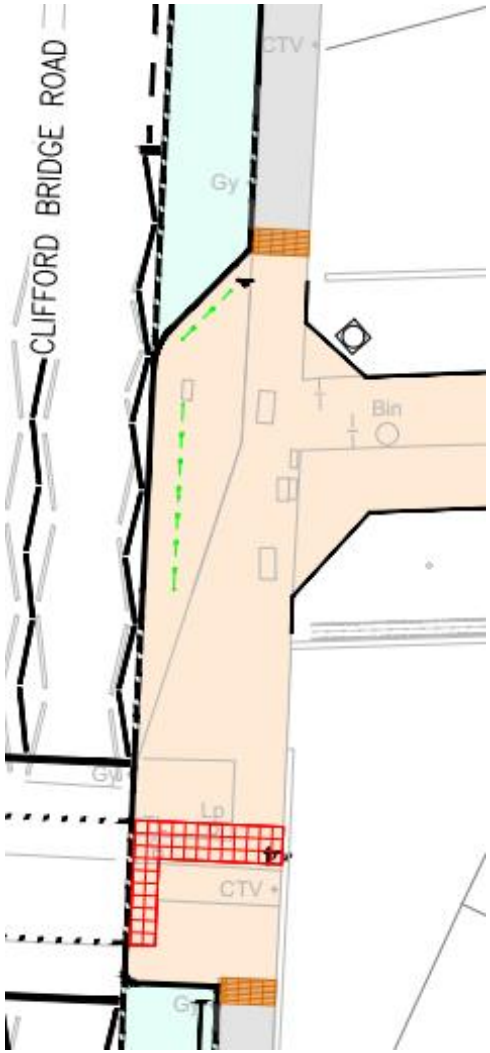
Visibility splay brought to the front



Problem 7.11
Bollard widths



Problem 7.12
Sign layout (BCWY/0100/04)



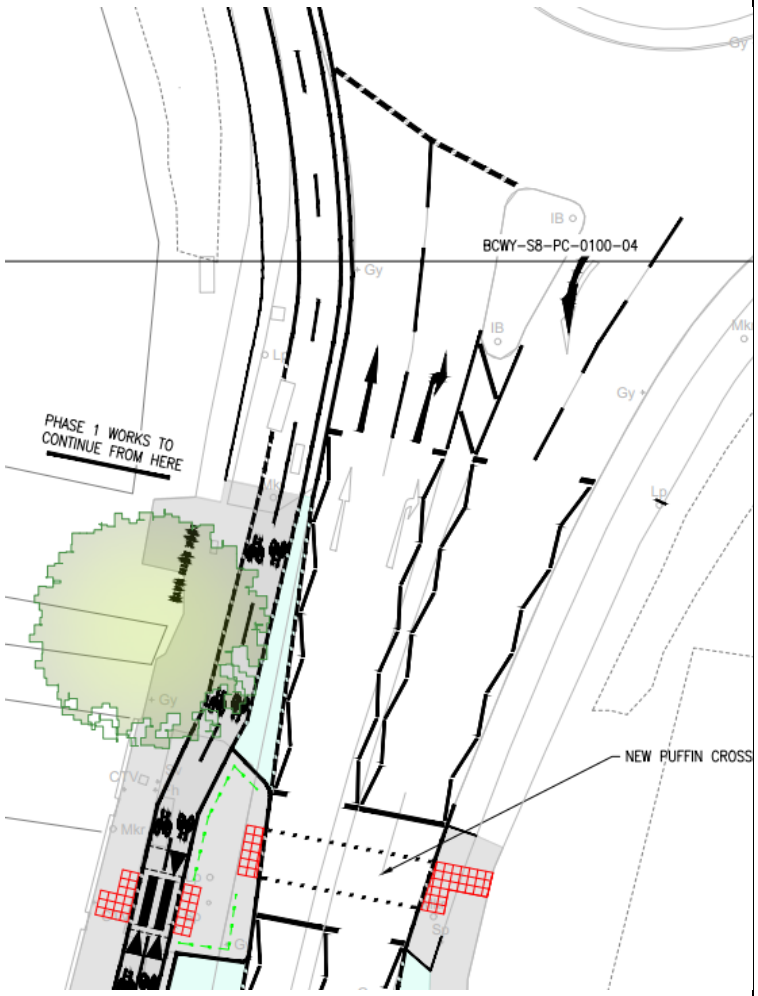
Proposed Amendment:

Additional signs:
south facing

north facing

Problem 7.14

Existing Road Lining design



Proposed Amendment: