
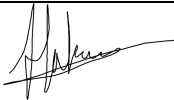


1. Project Details

Report Title:	Stage 2 Road Safety Audit Response Report – Coventry City Council, London Road North
Date of Report:	23/09/2024
Document Ref & Revision:	LONDON ROAD CYCLEWAY NORTH STAGE 2 ROAD SAFETY AUDIT
Prepared by:	Joel Logue & Martin Wilkinson
On behalf of:	Coventry City Council

Authorisation Sheet

Project:	Coventry South Cycleway – London Road North
Report Title:	LONDON ROAD CYCLEWAY NORTH STAGE 2 ROAD SAFETY AUDIT DESIGNER RESPONSE
Prepared by:	
Name:	Scott Mills
Position:	Designer
Signed:	
Organisation:	Coventry City Council
Date:	October 2024

Approved by:	
Name:	Hakan Bikim
Position:	Project Manager
Signed:	
Organisation:	Coventry City Council
Date:	03/10/2025

2. Introduction and Summary of Scheme

The scheme proposes to install cycle facilities along the eastern side of London Road between Abbey Road and the ASDA Roundabout. The proposed cycle facilities consist of two-way segregated cycleways and shared use paths. A new signalised crossings is also to be provided along the route.

3. Key Personnel

Overseeing Organisations:	CCC
RSA Team:	CCC (Independent Team)
Design organisation:	CCC
Developer:	N/A

GG119 Road Safety Audit Decision Log

- Columns 1 & 2 to be extracted directly from RSA Report
- Column 3 to be filled out by Design Organisation

- Column 4 to then be filled out by CCC
- Design Org/CCC to then agree action.

RSA PROBLEM	RSA Recommendation	Design Organisation Response (Choose one of for each response) 1) accept the RSA problem and recommendation made by the RSA team; 2) accept the RSA problem raised, but suggest an alternative solution, giving appropriate reasoning; or 3) disagree with the RSA problem and recommendation raised, giving appropriate reasoning for rejecting both.	Overseeing Organisation Response	Agreed RSA Action
<p>Problem 2.2 – Lack of cycle connectivity and safe cycle access to and egress from cycleway</p> <p>RSA1 - There is a lack of safe cycle access to and egress from the short section of cycleway on the western side of London Road, between Tonbridge Road and vehicular access to shopping parade. Furthermore, there are no cycle facilities to the south of the shopping parade access. This is likely to result in confusion and increases the risk of conflict and collisions between vehicles, cyclists and pedestrians on Tonbridge Road and the shopping parade access.</p> <p>RSA 2 - The proposed highway layout at the southern end of the proposed cycle track has not been amended. Therefore, the Audit Team are not satisfied that this item has been resolved and this road safety problem remains outstanding.</p>	<p>Amend the proposed highway layout to provide clear, safe cycle access to and egress from the cycleway on the western side of London Road</p>	<p>Accepted, the provision has been provided as part of improvements to the cycleway network, and future proofing potential extensions in the future. We have provided an improvement to Tonbridge Road and provided corduroy paving to the south to demark the end of the proposed improvements.</p>	<p>Update the layout as required to resolve the problem raised.</p>	<p>To update the design as noted by the OOR. Details to be reviewed as part of RSA3</p>

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<p>Problem 2.8 – Inadequate illumination of footways and cycleway</p> <p>RSA1 - Tree foliage and the location of lighting columns on the central reservation at the northern end of the proposed scheme may result in inadequate illumination of the existing footways and proposed cycleway. This increases the risk to personal safety.</p> <p>RSA 2 - No street lighting assessment or drawing has been submitted. Therefore, the Audit Team are not satisfied that this item has been resolved and this road safety problem remains outstanding.</p>	<p>A full street lighting assessment should be undertaken and the results actioned to ensure that the footways and cycleways are adequately illuminated.</p>	<p>Accepted, a street lighting assessment and design has now been provided to ensure adequate illumination of the scheme.</p>	<p>A streetlighting design has been undertaken.</p>	<p>The street lighting design having been undertaken can be considered further at the RSA3 stage</p>
<p>Problem 3.1 – Inadequate width of cycleway</p> <p>A section of segregated footway / cycleway is proposed to the south of the new cycleway. However, the width of the cycleway side is insufficient to safely accommodate two-way cycle flows. This increases the risk of collisions between cyclists.</p>	<p>The cycleway side of the footway / cycleway should be widened to a minimum of 2m, in line with current guidance.</p>	<p>Partially accepted, the width will be adjusted, but the existing mature tree is still a constraint and will limit the width of cycleway.</p>	<p>The footway has been widened to the maximum width possible. We have had to have additional discussions with Homes England to resolve.</p>	<p>No further action required.</p>
<p>Problem 3.2 – Lack of level difference between cycle track and buffer</p> <p>There is a lack of level difference between the cycle track and the buffer. As a result, there is a risk of errant cyclists cycling off the kerb into the path of oncoming traffic</p>	<p>A level difference should be introduced between cycle track and the buffer.</p>	<p>Disagree, proximity of mature trees and their roots prevent us from creating a 75mm level difference. The approach taken is also in accordance with LTN 1/20 have been so the current proposals are considered the most suitable approach for this cycleway route. CCC have a preference for a “no dig” solution around trees and this will be incorporated.</p>	<p>A flush buffer has been provided, in accordance with LTN 1/20. The over riding concern damage to roots and this was discussed with the CCC tree officer.</p>	<p>Agreed and no further action required.</p>

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<p>Problem 3.3 – Risk of collisions at bus stop pedestrian crossings</p> <p>There is a potential for conflict between cyclists and pedestrians at the pedestrian crossings at the bus stop islands, as pedestrians may be concentrating on boarding and alighting from the bus. This increases the risk of collisions between cyclists and pedestrians</p>	<p>The cycle track should be installed at carriageway level (see Problem 3.2) and raised to footway level at the pedestrian crossing points to further reduce cycle speeds. As cycle flows are likely to increase once planned residential developments adjacent to the scheme are completed, a zebra crossing should also be provided at the crossing point to give pedestrians greater priority.</p>	<p>Disagree, internal discussions held between designers and tree preservation officers. The proximity of mature trees and their roots prevent us from creating a 75mm level difference. The approach taken is also in accordance with LTN 1/20 have been so the current proposals are considered the most suitable approach for this cycleway route.</p>	<p>Discussions have been held to see if this recommendation could be incorporated, but due to tree root concerns it has not been possible.</p> <p>The design and construction include a raised cycle lane with a red surface finish to provide clear colour contrast and encourage cyclists to reduce speed when approaching the pedestrian crossing. The red surfacing has also been specifically selected to provide a distinctive contrast with the adjacent grey footway and carriageway, which assists visually impaired people with residual vision</p>	<p>Agreed and no further action required. Review to be undertaken at RSA3 and 4 or if in the meantime national standards are set.</p>

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			to distinguish the cycle lane from the pedestrian area. As there is no set national standard for floating bus stops, various interventions have been implemented across different cycleways. Issues with this specific arrangement will be monitored as part of the RSA3 and RSA4 process, and retrospective changes will be implemented if necessary.	
Problem 3.4 – Narrow bus stop islands The width of the bus stop islands may be insufficient to accommodate passenger flows when a bus is loading and unloading, as well as parents and buggies and visually-impaired people with a guide dog, or enable wheelchair users to use a bus wheelchair ramp. As a result, pedestrians may stray into the cycle track. This increases the risk of personal injury and cyclist to pedestrian type collisions.	The width of the bus stop islands should a minimum of 2.5m in line with current guidance.	Disagree, the bus stop island is 2.5m width. There is only a flag sign on this bus stop, so width is sufficient.	The bus stop is sufficient, so no further action is deemed necessary. The design and construction include a raised cycle lane with a red surface finish to provide clear colour contrast and	Agreed and no further action required. Review to be undertaken at RSA3 and 4 or if in the meantime national


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			<p>encourage cyclists to reduce speed when approaching the pedestrian crossing. The red surfacing has also been specifically selected to provide a distinctive contrast with the adjacent grey footway and carriageway, which assists visually impaired people with residual vision to distinguish the cycle lane from the pedestrian area.</p> <p>As there is no set national standard for floating bus stops, various interventions have been implemented across different cycleways. Issues with this specific arrangement will be monitored as part of the RSA3 and RSA4 process, and</p>	<p>standards are set.</p>

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			retrospective changes will be implemented if necessary.	
Problem 3.5 – Lack of level difference between cycle track and footway There is a lack of level difference between the cycle track and the footway. This increases the risk of conflict and collisions between cyclists and pedestrians, particularly visually-impaired pedestrians.	A level difference should be introduced between the cycle track and the footway.	Agree, due to utilities beneath the footway and existing grassed area, this is deemed unfeasible, particularly for this short length. A colour difference of the cycleway or Marshalls type profile kerb will be considered.	75mm difference to be incorporated where feasible.	Agreed and no further action required.
Problem 3.6 – Solid line edge of cycle track road marking across access The edge of cycle track road marking continues across the access. The use of a solid line may cause confusion for both cyclists and drivers and increases the risk of vehicle to cyclist type collisions.	The edge of the cycle track marking should be amended and coloured surfacing should be used to highlight the presence of the access.	Partial acceptance, the access is to be utilised as an emergency access only to the new residential development, so we believe this is sufficient. We also have signage indicating that it is an emergency access. Grasscrete or similar is to be provided between the footway and cycleway to make the junction less pronounced.	This will be reviewed to see if there is a suitable resolution to this this problem.	Due to the nature of the access being emergency only, no further action required.
Problem 3.7 – Kerb layout at access The alignment of the kerbs along the northern and southern edges of the access and the length of the proposed splay kerb creates a wide turning radius for vehicles using the access. As a result, drivers may enter and exit the access at excessive speed. This increases the risk of loss of control and vehicle to cyclist type collisions.	The northern and southern edges of the access should be perpendicular to the cycle track and the width of the access should be reduced. This will reduce the turning radius and encourage drivers to reduce their speed when approaching the cycle track.	Partially accepted, the access is to be utilised as an emergency access only to the new residential development, so we believe this is sufficient. We also have signage indicating that it is an emergency access. It is also proposed to provide a Grasscrete type solution between the footway and cycleway so it doesn't appear as a junction.	Review the design, but it is not intended as anything other than an emergency vehicle entrance.	Due to the nature of the access being emergency only, no further action required.

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<p>Problem 3.8 – 45° splay kerb at access</p> <p>The proposed 45° splay kerbs may be too severe for some vehicles. This increases the risk of loss of control type collisions.</p>	<p>Dutch-style entrance kerbs should be used and the alignment of the cycle track adjusted accordingly.</p>	<p>Disagree, the access is to be utilised as an emergency access only to the new residential development, so we believe this is sufficient. We also have signage indicating that it is an emergency access. The alignment of the cycleway cannot be easily changed because trees are present. The splay kerb will act as a deterrent for cars to mount the kerb because it is only intended to accept emergency vehicles.</p>	<p>Remain with 45 degree splay kerbs, as we do not want to encourage anything other than emergency vehicle usage.</p>	<p>Due to the nature of the access being emergency only, no further action required.</p>
<p>Problem 3.9 – Inadequate length of bus stop island</p> <p>The full-width section of the bus stop island is not long enough to accommodate passenger flows when a bus is loading and unloading, as well as parents and buggies and visually-impaired people with a guide dog, or enable wheelchair users to use a bus wheelchair ramp. Space is further constrained and made confusing for visually-impaired pedestrians by locating the bus shelter in line with the pedestrian crossing. As a result, pedestrians may stray into the cycle track or come into conflict with other pedestrians. This increases the risk of personal injury and cyclist to pedestrian type collisions.</p>	<p>The length of the full-width section of the bus stop island should be increased to accommodate the bus boarding point, pedestrian crossing and proposed bus shelter, none of which should overlap with another.</p>	<p>Partially accepted, the bus stop island is 2.5m width. However, we will review the bus stop at Tonbridge Road and ensure that clearance is sufficient around the 1.5m canopy type structure for all users. The canopy is a cantilever type and does allow users to walk under it. The length can be increased slightly but we are limited by the space between the trees. We will keep the tactiles as shown because this offers the best desired approach to the bus stop.</p>	<p>The length of the bus stop will be reviewed and improved if possible, but is subject to spacing of existing trees.</p>	<p>To update the design as noted by the OOR. Details to be reviewed as part of RSA3</p>
<p>Problem 3.10 – Ghost right-turn pocket</p> <p>The proposed right-turn pocket for cyclists is not protected by kerbed islands. This increases the risk of vehicles turning into Tonbridge Road colliding with cyclists waiting to turn right onto the cycle track.</p>	<p>Kerbed islands should be provided to protect cyclists waiting to turn right onto the cycle track</p>	<p>Disagree, it is not possible to kerb the island as refuse vehicles need to exit Tonbridge Road and will require the width of the lane. Therefore, this will be treated as a standard junction.</p>	<p>This will be reviewed to see if there is another solution to white lining.</p>	<p>To update the design as noted by the OOR. Details to be reviewed as</p>

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				part of RSA3
Problem 3.11 - Heavy goods vehicle swept paths The submitted swept path drawings show that a heavy goods vehicle turning into or out of onbridge Road would significantly overrun the footway, the right turn pocket for cyclists and the centre line on Tonbridge Road. This significantly increases the risk of the heavy goods vehicle colliding with pedestrians, cyclists or on-coming vehicles.	An appropriate 'prohibition of goods vehicles' restriction should be introduced on Tonbridge Road and connecting residential streets.	Disagree, this island has been discussed with the Active Travel manager and seen as a good means of enabling a cyclist to turn right onto the new cycleway. It is not possible to kerb the island as refuse vehicles need to exit Tonbridge Road and will require the width of the lane. The island will be removed.	Sufficient tracking has been undertaken, and an over run area is deemed sufficient. No further action.	No further action required.


4. Design and Overseeing Organisation Statements

On behalf of the Design Organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	
Signed:	
Position:	Lead Designer
Organisation:	Coventry City Council
Date:	25/09/25

On behalf of the Overseeing Organisation Coventry City Council, I certify that:
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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:	Ian Lewis
Signed:	
Position:	Transport and Development Design Manager
Organisation:	Coventry City Council
Date:	08/10/2025