COVENTRY CITY COUNCIL
CLIFFORD BRIDGE ROAD
COVENTRY
SECTION 7 CYCLE FACILITIES

STAGE 3 ROAD SAFETY AUDIT

SA 5531
August 2026



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	UF 13 August 2026	GW 23 August 2026	
2	FINAL	UF 13 August 2026	GW 23 August 2026	AD 12 August 2026

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.

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1.0 INTRODUCTION

1.1 This report is for a Stage 3 Road Safety Audit (RSA) carried out on the proposed cycle facilities section 7 along the 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:

Umer Farooq
Audit Team Leader

Gill Wharton
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 Team visited the site together on Friday, 07 August 2026. The weather during the site visit was bright sunshine with a dry carriageway surface. Vehicle flows were high and several pedestrians and cyclists were observed during the site visit. A further night-time site visit was then carried out on Friday 07 August between 21:00 and 22:00hrs, with the traffic flows light and only a few pedestrian and cyclist movements noted. It was also noted dark spot outside the property 89, 47 and 116 Clifford Bridge Road.

1.5 The local Authority and Police were invited to attend the site visit, unfortunately neither were able to attend on this occasion.

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 and eastern side of Clifford Bridge Road between the southern side of the roundabout junction with the B4082 and the northern side of the Tesco access roundabout whereby it crosses over to the eastern side of Clifford Bridge Road to continue up to Dorchester Way. 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:

- As built drawings

6.0 MATTERS ARISING 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.

6.3 A Stage 2 Road Safety Audit was also undertaken by Waterman Aspen in July 2025 on Section 7 (phase 2) of the scheme. Problem 7.4 in that report has been re-raised as problem 7.9 of this latest report.

6.4 A further Stage 2 Road Safety Audit was also undertaken by Waterman Aspen in July 2025 on Section 7 of the scheme (northern end only). Problem 7.5 in that report has been re-raised as problem 7.2 of this latest report.

7.0 MATTERS ARISING FROM THIS STAGE 3 ROAD SAFETY AUDIT

7.1 Problem

Location: Clifford Bridge Road south of Dorchester Road.

Summary: **Risk of cyclist collisions due to insufficient forward visibility.**

The two-way cycle track includes a sharp bend approaching the junction with Dorchester Road. Existing trees and vegetation further restrict forward visibility for cyclists approaching the bend, as shown in photo 1 below.



Photo 1: Clifford Bridge Road south of Dorchester Road.

This may prevent cyclists from seeing oncoming cyclists before entering the section of cycle track, increasing the risk of cyclist-to-cyclist collisions where opposing cyclists meet unexpectedly at the bend.

Recommendation

It is recommended that adequate forward visibility is provided through the bend. It is also recommended that vegetation should be cut back or managed to ensure that cyclists have sufficient visibility of the cycle track ahead and of any approaching users.

7.2 Problem (Formerly Problem 7.5 in July 2025 Stage 2 RSA)

Location: Clifford Bridge Road south of Dorchester Way

Summary: Risk of cyclist collisions with pedestrians due to absence of footway link and tie in details

The drawings provided show a new segregated two-way cycleway along the eastern side of Clifford Bridge Road to the north of the Tesco roundabout. It is unclear to the Audit Team whether there would be a desire line for pedestrians to use this cycleway which if they did, could lead to collisions between cyclists and pedestrians.

Recommendation

It is recommended that confirmation should be provided on the need for a pedestrian provision along this section.

Design Organisation Response

Disagree with problem. There is no physical evidence to suggest there is a pedestrian desire line along the route of the cycleway

Further Comment from Latest Stage 3 RSA

The Audit Team observed a pedestrian using the cycleway during the site visit and therefore this is still considered to be an outstanding and relevant problem.



Photo 2: Pedestrian observed using cycleway.

7.3 Problem

Location: Entire scheme

Summary: **Risk of pedestrian/cyclist slips, trips and falls due to insufficient street lighting**

The existing street lighting columns in various locations along the route are partially obscured by overgrown tree foliage. This reduces the effectiveness of the lighting and results in poorly illuminated areas or dark spots along the footway, a problem that will worsen as the trees grow in future years.



Photo 3: Street lamp columns along Clifford Bridge Road.

Reduced visibility during hours of darkness will increase the risk of pedestrians and cyclists failing to identify changes in footway level, obstructions or other hazards, potentially resulting in slip, trip or fall incidents. This risk may be particularly significant during the winter months when hours of darkness are longer.

Recommendation

It is recommended the existing vegetation should be appropriately managed to ensure that the street lighting columns and luminaires are not obstructed and that adequate lighting levels are maintained along the footway.

7.4 Problem

Location: South of Clifford Bridge Road/ Tesco roundabout.

Summary: **Risk of pedestrian injury due high kerb upstand.**

The pedestrian crossing point located on the southern side of the roundabout, where pedestrians are required to cross the two-way cycle track, appeared to have a kerb upstand greater than 6mm.



Photo 4: Crossing point at Clifford Bridge Road.

The excessive upstand presents a potential tripping hazard to pedestrians, particularly older people, mobility-impaired users, wheelchair users and pedestrians with visual impairments. The change in level may also be difficult to detect, particularly during hours of darkness or adverse weather conditions. There is a risk that pedestrians could catch their foot or mobility aid on the kerb edge, potentially resulting in trips, falls and associated injuries.

Recommendation

It is recommended that the kerb upstand is reduced to an appropriate level to provide a flush and accessible crossing.

7.5 Problem

Location: South of Clifford Bridge Road/ Tesco roundabout.

Summary: **Risk of cyclist collisions due to missing reflective banding on bollards**

The bollards provided along the cycle route were missing reflective banding. This may reduce the visibility of the bollards, particularly during hours of darkness or periods of poor visibility.



Photo 5: Shared footway on Clifford Bridge Road.

Cyclists approaching the bollards may have insufficient time to identify the obstruction and adjust their path accordingly. This could result in cyclists colliding with the bollards, potentially causing loss of control, falls and injury. The risk may be increased for cyclists travelling at higher speeds or where the bollards are located close to the running line of the cycle track.

Recommendation

It is recommended that the bollards should be provided with appropriate high-visibility/reflective banding to ensure they are clearly visible to approaching cyclists.

7.6 Problem

Location: Clifford Bridge Road/B4082 Roundabout.

Summary: **Risk of vehicles conflict at the roundabout due to insufficient lane width and high vehicle speeds.**

During the site visit, the Audit Team noted various scuff marks and areas of chipped/damaged kerb along the roundabout gyratory. These signs indicate that vehicles may be regularly overrunning the kerb, potentially due to insufficient lane width, inadequate manoeuvring space for larger vehicles, or high vehicle speeds as observed during the site visit.



Photo 6: Clifford Bridge Road/B4082 Roundabout

Vehicle overrunning could result in vehicles encroaching into the cycle track and coming into conflict with cyclists. There is also a potential risk of vehicles striking the kerb, which could result in loss of vehicle control and subsequent collision with cyclists, pedestrians or other road users.

Recommendation

It is recommended that the available lane widths and swept paths should be measured to confirm that the roundabout provides sufficient manoeuvring space for the expected vehicle types. It is also recommended that surveys should be undertaken to check vehicle speeds coming into the roundabout and measure introduced to reduce these if there is a need.

7.7 Problem

Location: Clifford Bridge Road / Gainsford Rise junction.

Summary: **Risk of pedestrian injury or vehicle collisions with pedestrians.**

The uncontrolled pedestrian crossing point provided at the Clifford Bridge Road / Gainsford Rise junction has a relatively steep gradient on the northern side. This may present difficulties for pedestrians with mobility impairments, including wheelchair and mobility scooter users, who may struggle to negotiate the crossing comfortably and safely.



Photo 7: Clifford Bridge Road / Gainsford Rise junction

Concern arises that users who are unable to negotiate the gradient may lose control, particularly when travelling downhill, or may be forced to alter their intended route to find a more suitable crossing point. This could result in pedestrians entering or remaining within the carriageway for longer than necessary, increasing the potential for conflict with passing vehicles. The risk may be greater for wheelchair users and pedestrians with limited mobility, particularly where they are unable to maintain control on the steeper section or require additional time to cross the carriageway.

Recommendation

It is recommended that the gradient at the informal crossing point should provide a suitable and accessible route for all pedestrian users.

7.8 Problem

Location: Clifford Bridge Road / Coombe Park Road Shared Footway.

Summary: **Risk of pedestrian collisions with cyclists**

During the site visit, the Audit Team noted that corduroy tactile paving had not been provided at the transition between the existing footway and the new shared space area at the Clifford Bridge Road / Coombe Park Road junction.



Photo 8: Clifford Bridge Road / Coombe Park Road Shared Footway.

The absence of appropriate tactile paving may make it difficult for pedestrians with visual impairments to identify the change in the nature of the route and distinguish between the conventional footway and the shared pedestrian/cycle area. This could result in pedestrians entering the shared space without being aware of approaching cyclists, increasing the potential for pedestrian–cyclist conflicts and collisions.

It was also noted that the associated signage on both Coombe Park Road and Clifford Bridge Road is positioned at a relatively high level. There is a concern that the signs may be outside the normal field of vision of pedestrians and cyclists and could therefore be missed or overlooked, reducing their effectiveness in alerting users to the change in the route and the shared-use environment.

Recommendation

It is recommended that appropriate tactile paving is provided in accordance with the relevant accessibility guidance. It is also recommended that the location and/or the mounting height of the associated signage is such that the sign is clearly visible and readily understood by all road users approaching the shared space.

7.9 Problem (Formerly Problem 7.14 in November 2024 Stage 1 RSA and problem 4 in July 2025 Stage 2 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 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.

Comment from 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.

Further Comment from Stage 3 RSA

The Audit Team are still concerned that this uncontrolled crossing is off the desire line and the problem remains outstanding.

It was also noted that no parking restrictions are provided in the vicinity of the crossing point. Vehicles parked close to the crossing could obstruct forward visibility between pedestrians and approaching drivers. This may prevent drivers from identifying pedestrians waiting to cross and prevent pedestrians from seeing approaching vehicles, increasing the potential for pedestrian–vehicle collisions.



Photo 9: Clifford Bridge Road / Portree Avenue.

7.10 Problem

Location: Various Locations.

Summary: **Risk of pedestrian collisions with cyclist.**

During the site visit, the Audit Team noted a number of outstanding snagging items associated with the recently constructed shared space facilities. In particular, the corduroy tactile paving, tramline and ladder tactile paving had not been installed at the start of the shared space area. The absence of these tactile features may make it difficult for pedestrians, particularly those with visual impairments, to identify the transition from the conventional footway into the shared-use area.

This may result in pedestrians entering the shared space without being aware of the potential presence of cyclists, increasing the risk of pedestrian–cyclist conflicts and collisions. The issue may be particularly significant for vulnerable pedestrians who rely on tactile information to identify changes in the route.

The Audit Team also noted that, at various locations, the constructed layout appeared to differ from the arrangement shown on the approved scheme drawings particularly as the shared space bollards shown on the drawings were not present at the time of the site visit. The absence of the bollards may further reduce the definition of the shared space and could result in road users being unclear about the intended route and segregation arrangements.

Recommendation:

It is recommended that all outstanding snagging items should be completed. It is also recommended that the required corduroy, tramline and ladder tactile paving should be installed at the appropriate transition points, and the missing shared space bollards should be provided in accordance with the approved design.

7.11 Problem

Location: Various Locations.

Summary: **Risk of cyclist loss of control and collision due to the absence of road markings.**

During the site visit, the Audit Team noted that the ramp road markings were missing at various locations on the approaches to the raised crossing points along the western side of the cycle lane.



Photo 10: Raised crossing point along the cycle track

The absence of the ramp markings may reduce the conspicuity of the raised crossing, particularly during hours of darkness or periods of poor visibility. Cyclists approaching the raised section may not be able to identify the change in level clearly or appreciate the need to reduce their speed. This could result in cyclists encountering the raised feature at speed, potentially causing loss of control, falls or collisions with other cyclists, pedestrians or adjacent street furniture.

Recommendation:

It is recommended that the missing ramp markings should be provided at the appropriate locations to clearly highlight the raised crossing and its approaches.

7.12 Problem

Location: various locations on Clifford Bridge Road

Summary: **Risk of cyclist loss of control due to parked vehicles mounting central kerb and encroaching into cycle track.**

During the site visit, the Audit Team noted that vehicles were mounting the central kerb strip provided as physical separation between the cycle track and the adjacent parking area. This may indicate that the available parking bay width is insufficient to accommodate cars and larger vehicles, such as delivery vans and other commercial vehicles.



Photo 11: Outside 127 Clifford Bridge Road

Concern arises that cyclists passing an encroaching vehicle may have insufficient clearance, particularly where the vehicle's mirrors, bodywork or other protruding elements extend into the cycle track. The cyclist could strike the vehicle or be forced to manoeuvre suddenly into the path of another cyclist or road user, potentially resulting in loss of control, falls and serious injury.

Recommendation:

It is recommended that the parking bay dimensions and the swept path requirements for the expected vehicle types are such that sufficient space is available without vehicles needing to mount the central kerb. If vehicles continue to park on the central kerb strips, then it is recommended that measures should be introduced to deter this practice.

7.13 Problem

Location: Outside 25 Clifford Bridge Road

Summary: **Risk of cyclist and pedestrian conflict or injury.**

During the site visit, vegetation was hanging over the footway opposite No. 25 Clifford Bridge Road. The vegetation was encroaching into the pedestrian route and reducing the effective available footway width.



Photo 12: Outside 25 Clifford Bridge Road

Pedestrians may be unable to pass the obstruction and as a result, may divert onto the adjacent cycle lane to avoid the overgrown vegetation.

This could result in pedestrian–cyclist conflicts, particularly where cyclists are approaching from behind and may have limited time to react to pedestrians entering the cycle lane. This may result in sudden evasive manoeuvres, collisions or falls involving pedestrians and cyclists.

Recommendation:

It is recommended that the overgrown vegetation should be cut back and maintained to ensure that the full effective width of the footway is available.

7.14 Problem

Location: Outside 93 Clifford Bridge Road

Summary: **Risk of cyclist and pedestrian conflict.**

The shared space roundel sign provided for northbound cyclists is not clearly visible to approaching cyclists. The bollard supporting the sign is partially obscured by surrounding tree foliage, significantly reducing the visibility of the sign.



Photo 13: Outside 93 Clifford Bridge Road

As a result, approaching cyclists may not be aware that they are entering a shared-use area where pedestrians may be present. This could result in cyclists travelling through the area without reducing their speed or taking appropriate care around pedestrians, increasing the potential for cyclist–pedestrian conflicts and collisions.

Recommendation:

It is recommended that the bollard is relocated to a suitable site where it can be easily seen by cyclists.

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

Umer Farooq MCIHT MSORSA
Senior Road Safety Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed……

Date: 21 August 2026

AUDIT TEAM MEMBER

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

Signed……

Date: 23 August 2026

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

Binley Cycle Way Section 7 Part 2 - RSA Response Report and Action Log Rev A DRAFT.pdf

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

Clifford Bridge Road Section 7 - RSA2 Response Report and Action Log.pdf

cycle-infrastructure-design-ltn-1-20.pdf

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

traffic-signs-manual-chapter-03 Regulatory signs.pdf

traffic-signs-manual-chapter-05 Road Marking.pdf

traffic-signs-manual-chapter-06 Traffic Control.pdf

tsrgd2016.pdf

BCWY-S8-PC-0100-01-REV A - GENERAL ARRANGEMENTS.pdf

BCWY-S8-PC-0100-02-REV A - GENERAL ARRANGEMENTS.pdf

BCWY-S8-PC-0100-03-REV A - GENERAL ARRANGEMENTS.pdf

BCWY-S8-PC-0100-04-REV A - GENERAL ARRANGEMENTS.pdf

BCWY-S7C-PC-0100-REV - GENERAL ARRANGEMENTS-0100-01.pdf

BCWY-S7C-PC-0100-REV - GENERAL ARRANGEMENTS-0100-02.pdf

BCWY-S7C-PC-0100-REV - GENERAL ARRANGEMENTS-0100-03.pdf

BCWY-S7C-PC-0100-REV - GENERAL ARRANGEMENTS-0100-04.pdf

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BCWY-S7C-PC-0100-REV - GENERAL ARRANGEMENTS-0100-07.pdf

BCWY-S7C-PC-0100-REV - GENERAL ARRANGEMENTS-0100-08.pdf

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BCWY-S7D-PC-0100-REV - GENERAL ARRANGEMENTS-0100-12.pdf

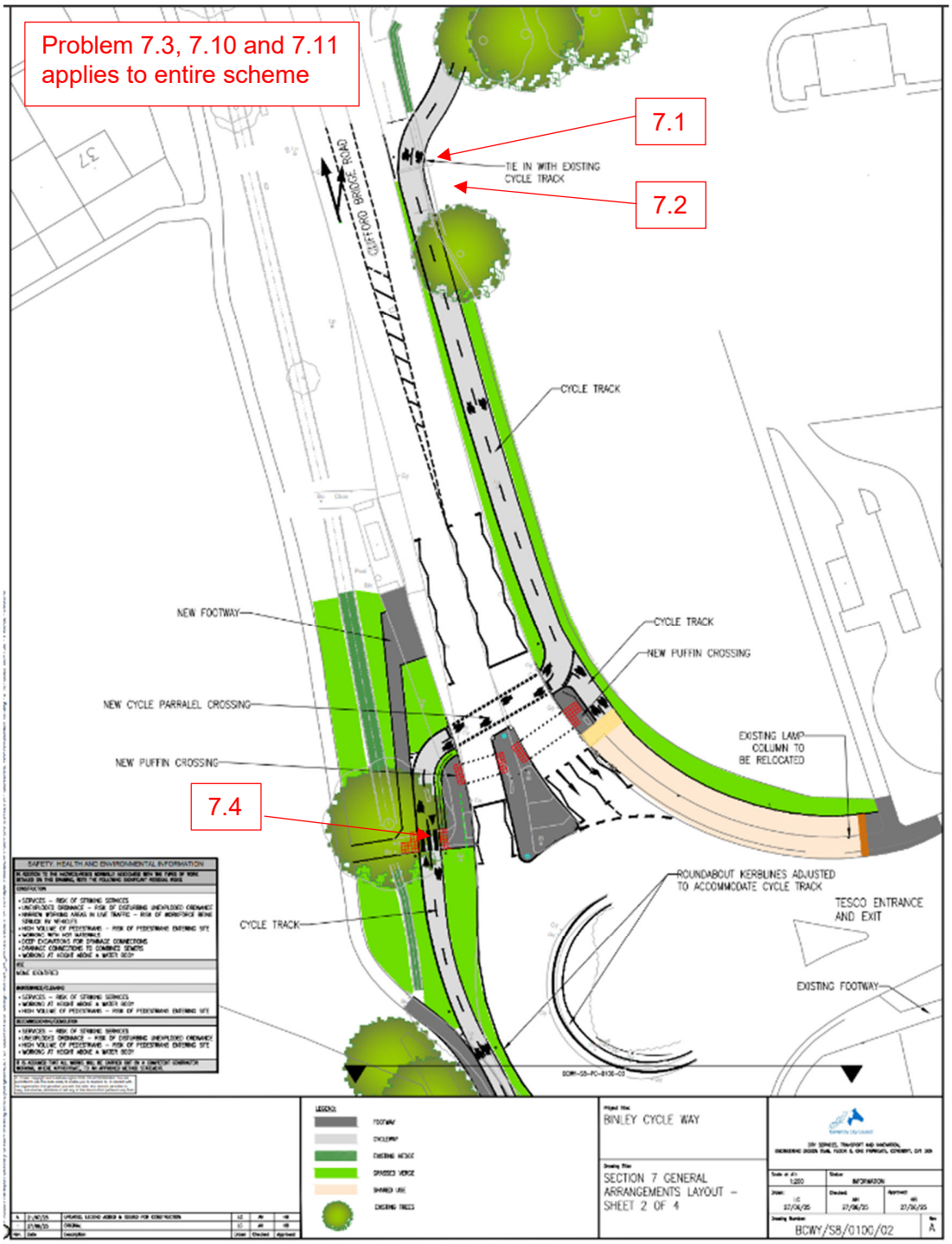
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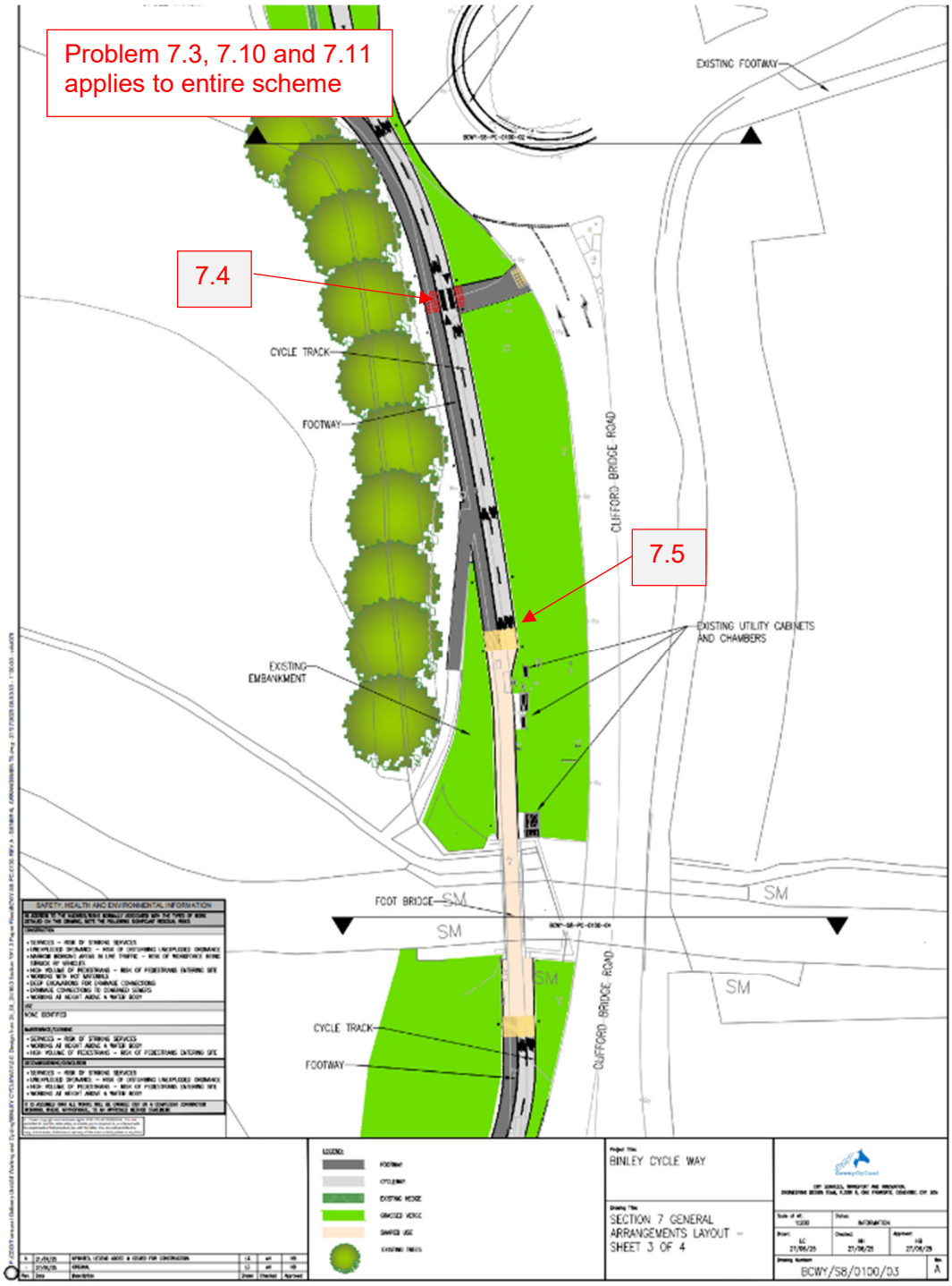
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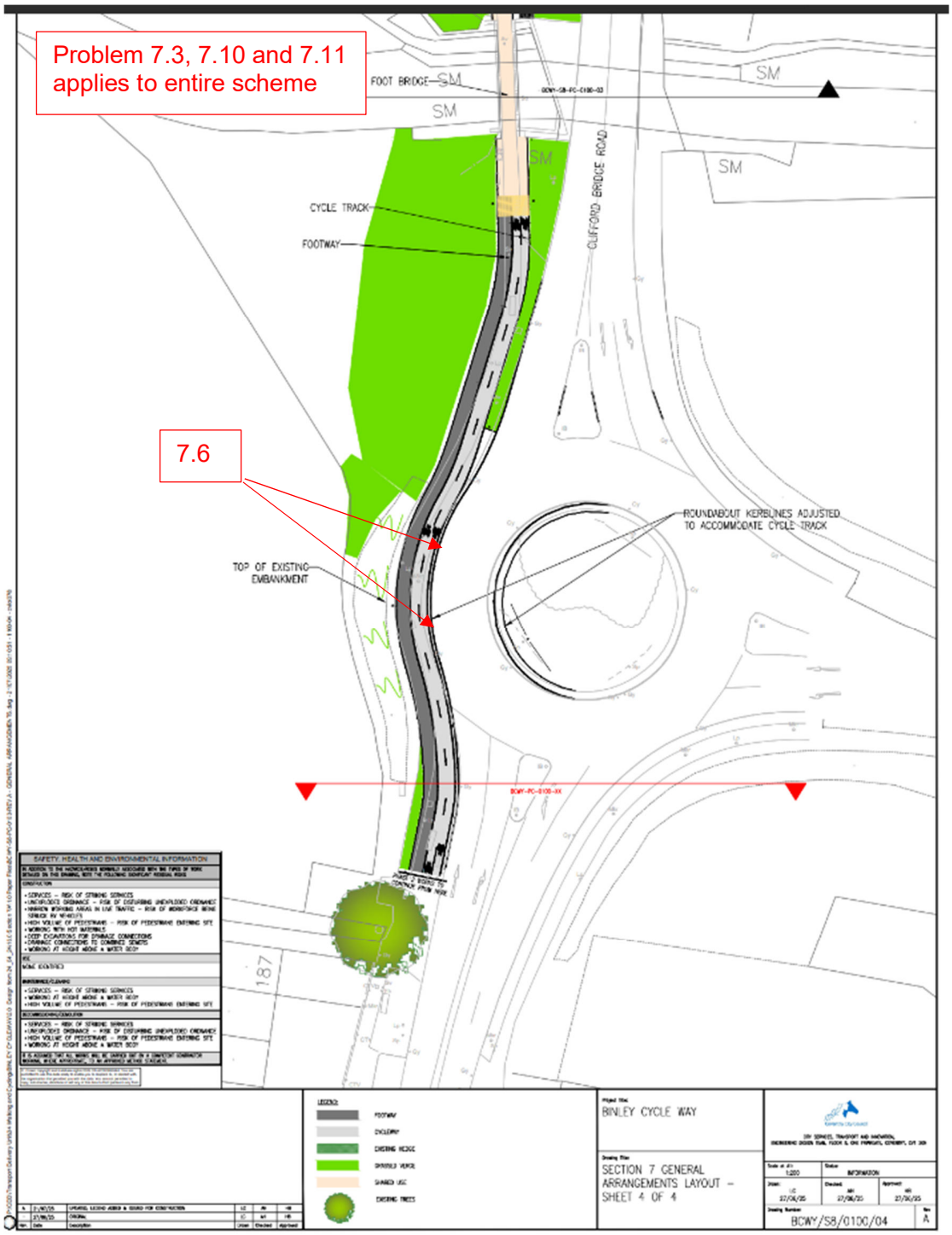
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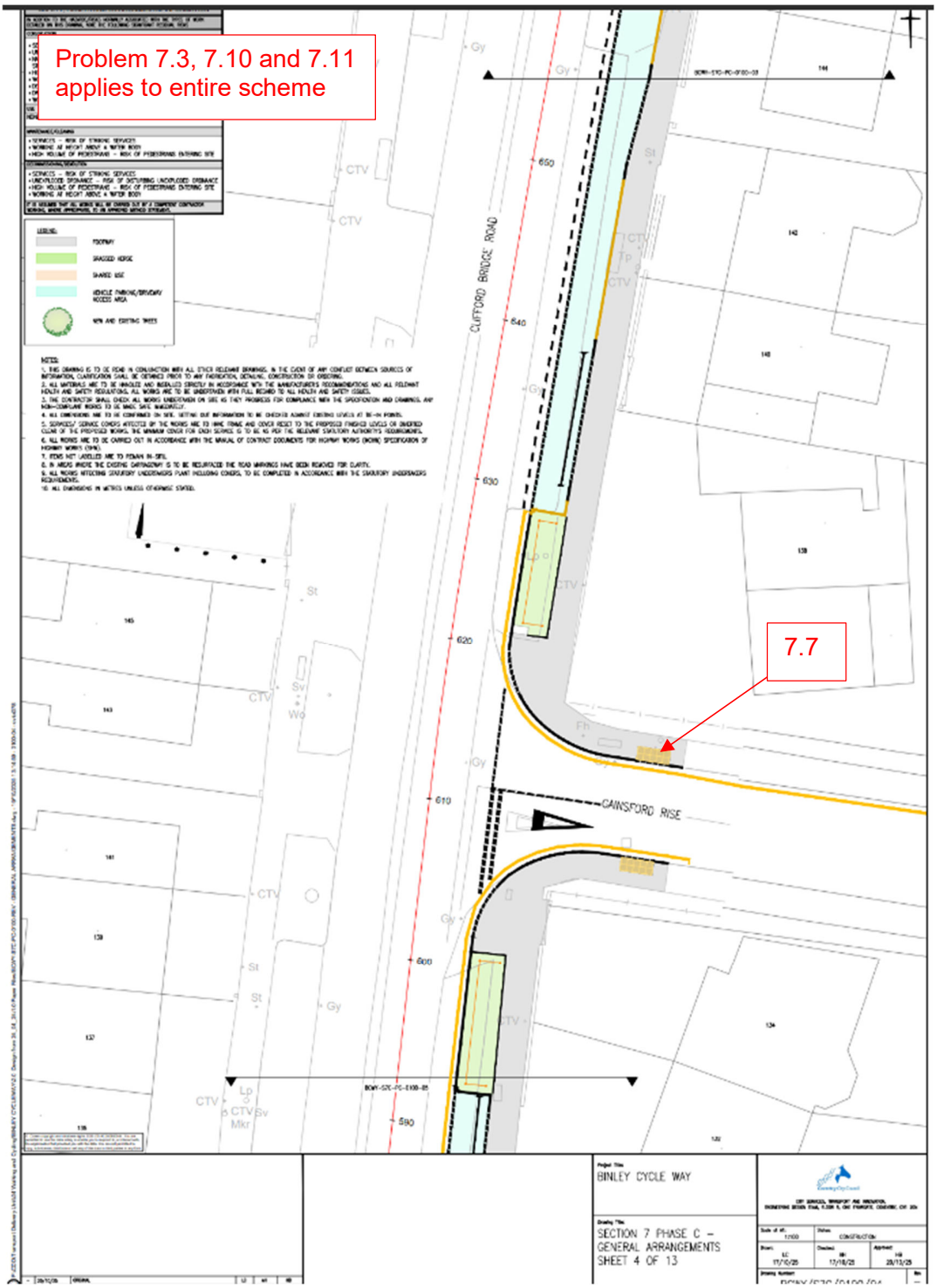
APPENDIX THREE

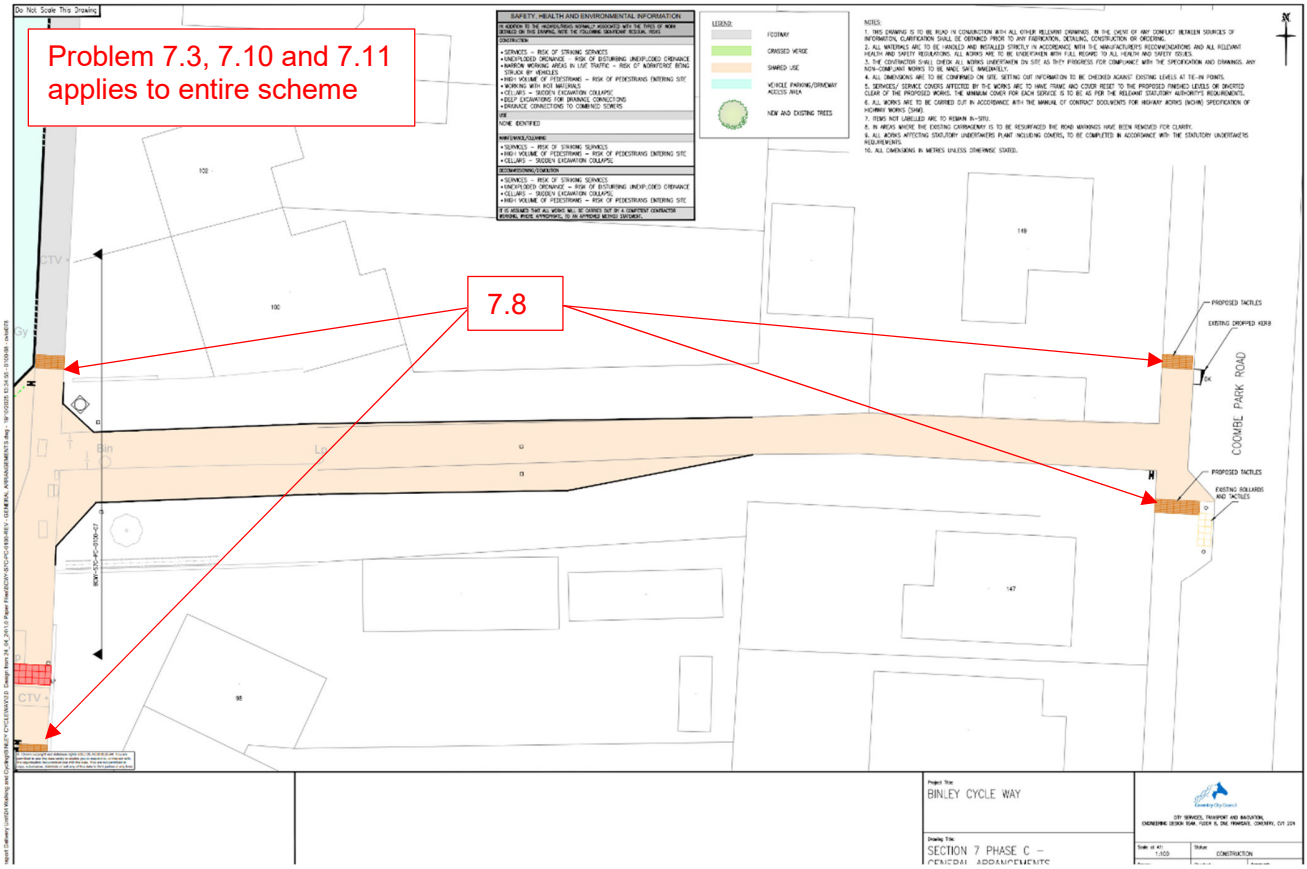
10.0 PROBLEM LOCATION PLAN

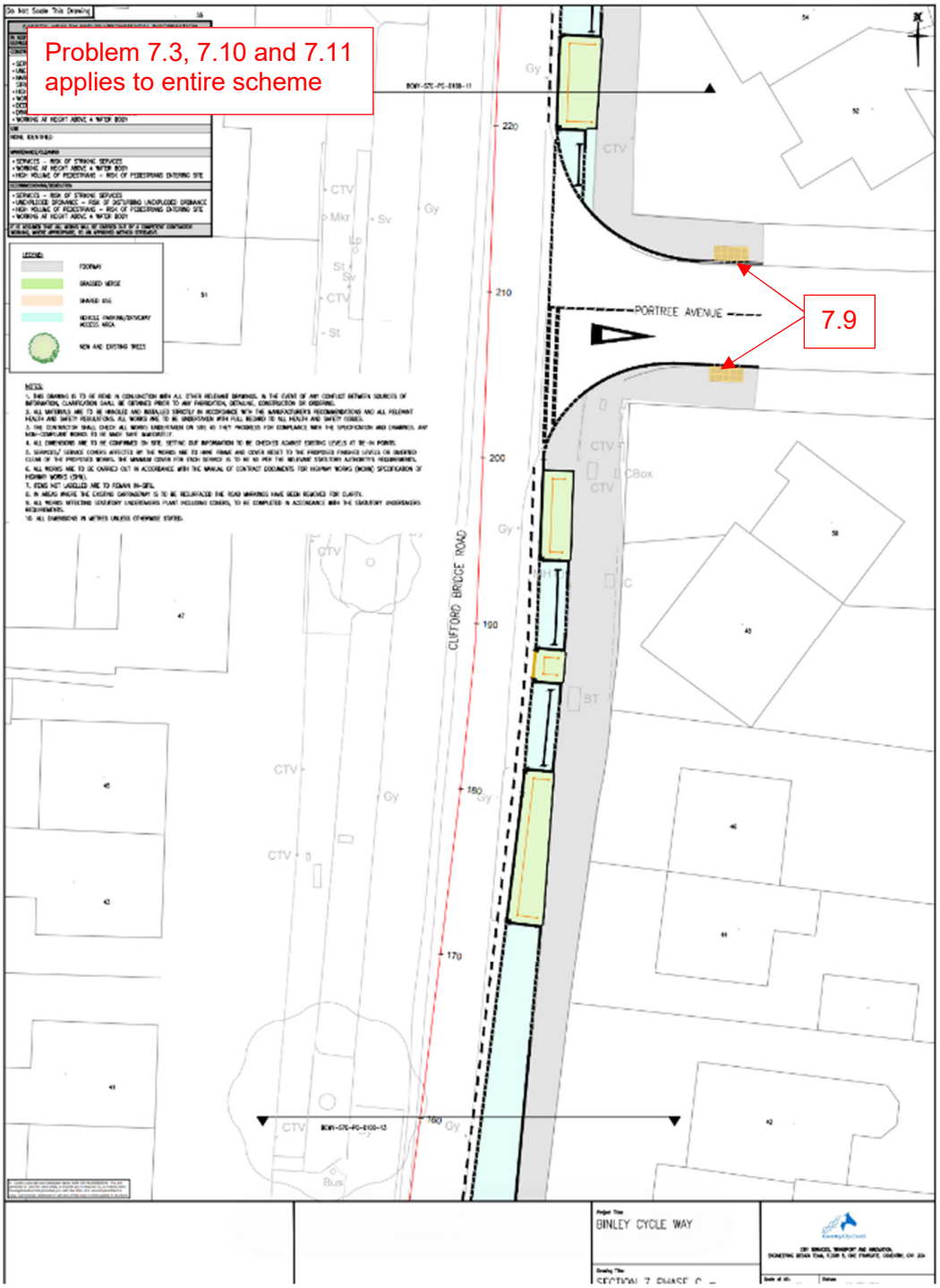

Problem 7.3, 7.10 and 7.11 applies to entire scheme
7.1
7.2
7.4
TIE IN WITH EXISTING CYCLE TRACK
CLIFFORD BRIDGE ROAD
CYCLE TRACK
NEW FOOTWAY
NEW CYCLE PARRALEL CROSSING
NEW PUFFIN CROSSING
CYCLE TRACK
NEW PUFFIN CROSSING
EXISTING LAMP COLUMN TO BE RELOCATED
ROUNDABOUT KERBLINES ADJUSTED TO ACCOMMODATE CYCLE TRACK
TESCO ENTRANCE AND EXIT
EXISTING FOOTWAY
CYCLE TRACK
BINLEY CYCLE WAY
SECTION 7 GENERAL ARRANGEMENTS LAYOUT - SHEET 2 OF 4
BCWY/S8/0100/02

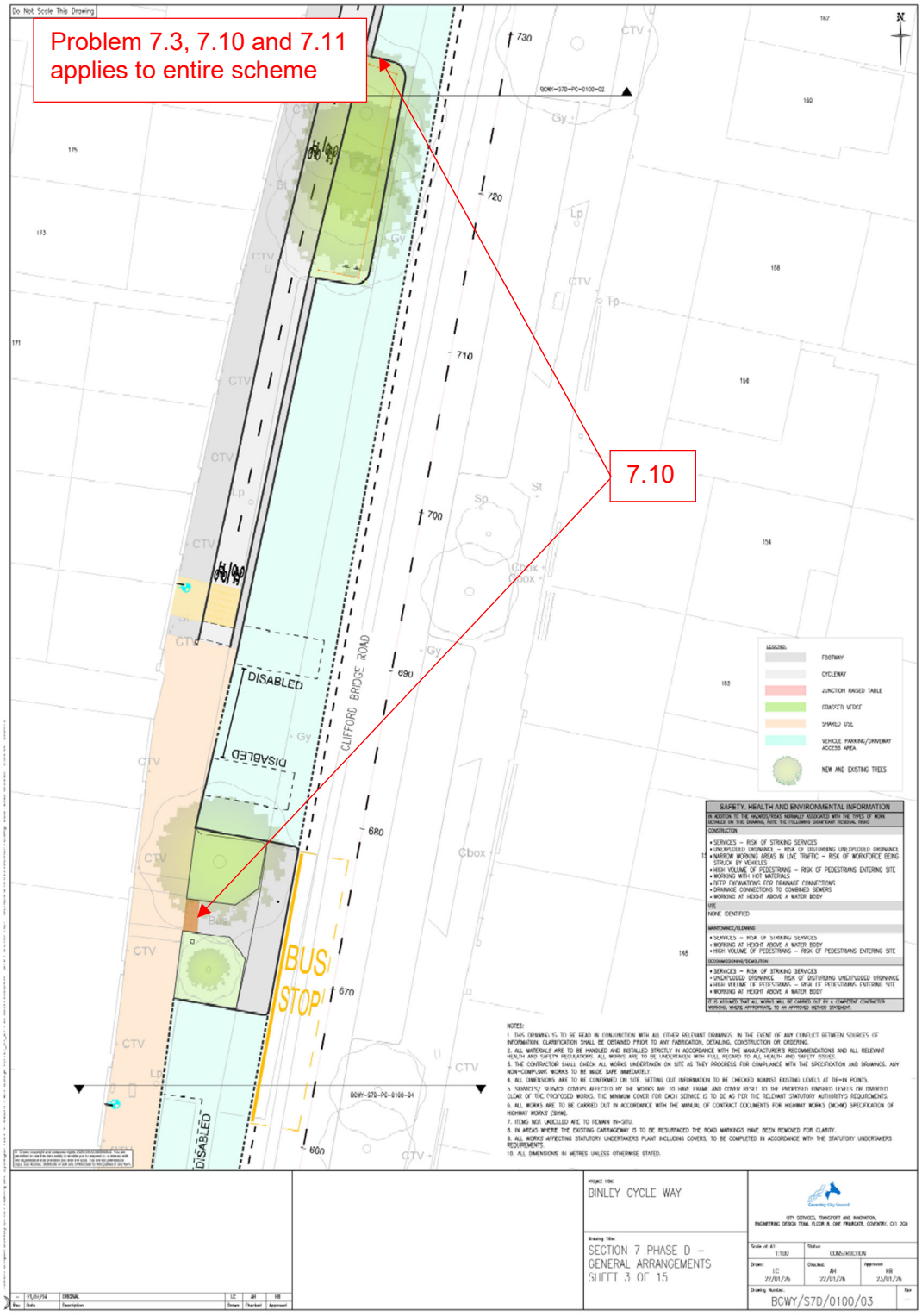

Problem 7.3, 7.10 and 7.11 applies to entire scheme
7.4
7.5
EXISTING FOOTWAY
CYCLE TRACK
FOOTWAY
CLIFFORD BRIDGE ROAD
EXISTING UTILITY CABINETS AND CHAMBERS
EXISTING EMBANKMENT
FOOT BRIDGE
SM
CYCLE TRACK
FOOTWAY
CLIFFORD BRIDGE ROAD
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
BINLEY CYCLE WAY
SECTION 7 GENERAL ARRANGEMENTS LAYOUT - SHEET 3 OF 4
BCWY/SB/0100/03

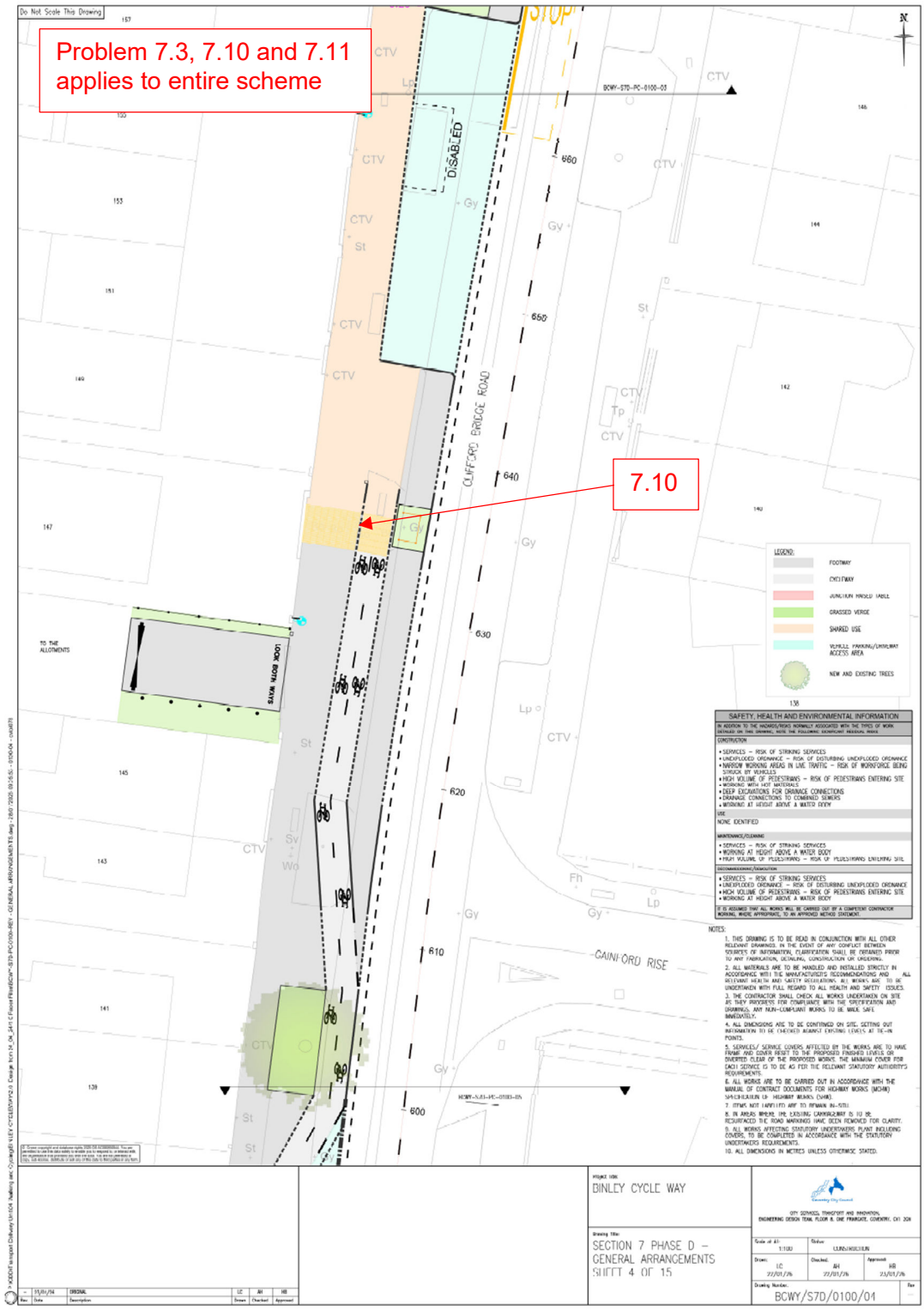

Problem 7.3, 7.10 and 7.11 applies to entire scheme
FOOT BRIDGE
SM
CLIFFORD BRIDGE ROAD
CYCLE TRACK
FOOTWAY
7.6
TOP OF EXISTING EMBANKMENT
ROUNDABOUT KERBLINES ADJUSTED TO ACCOMMODATE CYCLE TRACK
BCWY-PC-0100-XX
187
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
LEGEND
FOOTWAY
CYCLEWAY
EXISTING HEDGE
GRASSED VERGE
SHARED USE
EXISTING TREES
BINLEY CYCLE WAY
SECTION 7 GENERAL ARRANGEMENTS LAYOUT - SHEET 4 OF 4
1:200
INFORMATION
BCWY/S8/0100/04
A

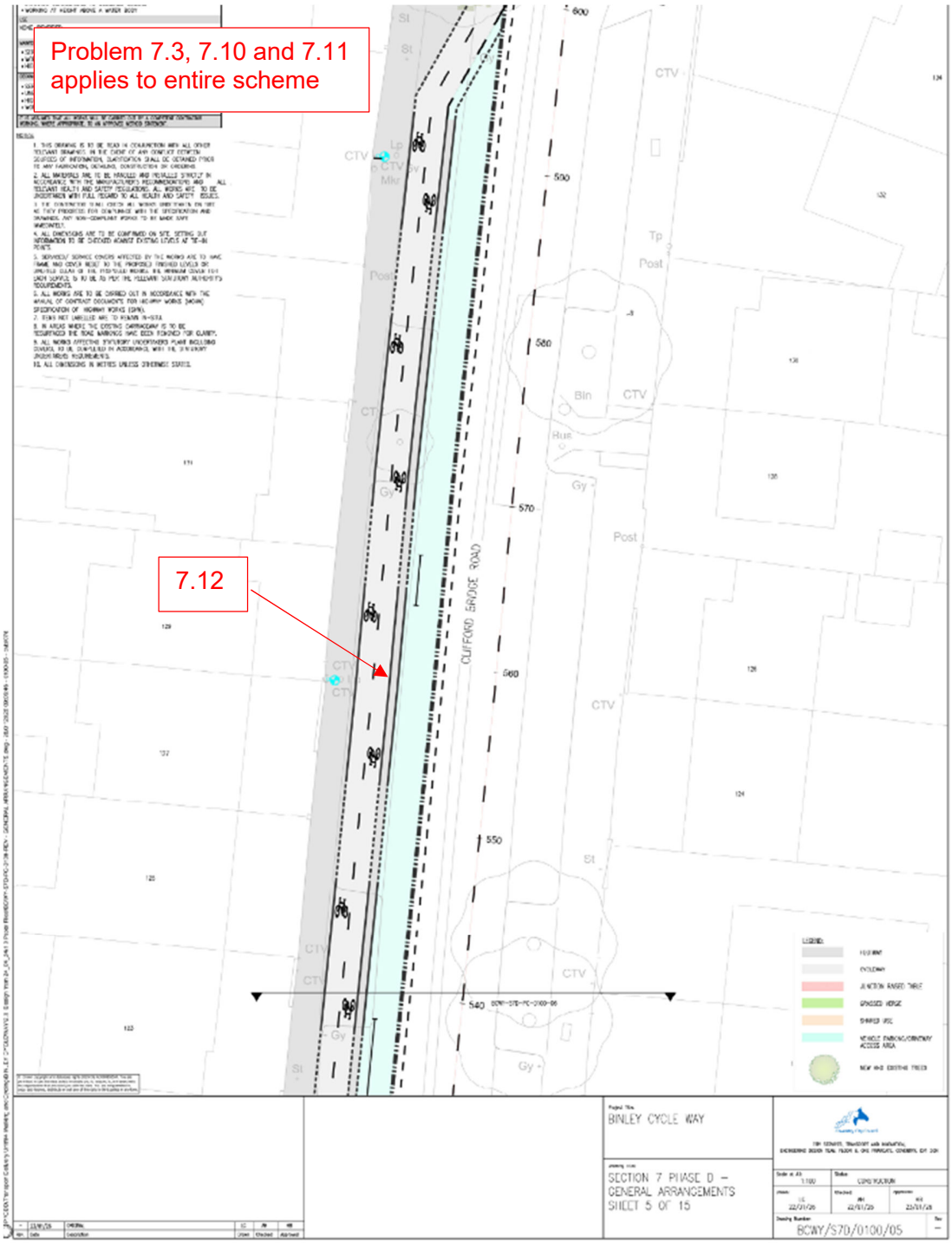

Problem 7.3, 7.10 and 7.11 applies to entire scheme
CLIFFORD BRIDGE ROAD
GAINSFORD RISE
7.7
BINLEY CYCLE WAY
SECTION 7 PHASE C – GENERAL ARRANGEMENTS SHEET 4 OF 13

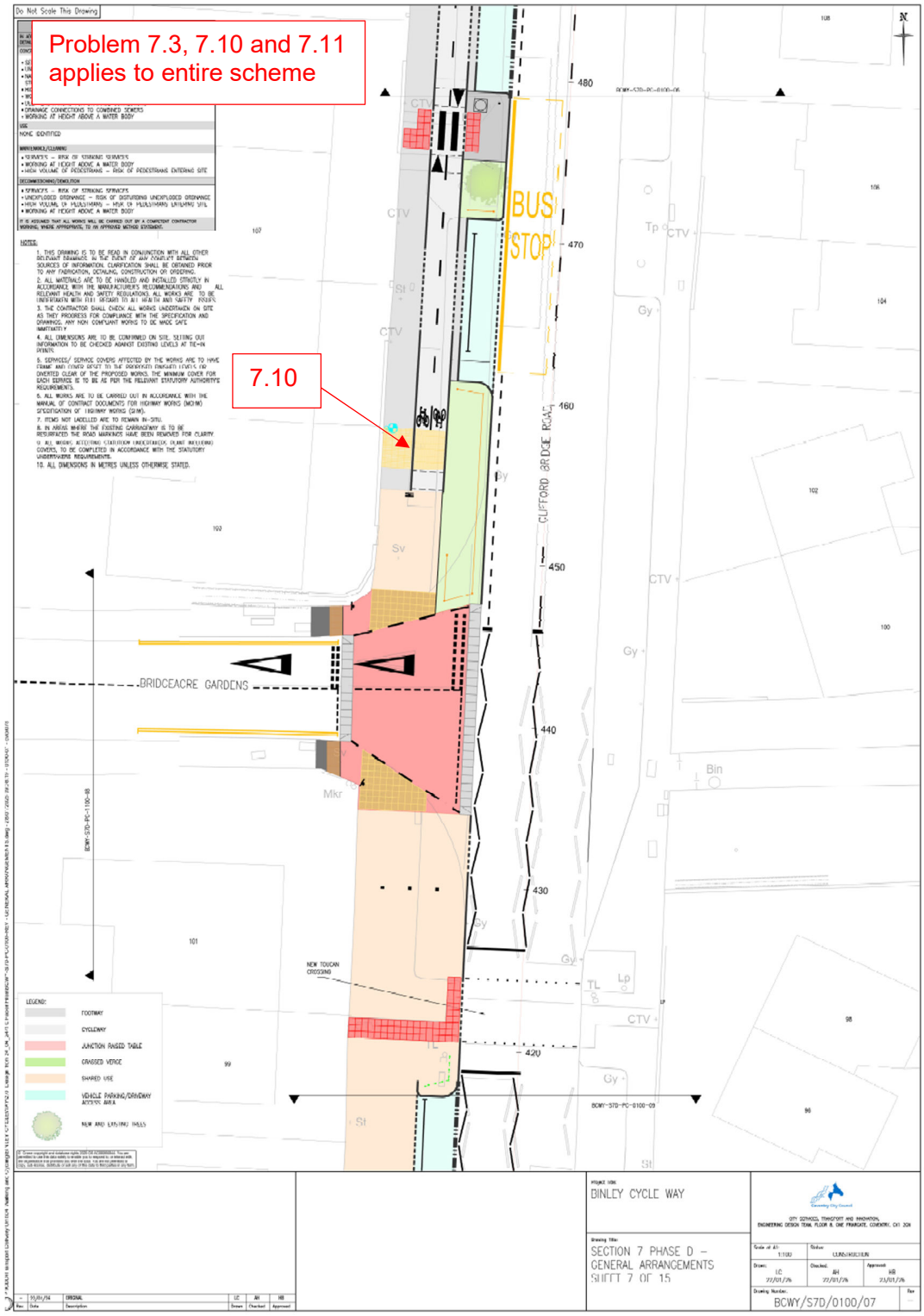

Problem 7.3, 7.10 and 7.11 applies to entire scheme
7.8
COOMBE PARK ROAD
BINLEY CYCLE WAY
SECTION 7 PHASE C –


Problem 7.3, 7.10 and 7.11 applies to entire scheme
7.9
PORTREE AVENUE
CLIFFORD BRIDGE ROAD
BINLEY CYCLE WAY

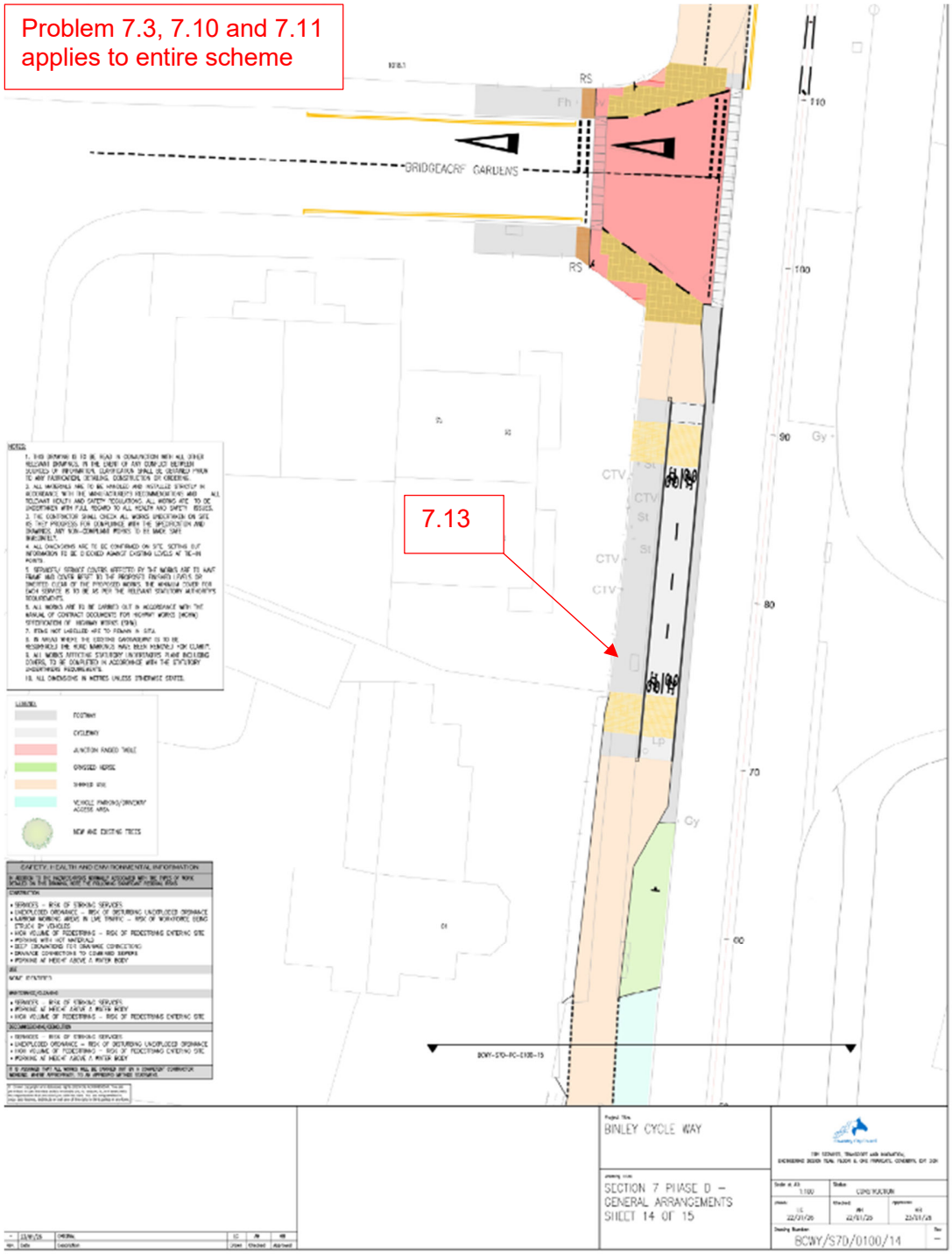

Problem 7.3, 7.10 and 7.11 applies to entire scheme
7.10
Do Not Scale This Drawing
CLIFFORD BRIDGE ROAD
DISABLED
DISABLED
BUS STOP
DISABLED
730
720
710
700
690
680
670
660
BCWY-S7D-PC-0100-02
BCWY-S7D-PC-0100-04
CTV
Gy
Cbox
Sp
St
Lp
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
BINLEY CYCLE WAY
SECTION 7 PHASE D – GENERAL ARRANGEMENTS SHEET 3 OF 15
BCWY/S7D/0100/03

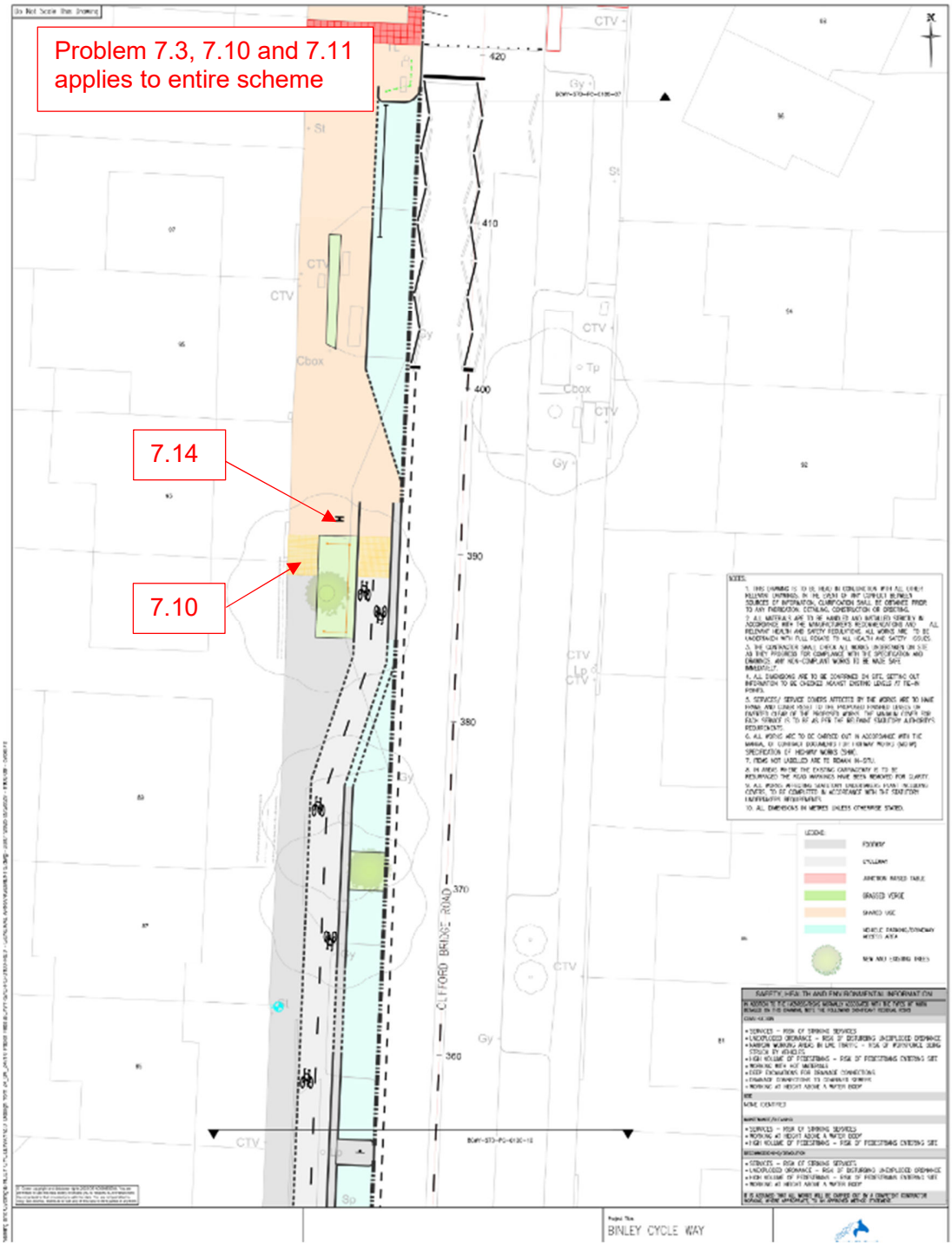

Problem 7.3, 7.10 and 7.11 applies to entire scheme
7.10
DISABLED
CLIFFORD BRIDGE ROAD
GAINFORD RISE
DINLEY CYCLE WAY
SECTION 7 PHASE D – GENERAL ARRANGEMENTS SHEET 4 OF 15
BCWY/S7D/0100/01

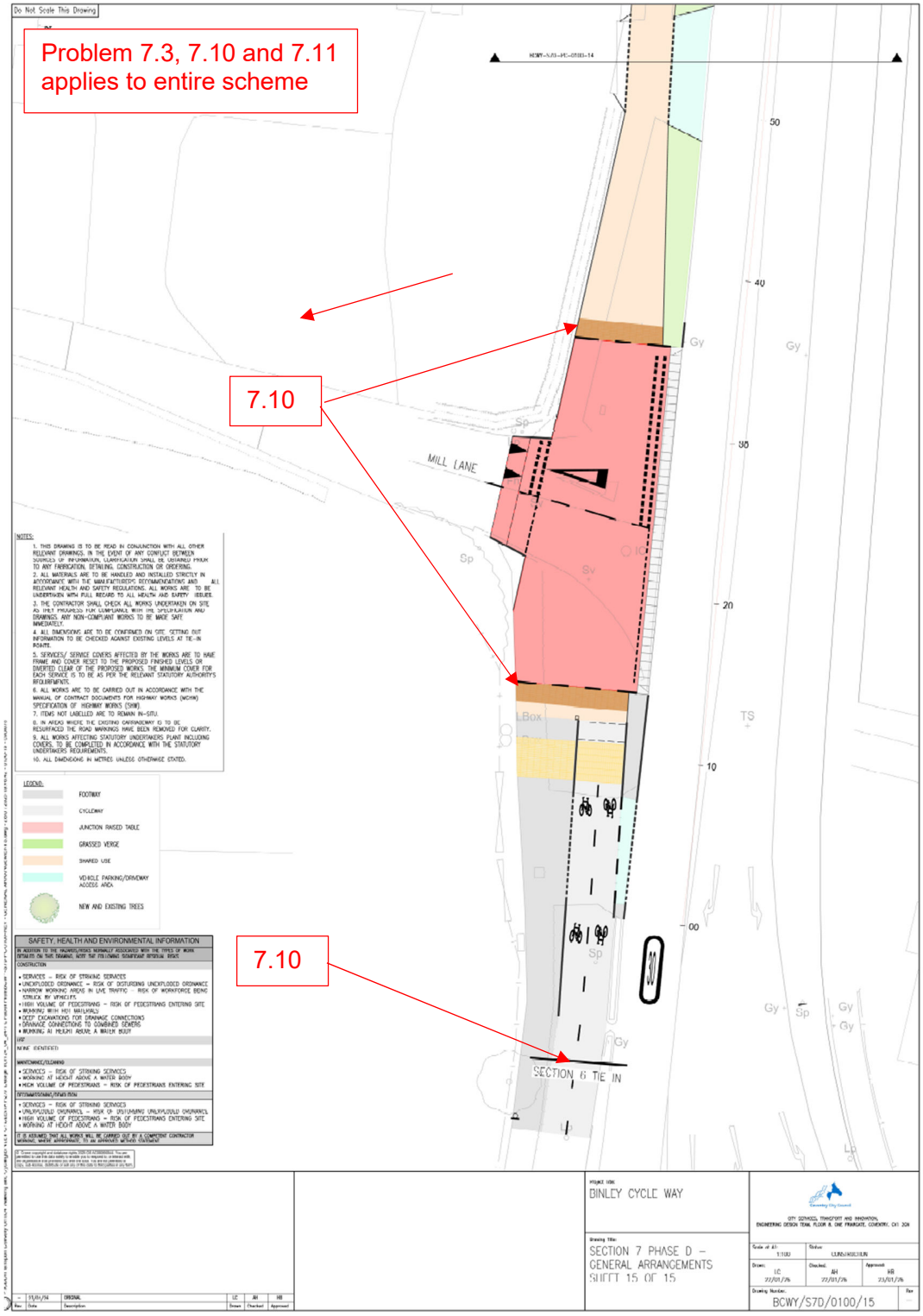

Problem 7.3, 7.10 and 7.11 applies to entire scheme
7.12
CLIFFORD BRIDGE ROAD
BINLEY CYCLE WAY
SECTION 7 PHASE D – GENERAL ARRANGEMENTS SHEET 5 OF 15
BCWY/S7D/0100/05


Problem 7.3, 7.10 and 7.11 applies to entire scheme
7.10
BUS STOP
CLIFFORD BRIDGE ROAD
BRIDGEACRE GARDENS
NEW TOUCAN CROSSING
BINLEY CYCLE WAY
SECTION 7 PHASE D – GENERAL ARRANGEMENTS SHEET 7 OF 15
BCWY/S7D/0100/07

Problem 7.3, 7.10 and 7.11 applies to entire scheme




Problem 7.3, 7.10 and 7.11 applies to entire scheme
7.14
7.10
CLIFFORD BRIDGE ROAD
BINLEY CYCLE WAY


Problem 7.3, 7.10 and 7.11 applies to entire scheme
7.10
7.10
MILL LANE
SECTION 6 TIE IN
BINLEY CYCLE WAY
SECTION 7 PHASE D – GENERAL ARRANGEMENTS SHEET 15 OF 15
BCWY/S7D/0100/15

waterman aspen

