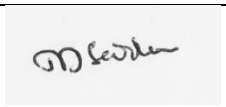
1. Project Details

Report Title:	Stage 3 Road Safety Audit Response Report – Coventry City Council, Clifford Bridge Road, Coventry Cycle Facilities
Date of Report:	23rd August 2026
Document Ref & Revision:	SA5531
Prepared by:	Umer Farooq
On behalf of:	Waterman Aspen

Authorisation Sheet

Project:	Binley Cycleway – Clifford Bridge Road Section 7
Report Title:	Stage 3 Road Safety Audit
Prepared by:	
Name:	Louise Colley
Position:	Project Manager (Highway Delivery)
Signed:	
Organisation:	Coventry City Council
Date:	14/09/2026

Approved by:	
Name:	John Seddon
Position:	Assistant Director – Strategic Transport
Signed:	
Organisation:	Coventry City Council
Date:	25th September 2026

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 3 RSA and report are for the whole of Sections 7.

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	**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 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. 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.	**Stage 3 Safety Audit 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.	**Stage 3 RSA Design Organisation Response** DISAGREE – Adequate visibility for cycle track users in both directions. See Appendix I. Problem 7.1	DO response agreed	No further action required.
7.2 Problem (Formerly Problem 7.5 in July 2025 Stage 2 RSA) The drawings provided show a new segregated two-way cycleway along the	**Stage 2 Safety Audit Recommendation –** It is recommended that confirmation should be	**Previous Design Organisation Response RSA Stage 2–** Disagree with problem. There is no physical evidence to suggest	DO response agreed.	Additional signage to be installed.

RSA PROBLEM	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
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.	provided on the need for a pedestrian provision along this section and, if found to be required, that adequate pedestrian facilities are included in the design. **Stage 3 Safety Audit Recommendation –** It is recommended that confirmation should be provided on the need for a pedestrian provision along this section. **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.	there is a pedestrian desire line along the route of the cycleway **Stage 3 RSA Design Organisation Response** PARTIALLY ACCEPT - However, there is not sufficient width to provide a new footway adjacent to the cycleway. The pedestrian route is along an existing footway for access to the controlled pedestrian crossing at the Tesco roundabout. Additional signs and tactiles to be installed to emphasis the cycle track route.		

RSA PROBLEM	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 7.3 (entire scheme) **Risk of pedestrian/cyclist slips, trips and falls due to insufficient street** 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. 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.	**Stage 3 Safety Audit 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.	**Stage 3 RSA Design Organisation Response** ACCEPT – Vegetation to be cleared at the street lighting.	DO response agreed.	Vegetation to be cleared.

RSA PROBLEM	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 7.4 **Risk of pedestrian injury due high kerb upsta** 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. 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.	**Stage 3 Safety Audit Recommendation –** It is recommended that the kerb upstand is reduced to an appropriate level to provide a flush and accessible crossing.	**Stage 3 RSA Design Organisation Response –** DISAGREE – Measured kerb face is below CCC's intervention for trip hazards, and the crossing has good visibility and is deemed low risk.	DO response partially agreed. This location will be monitored, and reviewed as part of RSA4.	Review as part of RSA4.
Problem 7.5 **Risk of cyclist collisions due to missing reflective banding on bollards.**	**Stage 3 Safety Audit Recommendation –** It is recommended that the bollards should be provided	**Stage 3 RSA Design Organisation Response** ACCEPT - The bollards were installed with the correct banding fitted	DO response agreed.	Replace missing reflective banding.

RSA PROBLEM	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
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. 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.	with appropriate high visibility/reflective banding to ensure they are visible to approaching cyclists	however; they have since been removed by others. New reflective bands will be fitted more securely.		
Problem 7.6 **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	**Stage 3 Safety Audit Recommendation –** It is recommended that the available lane widths and swept paths should be measured to confirm that the roundabout provides sufficient manoeuvring space	**Stage 3 RSA Design Organisation Response** DISAGREE – The roundabout lane widths are adequate. Several vehicle tracks were used to establish lane widths and vehicle speeds have been reduced from 40mph to 30mph. The scuff marks on the kerbs are due to	DO response agreed.	No further action required.

RSA PROBLEM	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
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. 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.	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.	plant movements during the construction of the cycleway. See Appendix I. Problem 7.6 - Vehicle tracking drawings and construction photos.		
Problem 7.7 **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	**Stage 3 Safey Audit Recommendation –** It is recommended that the gradient at the informal crossing point should provide a suitable and accessible route for all pedestrian users.	**Stage 3 RSA Design Organisation Response** PARTIAL ACCEPT – The footway cross falls prior to the works were already excessive. (Approximately 1:11). Due to on-site constraints (boundary fences, etc) The as-built gradient is a slight improvement over the original.	DO response agreed. Gradient has been improved as part of the works, but on-site constraints mean that further improvement to meet modern standards is impractical as part of this scheme.	No further action required.

RSA PROBLEM	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
struggle to negotiate the crossing comfortably and safely. 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.				
Problem 7.8 **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	**Stage 3 Safety Audit Recommendation –** It is recommended that appropriate tactile paving is provided in accordance with	**Stage 3 RSA Design Organisation Response** – ACCEPT - Tactiles to be installed as per the construction drawings:	DO response agreed	Install tactile paving at tis location.

RSA PROBLEM	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
existing footway and the new shared space area at the Clifford Bridge Road / Coombe Park Road junction. 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.	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.	-BCWY-S7C-PC-0700-REV - PAVING AND CONSTRUCTION LAYOUT-0700-07 -BCWY-S7C-PC-0700-REV A - PAVING AND CONSTRUCTION LAYOUT-0700-08 ACCEPT – The sign mounting heights are too high, they will be set at the correct height.		

RSA PROBLEM	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 7.9 (Formerly Problem 7.14 in November 2024 Stage 1 RSA and problem 4 in July 2025 Stage 2 RSA) **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.	**Previous Stage 1 Safety Audit 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. **Previous Stage 2 Safety Audit Recommendation –** 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.	**Stage 2 RSA 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 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	DO response agreed.	Monitor and review need for additional parking restrictions at this location.

RSA PROBLEM	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
	Stage 3 Safety Audit 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. **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	that space for one waiting vehicle should be allowed for. **Stage 3 RSA Design Organisation Response**. PARTIALLY ACCEPT THE PARKING RESTRICTIONS - This will be monitored and reviewed at RSA 4 stage. DISAGREE THE CROSSING OF THE DESIRE LINE – The as-built layout at both junctions provides a compromise between increasing the distance of the pedestrian crossings into the side road, away from the private vehicle accesses and staying close to the desire line. The as-built layouts provide improved visibility to the pre scheme positions whilst allowing space for a small/medium sized vehicle to wait between the crossing and the give way line.		

RSA PROBLEM	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
	waiting to cross and prevent pedestrians from seeing approaching vehicles, increasing the potential for pedestrian–vehicle collisions.	See Appendix I. Problem 7.9 – As built layouts and visibility comparison.		
Problem 7.10 **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	**Stage 3 Safety Audit 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.	**Stage 3 RSA Design Organisation Response** ACCEPT - All outstanding snagging items should be completed. The required corduroy, tramline and ladder tactile paving to be installed at the appropriate transition points, and the missing shared space bollards to be provided in accordance with the approved design drawings.	DO response agreed.	Complete snagging items.

RSA PROBLEM	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
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.				
Problem 7.11 **Risk of risk cyclist loss of control and collision due to the absence of road markings**	**Stage 3 Safety Audit Recommendation –** It is recommended that the missing ramp markings should be provided at the	**Stage 3 RSA Design Organisation Response** - DISAGREE – Photo 10 shows a pedestrian crossing without a ramp, so not a raised crossing, and therefore	DO repose agreed.	No further action.

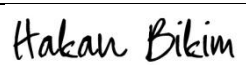
RSA PROBLEM	Recommendation –	Design Organisation Response (Choose one of for each response) 1) accept the RSA problem and recommendation made by the RSA team; **2)** accept the RSA problem raised, but suggest an alternative solution, giving appropriate reasoning; or **3)** disagree with the RSA problem and recommendation raised, giving appropriate reasoning for rejecting both.	Overseeing Organisation Response	Agreed RSA Action
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. 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.	appropriate locations to clearly highlight the raised crossing and its approaches.	does not require ramp markings. All crossing points have been checked on site and, it can be confirmed that all raised crossing points have the appropriate markings. Cycle track pedestrian crossing points: CBR outside No 109 – not raised CBR outside No 185 – not raised See Appendix I. Problem 7.11 – Each crossing showing the as-built facility across the cycle track.		
Problem 7.12 **Risk of cyclist loss of control due to parked vehicles mounting central kerb and encroaching into cycle track.**	**Stage 3 Safety Audit Recommendation –** It is recommended that the parking bay dimensions and the swept path requirements	**Stage 3 RSA Design Organisation Response–** DISAGREE - The vehicles at this location are not utilising the full width of the parking bay.	DO response agreed. Similar layouts have been deployed on cycle routes elsewhere in the city (e.g. Binley Road, Coundon Cycleway) and no	Situation to be monitored, but no physical changes to layout proposed.

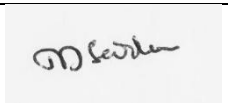
RSA PROBLEM	Recommendation –	Design Organisation Response (Choose one of for each response) 1) accept the RSA problem and recommendation made by the RSA team; **2)** accept the RSA problem raised, but suggest an alternative solution, giving appropriate reasoning; or **3)** disagree with the RSA problem and recommendation raised, giving appropriate reasoning for rejecting both.	Overseeing Organisation Response	Agreed RSA Action
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. 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.	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.	One of the vehicles shown is a FORD RAPTOR (wider than most cars on UK roads), the other is similar to a NISSAN QASHQAI (With a width regularly found on UK roads). The drawings in Appendix I demonstrate that both vehicles can be parked within the parking bays without encroaching on the cycle track buffer and remain behind the channel line or edge of carriageway line marking. Monitor and review at RSA4 stage. See Appendix I. Problem 7.12 Dimensioned sketches of vehicles parked within parking bays without encroaching on the cycle track buffer.	significant issues have arisen with regard to cyclist safety. Monitoring of parking behaviour will be undertaken and enforcement action considered if vehicles are observed to be encroaching upon the cycleway.	

RSA PROBLEM	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 7.13 **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. 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.	**Stage 3 Safety Audit 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.	**Stage 3 RSA Design Organisation Response –** ACCEPT - Vegetation to be cut back to ensure that the full effective footway width is available.	DO response agreed.	Vegetation to be cut back at this location.
Problem 7.14 **Risk of cyclist and pedestrian conflict outside No 93**	**Stage 3 Safety Audit Recommendation –** It is recommended that the bollard is relocated to a	**Stage 3 RSA Design Organisation Response** ACCEPT - An additional bollard to be installed south of the tree with new	DO response agreed – additional bollard and signage to be installed.	Additional bollard and signage to be

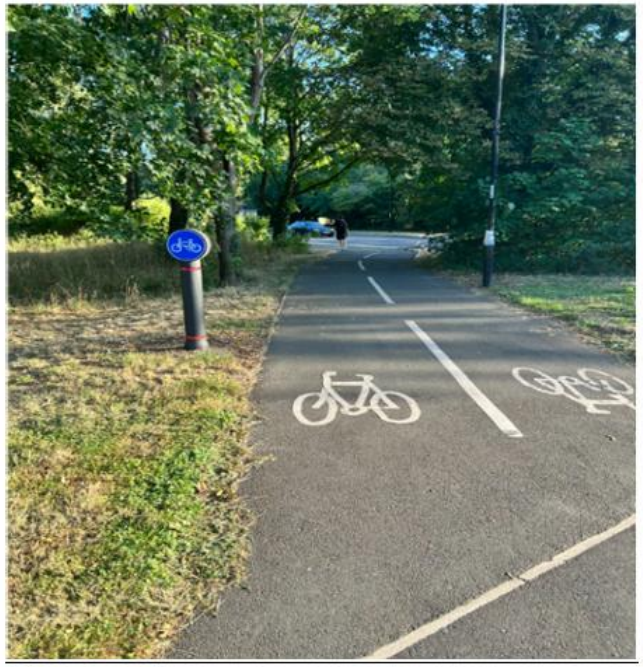
RSA PROBLEM	Recommendation –	Design Organisation Response (Choose one of for each response) 1) accept the RSA problem and recommendation made by the RSA team; **2)** accept the RSA problem raised, but suggest an alternative solution, giving appropriate reasoning; or **3)** disagree with the RSA problem and recommendation raised, giving appropriate reasoning for rejecting both.	Overseeing Organisation Response	Agreed RSA Action
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. 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.	suitable site where it can be easily seen by cyclists.	signage indicating that shared space is ahead.		installed south of tree.

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:	**Hakan Bikim**
Signed:	
Position:	**Delivery Manager**
Organisation:	**Coventry City Council**
Date:	**25th September 2026**

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:	**Assistant Director – Strategic Transport**
Organisation:	**Coventry City Council**
Date:	**25th September 2026**

APPENDIX I – JUSTIFICATIONS

Problem 7.1  RSA Photo 01	**Designer Response:** **Cycle Track Visibility:** 



Problem 7.6

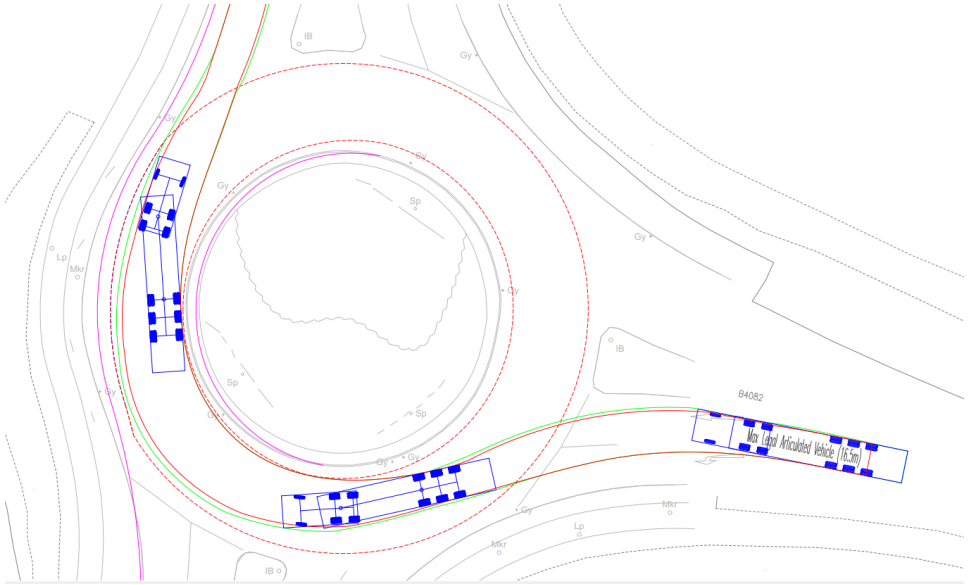


Photo 6: Clifford Bridge Road/B4082 Roundabout

Designer response:

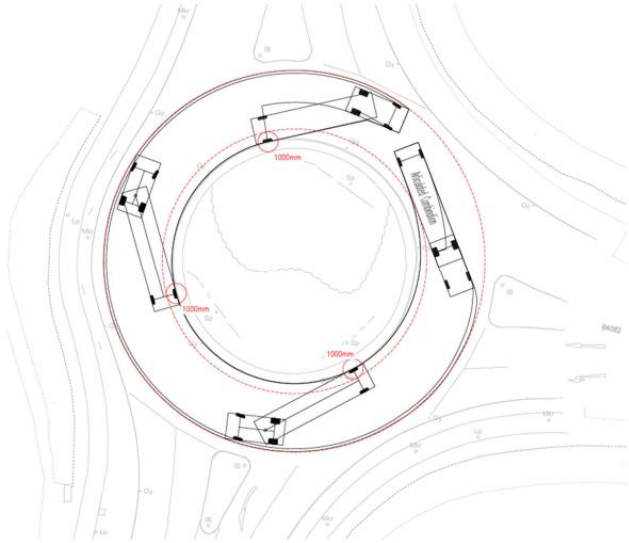
Vehicle tracking

(BCWY/08/PC20 -23) - Max legal Articulated



Magenta lines – Road Channel

Vehicle tracking – Existing



ATR 07 – CD116 DESIGN VEHICLE–EXISTING KERBLINES

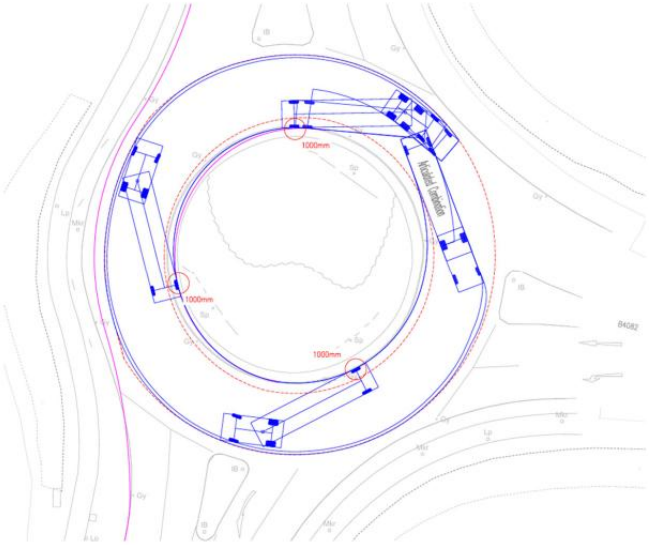
NOTES:

ATR07 – The front of the design vehicle was kept within the outer clearance 1m line to allow the rear of the vehicle to impinge into the inner island clearance line. The impingement measured on ATR 07 with the existing kerblines (along the length of the proposed design kerbline) was 1m. The rear of the vehicle tracked around the existing kerbline.

South Roundabout – Existing Kerbline

Magenta lines – Road Channel

Vehicle tracking – Design



ATR 10 – CD116 DESIGN VEHICLE–DESIGN KERBLINES

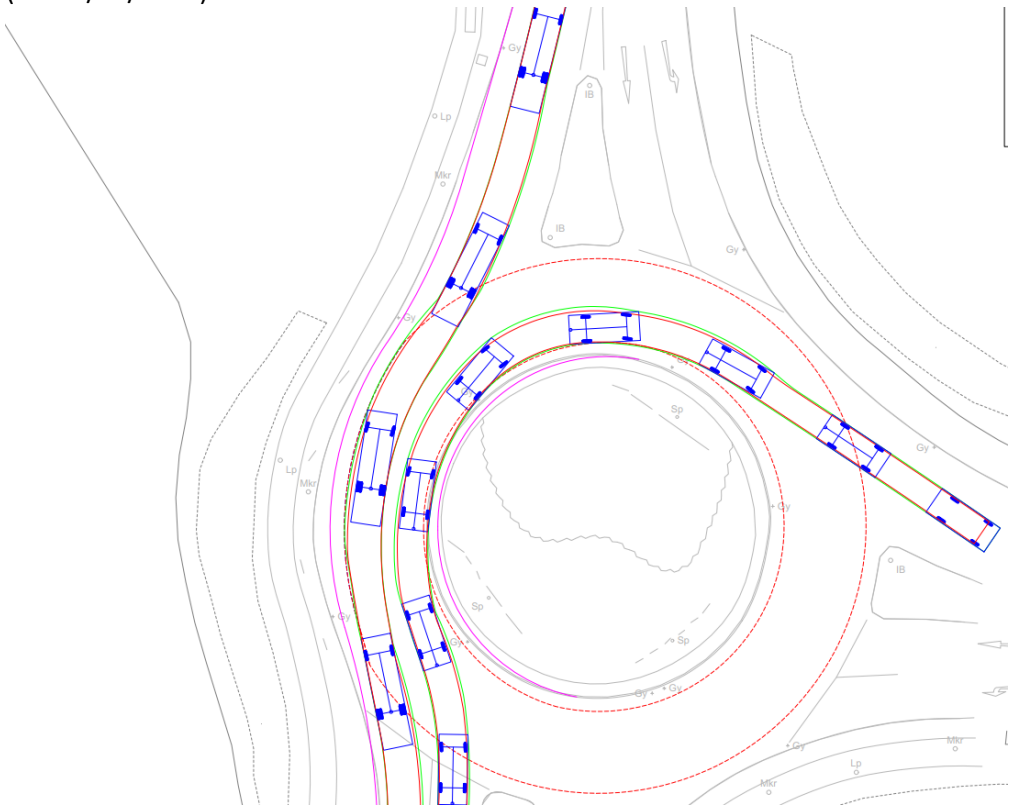
NOTES:

ATR 10 – The front of the design vehicle was kept within the outer clearance 1m line to allow the rear of the vehicle to impinge into the inner island clearance line. The impingement measured on ATR 10 with the design kerbline (along the length of the proposed design kerbline) was 1m. The rear of the vehicle tracked around the design kerbline. This was the same outcome as ATR 07, so no worse than the existing layout.

South Roundabout – Design Kerbline

Magenta lines – Road Channel

Vehicle tracking
(BCWY/08/PC24) – 2x4 Vehicle



Magenta lines – Road Channel

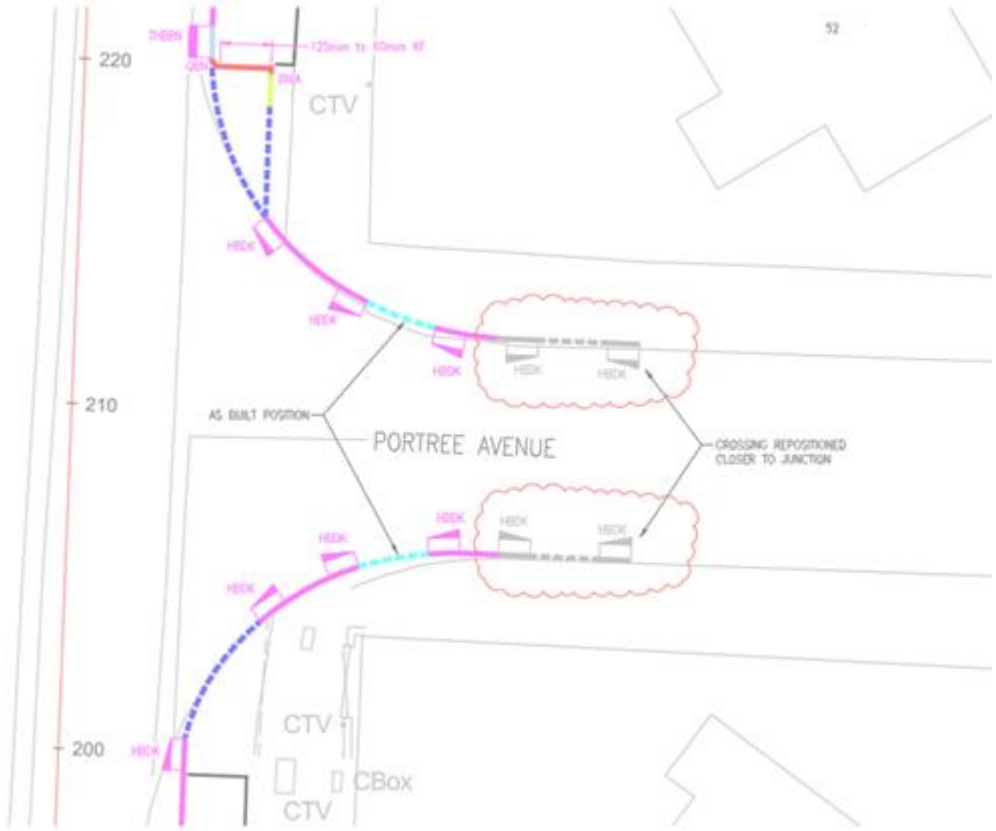
	Example of plant working within the cycle track **Photo - DSC01398** 
	Example of plant working within the cycle track **Photo - DSC01438** 

Problem 7.9

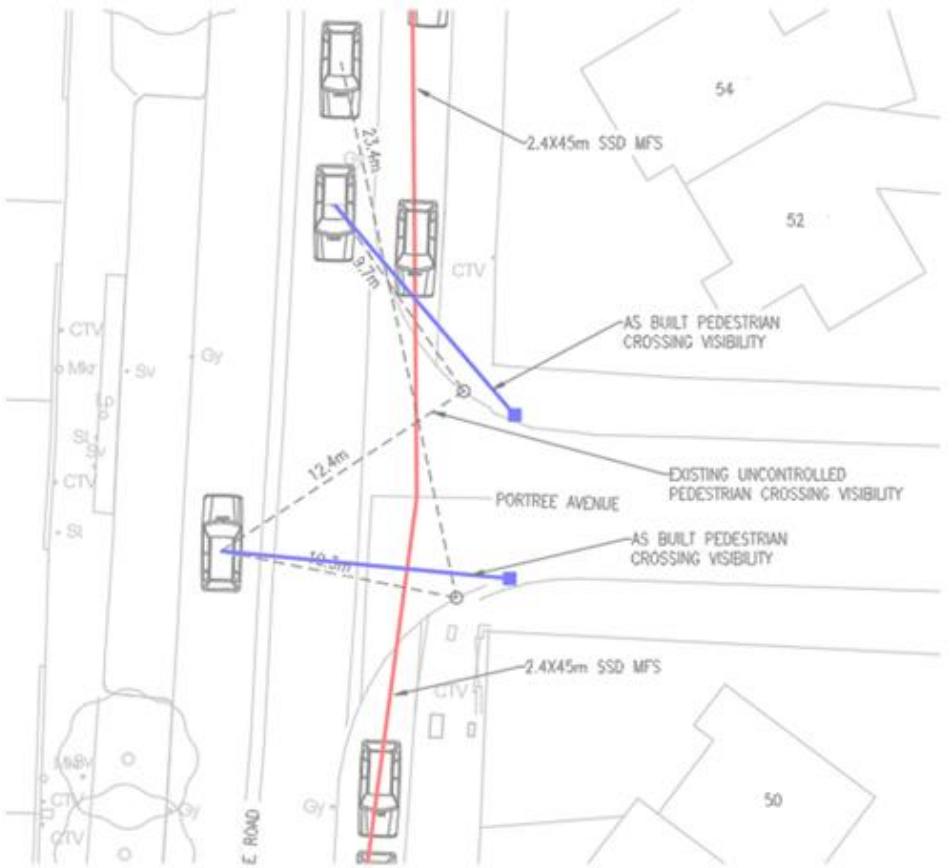


Photo 9: Clifford Bridge Road / Portree Avenue.

Designer Response:



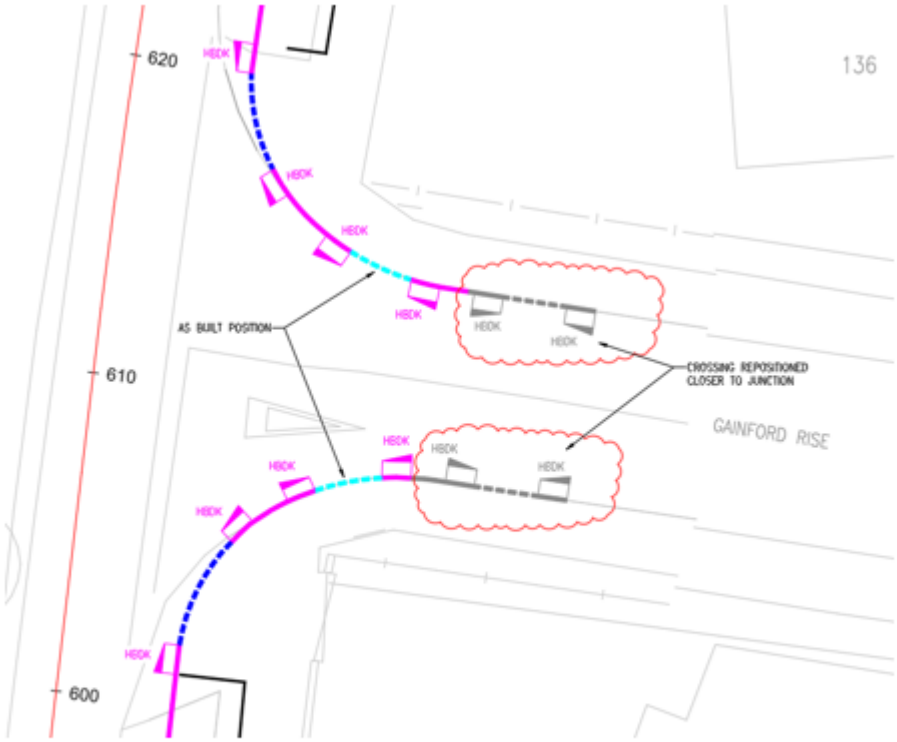
RSA 3 – Item 7.9 As-built crossing position – Portree Ave.



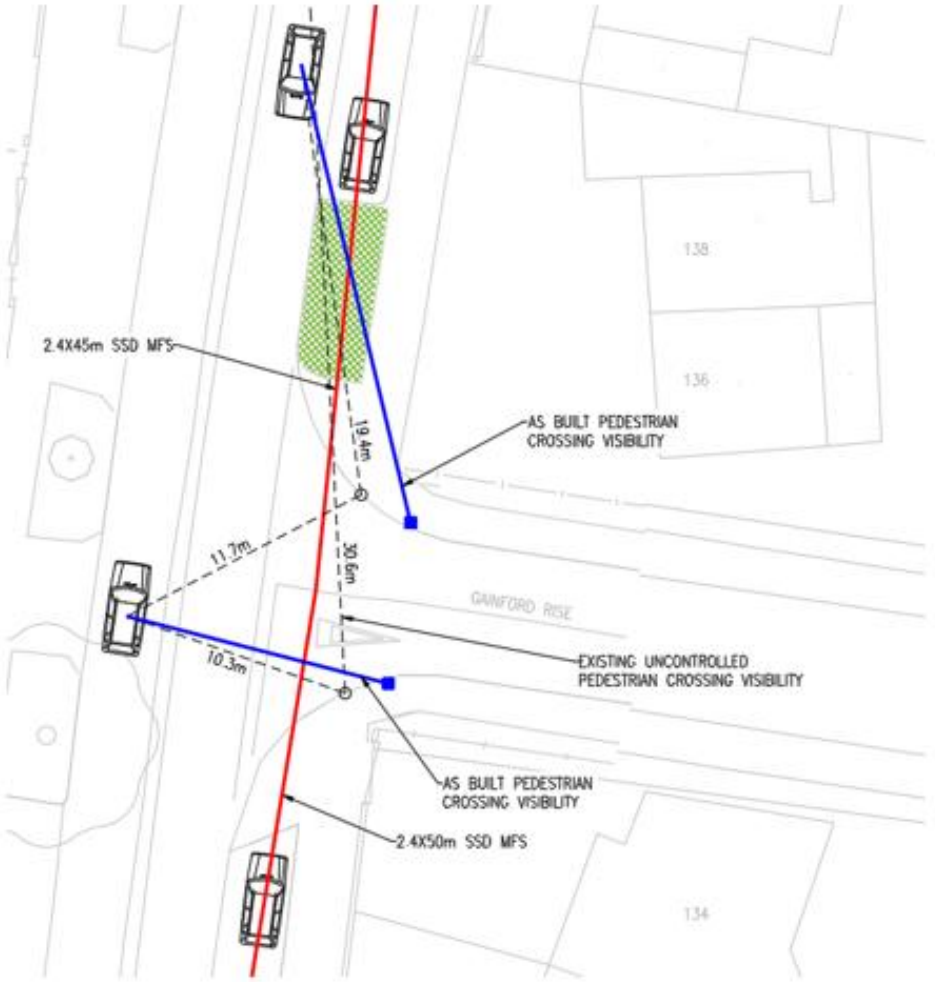
RSA 3 – Item 7.9 Existing and As-built crossing visibility – Portree Ave.

Existing – Dashed line

As Built – Blue line



RSA 3 – Item 7.9 As-built crossing position – Gainford Rise.



RSA 3 – Item 7.9 Existing and As-built crossing visibility – Gainford Rise.

Existing – Dashed line

As Built – Blue line

Problem 7.11



Photo 10

Designer Response:



Raised Crossing north of the Tesco roundabout



Raised Crossing south of the Tesco roundabout



Not a raised crossing outside No. 109



Not a raised crossing outside No. 185

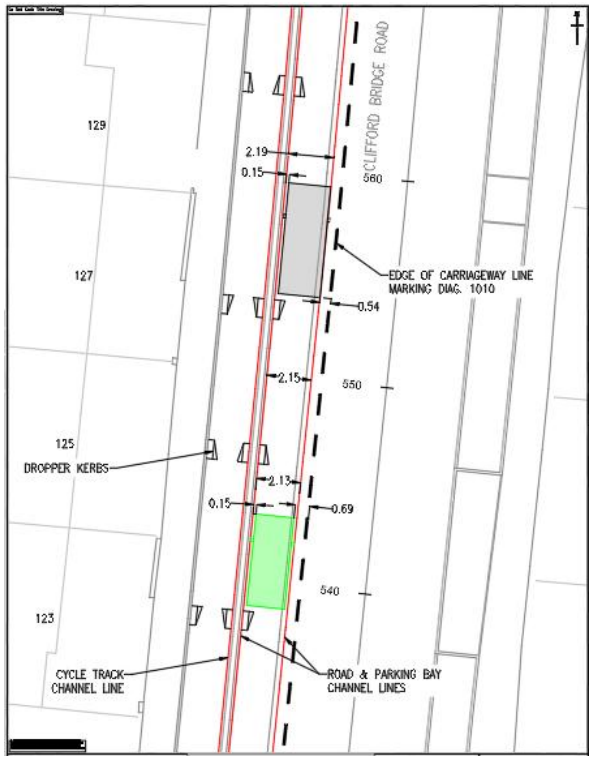
Problem 7.12



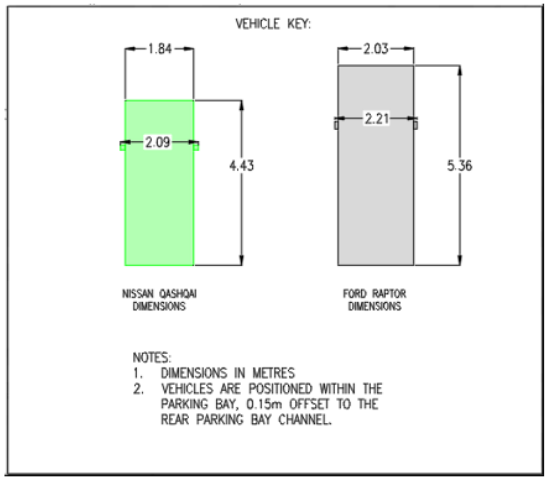
Photo 11: Outside 127 Clifford Bridge Road

Designer Response:

Design parking bay dimensions with vehicles parked without encroaching onto the cycle track buffer. (Vehicles represent those shown in photo 11).



Vehicles shown parked outside of Number 127 (Vehicles are positioned 0.15m offset to the rear of parking bay channel).





The edge of carriageway line and channel kerb are visible. The drivers of these vehicles have chosen not to use the available parking bay width.

These vehicles represent those shown in Photo 11.