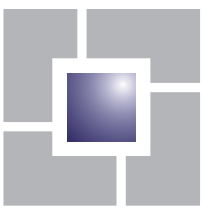
Coventry Stadium, Brandon

Transport Assessment Addendum



david tucker associates
transport planning consultants

Coventry Stadium, Brandon

Transport Assessment Addendum

6th July 2021
SP/TM 16115-12_Transport Assessment Addendum

Prepared by:

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Prepared For:

Brandon Estates Limited

1.0 INTRODUCTION

1.1 DTA has been appointed on behalf of Brandon Estates Limited to review the transport implications of the proposed redevelopment of land at Coventry Stadium. The location of the site is shown on **Figure 1** and the proposals are as follows:

"Demolition of existing buildings and outline planning application (with matters of access, layout, scale, and appearance included) for residential development of 124 dwellings (Use Class C3) including means of access into the site from the Rugby Road, provision of open space and associated infrastructure and provision of sports pitch, erection of pavilion and formation of associated car park (details to be confirmed)".

1.2 A planning application for 137 dwellings on the site was submitted in January 2018 (ref: R18/0186) and was supported by a detailed Transport Assessment (TA). Following subsequent discussions with Warwickshire County Council (WCC) as the local highway authority and the submission of additional information, WCC issued a response dated 18th October 2018 in which they offered no objection to the development proposals subject to conditions and planning obligations. This response is attached as **Appendix A**.

1.3 A revised planning application is now being re-submitted and includes a sports pitch with a 69 space car park, along with an overspill parking area which is envisaged to provide additional capacity during the weekends when demand will be highest. These development proposals are shown on the site plans attached as **Appendix B**.

1.4 This report provides an addendum to the previous TA and includes:

- A review of updated personal injury collision data;
- Updated traffic generation forecasts;
- Re-assessment of the previously agreed vehicle access proposals;
- Detailed consideration of site layout, including parking; and
- Sustainable connectivity measures.

2.0 ROAD SAFETY

2.1 A review of personal injury collision data (PIC) for the area between 2016 and 2020 shows that there have been no reported incidents within the vicinity of the site or proposed access.

3.0 TRAFFIC GENERATION

3.1 The original TA set out the forecast weekday traffic generation for the proposed residential development of 137 dwellings on the site and this is copied below in **Table 1**.

Table 1 – Previously Assessed Traffic Generation (137 Dwellings)

Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hour (07:00 – 19:00)		
IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
19	50	69	47	22	69	293	302	595

3.2 As set out above, the current proposals are for 124 residential dwellings and sports pitch. In terms of the residential development, the traffic generation in **Table 1** has been pro-rata'd to reflect the reduced quantum of development and this is shown in **Table 2**.

Table 2 – Forecast Residential Traffic Generation (124 Dwellings)

Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hour (07:00 – 19:00)		
IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
17	45	62	43	20	63	265	273	538

3.3 TRICS has been used to forecast the potential weekday traffic generated by the sports pitch. For this, vehicle trip rates were extracted for Land Use 07 – Leisure, Category L – Football (5-as-side), which was selected as representing the closest proxy to the proposed use. The resulting traffic generation for the proposed facility is shown in **Table 3** and the TRICS outputs are attached as **Appendix C**.

Table 3 – Forecast Sports Pitch Trip Rates and Traffic Generation

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hour (07:00 – 19:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Trip Rate (per space)	0.086	0.032	0.118	0.259	0.115	0.374	1.432	0.945	2.377
Trip Gen (69 Spaces)	6	2	8	18	8	26	99	65	164

3.4 The combined traffic generation of the development proposals including the residential use and sports pitch is shown in **Table 4**. This is compared with the previously assessed traffic generation in **Table 5**.

Table 4 – Forecast Traffic Generation

Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hour (07:00 – 19:00)		
IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
23	47	70	61	28	89	364	338	702

Table 5 – Change in Traffic Generation from Previously Assessed

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hour (07:00 – 19:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Previous TA	19	50	69	47	22	69	293	302	595
Proposed	23	47	70	61	28	89	364	338	702
Net Change	+4	-3	+1	+14	+6	+20	+71	+36	+107

3.5 As demonstrated in **Table 5**, the change in forecast traffic generation from that assessed in the original TA is not significant during the peak periods and any impact would further reduce as traffic disperses across the local highway network.

4.0 VEHICLE ACCESS

4.1 The vehicle access strategy for the proposed development was previously agreed with the local highway authority, with access taken directly off Rugby Road. This takes the form of a priority T-junction and is shown on **Drawing 16115-05E** attached as **Appendix D**. The access proposals were previously subject to a Stage 1 Road Safety Audit.

4.2 The existing vehicle access to the south-east of the site will be stopped up as part of the development proposals, with a separate emergency/ pedestrian & cyclist access provided via the existing access to the north-west as shown on the site plans at **Appendix B**.

4.3 It is proposed that the sports pitch will take access from the estate road serving the residential development as shown on the site plans at **Appendix B**, thus utilising the previously agreed junction access onto Rugby Road.

4.4 An updated capacity assessment of the site access has been undertaken using the PICADY module in Junctions 10. In line with the original TA, the operation of the site access has been completed for a 2026 forecast year. This utilises the 2026 base flows derived from TEMPRO in that TA. As before, the traffic generation associated with the redevelopment of the adjacent garden centre which was granted planning consent in March 2015 (ref: R11/0786) has also been included. It is noted that a subsequent application for the development of care village on the site was refused in November 2019 (ref: R18/0167) and no appeal appears to have been submitted in relation to that scheme.

4.5 In addition to the above, the updated assessment takes into account a live application for circa 80 dwellings at Sherwood Farm (ref: 18/2076). Whilst this is not currently a committed scheme, the traffic associated with that development has been included in the baseline.

4.6 The results of the assessment which are presented in **Table 6** and demonstrate that the site access will operate well within capacity in the future. The modelling outputs are attached as **Appendix E**.

Table 6 – Site Access PICADY Assessment Results (2026 with Dev)

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Max RFC	**MMQ**	**Max RFC**	**MMQ**
Site Access to A428 (W) and A428 (E)	0.179	0	0.079	0
A428 (E) to A428 (W) and Site Access	0.014	0	0.037	0

5.0 SITE LAYOUT

Residential Scheme

5.1 The proposed vehicle access onto Rugby Road is 5.5m wide, with 2m wide footways provided along both sides as agreed previously with WCC. This also accords with the parameters set out for a Type 4a: Link Road within Part 1 of the published draft Warwickshire Design Guide (WDG), which considers road hierarchy. In line with this guidance, the site layout has been designed to a 20mph design speed.

5.2 A Road Hierarchy plan for the residential site is attached as **Appendix F**. It is proposed that the estate road would be adopted and a plan showing the extent of proposed adoption is attached as **Appendix G**.

5.3 Internal junction visibility has been reviewed and, as demonstrated on **Drawing 16115-17** attached as **Appendix H**, the required visibility splays can be accommodated. Forward visibility has also been reviewed where appropriate, and is included on this drawing.

5.4 Swept-path analysis of the site layout has been undertaken for a large refuse vehicle (11.7m Mercedes Econic Refuse Vehicle) and demonstrates that these movements can be accommodated, including at each of the proposed turning heads. This is shown on **Drawing 16115-15** at **Appendix I**.

5.5 Swept-path analysis of the site layout has also been undertaken for an MPV, including proposed parking spaces within the development. Again, this demonstrates that the associated movements can be accommodated and the swept-paths are shown on **Drawing 16115-16** at **Appendix I**.

5.6 The level of car parking provided on the scheme accords with the standards set out in Rugby Borough Council's Planning Obligations – Supplementary Planning Document (March 2012) which set out in **Table 7**.

Table 7 – Local Car Parking Standards

Type	Car Parking Standards		Cycle Parking Standards (Minimum)	
	Low Access	High Access	Long Stay – Residents/ Staff	Short Stay – Visitors
1-2 Bed Units	1.5 spaces/ unit	0.75 spaces/ unit	1/unit secure & undercover	-
3 Bed Units	2 spaces/unit	1 space/ unit	1/unit secure & undercover	-
4 Bed Units	3 spaces/unit	1.5 spaces/ unit	1/unit secure & undercover	-

5.7 With regard to levels of accessibility, the SPD categorises 'low access' as being those sites that are not within 15 minutes' walk of train services and 5 minutes' walk of bus services, or those that do not have very good access to bus services (defined as at least three different services, operating on at least 20 minute frequencies during the peak times). The proposed development would fall within the 'low access' category and therefore no reduction in the maximum standards would be applicable. A parking schedule for each development type is provided on the site plans at **Appendix B**.

5.8 In line with the published draft WDG, each space within the development measures a minimum of 2.5m x 5m and the garages also comply with identified dimensions. Cycle parking is to be provided within the curtilage of the residential dwellings and the garages provided.

Sport Pitch

5.9 Outline planning permission is being sought in relation to the proposed sports pitch. Consequently, details relating to the site layout and parking provision will be dealt with at reserved matters. At this stage however, a variety of parking provision has been shown on the site plan catering for different needs, including disabled bays, electric vehicle charging spaces, mini-bus spaces, motorcycle space and bicycle parking. The level of parking has been informed by early discussions and feedback from potential occupiers of the facility.

5.10 A priority T-junction serving the sports pitch is proposed onto the internal estate road, as shown on the site plans at **Appendix B**, and includes 5.5m wide access road along with a 2m wide footways.

6.0 SUSTAINABLE ACCESS

6.1 Foot/ cycle access to the proposed redevelopment would be achieved through the proposed vehicle access on to Rugby Road and via the pedestrian & cycle/ emergency access to the west also accessed off Rugby Road. In addition to these, there are pedestrian-only accesses to the west, north and east of the site. These connections will provide a good level of connectivity to the local area and nearby facilities.

6.2 It was previously agreed with WCC that the following off-site measures would be secured via condition/ obligation (as set out in WCC's response at **Appendix A**):

- A new signalised pedestrian crossing is proposed on Rugby Road to facilitate connections to/ from the local primary school. The proposals, which are shown on **Drawings 16115-09A** and **16115-09-1A** attached as **Appendix J**, were previously subject to a Stage 1 Road Safety Audit and this is attached as **Appendix K** along with the Designer's Response;
- In order to accommodate the new crossing, the existing bus stops on Rugby Road will be relocated and shall be upgraded to provide new shelters and an improved waiting environment;
- A contribution will be provided towards cycling infrastructure improvements and provision within the vicinity of the development site; and
- A contribution will be provided towards the provision of sustainable travel packs for each dwelling.

7.0 CONCLUSIONS

7.1 Overall, it is concluded that the revised proposals would have a negligible impact in terms of traffic generation and highways impact, and the findings of the original Transport Assessment are unchanged in this regard.

7.2 An updated review of personal injury collision data within the vicinity of the site has also been undertaken and supports the conclusions presented in the original Transport Assessment that there are no existing highway safety issues that would warrant mitigation as part of the redevelopment proposals.

7.3 The proposed vehicle access strategy is consistent with the approach previously agreed with the local highway authority and updated modelling demonstrates that the access junction would operate well within capacity in the future with the proposed development.

7.4 The layout of the site has been designed in accordance with relevant guidance and has been subject to swept-path analysis. Internal visibility has been reviewed based on a 20mph design speed and demonstrates that the required splays can be adequately accommodated by the site layout.

7.5 Overall, it is therefore concluded that the revised proposals are in full accordance with the transport policy tests for new developments as set out in the National Planning Policy Framework.

Figures

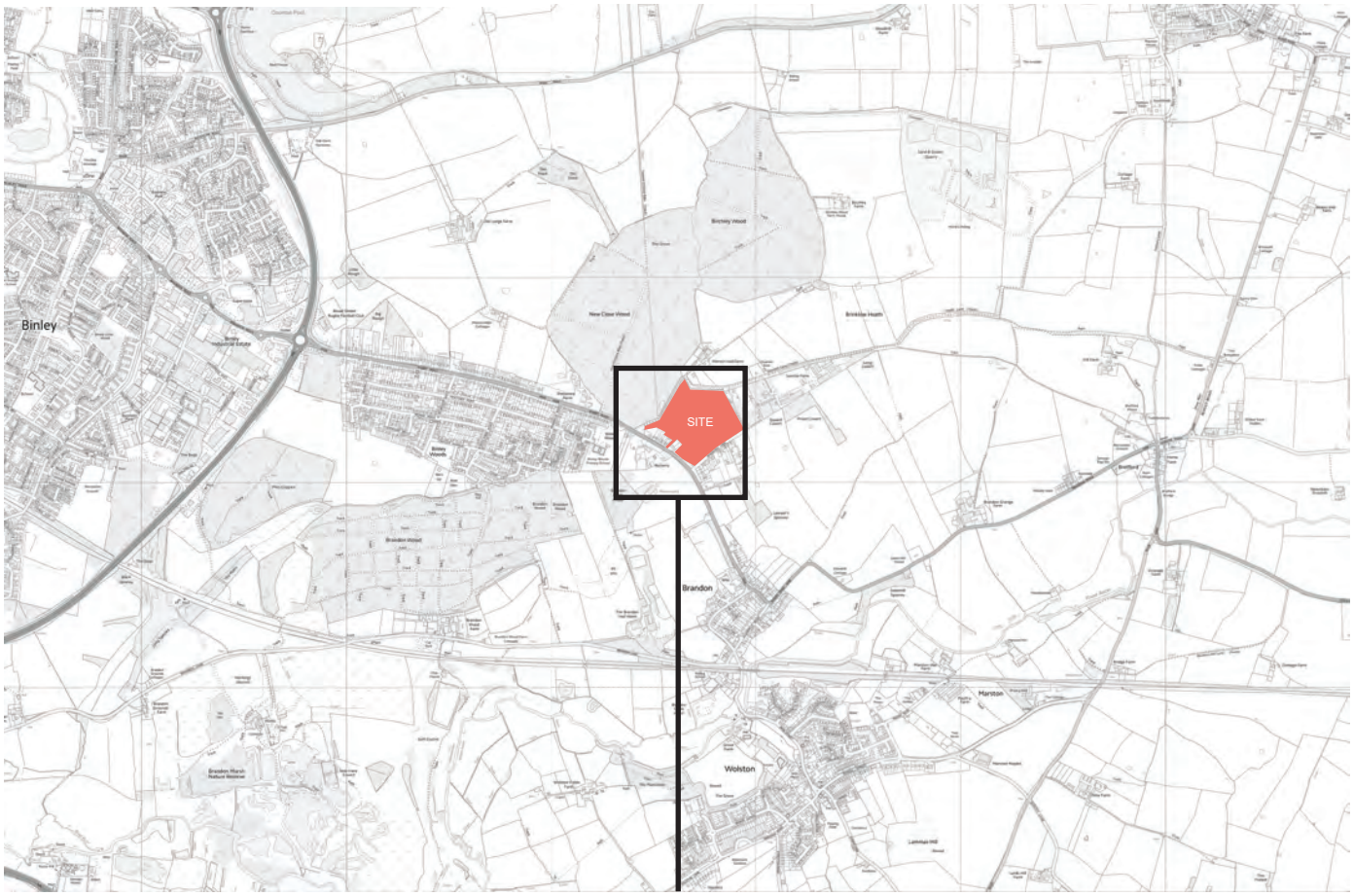

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Figure 1	Drawing No : 16115-07	Scale : NTS
Drawing Title	Site Location Plan	
Job Title	Coventry Stadium	
Client	Brandon Estates Ltd	

NORTH

Appendix A

Previous Highway Authority Response

Your ref: R18/0186
My ref: 180186

Communities

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Warwick
CV34 4SX

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bensimm@warwickshire.gov.uk
www.warwickshire.gov.uk

Ms Stephanie Chettle-Gibrat
Head of Growth & Investment
RUGBY BOROUGH COUNCIL
Town Hall
Rugby
CV21 2RR

FAO : Erica Buchanan

18th October 2018

Dear Ms Chettle-Gibrat

PROPOSAL: **Demolition of existing buildings and outline planning application for residential development of up to 137 dwellings (Use Class C3) including means of access from the Rugby Road, new open space and associated infrastructure. All other matters reserved.**
LOCATION: **Coventry Stadium, Rugby Road, Brandon.**
APPLICANT: **N/A**

Warwickshire County Council, hereby known as the 'Highway Authority', has undertaken a full assessment, of the planning application. Based on the appraisal of the development proposals, the supporting information and additional information in response to the Highway Authority letters dated the 21st March 2018 and 27th June 2018. Based on consideration or the additional information the Highway Authority revises its response to one of **no objection subject to conditions and planning obligations**. The justification for this decision is provided below.

ANALYSIS:
The planning application proposes the redevelopment of the Coventry Stadium on the Rugby Road in Brandon. The development proposals will result in the demolition of existing buildings on the site, to be replaced with 137 dwellings.

The planning application is an outline planning application, with all matters reserved except for access from the Rugby Road, new open space and associated infrastructure.

The development proposals have been assessed in accordance with the following guidance and policy documents.

Working for Warwickshire

- National Planning Policy Framework published by Department for Communities and Local Government in March 2012;
- National Planning Policy Guidance: Travel plans, transport assessments and statements in decision making published by the Department for Communities and Local Government in March 2014;
- DfT Circular 02/2013; Strategic Road Network and the Delivery of Sustainable Transport; and,
- Warwickshire Local Transport Plan 2011 – 2026, published by Warwickshire County Council in 2011

This section provides commentary on the analysis undertaken by the Highway Authority and the justification for the objection to the development proposals based on this assessment.

Access by Sustainable Modes:
Walking Provision:

The Highway Authority has considered the further information provided by the applicants transport consultants. Whilst the Highway Authority does not agree with all the comments provided, it is acknowledged that an objection cannot be maintained on this matter as the applicants are will to provide infrastructure which will provide betterment to the existing facilities.

The Highway Authority therefore accepts the principle of a pedestrian crossing facility to be provided in accordance with drawing number 16115-09. This would be delivered through Section 278 of the Highways Act 1980, and a suitable condition is identified below.

The Highway Authority therefore no longer objects to the application on this matter.

Cycling Provision:

The Highway Authority has re-consulted with the cycling officer on the concerns for cyclists welfare on the A428 Corridor, notably towards Coventry. The County Cycling Officer notes that to support the crossing and internally proposed routes a contribution is sought towards developing traffic free cycle links between the site and the local facilities that are detailed in the Design and Access Statement in Binley Woods. This will further contribute to modal shift away from the car for short journeys to local destinations.

The proposed development of Coventry Speedway needs to be connected to safe shared use facility and whilst it would be unreasonable to request funds to provide the full connection to Oakdale Road it is considered reasonable that S106 funds are sought to provide new shared use facility from the proposed crossing facility to the west of the site to Ferndale Road, a distance of 220m. This will enable new residents to safely access quiet residential roads and local facilities in Binley Woods.

A cost estimate for this route, based on current DfT guidance is £81,400. A cost estimate for the toucan crossing is £100,000. However as the signalised crossing is being provided via a Section 278 Agreement a contribution of £81,400 is sought from this development towards the above proposed new cycling infrastructure which will directly serve the site.

Public Transport Provision:
The Highway Authority has undertaken further consultation with the public transport team who have revised their position on the planning applications, and the bus provision. After discussion with the Highway Authority it has been concluded that a request for bus service improvements would not be CIL Compliant and therefore the Highway Authority concludes that the existing bus service provision is suitable to support the development.

However the Highway Authority does require the upgrading of the existing bus infrastructure to provide shelters and a better waiting environment. It is noted that the provision of a pedestrian crossing will require the existing bus stops to be relocated. Therefore the provision of the new shelters and bus stop infrastructure can be provided through the Section 278 Works for the implementation of the pedestrian crossing highlighted earlier in this response.

Based on the above the Highway Authority removes its objection to this element of the planning application.

SUMMARY & CONCLUSION:
The Highway Authority has undertaken a full assessment of the development proposals in accordance with national and local planning and transport policy. Based on the analysis the Highway Authority concludes that there are no justifiable grounds on which an objection on highway matters can be maintained.

The Highway Authority therefore revises its response to one of no objection subject to the following conditions and planning obligations.

Conditions:
The Highway Authority requests the following conditions to be put in place if the Planning Authority is minded to approve the planning application.

1. No construction will be undertaken until a Construction Management Plan which should contain a details to prevent mud and debris on the highway, a Construction Phasing Plan and HGV routing Plan is submitted and approved in writing by the Planning Authority.
2. Prior to first occupation the highway access arrangements shall be constructed and laid out and implemented in accordance with drawing number 16115-05 Rev C or another appropriate scheme, accepted by Warwickshire County Council and submitted and approved in writing by the Local Planning Authority.
3. Prior to first occupation the pedestrian crossing shall be constructed and laid out and implemented in accordance with drawing number 16115-09 REV A or another appropriate scheme, accepted by Warwickshire County Council and submitted and approved in writing by the Local Planning Authority.
4. Prior to first occupation the location of the bus stops shall be submitted and specification which is accepted by Warwickshire County Council, and shall be laid out, constructed and implemented in accordance with the accepted plans having been submitted and approved in writing by the Local Planning Authority.

Planning Obligations:
The Highway Authority requests the following financial obligations to be agreed if the Planning Authority is minded to approve the planning application.

1. Prior to occupation of the 50th dwelling Warwickshire County Council requires the provision of £81,400.00 towards cycling infrastructure improvements and provision within the vicinity of the development site.
2. Prior to occupation of the 25th dwelling the Highway Authority requires the sum of £10,275.00 for the provision of sustainable travel packs for each dwelling.

Yours Sincerely

Ben Simm

Ben Simm
Development Group

CC –

FOR INFORMATION ONLY
Councillor Timms – Earl Craven

Appendix B
Site Plans

Housetype	No.	Storey	Beds	Parking Spaces Per Dwelling	Sqft	Total Sqft
Open Market						
Montague	2	2	2	2	755	1,510
Crawford	18	2	2	2	769	13,842
Barwick	18	2.5	3	2	863	15,534
Beaufort	23	2	3	2	910	20,930
Ravenhurst	1	2	3	2/3	910	910
Carlton	5	2	3	2/3	1000	5,000
Cofton	7	2	3	3	1011	7,077
Freemont	11	2	4	3	1270	13,970
Tansley	4	2	4	3	1392	5,568
Olton	10	2	4	3	1519	15,190
Sub Total	**99**					**99,531**
Affordable (Rent)						
Crawford	7	2	2	2	769	5,383
Beaufort	4	2	3	2	910	3,640
Ravenhurst	3	2	3	2/3	910	2,730
Affordable (SO)						
Crawford	7	2	2	2	769	5,383
Beaufort	3	2	3	2	910	2,730
Ravenhurst	1	2	3	2/3	910	910
Sub Total	**25**					**20,776**
Grand Total:	**124**			**290 Spaces**		**120,307**

KEY

- Site Boundary
- Rented Housing
- Shared Ownership Housing
- Existing Trees
- Indicative New Planting
- Indicative Location of Attenuation Ponds & Basins
- Proposed Railing Boundary Treatment
- Proposed Hedgerows

Rev	Amendments	Date

Client
Brandon Estates Ltd

Project
Brandon Stadium, Speedway Lane

Drawing
Site Layout

Date	Purpose
June 2021	Planning

Scale	Drawing Size
1:500	@ A1

Project No.	Drawing No.	Revision
343A08	101	

N

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Architecture | Design | Conservation

The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd
-	-	-	-

LEGEND

Boundaries and Rights of Way

- Site Boundary
- Existing PROW- Footpath
- Existing PROW- Bridleway
- Existing PROW- Twelve O'Clock Ride

EXISTING ELEMENTS

- Existing Tree/ Hedgerow Planting

PROPOSED ELEMENTS

Planting

- Proposed Trees/ Hedgerow Planting around Boundary
- Proposed trees
- Proposed hedges
- Proposed Boundary Hedge & fence: the extent and alignment of new hedge will be subject to detailed condition survey of existing vegetation
- Wetland Planting
- Meadow Grassland
- Bunding
- Proposed Rain Garden
- Proposed Grass Planting
- Proposed Car Parking
- Proposed Overflow Parking

Surfacing and Paving

- Cycle/Footpath - Bitmac with crushed stone surface dressing
- Informal Path - Worn/Mown Grass
- Enhanced Highway Paving
- Enhanced Pedestrian Paving

Waterbodies

- Attenuation Ponds & Basins

Playspaces

- Play Area
- 3G ATP Pitch
- Trim Trail
- Sculpture / Public Art

Buildings

- Proposed Pavillion with Green Roof

0 15 30 60m

N

Project
Brandon Stadium
Coventry

Drawing Title
Illustrative Landscape Masterplan

Date	Scale	Drawn by	Check by
01/07/21	1:1000 @ A1	LA	RMcW

Project No	Drawing No	Revision
27510	001	I

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J:\27000\27510 - Brandon Stadium, Coventry\A4 - Dwgs & Registers\Landscape\Drawings\27510 - Illustrative Landscape Masterplan RevI.dwg - A1

Appendix C
TRICS Outputs

Calculation Reference: AUDIT-623801-201104-1119

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DV	DEVON	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
10	WALES		
	CF	CARDIFF	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Parking spaces
Actual Range: 62 to 110 (units:)
Range Selected by User: 23 to 210 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D2	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-07-L-01	GÔL CENTRES		CARDIFF
	LAWRENNY AVENUE			
	CARDIFF			
	LECKWITH			
	Edge of Town			
	Residential Zone			
	Total Parking spaces:		110	
	Survey date: FRIDAY		*27/09/19*	*Survey Type: MANUAL*
2	DV-07-L-01	GOALS		DEVON
	OUTLAND ROAD			
	PLYMOUTH			
	CENTRAL PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Parking spaces:		106	
	Survey date: WEDNESDAY		*18/07/12*	*Survey Type: MANUAL*
3	WM-07-L-01	POWERLEAGUE		WEST MIDLANDS
	PARK ROAD			
	HALESOWEN			
	Edge of Town			
	Industrial Zone			
	Total Parking spaces:		62	
	Survey date: WEDNESDAY		*29/11/17*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TOTAL VEHICLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	93	0.086	3	93	0.032	3	93	0.118
09:00 - 10:00	3	93	0.259	3	93	0.058	3	93	0.317
10:00 - 11:00	3	93	0.029	3	93	0.014	3	93	0.043
11:00 - 12:00	3	93	0.025	3	93	0.032	3	93	0.057
12:00 - 13:00	3	93	0.025	3	93	0.029	3	93	0.054
13:00 - 14:00	3	93	0.043	3	93	0.054	3	93	0.097
14:00 - 15:00	3	93	0.094	3	93	0.205	3	93	0.299
15:00 - 16:00	3	93	0.104	3	93	0.169	3	93	0.273
16:00 - 17:00	3	93	0.112	3	93	0.043	3	93	0.155
17:00 - 18:00	3	93	0.259	3	93	0.115	3	93	0.374
18:00 - 19:00	3	93	0.396	3	93	0.194	3	93	0.590
19:00 - 20:00	3	93	0.342	3	93	0.277	3	93	0.619
20:00 - 21:00	3	93	0.119	3	93	0.446	3	93	0.565
21:00 - 22:00	3	93	0.018	3	93	0.234	3	93	0.252
22:00 - 23:00	3	93	0.000	3	93	0.022	3	93	0.022
23:00 - 24:00	2	84	0.000	2	84	0.000	2	84	0.000
Total Rates:			1.911			1.924			3.835

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

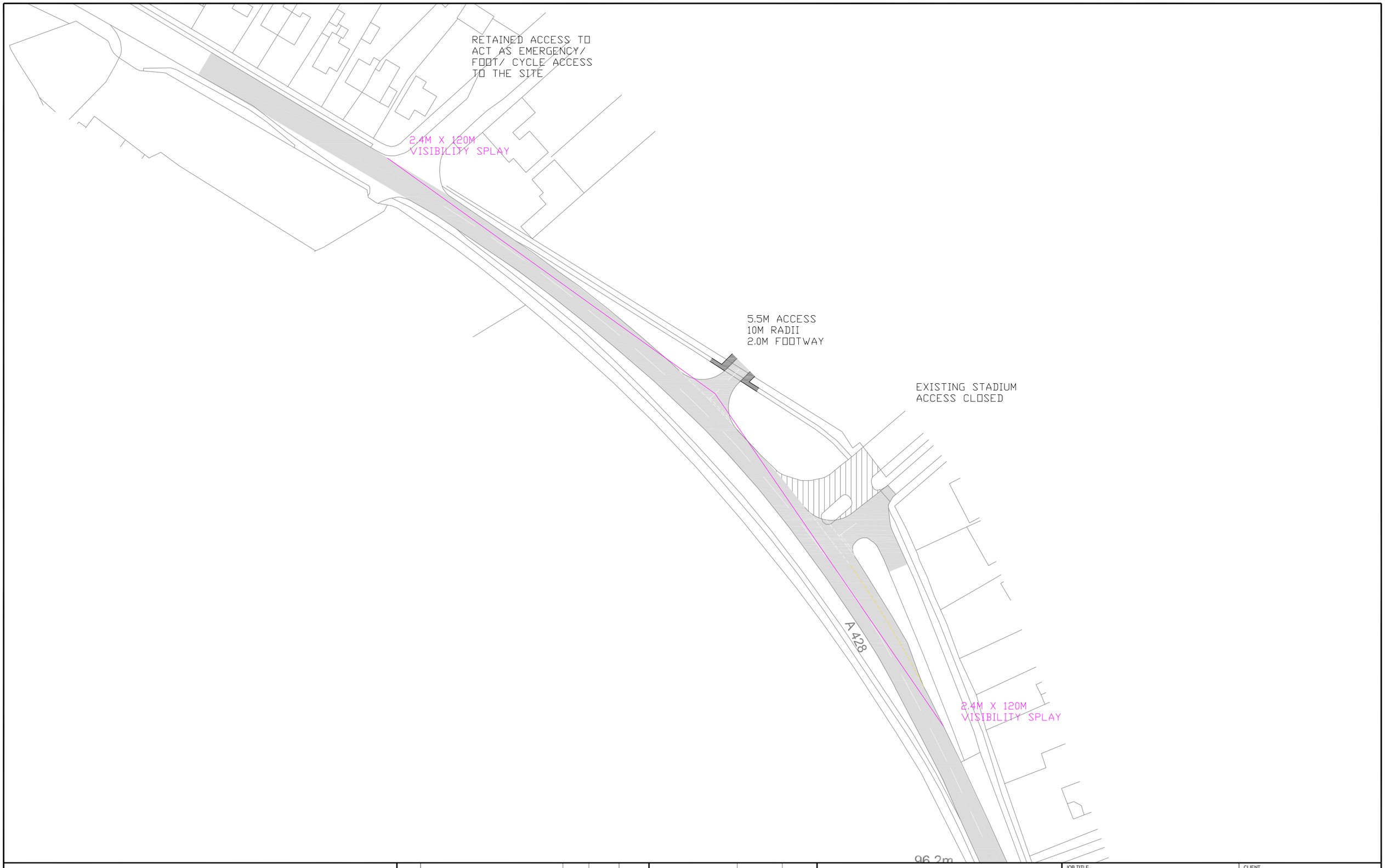
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	62 - 110 (units:)
Survey date date range:	01/01/12 - 27/09/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix D
Site Access Drawing



REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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JOB TITLE	CLIENT
Coventry Stadium	Brandon Estates Limited

DRAWING TITLE

Proposed Site Access

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	July17	16115–05	e

Appendix E

Site Access PICADY Results

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: Coventry Stadium_Site Access Assessment.j10
Path: P:\16000's\16115\Picady
Report generation date: 28/06/2021 10:59:01

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2026									
Stream B-AC	D3	0.2	15.15	0.18	C	D4	0.1	14.81	0.08	B
Stream C-AB		0.0	4.06	0.01	A		0.1	4.26	0.04	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Vehicle Access
Location	Binley Woods, Coventry
Site number	
Date	28/06/2021
Version	
Status	preliminary
Identifier	
Client	
Jobnumber	16115
Enumerator	DTA
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026	AM	ONE HOUR	07:45	09:15	15
D4	2026	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

(Default Analysis Set) - 2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		0.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.59	A

Arms

Arms

Arm	Name	Description	Arm type
A	A428 West (Rugby Road)		Major
B	Site Access, North		Minor
C	A428 East (Rugby Road)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			163.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	25	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	486	0.083	0.211	0.133	0.301
B-C	624	0.090	0.228	-	-
C-B	668	0.244	0.244	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	548	100.000
B		✓	47	100.000
C		✓	651	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	535
	B	36	0	11
	C	647	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	15.15	0.2	C
C-AB	0.01	4.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	362	0.098	35	0.1	11.009	B
C-AB	7	895	0.007	7	0.0	4.053	A
C-A	483			483			
A-B	10			10			
A-C	403			403			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	331	0.127	42	0.1	12.434	B
C-AB	9	945	0.010	9	0.0	3.843	A
C-A	576			576			
A-B	12			12			
A-C	481			481			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	289	0.179	51	0.2	15.115	C
C-AB	15	1019	0.014	15	0.0	3.580	A
C-A	702			702			
A-B	14			14			
A-C	589			589			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	289	0.179	52	0.2	15.150	C
C-AB	15	1019	0.014	15	0.0	3.583	A
C-A	702			702			
A-B	14			14			
A-C	589			589			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	331	0.127	43	0.1	12.469	B
C-AB	9	945	0.010	9	0.0	3.852	A
C-A	576			576			
A-B	12			12			
A-C	481			481			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	362	0.098	36	0.1	11.050	B
C-AB	7	895	0.007	7	0.0	4.059	A
C-A	483			483			
A-B	10			10			
A-C	403			403			

(Default Analysis Set) - 2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		0.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	677	100.000
B		✓	19	100.000
C		✓	620	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	33	644
	B	15	0	4
	C	610	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	14.81	0.1	B
C-AB	0.04	4.26	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	343	0.042	14	0.0	10.930	B
C-AB	16	862	0.019	16	0.0	4.257	A
C-A	451			451			
A-B	25			25			
A-C	485			485			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	310	0.055	17	0.1	12.270	B
C-AB	23	907	0.025	23	0.0	4.071	A
C-A	535			535			
A-B	30			30			
A-C	579			579			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	264	0.079	21	0.1	14.793	B
C-AB	36	973	0.037	36	0.1	3.838	A
C-A	647			647			
A-B	36			36			
A-C	709			709			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	264	0.079	21	0.1	14.806	B
C-AB	36	973	0.037	36	0.1	3.840	A
C-A	647			647			
A-B	36			36			
A-C	709			709			

17:45 - 18:00

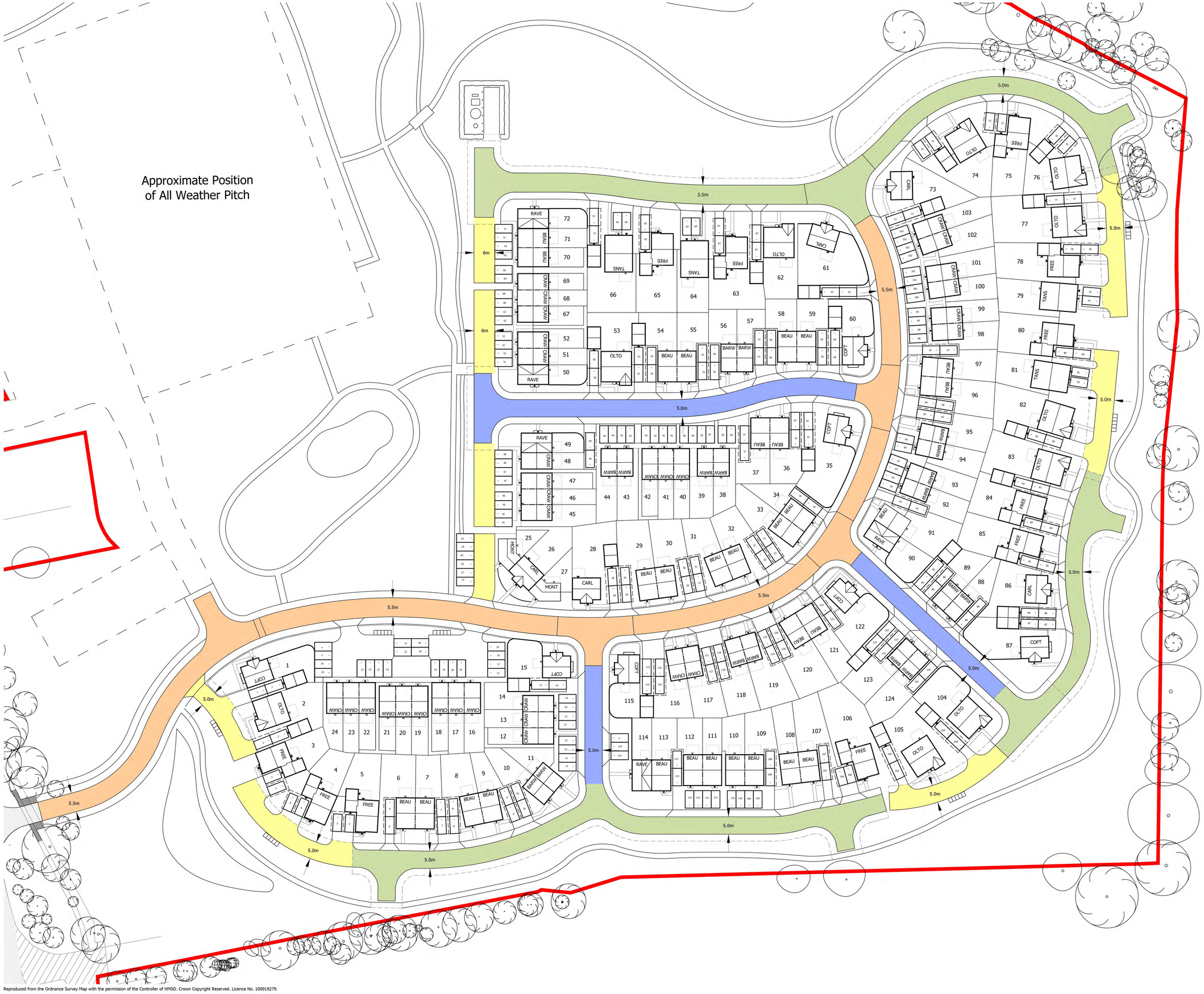
Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	310	0.055	17	0.1	12.286	B
C-AB	23	907	0.025	23	0.0	4.077	A
C-A	535			535			
A-B	30			30			
A-C	579			579			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	343	0.042	14	0.0	10.946	B
C-AB	16	862	0.019	16	0.0	4.261	A
C-A	451			451			
A-B	25			25			
A-C	485			485			

Appendix F

Road Hierarchy Plan



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Housetype	No.	Storey	Beds	Parking Spaces Per Dwelling	Sqft	Total Sqft
Open Market						
Montague	2	2	2	2	755	1,510
Crawford	18	2	2	2	769	13,842
Barwick	18	2.5	3	2	863	15,534
Beaufort	23	2	3	2	910	20,930
Ravenhurst	1	2	3	2/3	910	910
Carlton	5	2	3	2/3	1000	5,000
Cofton	7	2	3	3	1011	7,077
Freemont	11	2	4	3	1270	13,970
Tansley	4	2	4	3	1392	5,568
Olton	10	2	4	3	1519	15,190
Sub Total	**99**					**99,531**
Affordable (Rent)						
Crawford	7	2	2	2	769	5,383
Beaufort	4	2	3	2	910	3,640
Ravenhurst	3	2	3	2/3	910	2,730
Affordable (SO)						
Crawford	7	2	2	2	769	5,383
Beaufort	3	2	3	2	910	2,730
Ravenhurst	1	2	3	2/3	910	910
Sub Total	**25**					**20,776**
Grand Total:	**124**			**290 Spaces**		**120,307**

KEY

- Site Boundary
- Main Street (5.5m)
- Community Street (5.0m)
- Green Lane (5.0m)
- Private Drive (5.0m)

Rev	Amendments	Date

Client
Brandon Estates Ltd

Project
Brandon Stadium, Speedway Lane

Drawing
Road Hierarchy Plan

Date	Purpose
June 2021	Planning

Scale	Drawing Size
1:500	@ A1

Project No.	Drawing No.	Revision
343A08	102	

N

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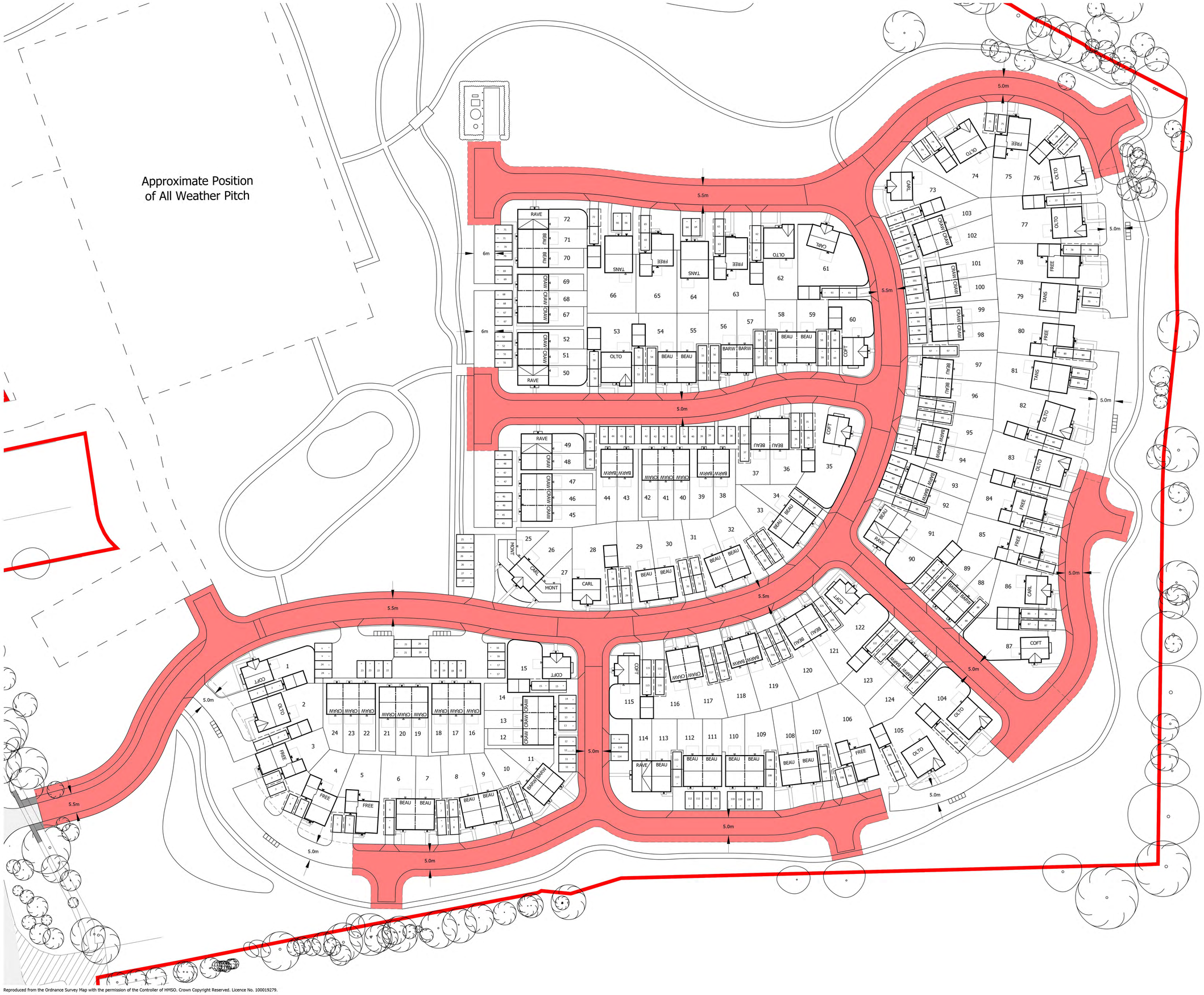
Architecture | Design | Conservation

Appendix G

Highway Adoption Plan



Housetype	No.	Storey	Beds	Parking Spaces Per Dwelling	Sqft	Total Sqft
Open Market						
Montague	2	2	2	2	755	1,510
Crawford	18	2	2	2	769	13,842
Barwick	18	2.5	3	2	863	15,534
Beaufort	23	2	3	2	910	20,930
Ravenhurst	1	2	3	2/3	910	910
Carlton	5	2	3	2/3	1000	5,000
Cofton	7	2	3	3	1011	7,077
Freemont	11	2	4	3	1270	13,970
Tansley	4	2	4	3	1392	5,568
Olton	10	2	4	3	1519	15,190
Sub Total	**99**					**99,531**
Affordable (Rent)						
Crawford	7	2	2	2	769	5,383
Beaufort	4	2	3	2	910	3,640
Ravenhurst	3	2	3	2/3	910	2,730
Affordable (SO)						
Crawford	7	2	2	2	769	5,383
Beaufort	3	2	3	2	910	2,730
Ravenhurst	1	2	3	2/3	910	910
Sub Total	**25**					**20,776**
Grand Total:	**124**			**290 Spaces**		**120,307**

KEY

Site Boundary

Adoptable Area

Rev	Amendments	Date

Client
Brandon Estates Ltd

Project
Brandon Stadium, Speedway Lane

Drawing
Highways Adoptability Plan

Date	Purpose
June 2021	Planning

Scale	Drawing Size
1:500	@ A1

Project No.	Drawing No.	Revision
343A08	103	

N

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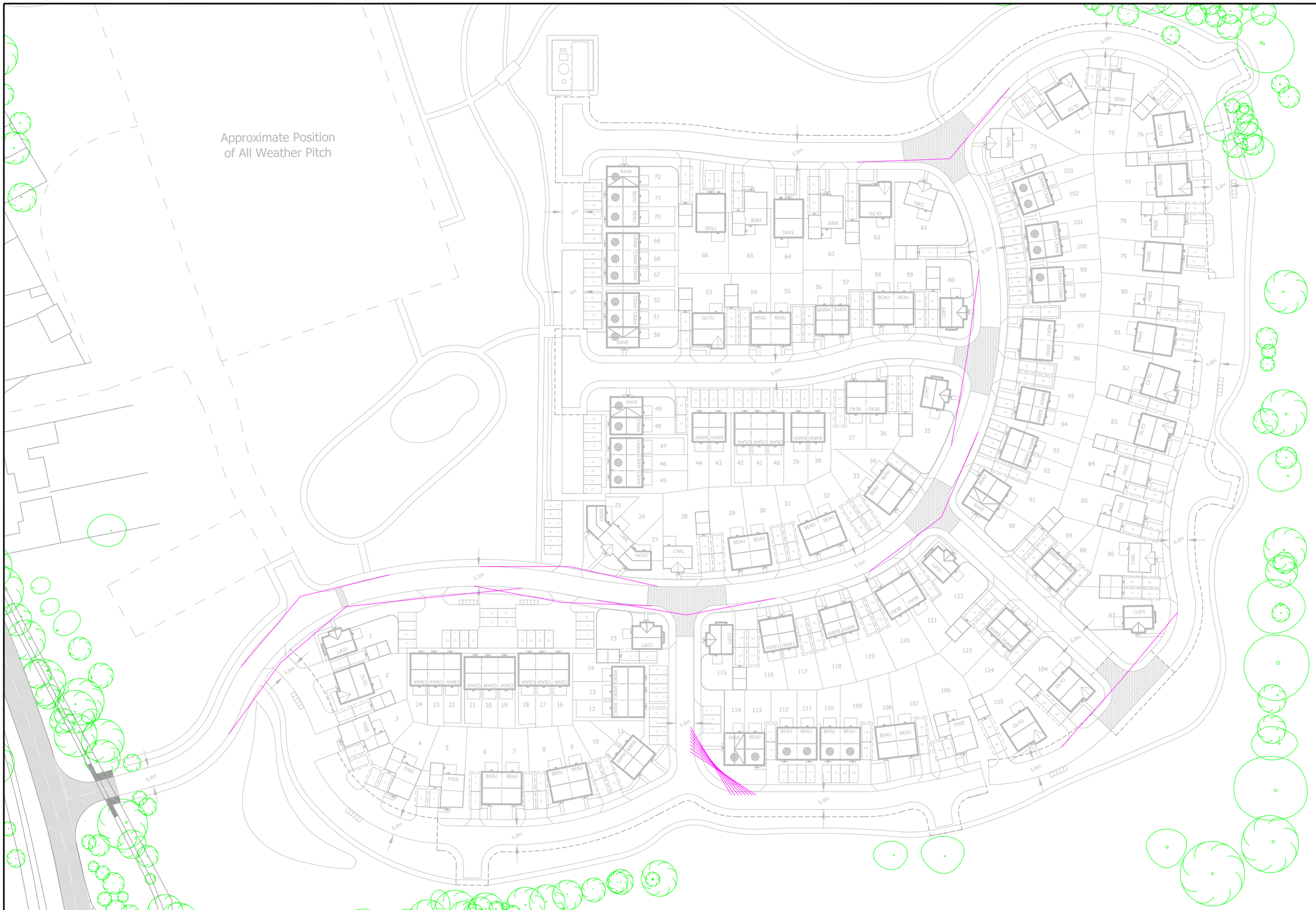
Appendix H

Internal Visibility Splays



REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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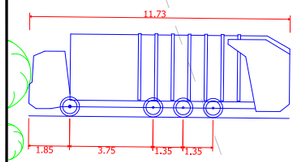
JOB TITLE	CLIENT
Coventry Stadium	Brandon Estates Ltd

DRAWING TITLE

Visibility Splays
2.4m x 25m

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:1000@A3	TM	05.07.21	16115–17	

Appendix I
Swept-path Analysis



Mercedes Econic Refuse Vehicle (SDC)	
Overall Length	11.730m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Max Steering Angle (Virtual)	33.00°

Approximate Position
All Weather Pitch

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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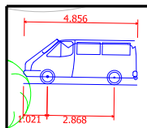
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	Coventry Stadium
CLIENT	Brandon Estates Ltd
DRAWING TITLE	Swept-path Analysis Large Refuse Vehicle
SCALE	1:1000@A3
DRAWN BY	TM
DATE	05.07.21
DRAWING No	16115-15
REVISION	



MPV (2006)	
Overall Length	4.856m
Overall Width	1.860m
Overall Body Height	1.919m
Min Body Ground Clearance	0.300m
Max Track Width	1.779m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.700m

Approximate Position
All Weather Pitch

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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Fax: +44(0)1564 793983
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JOB TITLE	CLIENT
Coventry Stadium	Brandon Estates Ltd

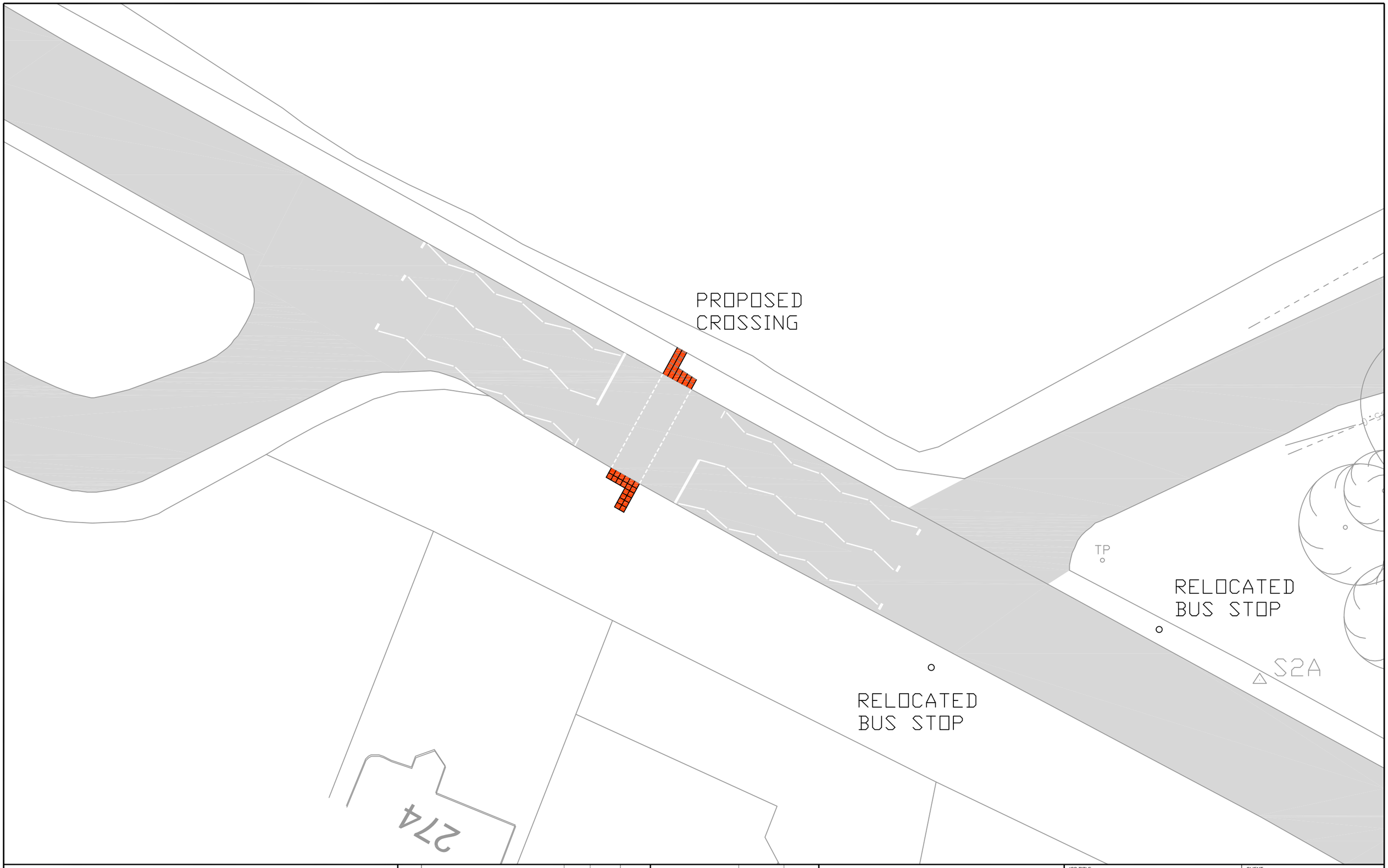
DRAWING TITLE

Swept-path Analysis
MPV

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:1000@A3	TM	05.07.21	16115-16	

Appendix J

Signalised Pedestrian Crossing Plans



REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
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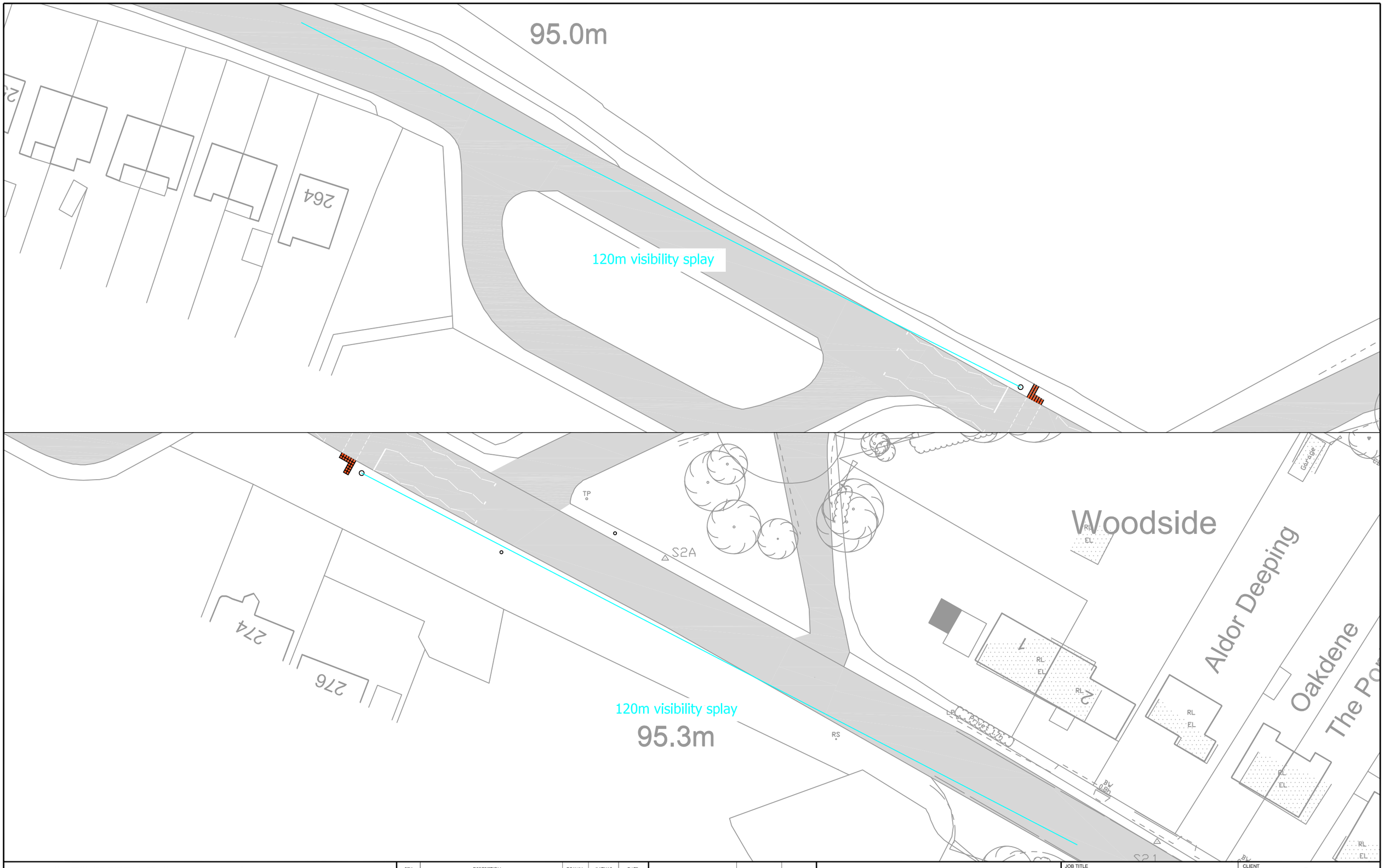
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	CLIENT
Brandon Stadium	Investing Brandon Ltd

DRAWING TITLE

Proposed Pedestrian Crossing

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/250@A3	BP	July18	16115–09	A



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JOB TITLE	CLIENT
Brandon Stadium	Investing Brandon Ltd

DRAWING TITLE

Proposed Pedestrian Crossing
Visibility Splays

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/500@A3	TM	July18	16115–09–1	A

Appendix K

Signalised Pedestrian Crossing Stage 1 RSA and Designer's Response

Land at Coventry Stadium, Brandon

Designer's Response to Stage 1 RSA of Proposed Pedestrian Crossing

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transport planning consultants

1.0 INTRODUCTION

1.1 This report sets out the design office response to the results of a Stage 1 Road Safety Audit report in relation proposals for a new pedestrian crossing point associated with the redevelopment of Coventry Stadium to provide up to 137 dwellings. The Stage 1 RSA was undertaken by Mott Macdonald and their audit report is attached as **Appendix A**.

2.0 ITEMS RAISED AT STAGE 1 AUDIT

2.1 **Problem 1.01**

Location: Proposed signalised crossing point.

Summary: Existing vegetation may impede street lighting and visibility to traffic signals.

Recommendation

It is recommended that lighting levels are assessed and vegetation clearance undertaken if necessary to provide suitable lighting at the crossing. Forward visibility to traffic signals should also be assessed and vegetation clearance undertaken if necessary to provide unrestricted forward visibility to the proposed traffic signals.

Designer's Response

The auditor's recommendation is accepted. As part of the installation works, measures to keep the forward visibility and lighting permanently clear of vegetation can be undertaken. However, it is the local highway authority's responsibility to maintain land within the adopted highway, including keeping necessary infrastructure clear of obstruction. A plan showing forward visibility to the proposed traffic signals is attached as **Appendix B**.

Appendix A

MOTT MACDONALD

Coventry Stadium, Brandon Pedestrian Crossing Point

Road Safety Audit
Stage 1

19 July 2018

David Tucker Associates

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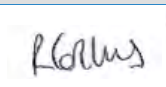
Coventry Stadium, Brandon Pedestrian Crossing Point

Road Safety Audit
Stage 1

19 July 2018

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	19/07/2018	T J Blaney	R J Collins	J T Pearson	First Issue
					

Information class: Standard

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Contents

1 Introduction

This report describes a Stage 1 Road Safety Audit carried out on the proposed provision of a new signal controlled pedestrian crossing on the A428 associated with the proposed redevelopment of land formerly occupied by Coventry Stadium.

The audit was carried out at the request of David Tucker Associates.

The audit took place at the Bristol office of Mott MacDonald and consisted of a detailed examination of the submitted documentation and drawings listed in **Appendix A**.

It is confirmed that this is a Stage 1 Road Safety Audit and that the audit was undertaken upon completion of the preliminary design work.

The Road Safety Audit Team as approve the Project Sponsor, Tom Mais, consisted of:

Tim Blaney	BSc (Hons), CMILT, MCIHT, MSoRSA (Certificate of Competency in Road Safety Audit, July 2012) Audit Team Leader, Mott MacDonald
Rachael Collins	BA (Hons), MSc (Certificate of Competency in Road Safety Audit, July 2016) Audit Team Leader, Mott MacDonald

The Audit Team visited the site of the proposed works together on Wednesday 18th July 2018 at 09:50 hrs. During this visit the weather was fine and the road surface dry. Traffic conditions were free flowing. No pedestrian or cycle activity was observed in the vicinity of the site.

This Road Safety Audit was carried out in accordance with The Institution of Highways and Transportation's Road Safety Audit Guidelines and based upon Highways England's Departmental Standard HD19/15. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

The comments and suggestions for road safety improvements made in this report seek to address matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme. Consequently, the auditors accept no responsibility for the design or construction of the scheme.

All the issues raised in this report are considered to be required for action. The comments contained in the report are based on safety related concerns and as such the design engineer will need to consider carefully how to respond to each of the issues. The Audit Response Report to the audit should be completed by the Design Team and kept on file for future reference.

The Road Safety Audit Team was responsible for the completion of two Stage 1 Road Safety Audits (Doc. Ref: 382187/TPN/ITD/048/A and 382187/TPN/ITD/075/A) on the access arrangements for the proposed development. As part of this process, a comprehensive Transport

Assessment containing Personal Injury Collision data, traffic flows and scheme proposals was provided to, and reviewed by, the Audit Team.

A Key Plan indicating the location of any identified safety related issues is provided in **Appendix B**.

Scheme Description

It is proposed that land formerly occupied by Coventry Stadium be redeveloped with up to 137 residential dwellings constructed. As part of the development, it is proposed that a new signal controlled pedestrian crossing is provided on the A428 in the vicinity of the existing primary school.

To accommodate the controlled crossing, existing bus stops will be relocated eastwards.

2 Items Raised this Stage 1 Audit

This section describes road safety related issues identified by the Audit Team that are associated with the scheme as presented in **Appendix A**. A reference key plan is shown in **Appendix B**.

2.1 Problem 1.01

Location: Proposed signalised crossing point.

Summary: Existing vegetation may impede street lighting and visibility to traffic signals.

On the northern side of the A428, several mature Oak trees are present at the back of the footway. Foliage from these trees appears to be obstructing existing street lighting units and may be having a detrimental impact on street lighting. Insufficient lighting levels may increase the risk of collisions between crossing pedestrians and approaching vehicles. Furthermore, foliage may restrict forward visibly to traffic signals located on the northern side of the A428 increasing the risk of vehicles failing to stop, resulting in possible collisions with crossing pedestrians.

Figure 1: Proposed location of signal controlled crossing point.

Source: <Insert Notes or Source>

Recommendation

It is recommended that lighting levels are assessed and vegetation clearance undertaken if necessary to provide suitable lighting at the crossing. Forward visibility to traffic signals should also be assessed and vegetation clearance undertaken if necessary to provide unrestricted forward visibility to the proposed traffic signals.

3 Audit Team Statement

We certify that this audit has been carried out in accordance with The Institution of Highways and Transportation's Road Safety Audit Guidelines and based upon Highways England's Departmental Standard HD19/15

Road Safety Audit Team Leader

T J Blaney BSc (Hons), CMILT, MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit, July 2012)

Signed:

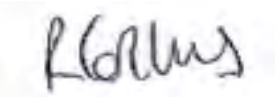
Date: 19th July 2018

Principal Road Safety Engineer
Mott MacDonald
10 Temple Back
Bristol
BS1 6FL

Road Safety Audit Team Member

R J Collins BA (Hons), MSc
(Certificate of Competency in Road Safety Audit, July 2016)

Signed:



Date: 19th July 2018

Senior Road Safety Engineer
Mott MacDonald
9 Portland Street
Manchester
M1 3BE

Appendices

A. List of Drawings & Documents Examined

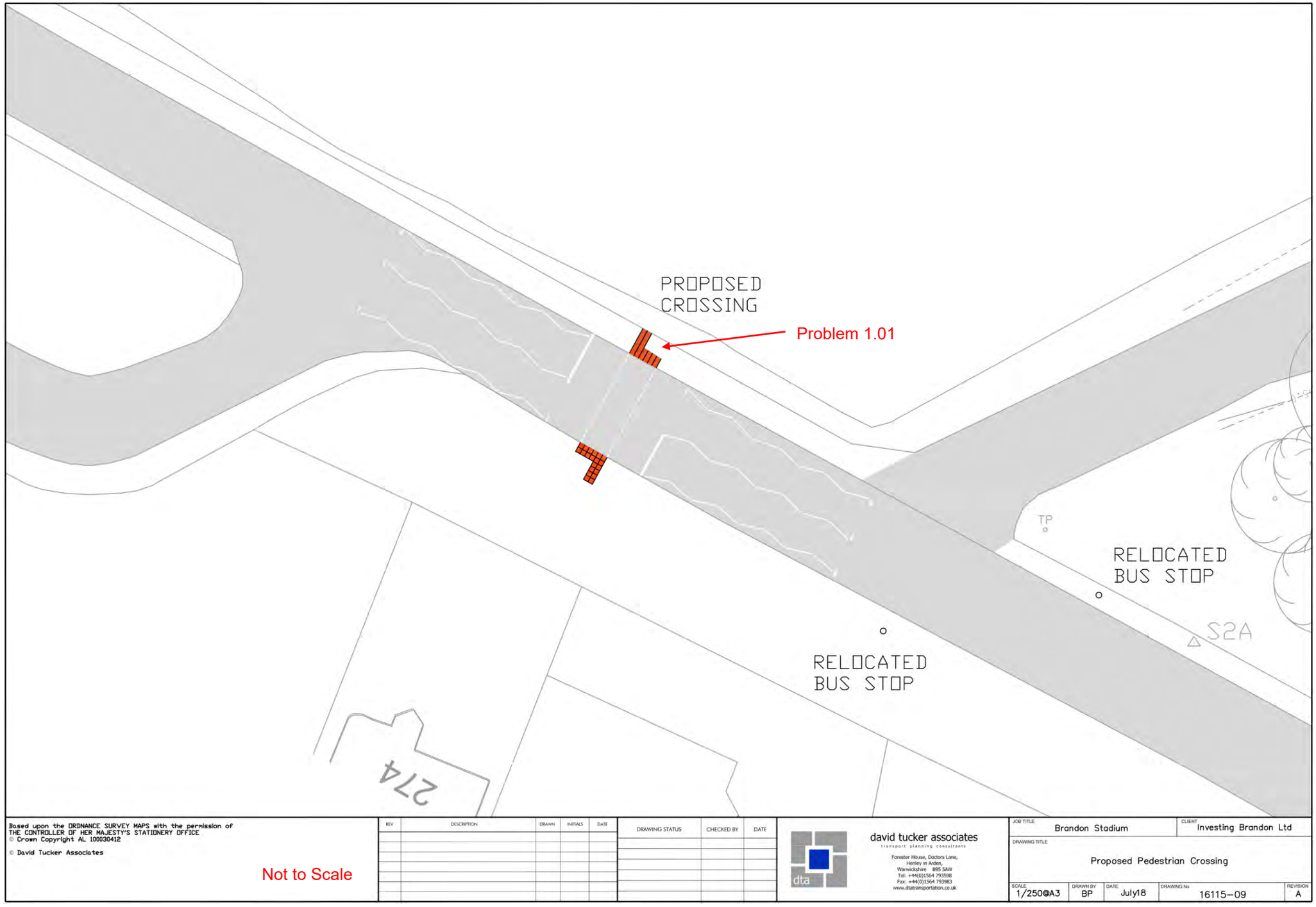
The following drawings and documents were examined as part of this Road Safety Audit.

Table 1: Drawings

Drawing Number	Revision	Drawing Title
16115-09	A	Proposed Pedestrian Crossing
27510 9401	C	Illustrative Masterplan

Source: David Tucker Associates

B. Key Plan – Coventry Stadium Pedestrian Crossing, Brandon



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DRAWING TITLE	Proposed Pedestrian Crossing		
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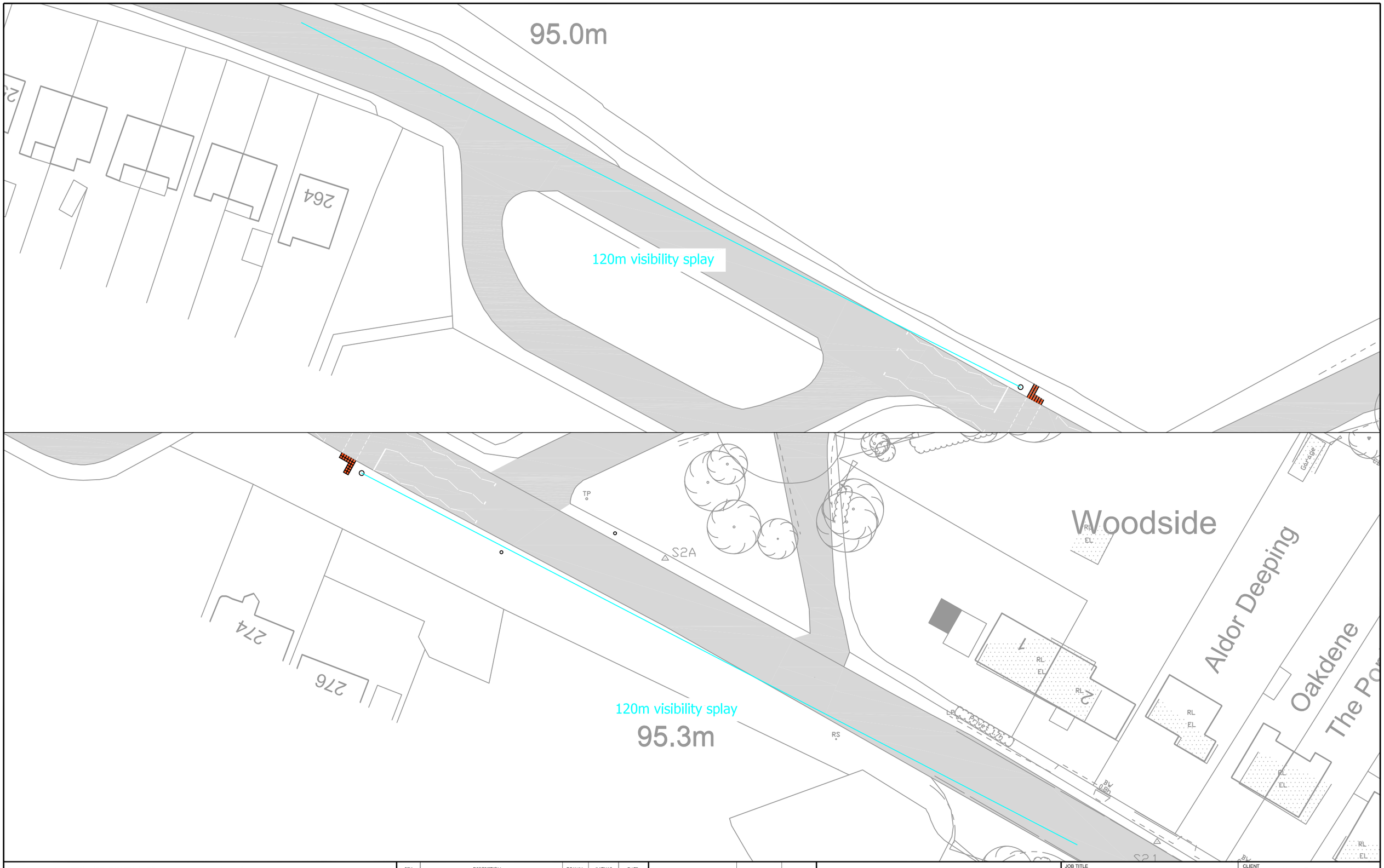
REVISION	A		

Appendix B



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