

1.0 LOCAL AREA AND SURROUNDING ROAD NETWORK

- 1.1 The site sits approximately 7km to the southeast of Coventry city centre and approximately 650m and 1.5km to the east and west of the residential areas of Ryton on Dunsmore and Wolston respectively. The site is bound by Wolston Lane to the north, by the Coventry University Ryton Gardens development to the east, by open land and the A45 London Road dual carriageway to the south and by the A45 London Road / Wolston Lane roundabout to the west.
- 1.2 To the north of the site, Wolston Lane is relatively straight in orientation and provides a single carriageway in each direction. Wolston Lane is subject to a 60mph speed restriction for the majority of the site frontage, but this reduces to 50mph towards the southwestern boundary of the site on the approach to the A45 London Road / Wolston Lane junction known as the 'Ryton Roundabout'.
- 1.3 The site provides excellent access to the local, principal and wider strategic road network. Access to the A45 London Road dual carriageway is via the roundabout junction immediately to the west of the site. From this roundabout, the A45 continues east for approximately 7.5km to join the strategic road network at the M45 Thurlaston Interchange roundabout.
- 1.4 To the west of the site, the A45 continues for approximately 3km northwest to meet the A46 Stonebridge Hayway, which provides an outer bypass around the boundary of Coventry. From here the eastern element of the bypass continues north for approximately 7.5km and provides access to J2 of the M6. Alternatively, the bypass continues west around the southern boundary of Coventry to provide an alternative link to the M6 at J4.
- 1.5 The dualling of the A45 in the vicinity of the site and the direct links to the wider strategic road network ensures appropriate capacity is provided to accommodate potential development traffic.

Accessibility

- 1.6 In terms of walking and cycling, there is an existing shared footway/cycleway provided on the northern side of Wolston Lane immediately to the north of the site. This shared facility continues west to the Ryton Roundabout where uncontrolled crossings are provided across all arms of the junction. These crossings facilitate access to the wider pedestrian/cycle/shared route network which continues south into the residential area of

Ryton on Dunsmore and west adjacent to the A45 towards Coventry.

- 1.7 To the east of the site the shared footway/cycle continues to provide a sustainable travel link into the residential area of Wolston.
- 1.8 In terms of public transport, the closest stops to the site are provided on Leamington Road in Ryton on Dunsmore approximately 750m to the south of the site. These stops are served by route numbers 25/25A/25X which combine to provide up to 6 two-way services between Coventry and Rugby during the day Monday – Saturday.
- 1.9 Discussions with the key bus service operators will take place regarding potential extensions and enhancement to existing routes to bring services in to or closer to the site via the potential provisions of new stops on Wolston Lane
- 1.10 In terms of access to local facilities, a Primary School, convenience store and a number of public houses are provided in Ryton on Dunsmore to the west of the site. Sustainable access to these facilities is via the shared footway/cycleway and existing crossing points over the A45 London Road. Further local facilities are provided in the residential area of Wolston to the northeast of the site including a Primary School, doctors surgery, convenience stores, public houses, Wolston Village Hall and Library.
- 1.11 To ensure that a sustainable development can be provided, appropriate crossing facilities would be provided as part of the wider site access design to facilitate safe pedestrian and cycle movements between the existing shared walking/cycle facility on Wolston Lane and the site.

Vehicle Access to Site

- 1.12 Given that the site is bound by Wolston Lane to the north and the A45 London Road to the south, there is the potential to provide access from two sides of the site. However, at this time, it is anticipated that the preferred access solution could come from Wolston Lane to the north.
- 1.13 An initial access design appraisal has been undertaken to inform the master planning work to date. This appraisal indicates that the preferred access solution could take the form of a ghost island right turn lane with Wolston Lane. This access design would allow appropriate capacity to accommodate larger HGV vehicles that could be associated with the proposals

whilst having only a limited impact on the through vehicle movements on Wolston Lane.

- 1.14 Initial design work indicates that an appropriate access, in line with the geometric requirements set out in the Department for Transport, Design Manual for Roads and Bridges (DMRB) CD123 document could be provided into the site. In addition, it is also anticipated that the access can be provided with appropriate visibility splays without the requirement for third party land.
- 1.15 The final form of the site access junction or junction would be agreed through early stage detailed discussions with the Local Highway Authority and would be informed by traffic capacity modelling to ensure that the proposals did not impact on the operation of the Wolston Lane or the wider A45 road network.
- 1.16 Any agreed junction would conform with national and local highway design standards and be supported by independent Road Safety Audits. The final access design would also provide appropriate pedestrian and cycle access as well as appropriate crossing facilities between the site and the existing footway/cycleway network to the north of the site.
- 1.17 An initial sketch which shows the potential ghost island right turn lane option that could provide access to the site is shown at **Figure 1**.

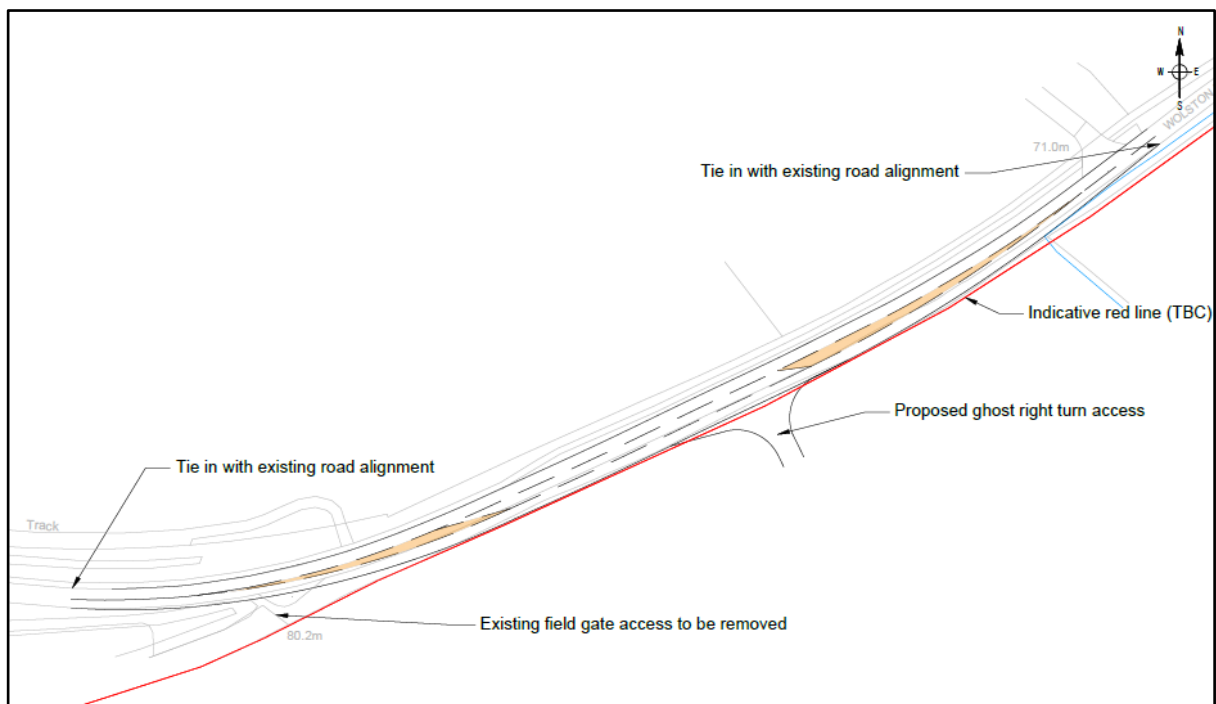


Figure 1: Potential Ghost Island Right Turn Lane Access Junction

2.0 CONSTRAINTS AND OPPORTUNITIES

2.1 As set out, above, the site is accessible by a number of more sustainable travel methods including walking and cycling and it is considered that an appropriate vehicle access in line with local and national design guidance can be provided to serve the site. However, there are a number of wider constraints and opportunities that should be considered when reviewing the overall suitability of the site to accommodate employment land uses. These are set out below with a potential solution or mitigation for each of the 'constraints' set out in the following 'opportunities' bullet points.

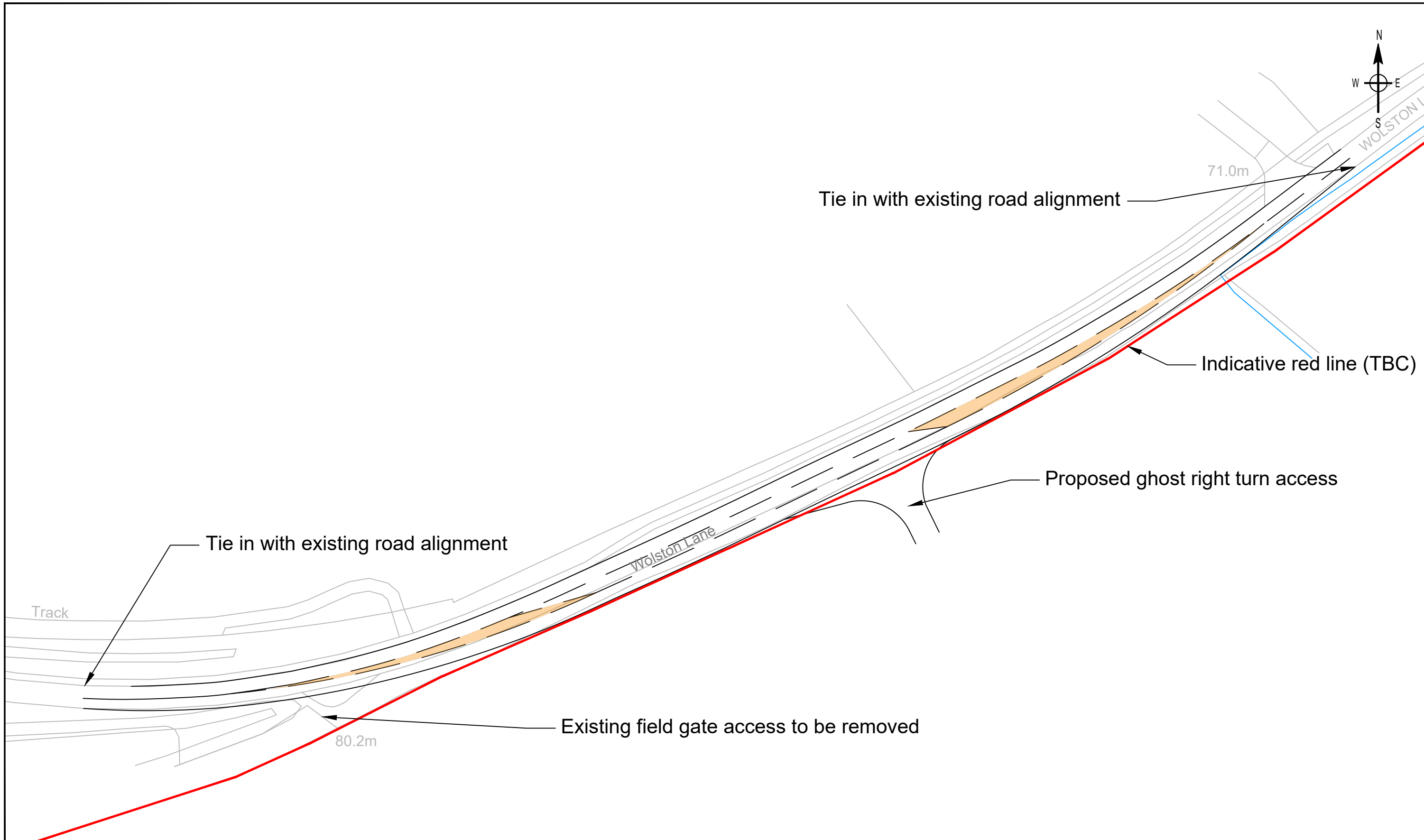
Constraints

- Site is located outside of the wider residential areas;
- The shared pedestrian/cycle link on the norther side of the Wolston Lane carriageway does not meet current design standards;
- Existing pedestrian/crossing points over the A45 London Road roundabout junction are uncontrolled and may not be attractive to all; and
- Bus services in the surrounding area are limited.

Opportunities

- 2.2 The location of the site allows for excellent connections to the primary and wider strategic road network;
- The existing shared footway/cycleway adjacent to the site could be widened and improved as part of the proposals to improve connections between surrounding residential areas. This would benefit existing residents as well as potential new employees working at the site;
 - The existing crossing points across the A45 London Road could be improved as part of any development to benefit existing residents and new employees;
 - The existing bus services could, if appropriate be improved including with the provision of new bus stops on Wolston Lane; and
 - A 'to standard' access can be provided into the site without the requirement of third-party land.

10mm
0
-10mm



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REV		DR	CH	AP	DATE

PROJECT
RYTON FIELDS FARM

CLIENT
S&D POSTLETHWAITE

DRAWING TITLE
PROPOSED ACCESS SKETCH

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
BL	JN	JN	29.01.24	1:1,000	PLANNING



S&D SUSTAINABLE DEVELOPMENT AND DELIVERY

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WA5331-1PD-001	-

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