Lidl Great Britain Ltd

Lidl, Holyhead Road

Transport Assessment

March 2021

Project Code: 5003

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Prepared for

Lidl Great Britain Ltd

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Appendices

1 Introduction

1.1 Background

1.1.1 PJA has been commissioned by Lidl Great Britain Limited to prepare a Transport Assessment (TA) to accompany a detailed planning application for the redevelopment of part of the former LTI Vehicles Ltd site for a Lidl foodstore.

1.1.2 This TA aims to identify the travel patterns associated with the development and examines the likely transport implications on the surrounding area. This TA has been prepared in accordance with '*Travel Plans, Transport Assessments and Statements in decision taking'* guidance prepared by the Department for Transport.

1.1.3 A separate Travel Plan (TP) has been prepared in conjunction with this report to accompany the application. The principal objective of this TP will be to reduce the number of single occupancy vehicle trips to, and from the site.

1.2 Planning Context

1.2.1 The site has been cleared of all of its former factory buildings (LTI Vehicles Ltd) and is allocated in the CCC Local Plan under Policy H2:12 for 110 dwellings. Part of this site is currently subject of an application for residential development with access from the A4114 Holyhead Road (FUL/2020/1142). At the time of writing this report, a decision on this application has not been made.

1.2.2 A planning application has also been submitted to extend the multi-storey car storage area of the BMW showroom to the east of the application site (FUL/2020/1143). At the time of writing this report, a decision on this application has not been made.

1.2.3 A third planning application has been submitted to alter the access road from A4114 Holyhead Road (FUL/2020/1141). At the time of writing, a decision on this application has not been made. This application seeks to change the access road as follows:

- Reconfigure the Sytner BMW access to provide a one-way entrance and exit from the site;
- Provide a 6.5m wide carriageway to the south of the Lidl access; and
- Provide a 5.5m wide carriageway to the north of the Lidl access to provide access into residential element of the site, with traffic calming to reduce vehicle speeds and deter commercial HGV traffic from entering the residential site.

1.2.4 In addition, these applications are proposing to provide a footway and two-way cycleway on the northbound side of the access road continuing through the proposed residential development. This will provide a link for both pedestrians and cyclists through the wider site between A4114 Holyhead

Road and Barker's Butts Lane. This route would form part of the wider cycle aspirations connecting the Eastern Green development with Coventry City Centre and to the Coundon Road/Barker's Butts Lane cycle scheme.

1.2.5 It is understood that there are ongoing discussions regarding the access road provision and the accompanying cycle facilities but for the purposes of this application, we assume the information submitted most recently is adopted.

1.3 Report Structure

1.3.1 The remainder of this report contains the following sections:

- **Section 2** provides a summary of the relevant local, regional, and national policy guidance;
- **Section 3** describes the existing situation in terms of the highway network, accident data and multi-modal accessibility;
- **Section 4** provides details of the proposed development;
- **Section 5** provides the trip generation and assignment for the site; and
- **Section 6** summarises the findings and draws conclusions.

2 Policy Context

2.1 Introduction

2.1.1 This section of the report sets out the policy context in relation to the site at national, regional and local levels. The summary section at the end of the second stipulates how this development will accord with the policies.

2.2 National Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England. It articulates the Government's vision of sustainable development which should be interpreted and applied locally to meet local aspirations.

2.2.2 Section 9 of NPPF covers '*Promoting sustainable transport*', relevant elements of which are summarised below.

2.2.3 The NPPF advises in Paragraph 108 that developments should:

- Provide appropriate opportunities to promote the take up of sustainable transport modes, taking into consideration the type of development and location;
- Ensure safe and suitable access to the site can be achieved for all users; and
- Cost effectively mitigate, to an acceptable degree, any significant impacts from the development on the transport network (in terms of capacity and congestion) and highway safety.

2.2.4 Paragraph 110 of NPPF goes on to specify that applications should:

- *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations".*

2.2.5 Paragraph 111 states that:

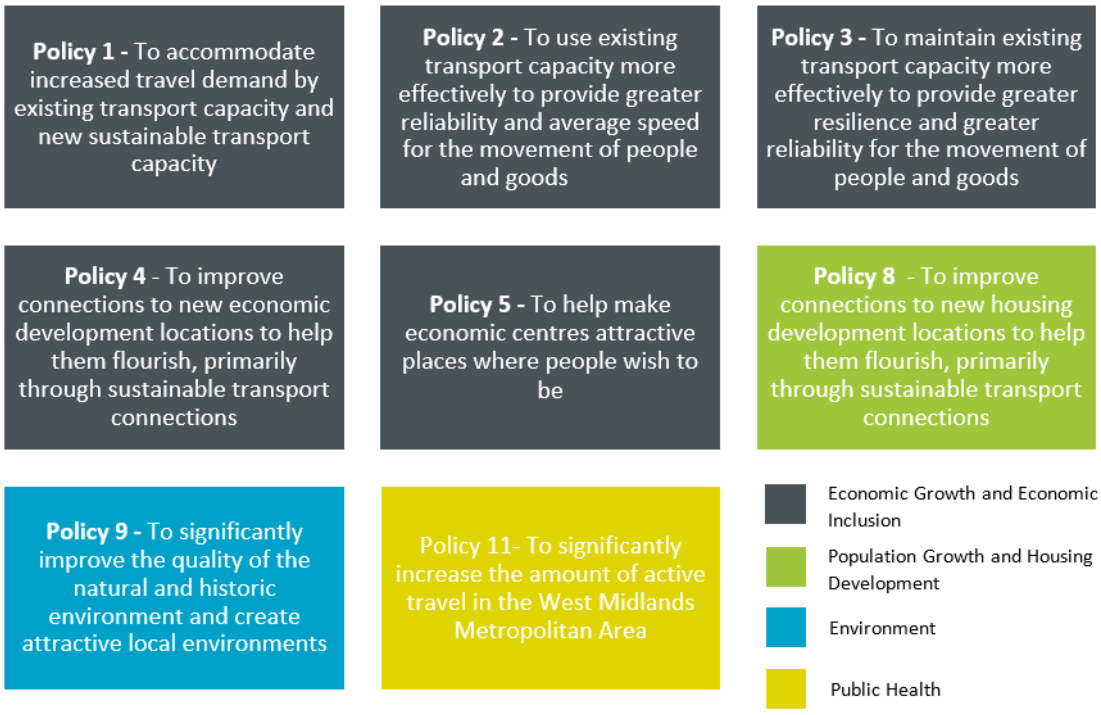
"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should also be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"

2.3 Regional Policy

West Midlands Strategic Transport Plan

2.3.1 This document provides a transport strategy for the wider West Midlands Metropolitan Area. It sets out the long-term approach to guide improvements in the region over a 20-year period.

2.3.2 There are nine objectives for the Strategic Transport Plan, which are supported by 15 transport policies. Those of relevance to the proposed development are set out below:



2.4 Local Policy

Coventry Local Plan 2016

2.4.1 The Coventry Local Plan was adopted in December 2017 and sets out the city's vision:

"Coventry – A top ten City that is globally connected and locally committed".

2.4.2 Policy AC1 (Accessible Transport Network) refers to the need for local people to have good access to the jobs and services that they need. It states that proposals should integrate with existing transport networks including roads, public transport and walking and cycling routes to promote access by a choice of modes, taking into consideration the transport and accessibility needs of all.

2.4.3 Policy AC2 (Road Network) outlines how new developments should assess their impact on the existing road network. It states that traffic growth should be mitigated and managed to ensure that there are not unacceptable impacts on traffic congestion, highway safety problems and air quality.

2.4.4 Within Policy AC3 (Demand Management) the requirements for Transport Assessments and Travel Plans are set out. It also provides car and cycle parking standards, based on the city centre and outer city zones. The proposed development is within the outer city zone.

Table 2-1: Car and Cycle Parking Standards (maximum)

Use Class	Outer City Maximum Car Parking Spaces	Inner and Outer City Cycle Parking Spaces
A1 - Shops (m2) Food	1 per 25m^2	Customers – 1 per 200 m^2; Staff - 1 per 400 m^2; and Minimum 2 spaces.

2.4.5 Policy AC5 (Bus and Rapid Transit) states that all new major development proposals should have safe and convenient access to the existing bus network.

2.4.6 In relation to air quality, Policy EM7 (Air Quality) states that major development schemes should promote a shift to the use of sustainable low emission transport, and should be located where possible, to support the use of public transport, walking and cycling.

Coventry Connected Supplementary Planning Document (SPD)

2.4.7 This SPD was adopted in January 2019 and provides more detailed and prescriptive guidance on accessibility policies in the Local Plan, providing advice on their implementation. It is used to assess future planning applications. It has been consulted in the preparation of this document.

Coventry Local Air Quality Action Plan (LAQAP) and Full Business Case (FBC)

2.4.8 CCC are required to implement a Local Air Quality Action Plan (LAQAP) to deliver improvements to air quality in Coventry within the shortest time possible and to ensure the city is compliant with national and international air quality targets. A preferred option, Option DS13p, has been developed by CCC. This was approved by Council's Cabinet on 20th July 2020.

2.4.9 As of December 2020, it is understood that a draft version of the Full Business Case has been submitted to the Government for internal review[1],[2].

2.4.10 A summary of the key relevant proposals for this site and the Holyhead Road corridor contained within Option DS13p are as follows:

- **Behaviour Change**;
  - Working with schools and businesses on the Holyhead Road corridor to develop and implement travel plans aimed at encouraging sustainable and active travel, especially for local journeys within the city;
  - Working with local communities along the Holyhead Road corridor to promote sustainable active travel and allow residents to make better informed decisions on how they travel around the city;
  - Encouraging cycling by constructing a high-quality segregated cycle route linking Coundon and the city centre; and
  - Introduction of Mobility Credits.
- **Cleaner Vehicles;**
  - Installing a network of electric vehicle charging points across the city, including in residential areas to make it easier for people to own and run an electric vehicle; and
  - Working with local businesses to ensure that fleets maximise the use of low emission vehicles, with funding secured from Highways England for the Electric Fleet First project giving businesses the chance to try out electric vans, pool cars and taxis.
- **Infrastructure;**
  - Upgrading the city's traffic management systems including traffic lights along Holyhead Road to utilise new technology to manage traffic flows and reduce queueing; and
  - Targeted junction and road layout improvements to remove congestion hotspots and allow free-flowing traffic on western approaches to city centre.
- **Holyhead Road Package;**
  - Opening up Upper Hill Street to traffic, enabling Barras Lane to be closed to traffic and the traffic signals to be removed from Holyhead Road/Barras Lane junction;
  - Capacity improvements through Spon End, from Hearsall Lane to Junction 7 of the Ring Road.

[1] https://edemocracy.coventry.gov.uk/documents/s48832/Local%20Air%20Quality%20Action%20Plan%20-%20Full%20Business%20Case.pdf
[2] https://www.coventry.gov.uk/downloads/file/34530/air_quality_full_business_case_draft_final_october_2020

- Redesigning of Junction 7 on the Ring Road to encourage traffic leaving the west of the city to use Allesley Old Road;
- Improving cycle and walking facilities into the city centre from Spon End, including provision of cycle route along Coundon Road.

2.5 Summary

2.5.1 The development proposals, and this document, have been prepared with specific regard to policy direction on a national, regional, and local level.

2.5.2 On a national level, this document seeks to demonstrate that the proposals comply with NPPF by:

- Creating a sustainable development that will provide a choice of travel modes for staff and customers travelling to the site; and
- Establishing a thorough and documented process of testing that the residual cumulative impact of the development cannot be classified as 'severe'.

2.5.3 On a regional level, this document also seeks to demonstrate that site accords with relevant transport policies set out in West Midlands Strategic Transport Plan, ensuring that the development has high quality links to sustainable transport infrastructure and promotes active travel amongst customers and staff.

2.5.4 Locally, the proposals and this document have been prepared to accord with the Coventry Local Plan, based on guidance contained within the Coventry Connected SPD. This ensures the development is well integrated with the existing sustainable transport network to support the use of public transport, walking and cycling and manages traffic growth to ensure that there are not unacceptable impacts on traffic congestion, highway safety and air quality.

3 Baseline Conditions

3.1 Introduction

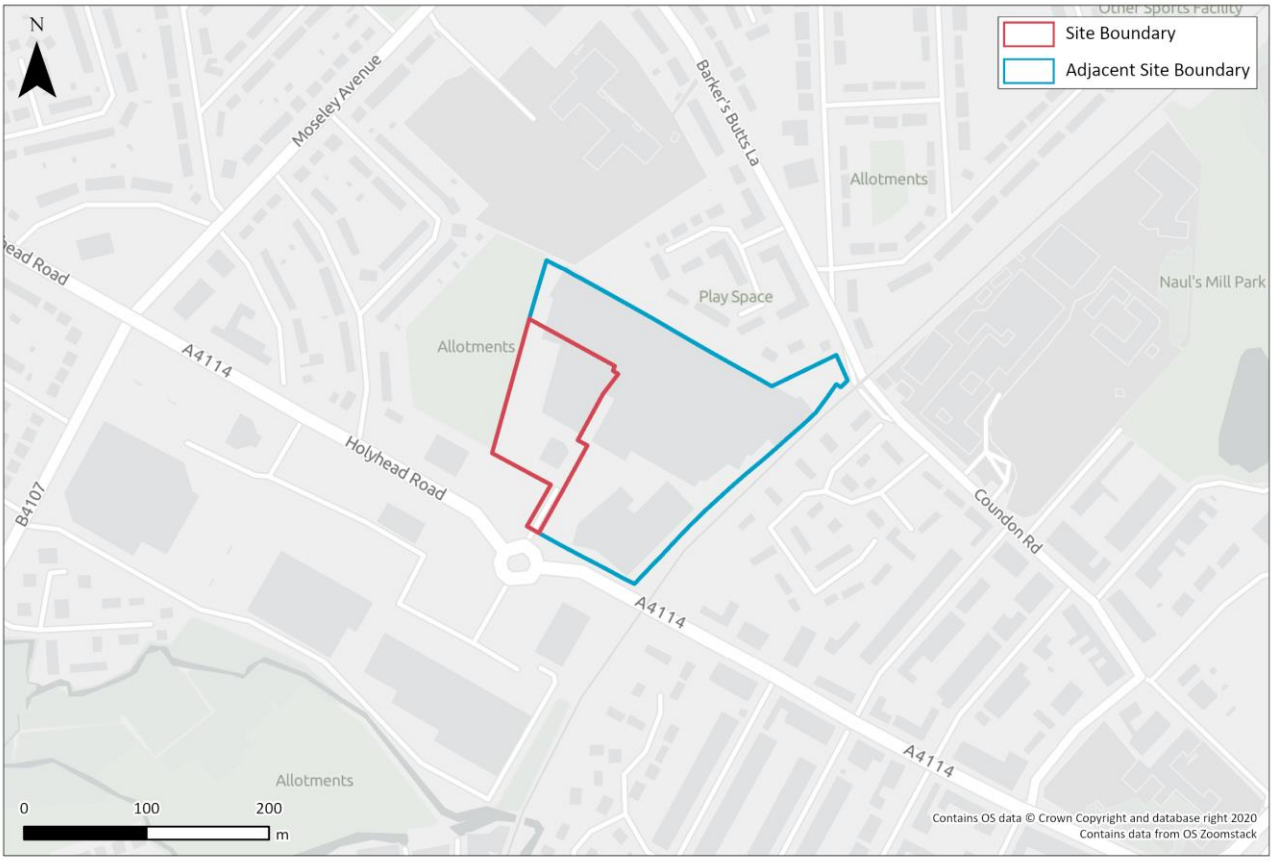
3.1.1 This section provides a summary of the existing transport conditions at the site and on the surrounding local highway network.

3.2 Site Location and Context

3.2.1 The proposed development is located north-west of Coventry City Centre, as shown in Figure 3-1. The site is bounded by the adjacent development site to the north and east, as well Sytner BMW. Sytner Mini is to the south west and allotments are west of the site.

3.2.2 Directly to the south-west of the site is the Sytner Mini dealership, which has its primary access directly onto A4114 Holyhead Road and a secondary access onto the access road from the A4114 Holyhead Road roundabout.

Figure 3-1: Site Location



3.2.3 The site (within the planning application boundary) like the rest of the vacant former LTI Vehicle Ltd factory, has now been demolished and cleared of factory buildings.

3.3 Current/Extant Site Operation

3.3.1 The site is currently accessed via a four-arm roundabout onto A4114 Holyhead Road, which also provides access to Alvis Retail Park, to the south.

3.3.2 The former factory has been demolished; however, the following information has been provided by LTI vehicles regarding its previous operation:

- Factory was operational Monday to Friday only;
- Employed a total of 400 members of staff, of which 350 were factory workers (working 07:00 – 16:00) and 50 were office staff (working 08:00 - 17:00);
- Approximately 310 members of staff travelled to the site by private vehicle (78% mode share);
- The majority of staff parked on-site (approximately 250 vehicles), apart from approximately 60 vehicles that parked off-site;
- On average, five container deliveries were made to the site each day between the hours of 07:00 and 15:00; and
- On average, eight local deliveries were made to the site every day between the hours of 07:00 and 15:00.

3.3.3 The access road from Holyhead Road currently provides access to the Sytner BMW site. The access road also provides access to the Sytner Mini site although primary access to this is taken directly from Holyhead Road. The access point formed with the access road from Holyhead Road currently accommodates movements between the Sytner Mini and Sytner BMW sites. These movements are only associated with vehicle servicing. All servicing takes place in the Sytner BMW site. Customers of Sytner Mini drop off and pick up their vehicles from the Sytner Mini site and staff will drive the vehicle to/from the Sytner BMW site for servicing.

3.4 Local Highway Network

A4114 Holyhead Road

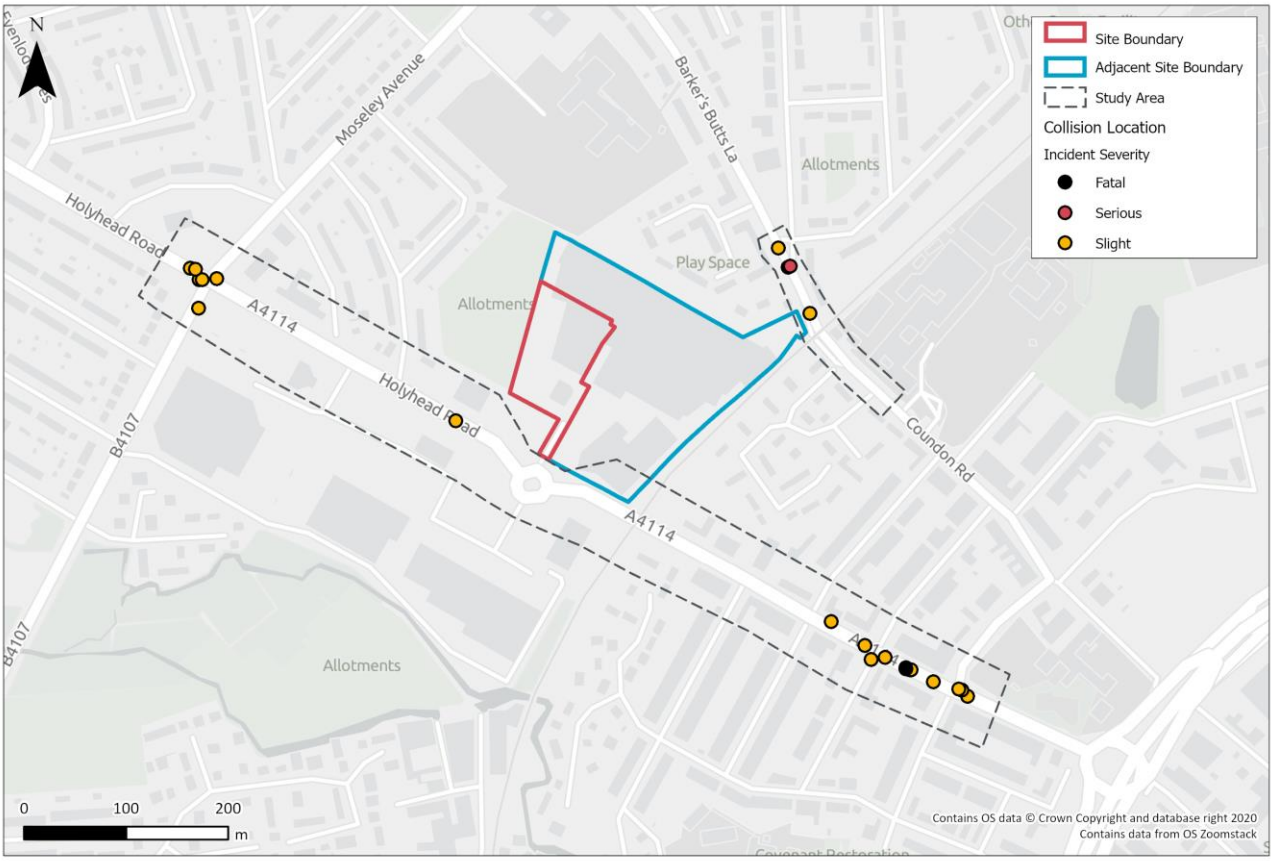
3.4.1 The A4114 Holyhead Road forms a key radial route providing access between A45, residential areas to the north-west of Coventry and Coventry City Centre. It has a speed limit of 30mph in the vicinity of the site.

3.4.2 To the east of the roundabout with the proposed site and Alvis Retail Park, Holyhead Road is a single carriageway road. The carriageway is approximately 7m in width. To the west of the site, between the roundabout and the signalised crossroads between Moseley Avenue, Holyhead Road and Four Pounds Avenue it widens to three lanes northbound and two lanes southbound. The carriageway is approximately 22m in width. To the north of this junction it narrows down to a single lane in each direction.

3.5 Highway Safety

3.5.1 Collision data has been provided by Transport for West Midlands (TfWM) for the five-year period from 22nd July 2015 to 22nd February 2020 for the study area shown in Figure 3-2. Full collision data is provided in **Appendix A.**

Figure 3-2: Highway Safety Study Area and Data



3.5.2 A summary of the collisions by location (junction/link) and severity is provided in Table 3-1.

Table 3-1: Road Safety Summary

Location	Severity				Sensitive User Involvement		
	Slight	Serious	Fatal	Total	Pedestrian	Cyclist	M'cyclist
A4114 Holyhead Road / Barras Lane	4	-	-	4	1	-	-
A4114 Holyhead Road between junctions with Barras Lane and Meriden Street	2	-	1	3	1	-	-
A4114 Holyhead Road / Meriden Street	4	-	-	4	-	-	-
A4114 Holyhead Road between Chester Street and Meriden Street	1	-	-	1	-	-	-
A4114 Holyhead Road south of Beaumont Crescent	1	-	-	1	-	-	-

Location	Severity				Sensitive User Involvement		
	Slight	Serious	Fatal	Total	Pedestrian	Cyclist	M'cyclist
A4114 Holyhead Road / Moseley Avenue / Four Pounds Avenue	6	-	-	6	1	-	-
Barker's Butts Lane / Hewitt Avenue	2	1	-	3	-	-	1
Barker's Butts Lane north of level crossing	1	-	-	1	-	-	-
Total	**21**	**1**	**1**	**23**	**3**	**1**	**1**

3.5.3 Table 3-1 shows that there has been a total of 23 collisions within the study area over the five year period from 22nd July 2015 to 22nd February 2020. Of these, 21 were classified as slight, one as serious and one as fatal.

3.5.4 At the majority of locations there has been an average frequency of less than one collision per year, with the exception of the junction between A4114 Holyhead Road, Moseley Avenue and Four Pounds Avenue. At this location, there has been six collisions reported in the last five years, all six of which were classified as slight in severity. These collisions were not isolated to a single approach or movement. Two of the collisions, both classified as slight, were rear shunt collisions on approach to the junction. The remaining four collisions all involved different vehicle turning movements. There was one collision involving a pedestrian, crossing the south-western arm of the junction, who is reported to have crossed the road behind a stationary/parked vehicle. This collision was classified as slight.

3.5.5 There were two other locations at which collisions were reported involving pedestrians. One of these, classified as slight, occurred at the junction between A4114 Holyhead Road and Barras Lane between a pedestrian and vehicle travelling south-west on Holyhead Road. A second collision, classified as fatal, was reported on A4114 Holyhead Road between its junction with Barras Lane and Meriden Street. In this collision, it is reported that a vehicle collided with a pedestrian travelling north on the footway at 23:39 and being impaired by drugs was listed as a causation factor. These two incidents occurred at different locations, with no similar causation factors or movements.

3.5.6 One serious collision was reported at the junction between Barker's Butts Lane and Tomson Avenue. This collision involved a motorcycle and occurred when a vehicle turning right into Tomson Avenue collided with the motorcyclist travelling southbound on Barker's Butts Lane, with causation factors of carelessness, failure to look properly and poor turn or manoeuvre. The other two collisions at this junction were slight in severity, and both reported as rear end shunt type collisions, with varying causation factors.

3.5.7 One slight collision was reported north of the level crossing on Barker's Butts Lane. This collision is reported to have involved a head on collision between two vehicles travelling in opposite directions and the severity was recorded as slight.

3.5.8 On the basis of the above assessment, given the relatively low frequency of collisions at locations across the study area and lack of common movements and causation factors, it is considered there are no existing road safety issues within the vicinity of the site.

3.6 Sustainable Travel

Pedestrian and Cycle Facilities

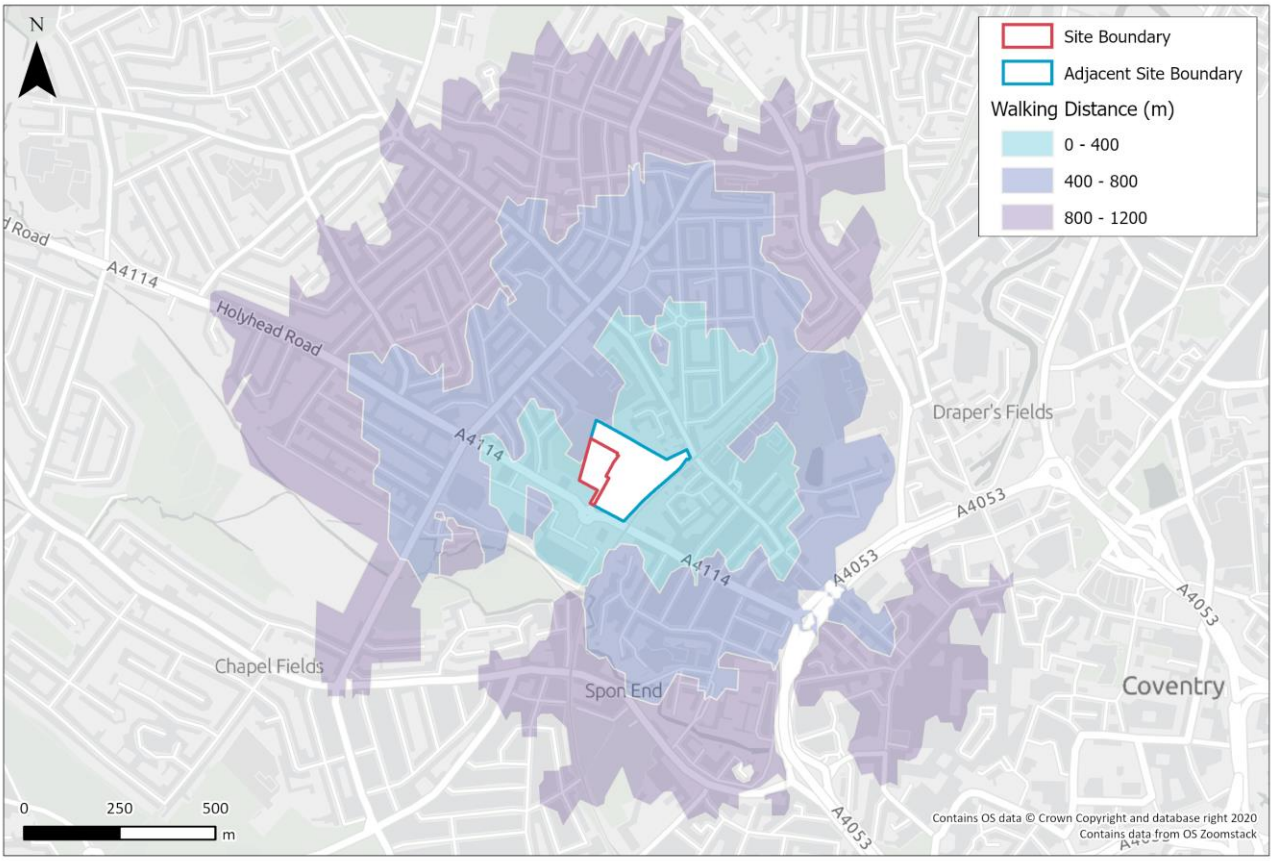
Pedestrian

3.6.1 Lit 2m footways are provided on both sides of A4114 Holyhead Road within the vicinity of the site, facilitating trips to the surrounding local area. Signalised crossing points are also provided approximately 180m north of the site access and 350m to the south with an uncontrolled crossing provided adjacent to Sytner Mini.

3.6.2 The Coventry Connected SPD states that it should be ensured that there are direct routes between housing areas and major destinations, so that it can be ensured that active travel is an attractive and easy way to travel.

3.6.3 Guidelines provided by the Institution of Highways and Transportation (IHT) in their publication 'Guidelines for Providing Journeys on Foot' (2000) suggest that for non-commuter journeys, it is recommended that the 'preferred maximum' for walking is up to 1200m. An 'acceptable' walking distance is up to 800m and a 'desirable' walking distance is 400m. As such, walking isochrones have been calculated in Figure 3-4 to demonstrate the extent of the local residential area that falls within these thresholds.

Figure 3-3: Walking Accessibility



3.6.4 As shown in Figure 3-4, much of the surrounding residential area is accessible within the IHT accessibility guidelines. As such, it is considered that the store is suitably located to encourage journeys on foot.

Cycling

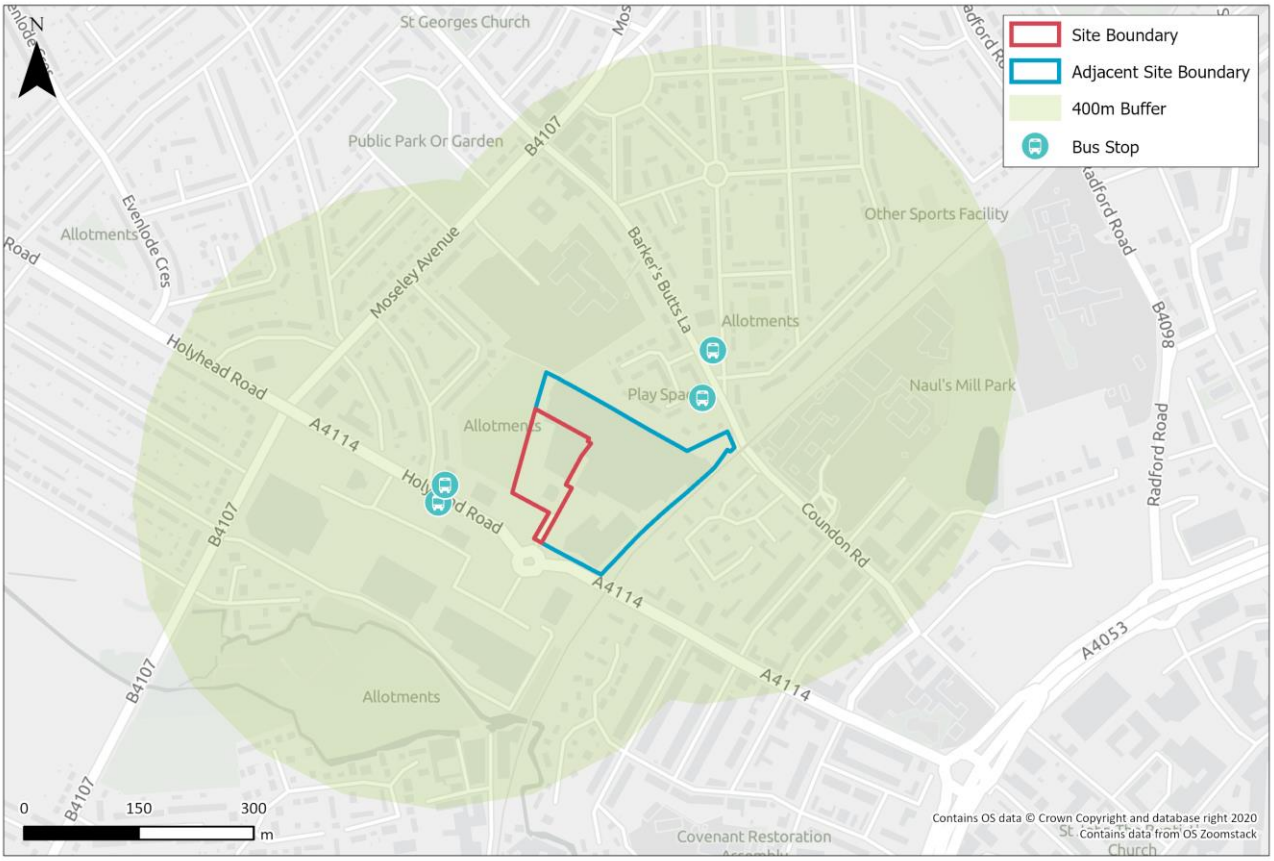
3.6.5 To the north, of the site, there is a Cycle Coventry Route signposted along Coundon Road and Upper Hill Street between the City Centre and Coundon and Allesley (to the north-west). In addition, Cycle Coventry Route 11 routes to the south of the site, along National Cycle Route 53 towards Canley, University of Warwick, Westwood Business Park and Tile Hill.

3.6.6 The route of these cycle routes is shown on the map in **Appendix B.**

Bus Services

3.6.7 The nearest bus stops are located on A4114 Holyhead Road, to the north of the site access and on Barker's Butts Lane. The Coventry SPD states that the general accepted maximum distance pedestrians should travel to a bus stop is 400m in a residential area and 200m in the city centre. Given that the surrounding area is predominantly residential, Figure 3-4 shows that the whole of the development site lies within 400m of the nearest bus stops on A4114 Holyhead Road and Barker's Butts Lane.

Figure 3-4: Bus Stop Provision



3.6.8 A summary of the services available from these stops are provided in Table 3-2.

Table 3-2: Bus Services Summary

Route No.	Bus Stop Location	Operator	Route	Peak Hour Frequency	Days of Operation
23	A4114 Holyhead Road	National Express	University Hospital and Warwickshire Shopping Park to Allesley Park via City Centre	Every 20 minutes	Monday to Sunday
42	A4114 Holyhead Road	Diamond	City Centre – Spon End – Coundon – Brownshill Green	Hourly	Monday to Saturday
X1	A4114 Holyhead Road	National Express	Birmingham – Birmingham International Airport – Birmingham International Station / NEC – Coventry	Every 20 minutes	Monday to Sunday
X20	A4114 Holyhead Road	Johnsons Coaches	Coventry – Stratford Upon Avon via Solihull	Hourly	Monday to Saturday
5	Barker's Butts Lane	National Express	Arena Shopping Park – Jubilee Crescent – Coundon - Coventry City Centre	Every 30 minutes	Monday to Sunday
7	Barker's Butts Lane	National Express	Brownshill Green – Allesley Village – Coventry City Centre	Every 30 minutes	Monday to Sunday

3.6.9 The information presented in Table 3-2 shows that there are a number of high frequency bus services to a range of local destinations available from within 400m of the site.

Rail Services

3.6.10 The nearest railway station is Coventry, approximately 2km south-east of the site. It has a range of services including:

- West Midlands Trains services and West Coast Mainline services between London Euston and Birmingham New Street, Wolverhampton, and Edinburgh;
- Crosscountry services between Bournemouth and Manchester Piccadilly; and
- West Midlands Trains services between Coventry and Nuneaton.

3.6.11 Coventry Railway Station has 270 cycle parking spaces, 120 of which are bicycle racks and 150 of which are located within a secure Bike Hub. There is a total of 860 car parking spaces, including 16 accessible spaces. The station is well served by bus with a Rail Interchange stop located within 100m of the station entrance.

3.6.12 The station is approximately a 25-minute walk and 8-minute cycle from the site access on A4114 Holyhead Road.

3.7 Planned Network Improvements

3.7.1 A Ministerial Direction has been issued to CCC to implement a package of measures that collectively achieve NO_2 compliance. This Direction requires CCC to deliver the local plan scheme by the end of 2021[3], and submit a Full Business Case for the Local Plan to the Government in June 2020. It is understood that the Cabinet approved the local plan, and its necessary measures required to delivery it successfully at its meeting on 20th July 2020. As of December 2020, it is understood that a draft version of the Full Business Case has been submitted to the Government for internal review[4],[5].

3.7.2 Notwithstanding this deadline, CCC are working to achieve compliance with the Direction and are currently bringing forward individual schemes that comprise the Local Plan package of measures. CCC have been awarded £24.5 million in grant funding by the Government to implement the Local Plan scheme. This funding has been accepted using emergency powers held by the Chief Executive due to the inability to bring the decision through the normal committee route as a result of the Covid-19 pandemic.

3.7.3 The local plan scheme comprises a number of elements on A4114 Holyhead Road within the vicinity of the site, which have been summarised below. It is anticipated that this package of measures will relieve traffic pressures on Holyhead Road, ensuring reduced traffic flows and improved traffic flow thus improving air quality to acceptable levels.

3.7.4 It is understood that engagement work for these proposals is ongoing, and that the Coundon Cycle Route is currently under construction (to be completed by autumn 2021).

Opening Upper Hill Street onto the Ring Road

3.7.5 CCC are proposing to introduce a left-in/left-out arrangements at the Upper Hill Street/Ring Road slip junction to allow traffic from Coundon to access the Ring Road without using A4114 Holyhead Road.

Removal of signals at Barras Lane/A4114 Holyhead Road junction

3.7.6 CCC are proposing to remove the signals at the Barras Lane/A4114 Holyhead Road junction, in order to remove queueing traffic from A4114 Holyhead Road. In order to achieve this, Barras Lane will be

[3] https://edemocracy.coventry.gov.uk/documents/s47594/Coventry%20Local%20Air%20Quality%20Action%20Plan.pdf

[4] https://edemocracy.coventry.gov.uk/documents/s48832/Local%20Air%20Quality%20Action%20Plan%20-%20Full%20Business%20Case.pdf

[5] https://www.coventry.gov.uk/downloads/file/34530/air_quality_full_business_case_draft_final_october_2020

closed to vehicular through traffic between A4114 Holyhead Road and Coundon Road/Upper Hill Street. The opening of Upper Hill Street onto the ring road will enable this.

Capacity Improvements on B4106

3.7.7 CCC are proposing to implement capacity improvements through Spon End and Junction 7 of the Ring Road, including improved routes for pedestrians and cyclists. These improvements will increase the capability of this parallel route along the B4106 to accommodate traffic that will divert from A4114 Holyhead Road.

Introduction of Low Emission Zone on A4114 Holyhead Road

3.7.8 CCC are proposing to implement a Low Emission Zone on the eastern section of A4114 Holyhead road (between the railway bridge and Junction 8 of the Ring Road) to restrict access by the most polluting vehicles.

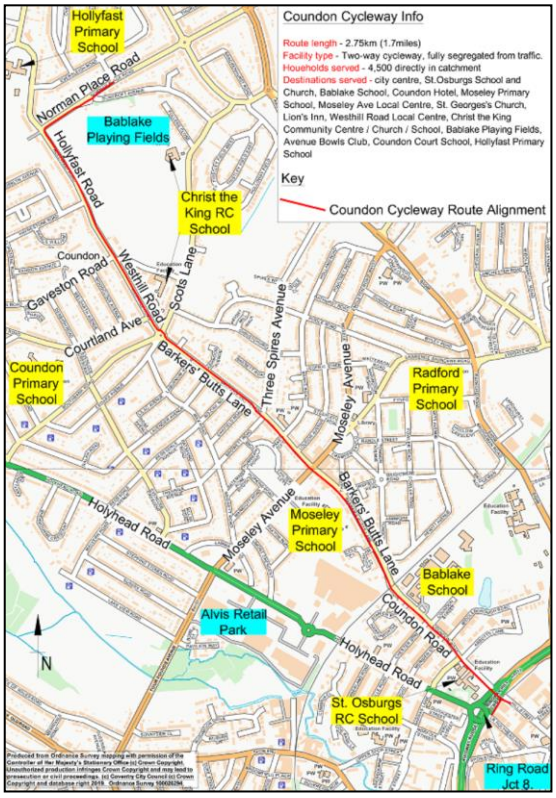
Segregated Cycle Route between Coundon and City Centre

3.7.9 CCC are currently proposing to provide a 2.75km two-way, fully segregated cycleway between the City Centre and Coundon Green. The route will follow the Coundon Road/Barker's Butts Lane corridor and pass to the north of the proposed development.

3.7.10 It is anticipated that this proposed route will ease the current air quality issues on Holyhead Road by providing a viable alternative for travelling by car into Coventry City Centre. The residential development on the wider LTI Vehicles site will provide a two-way cycleway through the site which would also follow the access road, providing access between Holyhead Road and Barker's Butts Lane. On Holyhead Road, the cycle route through the wider LTI vehicles site would connect to the proposed route linking to the Eastern Green development. Therefore, the cycle route will also improve access to the proposed Lidl store, primarily for customers and staff travelling to the site from residential areas to the north and west, and from the city centre.

3.7.11 An extract of the proposed route for the cycleway on Coundon Road/Barker's Butts Lane is shown in Figure 3-4:

Figure 3-5: Coundon Cycleway Proposed Route[6]



3.8 Walking Route Audit

3.8.1 Within the Coventry Connected SPD, it is recommended that developers use the Walking Route Audit Tool (WRAT) developed as part of the Active Travel Wales Guidance to assess the condition and suitability of walking routes. It assesses the following criteria:

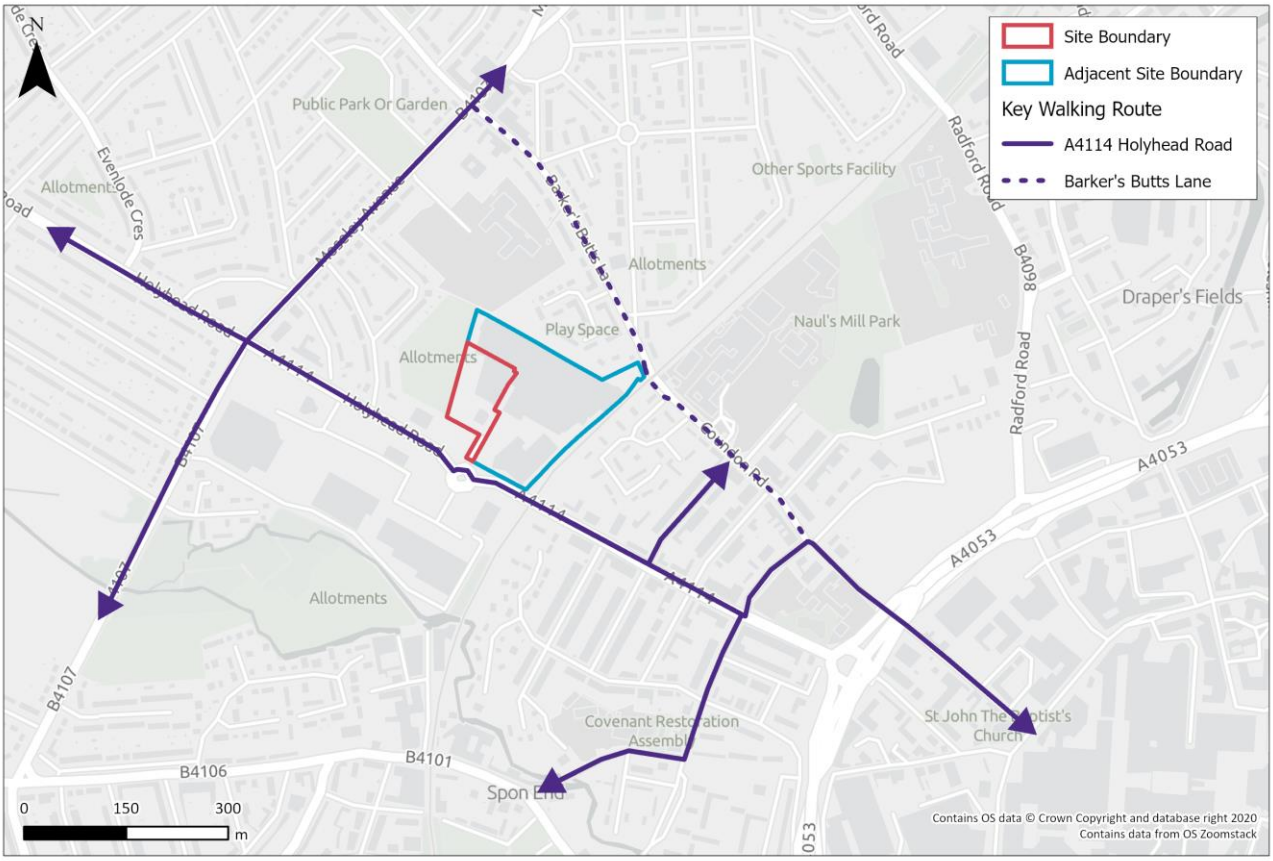
- **Attractiveness** (e.g. traffic noise, fear of crime);
- **Comfort** (e.g. condition, footway width);
- **Directness** (e.g. footway provision, location of crossings);
- **Safety** (e.g. traffic volume and speed); and
- **Coherence** (e.g. dropped kerbs and tactile paving).

3.8.2 The WRAT has been utilised to assess the condition and suitability of key walking routes to and from the site. The results of this study are summarised below.

3.8.3 The key walking routes between the site, residential areas within walking distance and existing sustainable transport infrastructure are shown in Figure 3-6, from the main site access on Holyhead Road and Barker's Butts Lane. These routes have been assessed using the WRAT.

[6] https://www.coventry.gov.uk/coundoncycleway

Figure 3-6: Key Walking Routes



3.8.4 The full assessment of each of the above routes is provided in **Appendix C,** with a summary presented in Table 3-3. CCC advise within the SPD that where a development's walking access will be integrated with existing infrastructure, a score of 70% will be required as a minimum provision for a development. Routes scoring less than the minimum requirement should be targeted to identify specific route improvement measures. This scoring has been based on a desktop appraisal of the routes.

Table 3-3: WRAT Scoring Assessment

Route	Access	Score						Route improvement measures required?
		Attractiveness	Comfort	Directness	Safety	Coherence	Total	
Route 1 – Towards Coventry	A4114 Holyhead Road	4	9	9	4	2	28/40 (70%)	✕
Route 1A – Towards Coventry	Barker's Butts Lane	5	9	9	4	2	29/40 (73%)	✕
Route 2 – Towards Coundon	A4114 Holyhead Road	5	9	10	4	1	29/40 (73%)	✕
Route 2A – Towards Coundon	Barker's Butts Lane	6	9	10	4	1	30/40 (75%)	✕
Route 3 – Towards Spon End	A4114 Holyhead Road	4	9	9	4	2	28/40 (70%)	✕
Route 4 – Towards Bablake	A4114 Holyhead Road	4	9	9	4	2	28/40 (70%)	✕
Route 5 – North on Holyhead Road	A4114 Holyhead Road	5	9	11	4	1	30/40 (75%)	✕
Route 6 – Chapel Fields via Four Pounds Avenue	A4114 Holyhead Road	4	8	9	6	1	28/40 (70%)	✕

3.8.5 Table 3-3 shows that all six identified routes provide at least minimum walking route provision, and on this basis, it is not considered that further improvements are required.

3.9 Summary

3.9.1 This section of the Transport Assessment has demonstrated the following:

- The site is located to the north-west of Coventry City Centre, with access primarily provided from an existing four-arm roundabout onto A4114 Holyhead Road and onto Barker's Butts Lane for pedestrians and cyclists;
- The LTI Vehicles Factory previously occupied the site, generating vehicle trips throughout the day;
- Analysis of highway safety within the vicinity of the site indicates there are no underlying road safety concerns within the vicinity of the site that could be exacerbated by the development;

- A comprehensive network of footways is provided in the surrounding area including a shared use footbridge over the A4063 and signalised crossing points on A4114 Holyhead Road within close proximity to the site (180m north of site access, 350m to the south);
- There are cycle routes within the vicinity of the site providing access to surrounding residential areas, which will be further enhanced through provision of the proposed cycle route between Coventry City Centre and Coundon via Barker's Butts Lane and a new route towards the Eastern Green development;
- A range of bus services are provided from stops on A4114 Holyhead Road and Barker's Butts Lane, the nearest of which is within 400m of the whole development site;
- Coventry Railway Station provides regular services to a range of local and national locations and is accessible on foot or by bicycle; and
- A walking route audit conducted using the WRAT methodology has demonstrated that the condition and suitability of walking routes are adequate to support the development proposals, and that further improvements are not required.

4 Development Proposals

4.1 Introduction

4.1.1 It is proposed to develop the site as a Lidl foodstore (GIA of 2,177 sqm). A site masterplan is provided in **Appendix D.**

4.2 Vehicular Access

4.2.1 It is proposed to provide vehicular access to the site via the existing access from the A4114 Holyhead Road Roundabout, which also provides access to Sytner BMW and Sytner MINI car showrooms and Alvis Retail Park to the south. This roundabout will also provide access to the aforementioned applications for up to 95 dwellings and the extension to the multi-storey car storage area of the BMW showroom.

4.2.2 As previously mentioned, a planning application has been submitted to alter the access road from A4114 Holyhead Road (FUL/2020/1141). At the time of writing this report, a decision on this application has not been made. This application seeks to change the access road from the roundabout as follows:

- Reconfigure the Sytner BMW access to provide a one-way entrance and exit from the site;
- Increase the width of the access road to 6.5m south of the BMW access;
- Reduce the road width to 5.5m north of the BMW access to provide access into residential element of the site, with traffic calming to reduce vehicle speeds and deter commercial HGV traffic from entering the site; and
- Provision of a segregated two-way cycle track and pedestrian footway on the northbound side of the carriageway to connect into the proposed routes on Holyhead Road and Barker's Butts Lane.

4.2.3 It is proposed to provide access to the foodstore via a priority junction with the access road. This access and egress point has been tracked to ensure that the largest vehicle anticipated to use this access (HGV delivery vehicle) can be accommodated within the access design. This is provided in **Appendix E.**

4.2.4 The Lidl access junction has been designed so as to minimise conflicts with pedestrians and cyclists using the segregated facilities. This has been achieved by providing priority to pedestrians and cyclists over those accessing/egressing the Lidl store by vehicle as demonstrated in **Appendix E.**

4.3 Emergency Vehicle Access

4.3.1 Access for emergency service vehicles would be achieved from the site access at A4114 Holyhead Road, and also via Barker's Butts Lane, through the residential site.

4.4 Pedestrian and Cyclist Access

4.4.1 Pedestrian and cycle access will primarily be provided via the main vehicular access. As part of the aforementioned planning application (FUL/2020/1141), it is proposed to provide a footway and two-way cycleway (total width 4m) on the northbound side of the access road. This provision will route through the adjacent residential development, onto Barker's Butts Lane.

4.4.2 These links will ensure a high level of connectivity and permeability between the proposed foodstore, surrounding residential areas and public transport links.

4.5 Parking Provision

4.5.1 The Coventry Local Plan states the following:

"the quality and accessibility of public transport, walking and cycling routes to key services can influence how people travel, for example, people living in or near the city centre are less likely to be reliant on car use, hence there will be a reduced need for car parking compared to less accessible areas of the city."

4.5.2 The Coventry Local Plan sets out car parking standards based on two distinct zones, as follows:

1 City Centre (all sites within the defined city centre)
   - The level of car parking permitted for applications will be determined on a site by site basis; and

2 Outer City (all other areas within the city boundary)

4.5.3 The site is located just outside the defined city centre area. The document states that the level of car parking permitted in the outer city area should be determined on the basis of the standards replicated in Table 4-1 below.

Table 4-1: Maximum Car Parking Standards

Land Use	Outer City Car Parking Spaces
A1 - Shops (m^2) Food	1 per 25m^2

4.5.4 Based on a GIA of 2,177 m^2 and the standards set out in Table 4-1, this equates to a maximum of 87 car parking spaces. The standards also state that 5% of total parking provision should be marked for use by blue badge holders and 5% of spaces should include provision for electric car charging points.

4.5.5 The site masterplan in **Appendix D** shows that it is proposed to provide 117 car parking spaces, including seven disabled spaces (6% of total spaces), eight parent and child bays and six electric

vehicle charging bays (5% of total spaces). Of the six electric vehicle charging bays, two will be rapid charger spaces and four will have fast chargers.

4.5.6 Due to the business model and more limited product range of Lidl stores, it is typical to have a higher turnover of customers than in standard food stores. As such, it is necessary to provide a proportionally higher level of parking to accommodate this higher turnover of vehicles. In order to examine the likely demand for car parking and to assess the suitability of the proposed parking provision on site, a parking accumulation exercise has been undertaken based on the forecast trip generation for the development for an average weekday, and Saturday. It should be noted that as this has been assessed on an hourly basis, it does not pick up the peaks in parking demand over shorter time periods.

4.5.7 Further details of the trip rates and estimated traffic generation are provided in the following section of this report.

4.5.8 The results of this analysis are presented in Figure 4-1 and Figure 4-2.

Figure 4-1: Parking Accumulation (Weekday)

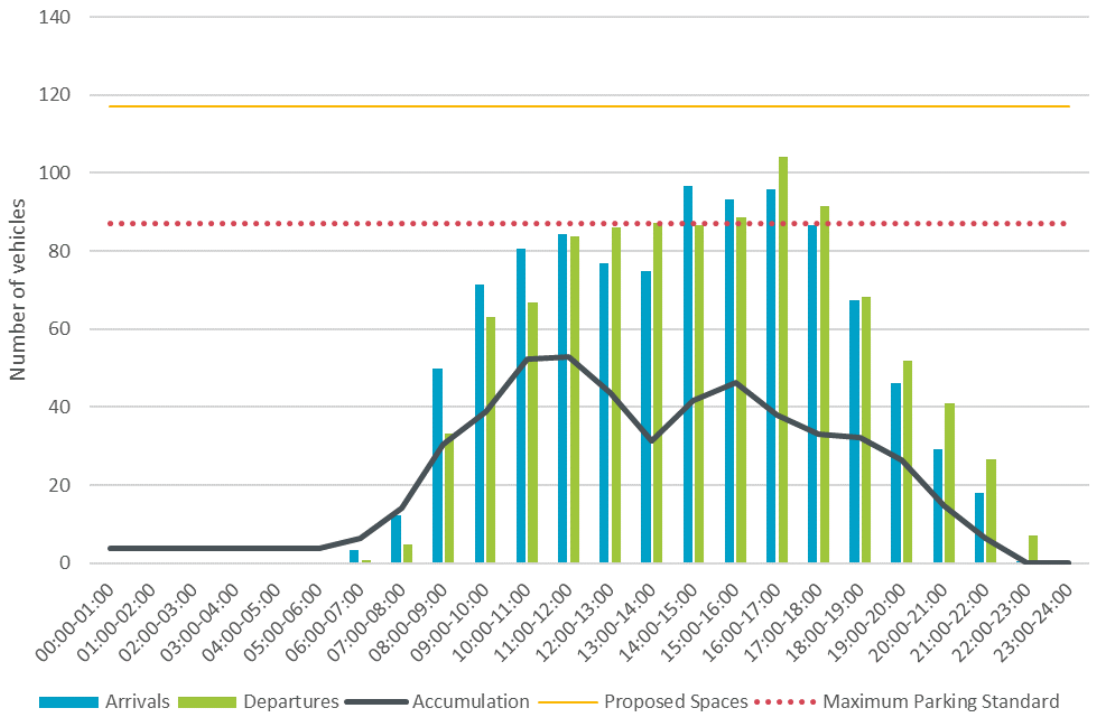
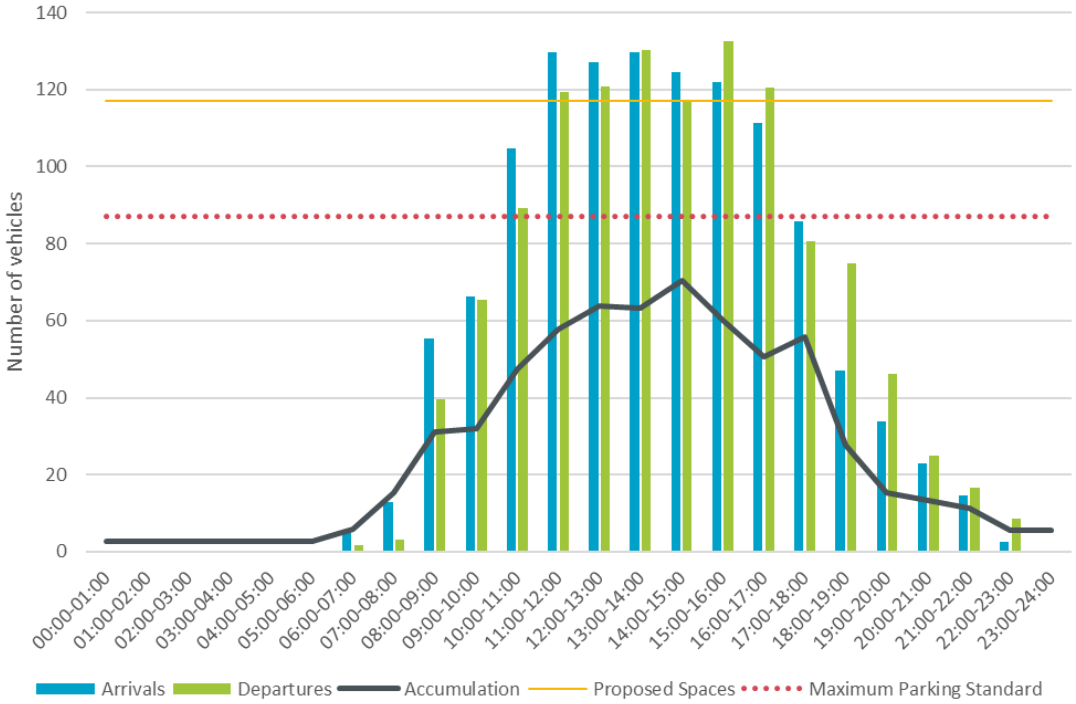


Figure 4-2: Parking Accumulation (Saturday)



4.5.9 This analysis demonstrates there is a maximum accumulation of 53 vehicles during an average weekday (11:00 -12:00) and 71 vehicles during an average Saturday (14:00 -15:00).

4.5.10 These accumulation forecasts do not include for Sunday trading, which can lead to equivalent number of customers, but focussed within a shorter time period. Evidence from other Lidl stores has demonstrated that the demand for parking on a Sunday exceeds that on a Saturday by 10% - equating to a maximum accumulation of approximately 78 vehicles. It should be noted that this represents the average accumulation across an hour, rather than showing any smaller peaks within each hour.

4.5.11 The proposed car parking provision also offers additional headroom to service any peaks in demand at Christmas and Easter, which can be 10 to 20% greater than average trading conditions (equates to a maximum parking accumulation of 94 vehicles).

4.5.12 It should also be noted that it is usual in the parking industry, when considering supply and demand of parking, to assume 85% is optimum occupancy in practical terms. For this site, 85% of capacity equates to 99 spaces as optimum occupancy[7]. It is considered that beyond 85%, drivers are likely

[7] This is derived from the work of Donald Shoup, a research professor of urban planning at the University of Los Angeles who popularised the theory that an 85% occupancy rate of on-street parking spaces would be the most efficient use of public parking. When cars at any given destination occupy more than 85% of parking spaces, additional cars arriving at the destination are forced to circle in order to find an unoccupied parking space.

to experience more difficulty in finding a space, which can increase driver stress, queueing, delay, and circulation time around the car park.

4.5.13 This therefore demonstrates that the proposed parking provision is sufficient to meet the forecast demand of the proposed development.

4.5.14 In addition, the site is in close proximity to a range of sustainable transport infrastructure. The whole site is within 400m of two existing bus stops, providing regular services to a range of local destinations, and is within approximately 25-minute walk or eight minute cycle from Coventry Railway Station. Due to the nature of the proposed development, this would be particularly beneficial for staff.

Cycle Parking

4.5.15 The Coventry Local Plan recommends the following provision for A1 shops (food) under 2500m^2:

- **Customers** – 1 per 200 m^2;
- **Staff** - 1 per 400 m^2; and
- Minimum 2 spaces.

4.5.16 Based on a GIA of 2,177m^2, this equates to providing 11 spaces for customers and five spaces for staff.

4.5.17 It is proposed to provide cycle parking for customers and staff at the front of the store in the form of nine Sheffield Stands with a capacity for 18 cycles thus meeting the standards. This is shown on the site masterplan in **Appendix D.**

4.6 Public Transport

4.6.1 The site is in close proximity to existing bus stops on Holyhead Road and Barker's Butts Lane which are served by regular bus services throughout the day. It is considered that the site can be suitably served by the existing provision and is therefore not anticipated that public transport will route into the wider site for the purposes of these proposals.

5 Travel Demand and Highway Impact

5.1 Introduction

5.1.1 This section sets out the existing trip generation, distribution, and assignment of the vehicle trips generated by the existing and proposed development.

5.2 Trip Generation

Extant Use - LTI Vehicles

5.2.1 Based on the information provided by the former occupants of the site presented in Section 3.3, the peak hour vehicle trip generation is presented in Table 5-1.

5.2.2 Given that not all staff parked on-site, this has been presented for the whole site trip generation and that through the site access.

5.2.3 The extant trip generation for the weekday AM, PM and Saturday peak periods (of the foodstore), as well as an average day is presented in Table 5-1, based on the information provided by the former occupants of the site.

Table 5-1: Extant Use Vehicle Trip Generation (LTI Vehicles Factory)

	Weekday AM Peak (08:00 – 09:00)			Weekday PM peak (17:00 – 18:00)			Saturday Peak (13:00 – 14:00)			Average Day (24 hours)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Existing Site Trip Generation	2	2	3	0	39	39	0	0	0	232	232	464
Existing Trips Through Site Access	2	2	3	0	39	39	0	0	0	189	189	379

5.2.4 As demonstrated in Table 5-1, the extant land use on site is estimated to have generated three two-way trips during the AM peak, 39 two-way trips during the PM peak and no two-way trips during the Saturday peak. Due to the industrial nature of the LTI Vehicles factory, the peak hours for vehicle trip generation were earlier than the network peak hours.

Proposed Use

5.2.5 To calculate the trip generation for the foodstore, trip rates have been extracted from TRICs using the following criteria:

- Discount Foodstore:
  - Edge of Town Centre locations only; and

– All regions excluding Greater London, Scotland, and Ireland.

5.2.6 The full TRICs outputs are provided in **Appendix F.** A summary of the vehicle trip rates and resultant trip generation for the weekday AM, PM and Saturday peak periods are set out in Table 5-2.

Table 5-2: Vehicle Trip Rates and Trip Generation

Land Use	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (17:00 – 18:00)			Saturday Peak (13:00 – 14:00)			Average Day (24 hours)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Trip Rate	2.290	1.532	**3.822**	3.54	4.201	**8.175**	5.956	5.982	**11.938**	48.33	48.50	**96.84**
Trip Generation	50	33	**83**	87	91	**178**	130	130	**260**	1,052	1,056	**2,108**

5.2.7 Table 5-2 shows that the site is forecast to generate 83 two-way vehicle trips in the weekday AM peak, 178 two-way vehicle trips in the weekday PM peak and 260 two-way vehicle trips in the Saturday peak period. Across an average day, the site is forecast to generate 2,108 trips.

Wider Site

5.2.8 The extension to the multi-storey car park of the BMW showroom (FUL/2020/1143), will allow the showroom to store additional vehicles on-site. This would reduce the number of vehicle trips current generated by movements between the off-site storage area and the car showroom, which currently occurs outside the network peak hours. Therefore, these proposals will not affect the trips generated by the wider site during the assessment periods for the proposed development.

5.2.9 Based on the parameters set out in the Transport Assessment for the adjacent residential development, the trip generation for the weekday AM, PM and Saturday peak periods, and average day, are set out in Table 5-3.

Table 5-3: Residential Site Trip Rates and Generation

	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (17:00 – 18:00)			Saturday Peak (13:00 – 14:00)			Average Day (24 hours)		
	Arrivals	Departures	Two Way	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Trip Rate (houses)	0.148	0.302	0.45	0.243	0.185	0.428	0.157	0.108	0.265	2.926	3.690	6.616
Trip Rate (apartment)	0.06	0.194	0.254	0.167	0.097	0.264	0.179	0.286	0.465	1.668	2.085	3.962
Trip Generation	**11**	**25**	**36**	**20**	**14**	**35**	**15**	**16**	**33**	**233**	**293**	**526**

Net Trip Generation

5.2.10 Table 5-4 presents the net trip generation for the site. This shows that the site is forecast to generate an additional 80 two-way vehicle trips in the AM peak, 139 two-way vehicle trips in the PM peak and 260 two-way vehicle trips in the Saturday peak. Across an average day, the proposed development will generate an additional 1,644 trips.

Table 5-4: Net Trip Generation

Land Use	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (17:00 – 18:00)			Saturday Peak (13:00 – 14:00)			Average Day (24 hours)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Existing Factory Trip Generation	2	2	4	0	39	39	0	0	0	232	232	464
Proposed Foodstore Trip Generation	50	33	83	87	91	178	130	130	260	1,052	1,056	2,108
Net Trip Generation	**+48**	**+32**	**+80**	**+87**	**+52**	**+139**	**+130**	**+130**	**+260**	**+820**	**+824**	**+1,644**

5.2.11 Accounting for the proposals for the wider site and the allocated nature of the proposed residential development, a sensitivity scenario has also been assessed that considers the cumulative net impact of all proposals. The net trip generation in this scenario is set out in Table 5-5.

Table 5-5: Net Trip Generation (Sensitivity)

Land Use	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (17:00 – 18:00)			Saturday Peak (13:00 – 14:00)			Average Day (24 hours)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Existing Factory Trip Generation	2	2	4	0	39	39	0	0	0	232	232	464
Residential Trip Generation	11	25	36	20	14	35	15	16	33	233	293	526
Foodstore Trip Generation	50	33	83	87	91	178	130	130	260	1,052	1,056	2,108
Net Trip Generation	**+59**	**+57**	**+116**	**+107**	**+66**	**+174**	**+145**	**+146**	**+293**	**+1,053**	**+1,117**	**+2,170**

5.3 Trip Types

5.3.1 For retail developments, the traffic volume generated by the site is different to the amount of new traffic that the development adds to the wider road network. This means that not all trips generated are new trips on the surrounding network. Instead, some already exist on the road network and in relation to a foodstore, are considered as secondary trips.

5.3.2 These secondary trips can be split into the following trip types:

- **Pass-by trips** – people who are using the road network directly adjacent to the site access for another trip purpose, who decide to visit the foodstore whilst passing; and
- **Diverted trips** – people who are already present on the local road network but not the road(s) from which access is taken for another trip purpose, and divert from their existing route to access the foodstore. After visiting the foodstore, they return to their original route.

5.3.3 A number of studies have been undertaken to review the level of secondary trips associated with food retail. TRICS research report 14/1 'Pass-by and Diverted Trips' outlines how levels of secondary trip making can change for different types of development. It also provides a summary of a number of policies and studies to understand current application of such trip types:

- *Wrigley (2006) The Effects of Corporate Food Stores on the High Street: Rebalancing the Debates* identified that a high proportion of trips to food stores comprised pass-by trips. In this instance, the results of two food store surveys found that between 58% to 65% of all trips were pass-by trips;
- *MacIver (1999) Transportation Impact Assessment: Forecasting Travel Demand* recommends that for superstores on major commuting routes in larger urban areas the pass-by proportion may range between 25-35% depending on the levels of traffic flow. The report stated that more populous urban areas will generate higher levels of pass-by trips; and
- *Harries et al (2012). Trip Generation Characteristics of Large Format Retail Development Sites in Auckland, New Zealand* found 57 – 67% of secondary trips (pass-by & diverted) exist at supermarket in New Zealand.

5.3.4 Given that A4114 Holyhead Road is a key strategic route into Coventry City Centre, particularly during peak hours, it is reasonable to expect a considerable percentage of trips associated with the development to be 'pass-by' or 'diverted' trips on the network. On this basis, it is considered appropriate to apply a 50% reduction to account for pass-by (35%) and diverted trips (15%) that are already on the network.

5.3.5 This assessment does not take account of transferred trips, which are those trips to existing comparable facilities which would then transfer to the new foodstore. There is potential for this on

the local highway network, for example from Morrisons on the opposite site of A4114 Holyhead Road. Not giving specific consideration to these transferred trips ensures a robust assessment.

5.3.6 The remaining 50% of trips will be primary trips to the site. The resultant number of trips generated by the site, by trip type are set out in Table 5-6.

Table 5-6: Vehicle Trip Generation – Trip Types

Trip Type		% of trips	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (17:00 – 18:00)			Saturday Peak (13:00 – 14:00)		
			Arrivals	Departures	Two Way	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
New		50%	25	17	42	43	46	89	65	65	130
Secondary	Pass-By	35%	12	29	30	32	62	49	45	46	91
	Diverted	15%	5	12	13	14	27	21	19	20	39
Total		**100%**	**50**	**33**	**83**	**87**	**91**	**178**	**130**	**130**	**260**

5.3.7 It should be noted that all of these trips will be new trips on the access road, but not all new trips on Holyhead Road and the local highway network.

5.4 Trip Distribution and Assignment

5.4.1 This section of the TA outlines how the net trips have been distributed, and assigned to the local highway network, broken down by trip type.

New Trips

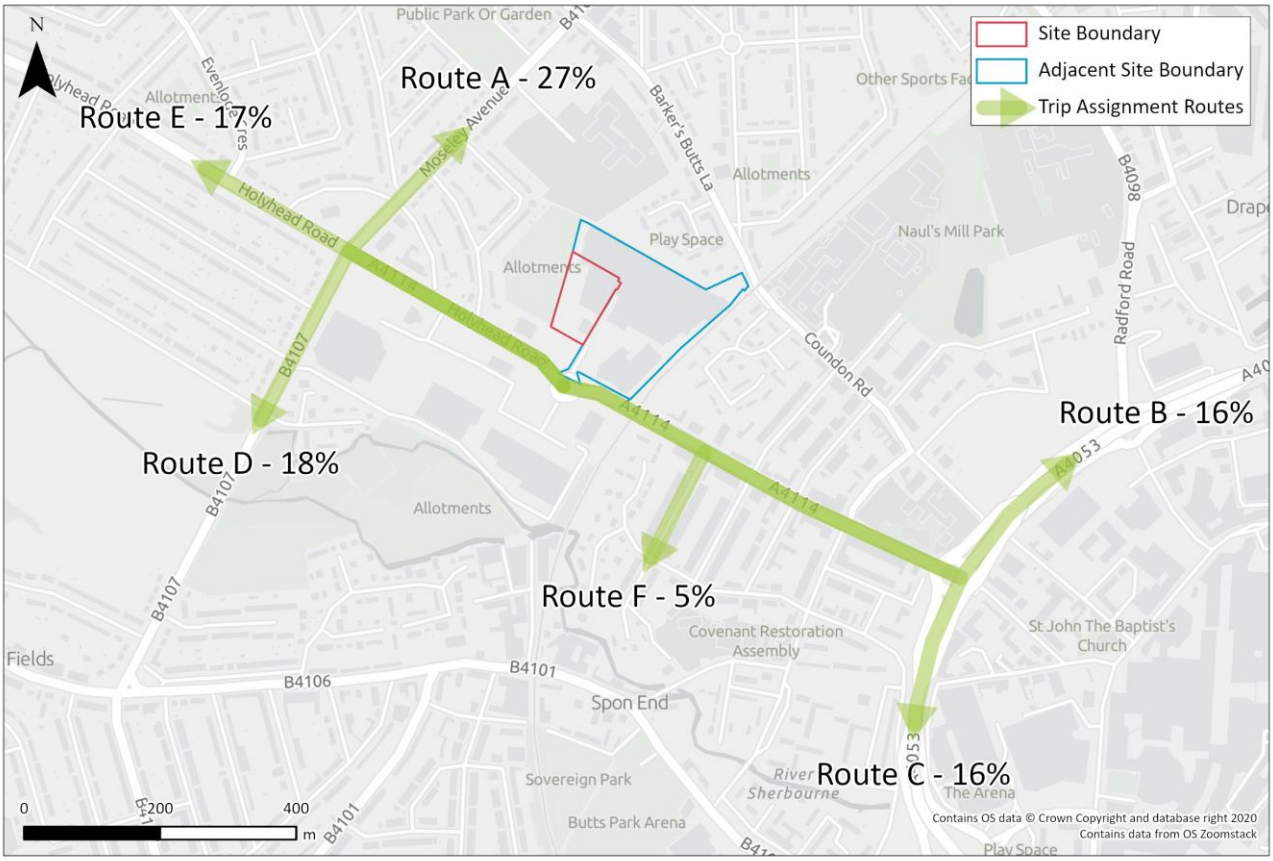
5.4.2 To distribute and assign the new trips generated by the development onto the local highway network, a population based gravity model has been used, based on the following methodology:

- Identification of Lower Super Outputs Areas (LSOA) within a 5 minute drive[8] of the proposed foodstore, based on travelling to the site in an off-peak period (Wednesday, 11:00);
- Calculation of population of each LSOA based on 2018 Population Estimates;
- Calculate off-peak driving journey time between each LSOA and the site (Wednesday, 11:00);
- Use above information to calculate a percentage distribution draw from each LSOA, which is equally weighted between population and journey time; and
- Assign trips to the network using fastest route between each LSOA population weighted centroid and site access for off-peak periods (Wednesday, 11:00).

5.4.3 The assignment of these trips is shown graphically in Figure 5-1, with traffic flow diagrams and outputs of the population based gravity model provided in **Appendix G.**

[8] This is based on Lidl's retail assessment of sites.

Figure 5-1: New Trips – Trip Assignment



Pass-By Trips

5.4.4 The pass-by trips generated by the development have been distributed based on the directional flow from an ATC undertaken in October 2019 on A4114 Holyhead Road, approximately 100m south of the roundabout junction with Alvis Retail Park. The pass-by trips have been distributed as follows:

- Weekday AM Peak
  - Northbound – 38%
  - Southbound – 62%
- Weekday PM Peak
  - Northbound – 56%
  - Southbound – 44%
- Saturday Peak
  - Northbound – 47%
  - Southbound – 53%

5.4.5 Traffic flow diagrams showing the assignment of the pass-by trips onto the network are provided in **Appendix G.**

Diverted Trips

5.4.6 Given the proximity of the development site to other key routes/junctions and other similar facilities, it is assumed that all trips will divert into the site from the B4107/A4114 signalised junction to the north.

5.4.7 On this basis, diverted trips to the proposed development site have been equally distributed between each of the movements through this junction (not including those turning to/from A4114 Holyhead Road (S) which are included for within the pass-by trips).

5.4.8 Traffic flow diagrams showing the assignment of the diverted trips onto the network are provided in **Appendix G.**

5.5 Highway Impact Assessment

Study Area

5.5.1 Based on the methodology set out above for distributing and assigning the net trips onto the local highway network, the number of two-way vehicle trips through junctions on the local highway network is set out in Table 5-7.

Table 5-7: Two-way vehicle trips through junctions

Junction	Weekday AM Peak	Weekday PM Peak	Saturday Peak	Further assessment required?
Site Access/Alvis Retail Park/A4114 Holyhead Road	66	148	215	✓
B4107 Four Pounds Avenue/ B4107 Moseley Avenue / A4114 Holyhead Road	31	69	101	✗
A4114 Holyhead Road / A4053 Coventry Ring Road	13	28	41	✗

5.5.2 Based on the trip generation, by junction, set out in Table 5-7, the requirement for standalone junction capacity modelling has been determined based on whether there would be a perceptible change in traffic flow as a result of the development:

- **Site Access/Alvis Retail Park/A4114 Holyhead Road** – At this junction there would be approximately one additional trip every minute in the AM peak hour, and two additional trips per minute in the PM peak hour. On a Saturday, it is forecast that the development would generate an additional three trips per minute. On this basis, it is proposed to model the modified site access roundabout formed with the A4114 Holyhead Road.

- **B4107 Four Pounds Avenue / B4107 Moseley Avenue / A4114 Holyhead Road** – At this junction it is forecast that there would be approximately one additional trip every two minutes in the AM peak hour and every minute in the PM peak hour. On a Saturday, it is anticipated that the development would result in an additional three trips every two minutes. Although higher than the weekday peak trip generation, this impact can also be deemed as minimal. This forecast increase in traffic, when compared to the background traffic flows, would be imperceptible and therefore it is deemed that junction modelling would not be required for this junction.
- **A4114 Holyhead Road/A4053 Coventry Ring Road** – At this junction, it is forecast that there would be less than an additional trip per minute in the peak periods and such an increase would be negligible in the context of the background flows on the network. As such, it is deemed that no modelling would be required in this location.

5.5.3 Beyond these junctions, the trips quickly dissipate through the network and therefore are not forecast to have a material impact on queueing and delay.

5.5.4 A4114 Holyhead Road/Barras Lane junction has not been considered since it is understood that this junction is being removed as part of a wider cycle/highway improvement scheme.

Junction Capacity Modelling

5.5.5 As set out above, junction capacity modelling has been undertaken for the site access onto A4114 Holyhead Road. Whilst the Saturday peak is forecast to generate more traffic than weekday PM peak, the weekday PM peak represents the peak when combining the development traffic and background traffic levels. As such, the junction has been assessed for the weekday PM peak hour of 17:00 to 18:00 only.

5.5.6 To provide an estimate of the operation of the Site Access/A4114 Holyhead Road junction, existing data has been utilised to determine a suitable set of traffic flows for assessment purposes, as follows:

- 2019 link counts have been obtained from TfWM undertaken on Holyhead Road adjacent to the railway bridge. These have been uplifted to 2022 (anticipated opening year) and 2027 (anticipated opening year + five years) using TEMPro.
- A robust assessment of 100 vehicles have been assumed to turn in from, and out to, both directions on the A4114 on the Alvis Retail Park arm.
- A baseline scenario has been included which assesses the likely operation of the junction assuming the extant use is operational using peak hour trip generation of the former occupants (LTI Vehicles) and also assumes the retained Sytner BMW use (based on typical operation of the site provided by Sytner).

- The core modelling scenario assumes the traffic on the access road arm generated by Sytner BMW and the addition of traffic generated by Lidl.
- A sensitivity scenario has been undertaken for the future year of 2027 which assumes the above plus the traffic forecast to be generated by the proposed adjacent residential development.

5.5.7 Whilst the Saturday peak is forecast to generate more traffic than weekday PM peak, the weekday PM peak represents the peak when combining the development traffic and background traffic levels. As such, the junction has been assessed for the weekday PM peak hour of 17:00 to 18:00.

5.5.8 The capacity has been assessed using the ARCADY module of Junctions 9 using lane based assignment due to uneven lane usage. The results are summarised in Tables 5-8 to 5-9 and the full outputs provided in **Appendix H.**

Table 5-8: Junction Capacity Modelling – 2022 Operation (PM Peak Hour)

Approach	Base + Extant Use			Base + Proposed Lidl		
	RFC	Queue (PCU)	Delay (s/PCU)	RFC	Queue (PCU)	Delay (s/PCU)
Site Access	0.10	0	6	0.17	0	7
A4114 Holyhead Road (E)	0.87	7	25	0.90	10	31
Alvis Retail Park	0.12	0	5	0.12	0	5
A4114 Holyhead Road (W)	0.83	6	26	0.89	10	39

Table 5-9: Junction Capacity Modelling – 2027 Operation (PM Peak Hour)

Approach	Base + Proposed Lidl			Base + Proposed Lidl Store + Proposed Residential Development		
	RFC	Queue (PCU)	Delay (s/PCU)	RFC	Queue (PCU)	Delay (s/PCU)
Site Access	0.17	0	7	0.19	0	7
A4114 Holyhead Road (E)	0.94	17	52	0.95	19	58
Alvis Retail Park	0.13	0	5	0.13	0	5
A4114 Holyhead Road (W)	0.93	16	60	0.94	19	72

5.5.9 The modelling results in Table 5-8 shows that the junction is forecast to operate slightly over acceptable thresholds of capacity in the PM peak, with queues of up to seven PCUs on A4114 Holyhead Road (E) and maximum RFC of 0.87. These results reflect the high volumes of traffic currently on A4114 Holyhead Road in both directions during peak periods, and associated queueing and delay.

5.5.10 Following addition of the development traffic, Table 5-8 demonstrates that in 2022 the junction will continue to operate over acceptable thresholds of capacity, increasing queueing by up to four

vehicles in both directions on A4114 Holyhead Road. There is forecast to be a modest increase in delays to vehicles travelling along A4114 Holyhead Road (a maximum of 13 seconds (A4114 Holyhead Road (W))), which are unlikely to be perceptible to the average road user. On this basis, it is not considered that the proposed development would have a severe impact on the operation of the junction.

5.5.11 The results for 2027 Future Year and those for the sensitivity scenario (2027) are comparable, showing maximum RFCs of 0.94 and 0.95, respectively. In these scenarios, queues are forecast to increase by 10 – 12 vehicles on A4114 Holyhead Road compared to the 2022 Base.

5.5.12 Following the aforementioned closure of Barras Lane to through traffic, it is likely that there will be some local re-distribution of traffic onto Barkers Butts Lane which could improve the forecast operation of this junction.

5.5.13 Taking into consideration the wider scale changes to the highway network and robust assumptions made in the absence of available traffic data, it is not considered that the proposed development would have a cumulative severe impact on the operation of the local highway network.

6 Summary and Conclusion

6.1 Summary

6.1.1 PJA has been commissioned by Lidl Great Britain Limited to prepare a Transport Assessment (TA) to accompany detailed planning applications for development of a Lidl foodstore (GIA of 2,177 m^2).

6.1.2 It is proposed to provide vehicular access to the site from an access road linking to an existing four-arm roundabout with A4114 Holyhead Road, Coventry, with links for all modes to the wider development site.

6.1.3 Other key findings of this report are:

- The development site is accessible on foot, bicycle, and public transport to a range of existing destinations and to wider sustainable transport infrastructure;
- There are no existing road safety concerns within the vicinity of the development site which would need to be addressed as part of the development proposals;
- The provision of two-way cycle route through the development as part of the adjacent residential site, between A4114 Holyhead Road and Barker's Butts Lane, will link into wider cycle routes that are currently being constructed. These improvements will increase the attractiveness of cycling to/from the proposed development;
- The assessment of the proposed trip generation shows that during peak periods (weekday AM, weekday PM and Saturday peak) the development will increase trips generated by the site compared to its extant use;
- An assessment of the distribution and assignment of these trips onto the local highway network shows that during these peaks, with the exception of the site access, the additional trips will have a minimal impact on queueing and delay, and when compared to background traffic flows the increase would be imperceptible; and
- Junction capacity modelling has demonstrated that the development would have a modest impact in the opening year of 2022. Following this, the development has a greater impact on the operation of the site access junction (A4114 Holyhead Road). However given the robust assumptions and wider changes proposed to the local highway network it is not considered that the proposed development has a severe residual cumulative impact on the local highway network.

6.2 Conclusion

6.2.1 Paragraph 108 of the NPPF states that in assessing applications for development, it should be ensured that:

- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

6.2.2 This report has demonstrated that the proposed development meets the above criteria and that the residual impacts of the development are not severe.

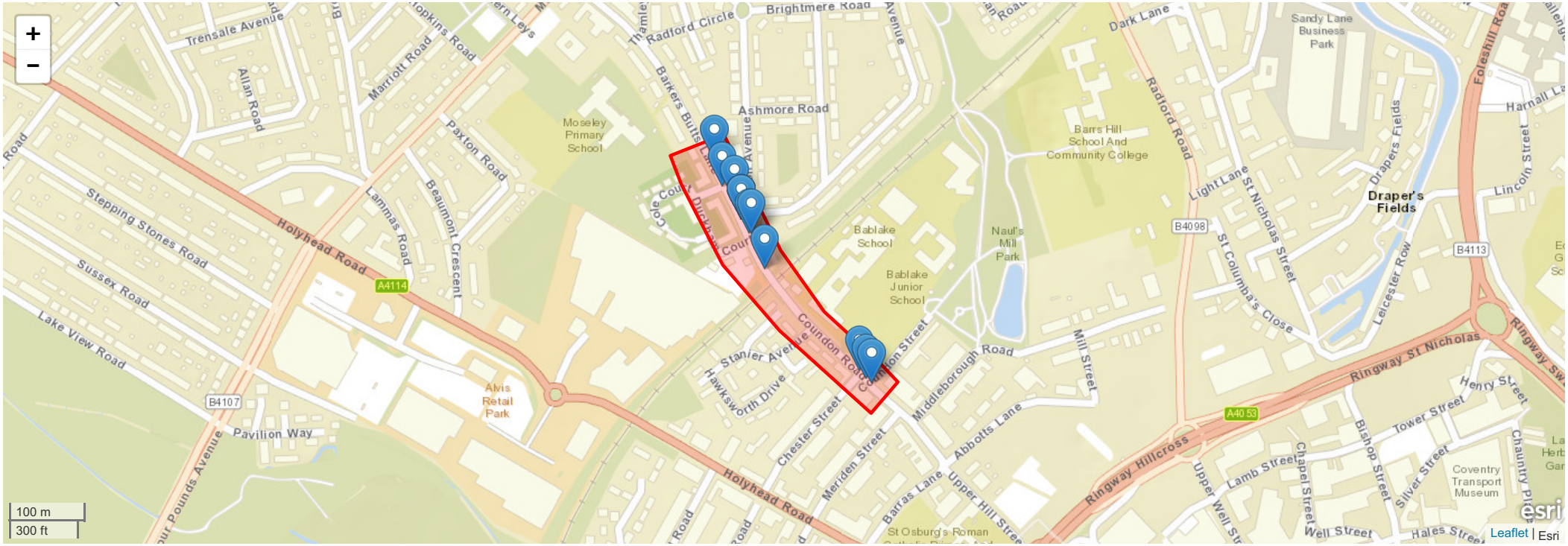
Appendix A Road Safety Data

Transport for West Midlands Road Traffic Collision Report

From 22/07/2015 to 22/02/2020

Report generated on 29 July 2020 at 09:50

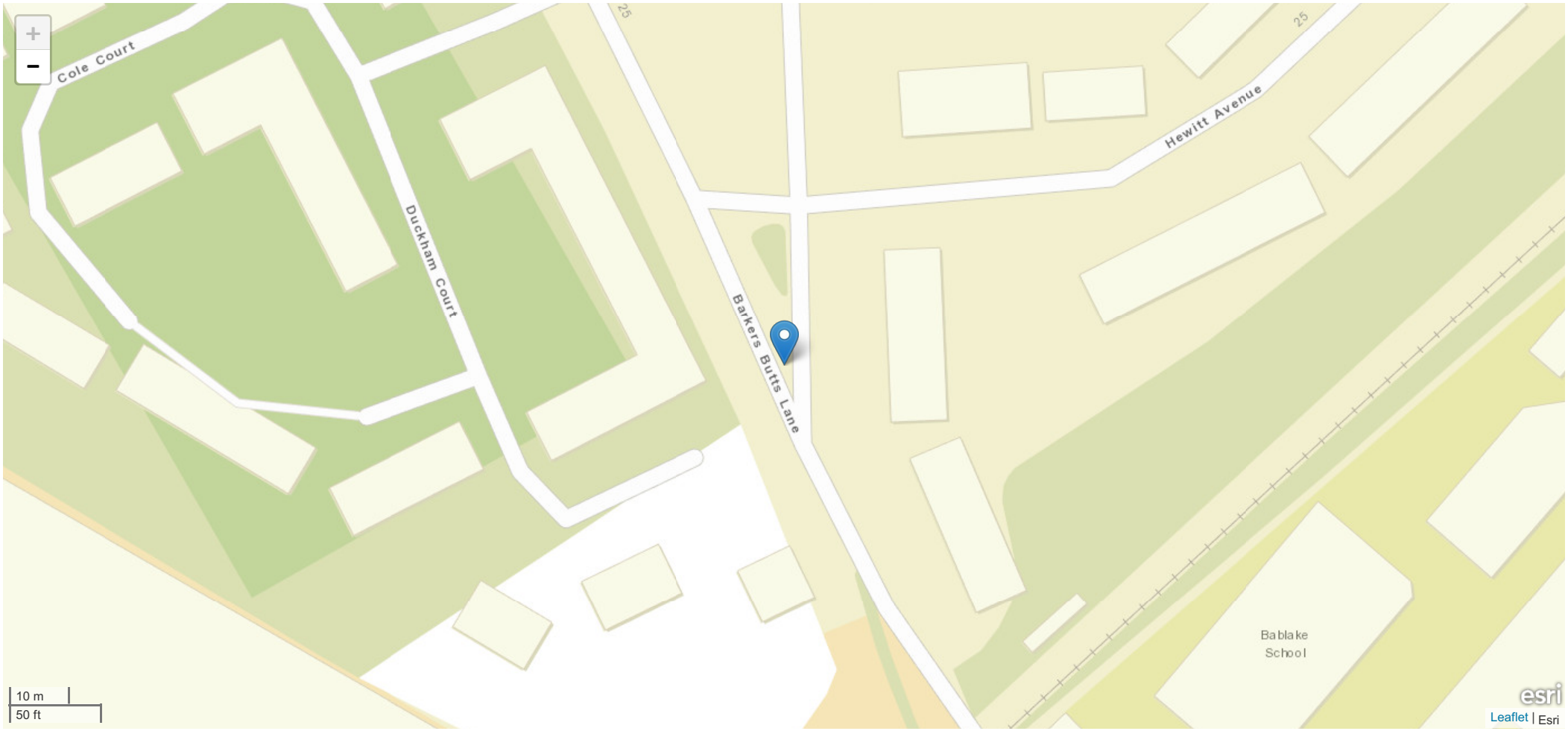
Total Collisions	No. of Fatal Collisions	No. of Serious Collisions	No. of Slight Collisions	Total Casualties	No. of Fatal Casualties	No. of Serious Casualties	No. of Slight Casualties	No. of Driver Classification	No. of Passenger Classification	No. of Pedestrian Classification
10	0	5	5	13	0	5	8	5	5	3



Incident Record Number: 1 - Sunday 09:35 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
M7309916	15/05/2016	09:35	Sunday	2	1	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
BARKER BUTT'S LANE	TOMSON AVENUE



Incident Record Number: 1 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
BARKER BUTT'S LANE	432513, 279669	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Careless or Reckless or In a hurry	Failed to look properly (pedestrian)	Poor turn or manoeuvre

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Serious	No Data Provided	Unknown

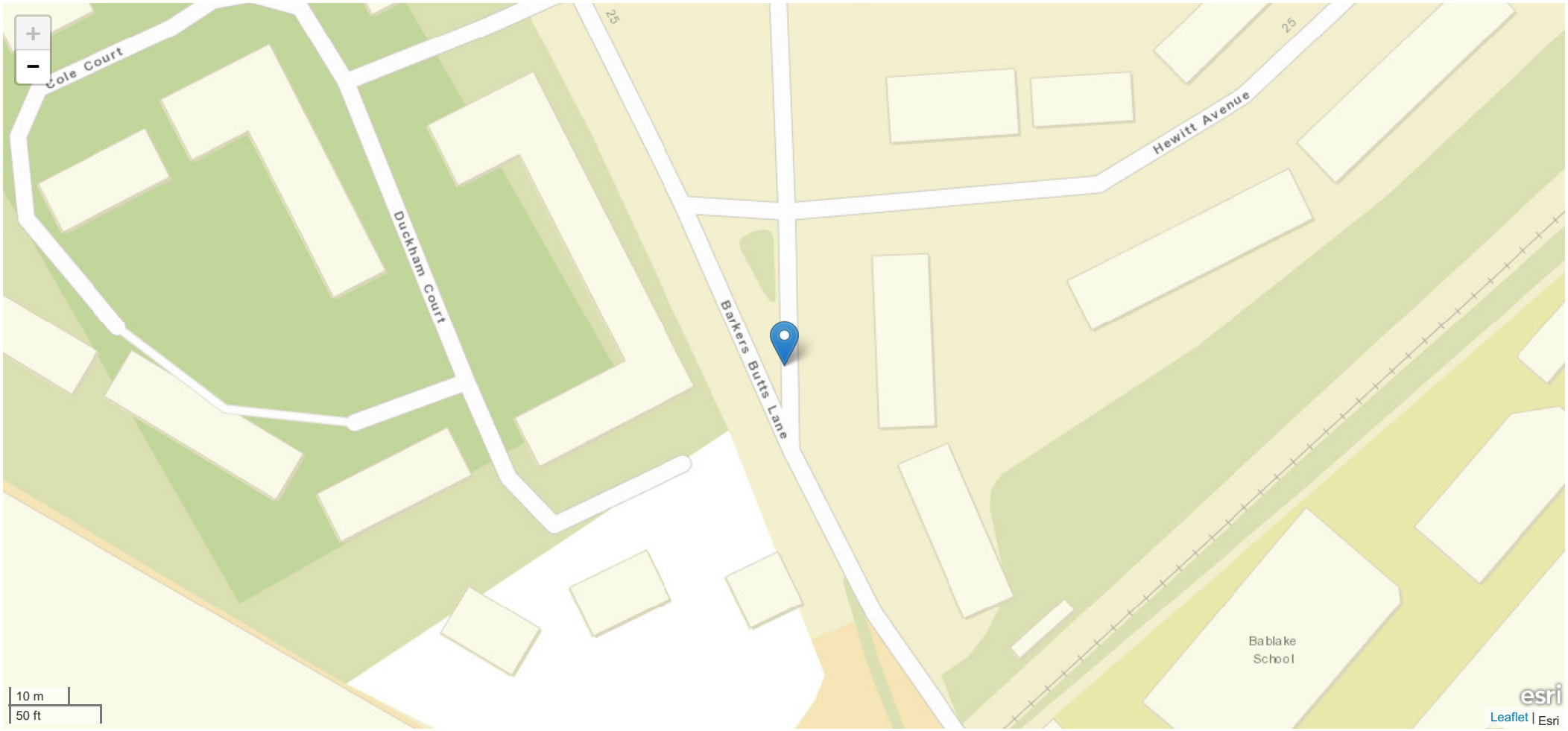
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	30	30 - 39 years	Car, No tow articulation	TOYOTA, AVENSIS S	Negative	None	On main c way - not in restricted lane	None	Front	Turning right	|SE|N
2	No Data Provided	Data missing or out of range	Electric motorcycle, No tow articulation	AJS, JSM 125	Not provided medical reasons	Skidded	On main c way - not in restricted lane	None	Offside	Going ahead other	|NW|SE

Incident Record Number: 2 - Sunday 09:35 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
M8326916	15/05/2016	09:35	Sunday	2	1	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
BARKER BUTTS LANE	TOMSON AVENUE



Incident Record Number: 2 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
BARKER BUTTS LANE	432515, 279670	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Careless or Reckless or In a hurry	Failed to look properly (pedestrian)	Poor turn or manoeuvre

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Serious	24	20 - 29 years

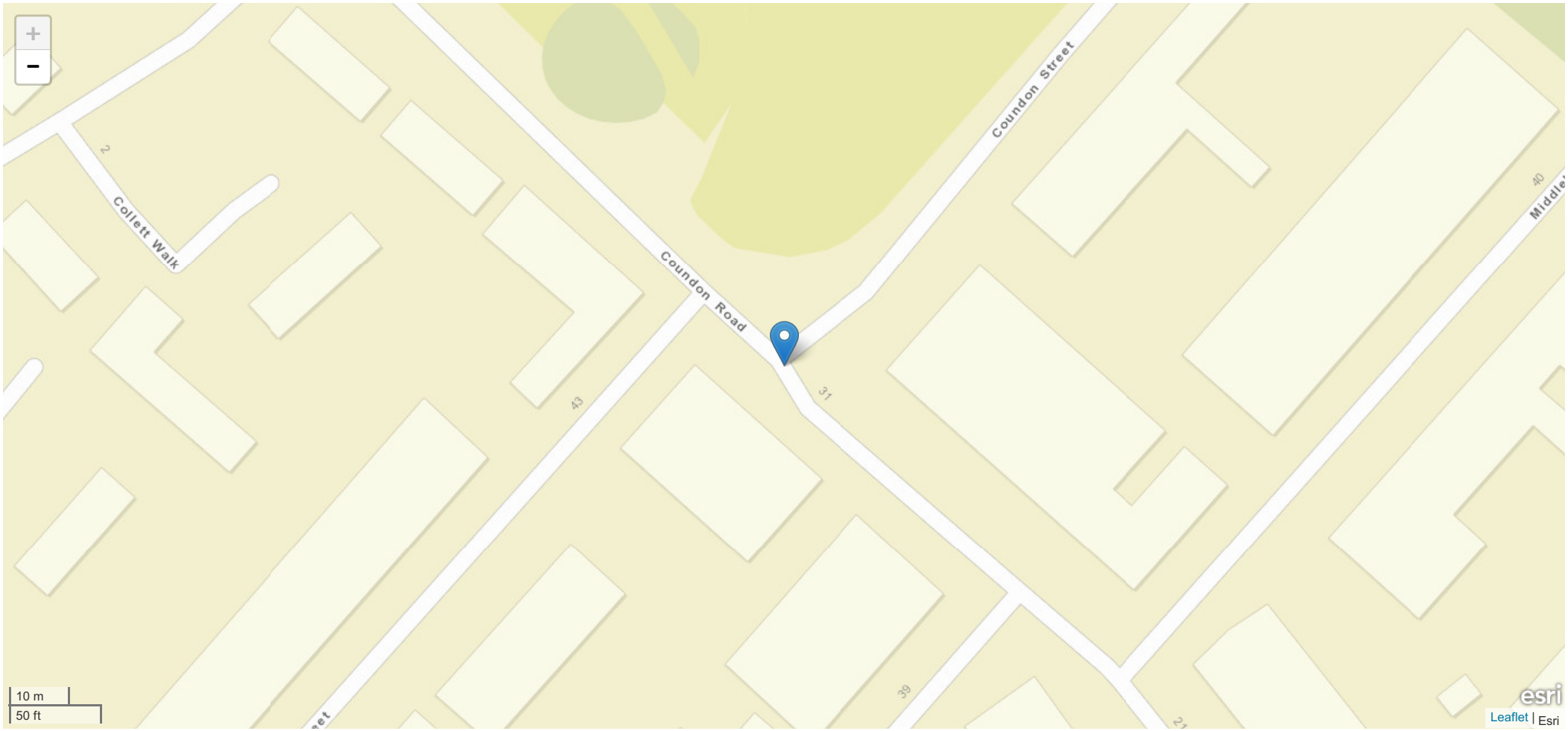
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	30	30 - 39 years	Car, No tow articulation	TOYOTA, AVENSIS S	Not requested	None	On main c way - not in restricted lane	None	Front	Turning right	|SE|N
2	24	20 - 29 years	Motorcycle 125cc and under, No tow articulation	AJS, JSM 125 125	Not requested	Skidded	On main c way - not in restricted lane	Kerb	Offside	Going ahead other	|NW|SE

Incident Record Number: 3 - Friday 17:25 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
M7877716	10/06/2016	17:25	Friday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
COUNDON RD	COUNDON STREET



Incident Record Number: 3 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
COUNDON RD	432674, 279475	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	33	30 - 39 years

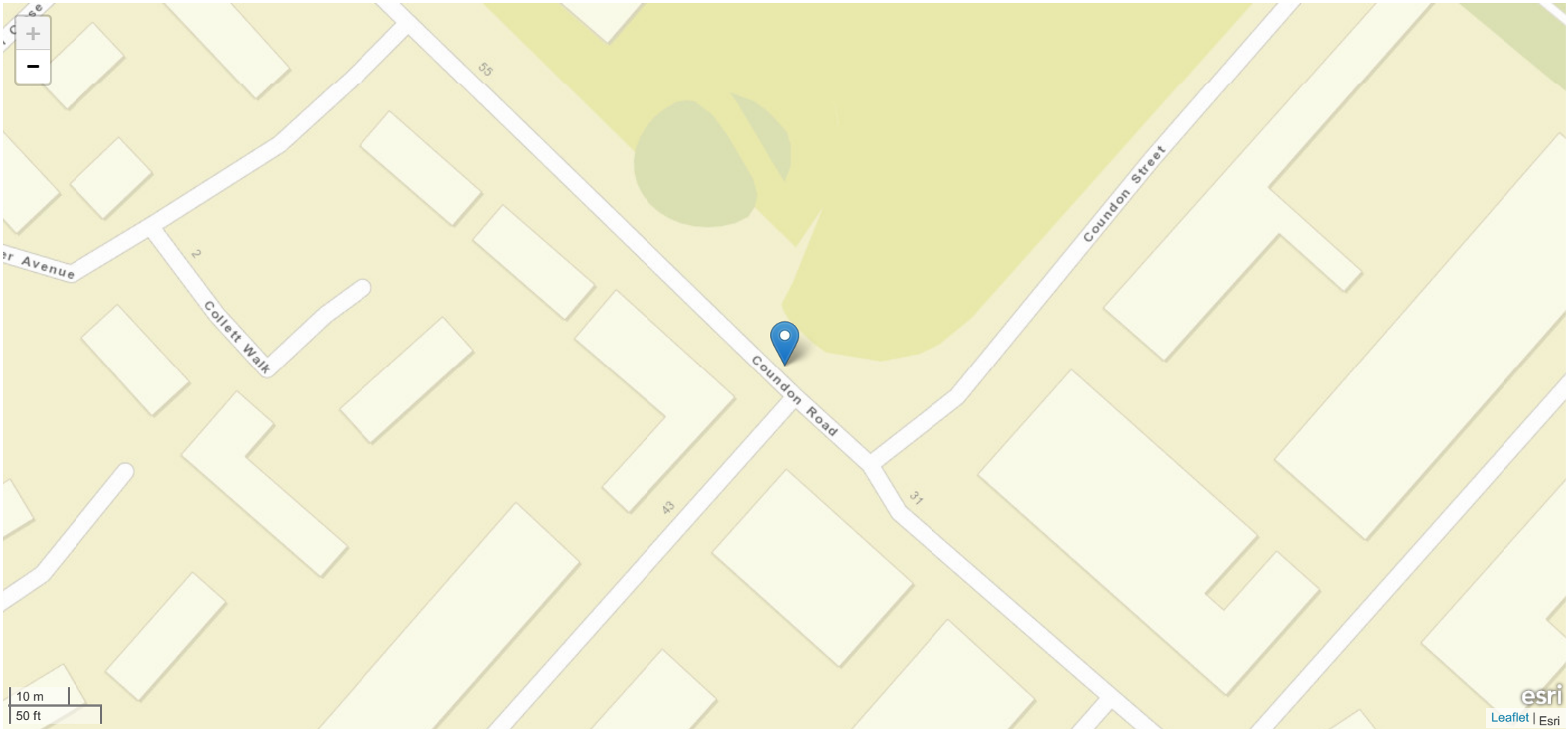
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	46	40 - 49 years	Car, No tow articulation	MINI, MINI COOPER S	Not requested	None	On main c way - not in restricted lane	None	Front	Turning right	|SE|NE
2	33	30 - 39 years	Motorcycle 125cc and under, No tow articulation	VESPA (DOUGLAS), 125 125	Not requested	None	On main c way - not in restricted lane	None	Front	Going ahead other	|NW|SE

Incident Record Number: 4 - Thursday 12:00 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
M10938716	01/09/2016	12:00	Thursday	1	1	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
COUNDON RD	CHESTER ST



Incident Record Number: 4 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
COUNDON RD	432659, 279492	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Impaired by alcohol	Disability or illness, mental or physical	Failed to look properly

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	40	40 - 49 years

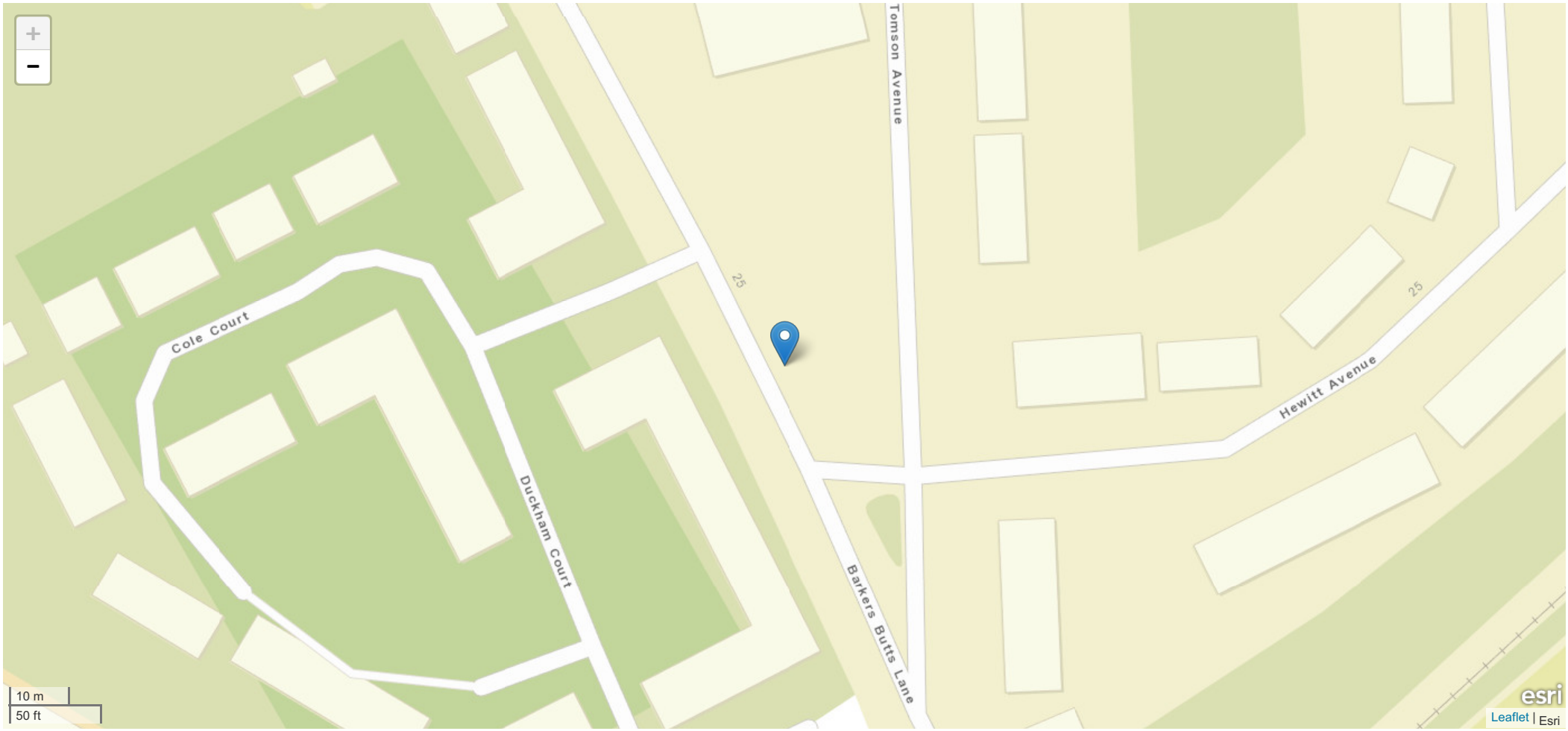
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	68	60 - 69 years	Car, No tow articulation	FORD, B-MAX TITANIUM AUTO	Not requested	None	On main c way - not in restricted lane	None	Nearside	Going ahead other	|NW|SE

Incident Record Number: 5 - Tuesday 09:14 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
M15268617	24/01/2017	09:14	Tuesday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
BARKER BUTTS LANE	HEWITT AVENUE



Incident Record Number: 5 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
BARKER BUTTS LANE	432494, 279713	Unknown	Unknown	Other junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to judge other persons path or speed	Distraction in vehicle	Dazzling sun

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	15	12 - 15 years

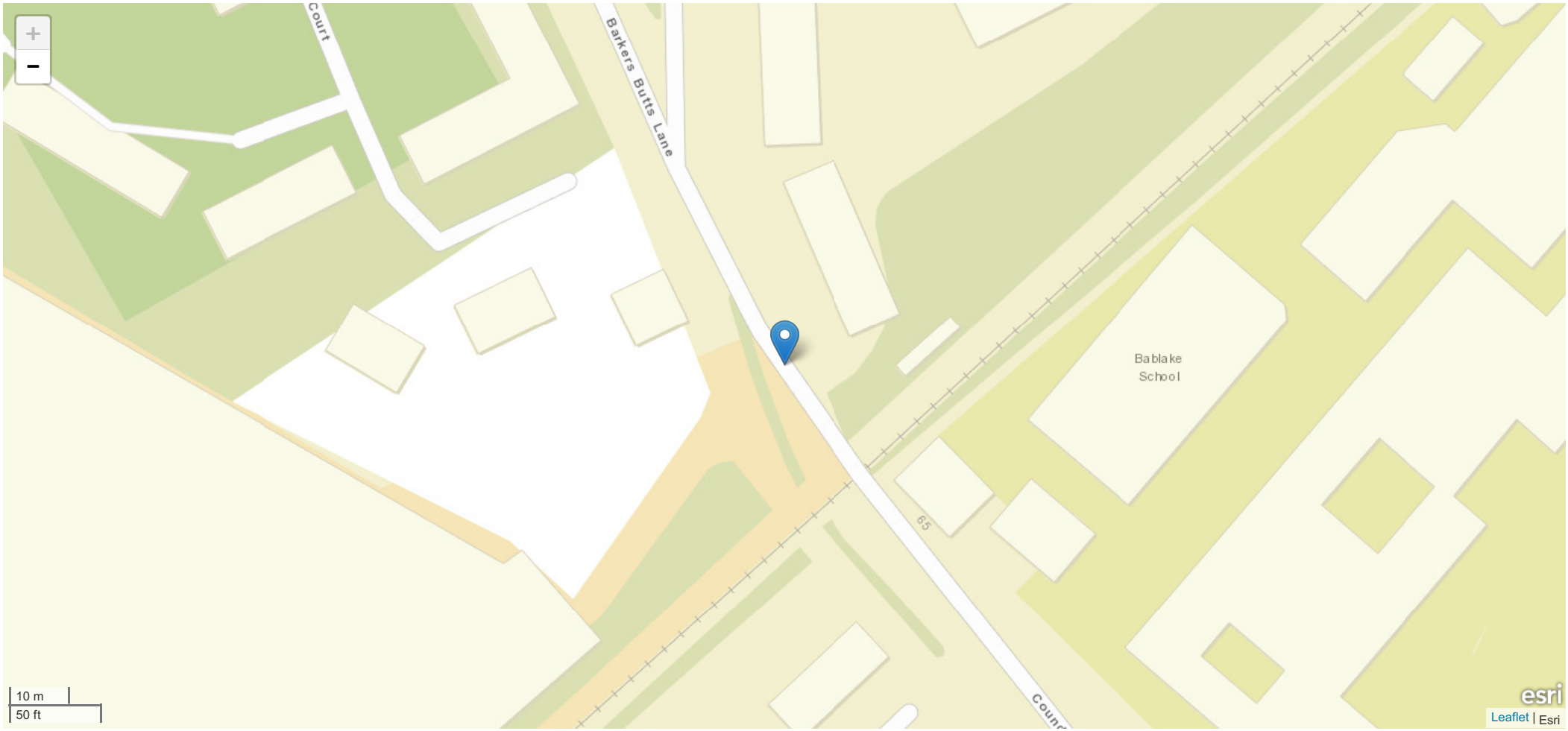
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	20	20 - 29 years	Car, No tow articulation	FORD, KA	Negative	None	On main c way - not in restricted lane	None	Front	Going ahead other	|NW|SE
2	79	70 - 79 years	Car, No tow articulation	RENAULT, CLIO DYNAMIQUE	Negative	None	On main c way - not in restricted lane	None	Back	Slowing or stopping	|NW|SE

Incident Record Number: 6 - Wednesday 08:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
M16449717	08/02/2017	08:00	Wednesday	2	2	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
BARKER BUTTS LANE	No Data Provided



Incident Record Number: 6 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
BARKER BUTTS LANE	432534, 279624	Unknown	Unknown	Private drive or entrance	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Careless or Reckless or In a hurry	Failed to look properly (pedestrian)	Failed to judge other persons path or speed

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	38	30 - 39 years
2	1	Passenger	Slight	12	12 - 15 years

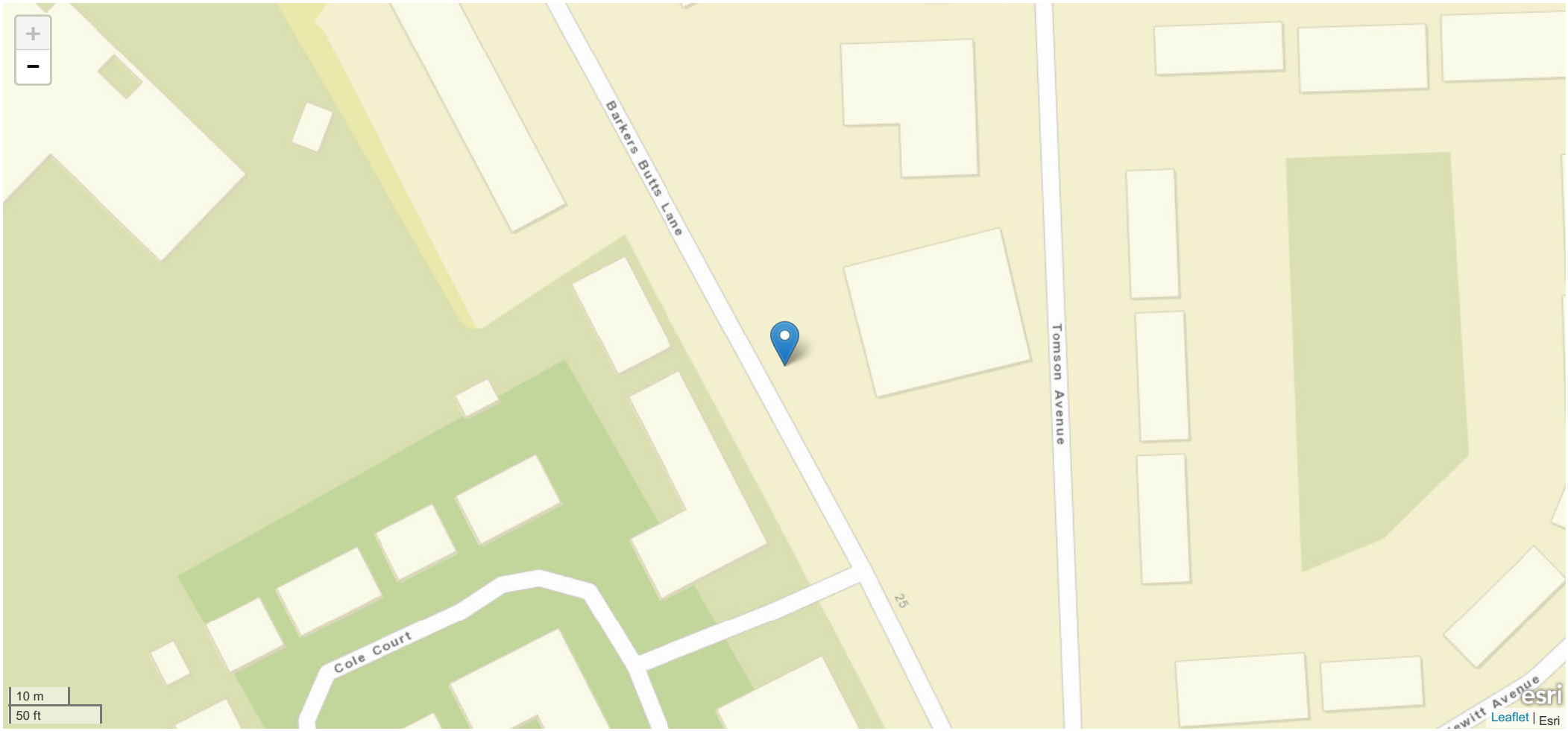
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	20	20 - 29 years	Car, No tow articulation	MERCEDES, C220 SPORT AUTO	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Going ahead other	|SW|NE
2	38	30 - 39 years	Car, No tow articulation	FORD, No Data Provided	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Going ahead other	|NW|SE

Incident Record Number: 7 - Saturday 22:10 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
M22739917	16/09/2017	22:10	Saturday	1	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
COUNDON PUBLIC HOUSE BARKERS BUTT LANE	No Data Provided



Incident Record Number: 7 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
COUNDON PUBLIC HOUSE BARKERS BUTT LANE	432467, 279765	Unknown	Unknown	Not at junction or within 20 metres	Data missing or out of range

Contributory 1	Contributory 2	Contributory 3
Careless or Reckless or In a hurry	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	29	20 - 29 years

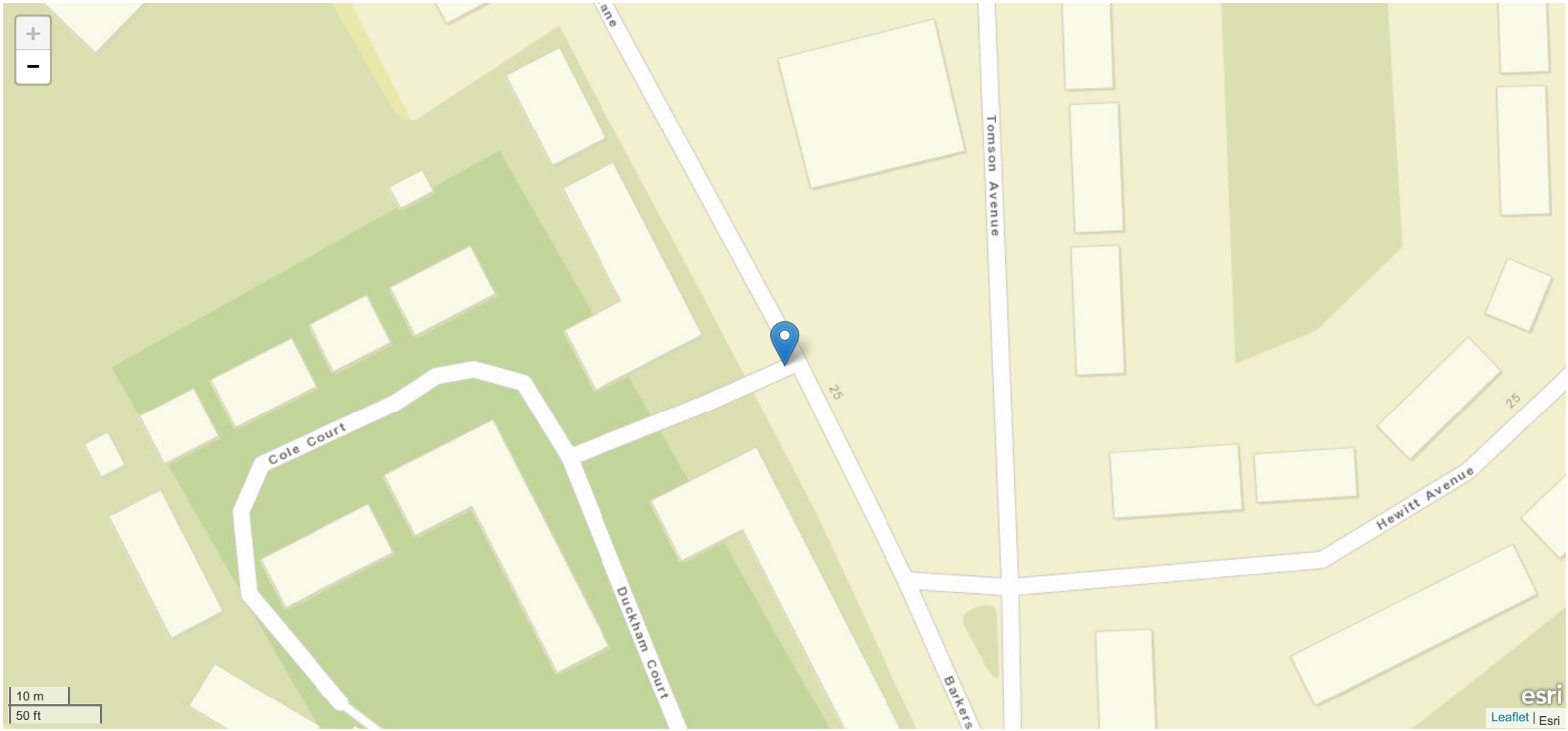
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Taxi/Private hire car, No tow articulation	No Data Provided, No Data Provided	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Did not impact	Moving off	|NW|SE

Incident Record Number: 8 - Friday 15:58 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
M33035618	21/09/2018	15:58	Friday	1	1	Daylight	Fine no high winds	Serious	Wet or damp

Road Name 1	Road Name 2
BARKER'S BUTTS LANE AT JN WITH DUCKHAM COURT	No Data Provided



Incident Record Number: 8 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
BARKER'S BUTTS LANE AT JN WITH DUCKHAM COURT	432478, 279731	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Impaired by alcohol	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	67	60 - 69 years

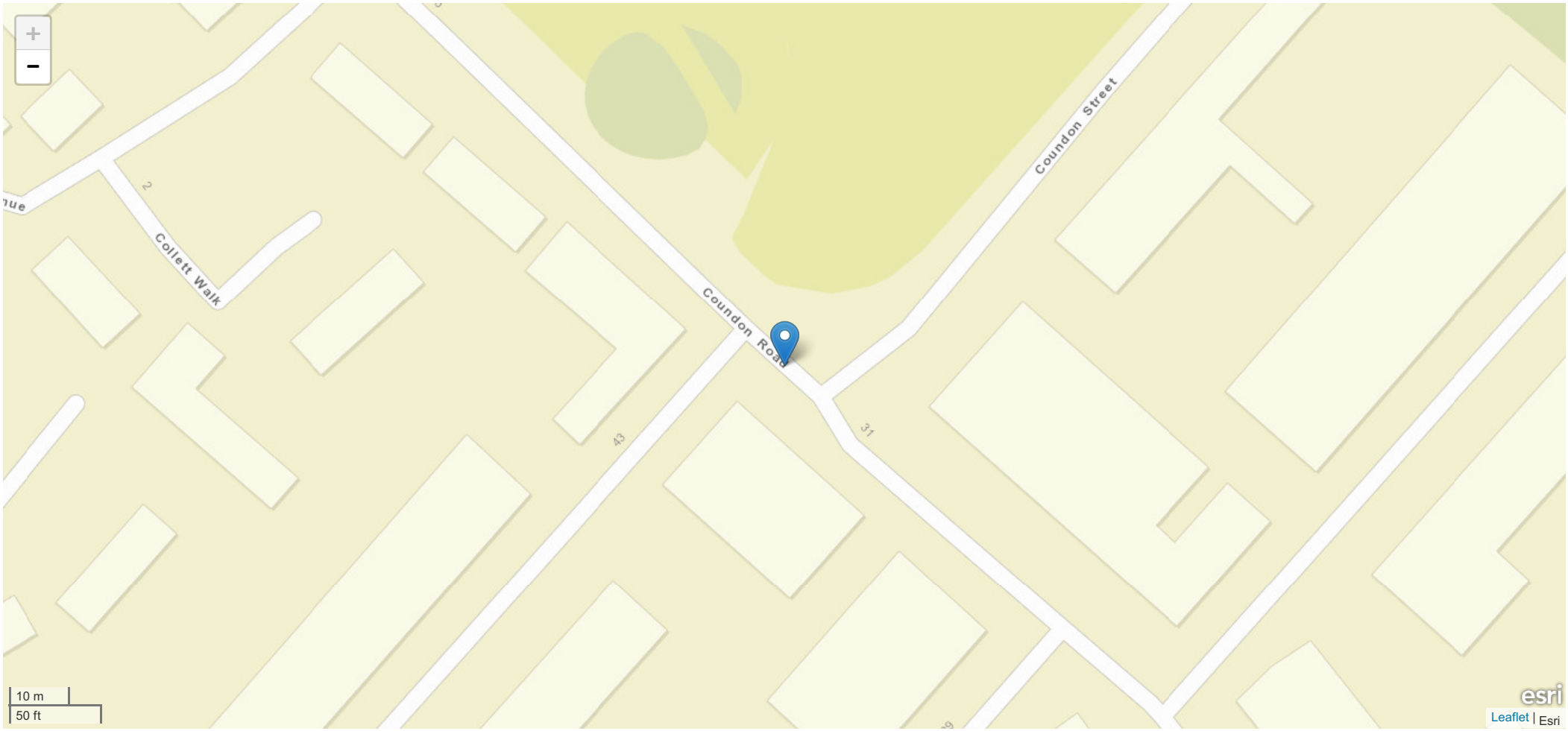
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	32	30 - 39 years	Car, No tow articulation	AUDI, A4 1.9 TDI	Negative	None	No Data Provided	None	Front	Turning right	|SW|SE

Incident Record Number: 9 - Monday 08:05 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
M34400218	05/11/2018	08:05	Monday	1	1	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
COUNDON ROAD NEAR JN WITH CHESTER STREET	No Data Provided



Incident Record Number: 9 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
COUNDON ROAD NEAR JN WITH CHESTER STREET	432667, 279481	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Crossed road masked by stationary or parked vehicle	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	15	12 - 15 years

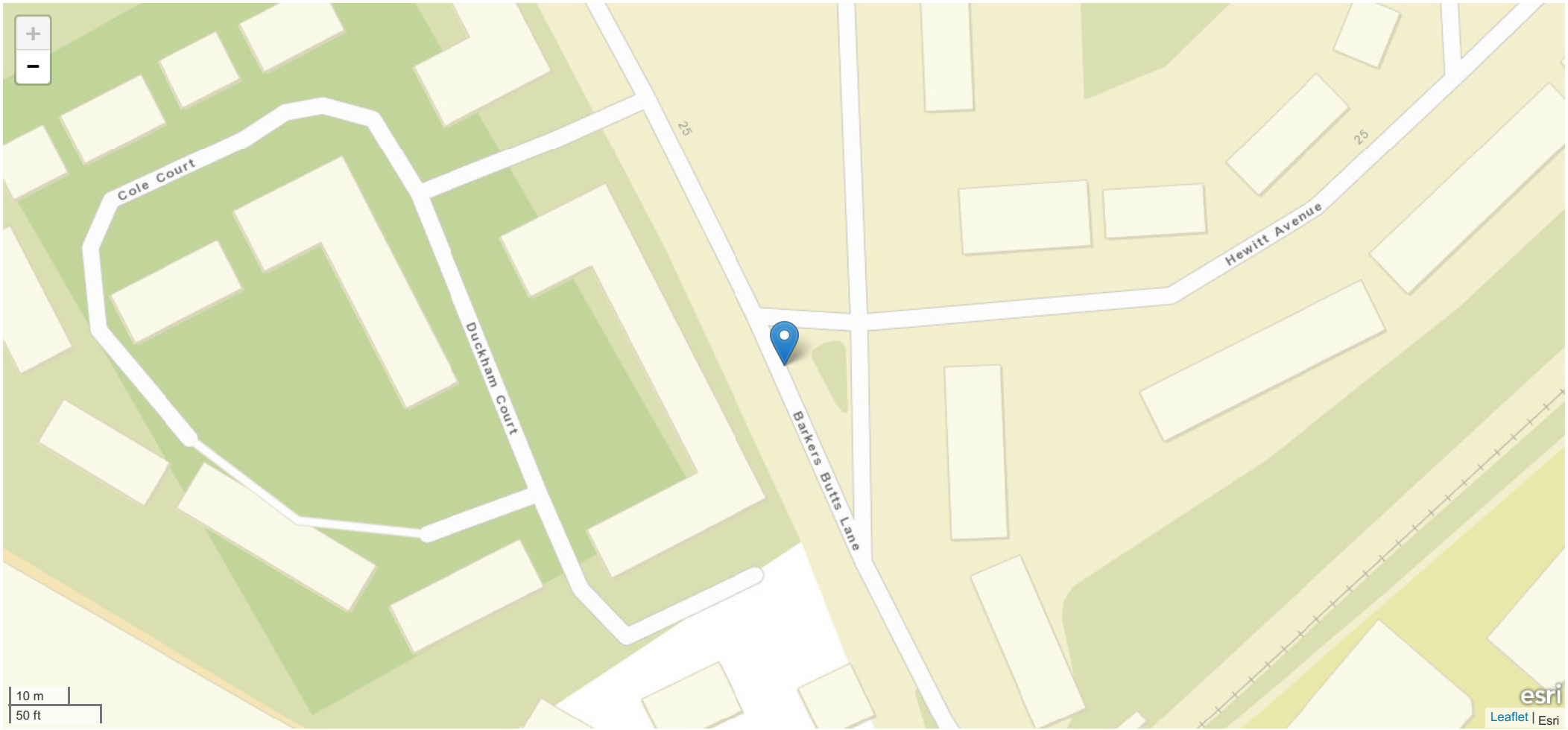
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	18	16 - 19 years	Car, No tow articulation	CITROEN, AX 10E	Negative	None	No Data Provided	None	Front	Going ahead other	|SE|NW

Incident Record Number: 10 - Friday 14:30 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
M90253619	04/10/2019	14:30	Friday	2	3	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
BARKER BUTTS LANE NEAR JUNCTION WITH HEWITT AVENUE	No Data Provided



Incident Record Number: 10 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	3

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
BARKER BUTTS LANE NEAR JUNCTION WITH HEWITT AVENUE	432503, 279688	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Careless or Reckless or In a hurry	Failed to look properly (pedestrian)	Loss of control

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	53	50 - 59 years
2	2	Passenger	Slight	No Data Provided	Unknown
3	2	Passenger	Slight	13	12 - 15 years

Vehicle Details

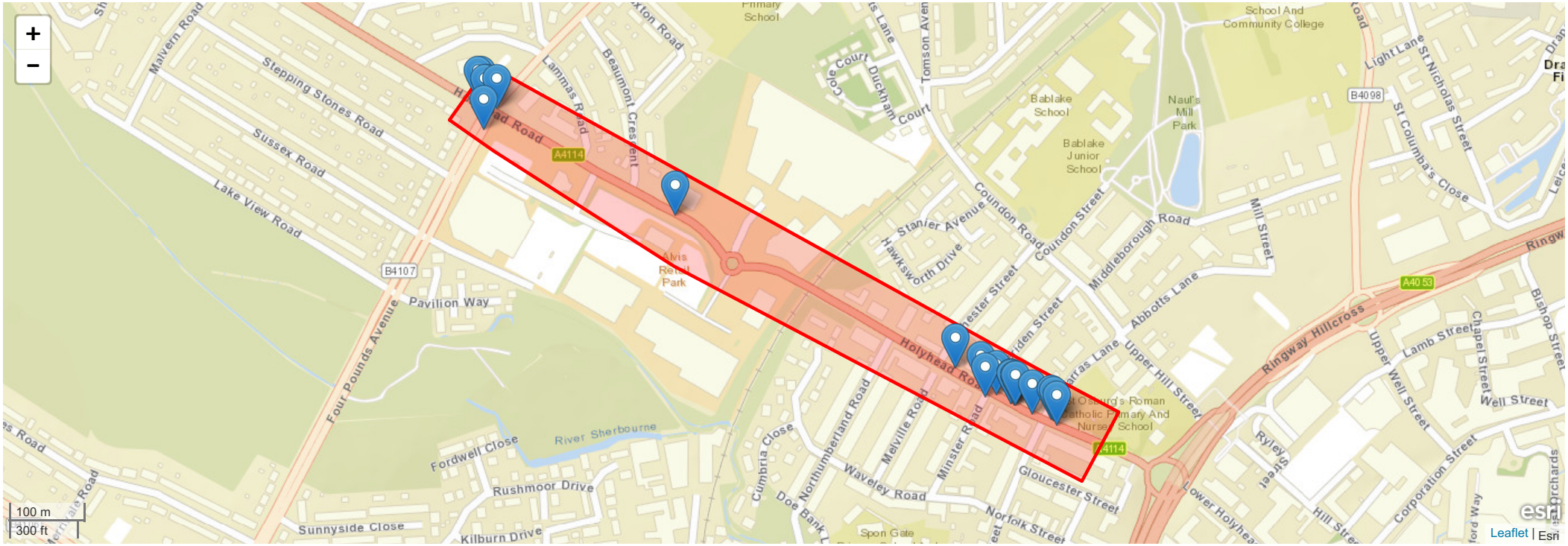
Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	No Data Provided, No Data Provided	Driver not contacted at time of accident	None	No Data Provided	None	Front	Going ahead other	|NW|SE
2	53	50 - 59 years	Car, No tow articulation	PEUGEOT, 407 S HDI	Driver not contacted at time of accident	None	No Data Provided	None	Back	Waiting to turn right	|NE|SE

Transport for West Midlands Road Traffic Collision Report

From 22/07/2015 to 22/02/2020

Report generated on 28 July 2020 at 13:47

Total Collisions	No. of Fatal Collisions	No. of Serious Collisions	No. of Slight Collisions	Total Casualties	No. of Fatal Casualties	No. of Serious Casualties	No. of Slight Casualties	No. of Driver Classification	No. of Passenger Classification	No. of Pedestrian Classification
19	1	0	18	20	1	0	19	13	3	3



Appendix B Cycle Route Map

Cycle Coventry Routes 10 and 11

0 Mile 0.5
0 Kilometre 0.5 1
N

Key

- Cycle Coventry route traffic-free
- Cycle Coventry route on-road
- Linking route
- Walking route
- Toucan crossing
- Pedestrian crossing
- Cycle parking / lockers
- Canal access point
- Tourist information
- One way
- Shopping area

Appendix C WRAT Assessment

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some littering observed along route and stickers over street signs.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Route is mostly open with natural surveillance and minro levels of vandalism, however bridge over A4053 may be perceived as unattractive for some due to lack of natural surveillance.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	0	Holyhead Road is known as experiencing air quality issues, as a result of traffic pollution.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Lighting present along route, with no temporary obstructions to pedestrian routes observed. No excessive use of guard rails (only guard rails present underneath railway bridge). Quite a few bollards currently in place at site access on Holyhead Road. Some refuse bins present on footway.	
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some defects on Holyhead Road e.g. trenching and patching but minor and are not unlikely to result in difficulty for those with reduced mobility. Several footway crossovers along route into City Centre.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Very narrow footway on northern side of Holyhead Road, but generally between 1.5m and 2m in width.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Widths on staggered crossings and refuges generally in excess of 2m	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No footway parking observed along route, either not permitted to park or parking bays provided on street.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	No slopes on footway, aside from up footway/cycleway over A4023 which it is assumed is compliant with this gradient	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	No driveway gates opening out onto footway. One bus shelter that could obstruct clearance width.	
COMFORT				9		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1	Generally, footway provision follows desire lines. No/narrow footway provided on northern side of carriageway under railway bridge, which could better cater for desire lines towards Coventry City Centre.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Closest crossing onto southern side of carriageway (for footway provision) is north of site access, which for walking trips south of the site is away from the desire line.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Holyhead Road is a key route into the city centre and between residential areas, so traffic flow is high. Whilst crossing is direct, there is likely to be some delay.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	Crossings are either uncontrolled, or in single phase.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Green man time likely to be sufficient given crossing distance.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	No severance issues due to provision of shared footway cycleway bridge over A4023. Routes to bus stops are accommodated.	
DIRECTNESS				9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Mixed - footbridge allows pedestrians to keep their distance, but traffic volumes along Holyhead Road are high and is difficult to keep their distance given footway width.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Due to congestion, traffic speeds are low, pedestrians in close proximity.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visibility for pedestrians.	
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2	Dropped kerb and tactile paving adequately provided along route.	
COHERENCE				2		
			Total Score	28		

ROUTE SUMMARY

Route Name	1 - Coventry City Centre
Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores
Attractiveness	4
Comfort	9
Directness	9
Safety	4
Coherence	2
Total	28

70%

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some littering observed along route and stickers over street signs.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	0	Route underneath railway line is not open, with poor sight lines. Alternative routes are available.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Barker's Butts Lane is not known to experience air quality issues, and volumes of traffic are not high.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Lighting present along route, with no temporary obstructions to pedestrian routes observed. No excessive use of guard rails. Some refuse bins present on footway.	
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some defects on Coundon Road e.g. trenching and patching but minor and are not unlikely to result in difficulty for those with reduced mobility. Several footway crossovers along route into City Centre.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Generally between 1.5m and 2m in width.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	No staggered crossings or refuges.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No footway parking observed along route, either not permitted to park or parking bays provided on street.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	No slopes on footway, aside from up footway/cycleway over A4023 which it is assumed is compliant with this gradient	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	No driveway gates opening out onto footway. One bus shelter that could obstruct clearance width.	
COMFORT				9		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1	Generally, footway provision follows desire lines. Alternative routes available underneath/over the railway line.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	No crossings on route as not required to facilitate route from site into Coventry. Tactile paving generally provided along minor side roads.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Traffic flows are not high, however level crossing may introduce additional delay. Not anticipated to be frequent however barrier may be down for some time.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	level crossing may introduce additional delay. Not anticipated to be frequent however barrier may be down for some time.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Level crossing barrier up time considered sufficient to cross comfortably.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	No severance issues due to provision of shared footway cycleway bridge over A4023. Routes to bus stops are accommodated.	
DIRECTNESS				9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Mixed - footbridge allows pedestrians to keep their distance, and traffic volume is moderate.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Traffic speed anticipated to be low, pedestrians in close proximity.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visibility for pedestrians.	
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2	Dropped kerb and tactile paving adequately provided along route.	
COHERENCE				2		
			Total Score	29		

ROUTE SUMMARY

Route Name	1A - Coventry City Centre
Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores
Attractiveness	5
Comfort	9
Directness	9
Safety	4
Coherence	2
Total	29

73%

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some littering observed along route and stickers over street signs.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	Route is mostly open with natural surveillance and minor levels of vandalism.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	Traffic levels mean that noise and air pollution could be improved	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	Lighting present along route, with no temporary obstructions to pedestrian routes observed. No use of guard railings, except for at Barkers Butts Lane junction and in proximity to primary school for safety reasons .Quite a few bollards currently in place at site access on Holyhead Road. Some refuse bins present on footway.	
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some defects on Holyhead Road and Moseley Avenue e.g. trenching and patching, and tree roots make surfaces uneven on both sides of the carriageway, introducing difficulties for prams or wheelchairs.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Generally between 1.5m and 2m in width. Occasional need for give or take due to presence of trees on Moseley Avenue.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Widths on staggered crossing between 1.5 - 2m (junction between Moseley Avenue and Barker's Butts Lane).	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No footway parking observed along route, either not permitted to park or parking bays provided on street.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	No slopes on footway.	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	No driveway gates opening out onto footway. A few bus shelters that could obstruct clearance width.	
COMFORT				9		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Generally, footway provision follows desire lines	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Crossings follow desire lines.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Crossing at Barkers Butts Lane is signalised, likely to be some delay.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	Crossing at Barkers Butts Lane is staggered, but unlikely to add signficantly to journey time.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Green man time likely to be sufficient given crossing distance.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	No severance issues due to footway provided along whole route. Routes to bus stops are accommodated.	
DIRECTNESS				10		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Mixed - traffic volumes along Holyhead Road are high and is difficult to keep their distance given footway width.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Due to congestion, traffic speeds likely to be low, pedestrians in close proximity.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visibility for pedestrians.	
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Dropped kerbs provided at all crossings, but may not be to current standards, tactile paving not always provided.	
COHERENCE				1		
			Total Score	29		

ROUTE SUMMARY

Route Name	2 - Towards Coundon
Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores	
Attractiveness	5	
Comfort	9	
Directness	10	
Safety	4	
Coherence	1	
Total	29	73%

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some littering observed along route and stickers over street signs.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	Route is mostly open with natural surveillance and minor levels of vandalism.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Barker's Butts Lane is not known to experience air quality issues, and volumes of traffic are not high.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	Lighting present along route, with no temporary obstructions to pedestrian routes observed. No use of guard railings, except for at Barkers Butts Lane junction. Some refuse bins present on footway.	
ATTRACTIVENESS				6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some defects on Barkers Butts Lane e.g. trenching and patching, and tree roots make surfaces uneven on both sides of the carriageway, introducing difficulties for prams or wheelchairs.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Generally between 1.5m and 2m in width. Occasional need for give or take due to presence of trees on Barkers Butts Lane.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Widths on staggered crossing between 1.5 - 2m (junction between Moseley Avenue and Barker's Butts Lane).	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No footway parking observed along route, either not permitted to park or parking bays provided on street.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	No slopes on footway.	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	No driveway gates opening out onto footway. A few bus shelters that could obstruct clearance width.	
COMFORT				9		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Generally, footway provision follows desire lines	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Crossings follow desire lines.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Crossing at Barkers Butts Lane is signalised, likely to be some delay.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	Crossing at Barkers Butts Lane is staggered, but unlikely to add signficantly to journey time.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Green man time likely to be sufficient given crossing distance.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	No severance issues due to footway provided along whole route. Routes to bus stops are accommodated.	
DIRECTNESS				10		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Traffic volume moderate but pedestrians are in close proximity.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Traffic speeds moderate but pedestrians are in close proximity.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visibility for pedestrians.	
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Dropped kerbs provided at all crossings, but may not be to current standards, tactile paving not always provided.	
COHERENCE				1		
			Total Score	30		

ROUTE SUMMARY

Route Name	2A - Towards Coundon
Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores
Attractiveness	6
Comfort	9
Directness	10
Safety	4
Coherence	1
Total	30

75%

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some littering observed along route and stickers over street signs.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Route is mostly open with natural surveillance and minor levels of vandalism.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	0	Holyhead Road is known as experiencing air quality issues, as a result of traffic pollution but only for limited distance, the remainder of the route is not known to suffer from air quality issues.,	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Lighting present along route, with only temporary obstructions to pedestrian routes observed was refuse bins. No excessive use of guard rails (only guard rails present underneath railway bridge). Quite a few bollards currently in place at site access on Holyhead Road. Some refuse bins present on footway.	
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some defects on Holyhead Road e.g. trenching and patching but minor and are not unlikely to result in difficulty for those with reduced mobility.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Very narrow footway on northern side of Holyhead Road, but generally between 1.5m and 2m in width.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Widths on staggered crossing exceeds 2m	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No footway parking observed along route, either not permitted to park or parking bays provided on street.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	Some gradient on footway on Barras Lane, but does not exceed 8 percent	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	No driveway gates opening out onto footway. One bus shelter that could obstruct clearance width.	
COMFORT				9		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1	Generally, footway provision follows desire lines. No/narrow footway provided on northern side of carriageway under railway bridge, which could better cater for desire lines towards the east of the site.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Closest crossing onto southern side of carriageway (for footway provision) is north of site access, which for walking trips south of the site is away from the desire line.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Holyhead Road is a key route into the city centre and between residential areas, so traffic flow is high. Whilst crossing is direct, there is likely to be some delay.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	Crossings are either uncontrolled, or in single phase.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Green man time likely to be sufficient given crossing distance.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	No severance issues. Routes to bus stops are accommodated.	
DIRECTNESS				9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Mixed - traffic volumes along Holyhead Road are high and is difficult to keep their distance given footway width. Away from Holyhead Road traffic volumes will be lower.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Due to congestion on Holyhead Road and traffic calming, traffic speeds are low, pedestrians in close proximity.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visibility for pedestrians.	
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2	Dropped kerb and tactile paving adequately provided along route.	
COHERENCE				2		
			Total Score	28		

ROUTE SUMMARY

Route Name	3 - Towards Spon End
Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores
Attractiveness	4
Comfort	9
Directness	9
Safety	4
Coherence	2
Total	28

70%

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some littering observed along route and stickers over street signs.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Route is mostly open with natural surveillance and minor levels of vandalism.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	0	Holyhead Road is known as experiencing air quality issues, as a result of traffic pollution.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Lighting present along route, only temporary obstructions are refuse bins. No excessive use of guard rails (only guard rails present underneath railway bridge). Quite a few bollards currently in place at site access on Holyhead Road.	
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some defects on Holyhead Road e.g. trenching and patching but minor and are not unlikely to result in difficulty for those with reduced mobility.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Very narrow footway on northern side of Holyhead Road, but generally between 1.5m and 2m in width.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Widths on staggered crossing between 1.5 - 2m.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No footway parking observed along route, either not permitted to park or parking bays provided on street.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	No slopes on footway.	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	No driveway gates opening out onto footway. One bus shelter that could obstruct clearance width.	
COMFORT				9		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1	Generally, footway provision follows desire lines. No/narrow footway provided on northern side of carriageway under railway bridge, which could better cater for desire lines towards Bablake.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Closest crossing onto southern side of carriageway (for footway provision) is north of site access, which for walking trips south of the site is away from the desire line.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Holyhead Road is a key route into the city centre and between residential areas, so traffic flow is high. Whilst crossing is direct, there is likely to be some delay.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	Crossings are either uncontrolled, or in single phase.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Green man time likely to be sufficient given crossing distance.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	No severance issues. Routes to bus stops are accommodated.	
DIRECTNESS				9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Mixed - footbridge allows pedestrians to keep their distance, but traffic volumes along Holyhead Road are high and is difficult to keep their distance given footway width.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Due to congestion, traffic speeds are low, pedestrians in close proximity.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visibility for pedestrians.	
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2	Dropped kerb and tactile paving adequately provided along route.	
COHERENCE				2		
			Total Score	28		

ROUTE SUMMARY

Route Name	4 - Towards Bablake
Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores
Attractiveness	4
Comfort	9
Directness	9
Safety	4
Coherence	2
Total	28

70%

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some littering along route. Majority of road signs in good condition.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	Route is open with plenty of natural surveillance. No obvious signs of vandalism noted.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	0	Holyhead Road is known as experiencing air quality issues, as a result of traffic pollution.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Lighting present along route, only temporary obstructions are refuse bins. No excessive use of guard rails. Quite a few bollards currently in place however these do not detract from the attractivenss of the route.	
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some defects on Holyhead Road e.g. trenching and patching but minor and are not unlikely to result in difficulty for those with reduced mobility.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Footways mostly exceed 2m in width and are separated from the carriageway by grass verges.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Widths on staggered crossing between 1.5 - 2m.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No footway parking observed along route, either not permitted to park or parking bays provided on street.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	No slopes on footway.	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	No driveway gates opening out onto footway. Parking for retail units adjacent to footway could cause some minor conflict between pedestrians and vehicles	
COMFORT				9		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways run adjacent to carriageway and follow pedestrian desire lines.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	A series of signal controlled pedestrian crossings are provided which mean pedestrians can access retail units/residential areas on opposite side of road.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Holyhead Road is a key route into the city centre and between residential areas, so traffic flow is high. Whilst crossing is direct, there is likely to be some delay.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	Crossings are either uncontrolled, or in single phase.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Green man time likely to be sufficient given crossing distance.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	No severance issues. Routes to bus stops are accommodated.	
DIRECTNESS				11		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Mixed - traffic volume is high however pedestrians are able to mostly keep a good distance from traffic due to grass verges. However may be some proximity to trafffic when cars turn into driveways or retail units.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Due to congestion, traffic speeds are low, pedestrians can keep distance mostly but some issues as noted above.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Straight road, no obstructions. Good visibility for pedestrians.	
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Dropped kerbs provided however small number of side road junctions do not have tactile paving.	
COHERENCE				1		
			Total Score	30		

ROUTE SUMMARY

Route Name	5 - Holyhead Road North
Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores
Attractiveness	5
Comfort	9
Directness	11
Safety	4
Coherence	1
Total	30

75%

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some littering observed along route but street signs generally in good conditionn.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Route is mostly open with natural surveillance - could be lack of surveillance in area near park on Four Pounds Avenue. Some minor vandalism on fences.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	0	Area around Holyhead Road is known as experiencing air quality issues, as a result of traffic pollution.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Lighting present along route, only temporary obstructions are refuse bins. No excessive use of guard rails (only guard rails present underneath railway bridge). Quite a few bollards currently in place at site access on Holyhead Road.	
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some defects e.g. trenching and patching but minor and are not unlikely to result in difficulty for those with reduced mobility.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Footways generally 2m + in width.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Widths on staggered crossing between 1.5 - 2m.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	Instances of footway parking concentrated on northern side of Four Pounds Avenue. May cause obstruction to pedestrians in some instances.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	Four Pounds Avenue slope upwards as it goes through the park and beyond, however is not steep in terms of gradient.	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	No driveway gates opening out onto footway. Some bus shelters encroach slightly on footway space however this does not cause any issues.	
COMFORT				8		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Generally, footway provision follows desire lines on either side of carriageway.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Crossing provision on Holyhead Road and start of Four Pounds Ave good and aligns with desire lines. Once on Four Pounds Avenue there is a lack of crossings which causes some to cross over central reservation.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Holyhead Road is a key route into the city centre and between residential areas, so traffic flow is high. Whilst crossing is direct, there is likely to be some delay.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	Some crossings are staggered but this is limited to the section on Holyhead Rd.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	Green man time likely to be sufficient given crossing distance.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	No severance issues. Routes to bus stops are accommodated.	
DIRECTNESS				9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	Traffic volumes are high however footways are wide enough that pedestrians can keep distance.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Traffic speeds generally low, pedestrians can generally keep distance due to footway width.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Roads are straight - good visibility for pedestrians.	
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Some side roads do not have tactile pavings on crossings. However provision is mostly good.	
COHERENCE				1		
			Total Score	28		

ROUTE SUMMARY

Route Name	6 - Towards Chapel Fields via Four Pounds Ave
Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	9
Safety	6
Coherence	1
Total	28

70%

Comments	
Actions	

Appendix D Site Masterplan

Hazard Warning Schedule	
HAZARD	COMMENTS / ACTION
Existing Services	Relevant authorities to be consulted prior to commencement of works to determine approximate location and extent of existing services. Locations to be confirmed on site by trained persons.
Risk of collapse.	Contractor to plan and manage any works to existing embankments/retaining structures to prevent risk to others.
Asbestos	Confirmation of prior removal of asbestos from site to be obtained and asbestos survey to be carried out by trained persons if necessary.
Falling from height	All work at height to be carried out by trained persons only and in accordance with a pre-prepared method statement.
Service vehicles operating within the public car park.	Operator to be aware of conflict between pedestrians and HGVs and ensure safe operation.
Roof access and maintenance, risk of falling.	Roof maintenance to be carried out from an elevated platform at the perimeter only. Roof access by trained persons only and will require temporary edge protection to be installed before any works are carried out.
Risks associated with LIDL store model	Risks intrinsic to LIDLs store model are provided in document "2.6 BBS 2020 Design Risk Register"
Noise and disturbance to neighbours	All work to be carried out within agreed working hours in order to limit disturbance to neighbours.

Key

Lidl Site 1.91 acres / 0.776 hectares

Parking Numbers
117 Proposed parking spaces inc. 7 disabled (6.0%), 8 parent & child and 6 electric vehicle charging (2 Rapid & 4 Fast chargers).

Areas - BBS 2020.1 Store
ENLARGED WAREHOUSE OPTION

Sales floor	-	1,410 SqM (15,177 SqFt)
Warehouse	-	478 SqM (5,145 SqFt)
Ancillary	-	287 SqM (3,089 SqFt)
GIA	-	2,177 SqM (23,429 SqFt)
GEA	-	2,279 SqM (24,532 SqFt)

Levels

88.97 Existing Level
+87.05 Proposed Level

No.	Date	Description	Drwn/Chkd By
C	11/02/21	Viewport revised	WF/DC
B	11/02/21	Proposed access road revised. Access revised.	WF/DC
A	11/08/20	Presentation of Boundary revised.	WF/SHW

CLIENT
Lidl Great Britain Limited

PROJECT
Holyhead Road
Coventry

TITLE
Proposed Site Plan

DRAWING STATUS
Planning

DRAWN	JD	CHECKED	WF
SCALE	1:250 @ A1		
DATE	August 2020		

Whittam Cox ARCHITECTS
Chesterfield / 01246 260261
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Leeds / 0113 468 2450
whittamcox.com

JOB NO.	DRAWING NO.	REV
140004	PL-03	C

Appendix E Vehicle Tracking