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Lioncourt Homes

South Keresley Sustainable Urban Extension

Transport Mitigation Strategy

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1 Introduction

1.1 Aims and Objectives

1.1.1 Phil Jones Associates (PJA) has been commissioned by Lioncourt Homes to prepare a Transport Mitigation Strategy in relation to planning application OUT/2014/2282, which sets out proposals for the development of up to 800 dwellings, a Local Centre, primary School, and other supporting infrastructure on land at Keresley, Coventry.

1.2 Background

1.2.1 Planning application OUT/2014/2282 was submitted to Coventry City Council (CCC) in July 2014, this was accompanied by a Transport Assessment and Framework Travel Plan prepared by PJA dated June 2014.

1.2.2 Further to the submission of the application, a number of meetings were held with CCC, Warwickshire County Council (WCC), and the West Midlands Integrated Transport Authority (WMITA) during October and November of 2014. The outcome of these discussions was the preparation of an Addendum Transport Assessment which was formally submitted to CCC in December 2014.

1.2.3 Following the submission of the Addendum Transport Assessment, WMITA provided a formal consultation response to CCC to confirm that the revised Bus Strategy set out within the report was acceptable. A copy of the consultation response is provided in **Appendix A**.

1.2.4 Having considered the further information submitted in December 2014, both CCC and WCC requested that additional information be provided to clarify the impact of the proposals and the associated mitigation strategy.

1.3 Purpose of Report

1.3.1 The purpose of this report is to present the Transport Mitigation Strategy associated with the development proposals, whilst also providing the further assessment work requested by WCC and CCC. The updated junction modelling results are summarised in **Appendix B**.

1.3.2 The strategy presented in this report has been discussed and agreed with officers of CCC. Discussions are also ongoing with Warwickshire County Council, however at the time of writing this report the mitigation measures have not been agreed.

1.4 Structure of Report

1.4.1 The remainder of this report is structured as follows:



1. Introduction

- **Chapter 2:** Coundon Wedge Corridor;
- **Chapter 3:** Radford Road/Tamworth Road Corridor;
- **Chapter 4:** Holbrooks Corridor;
- **Chapter 5:** WCC Network;
- **Chapter 6:** Public Transport Strategy;
- **Chapter 7:** Revised Access Strategy; and
- **Chapter 7:** Summary.



2 Coundon Wedge Corridor

2.1 Introduction

2.1.1 The Coundon Wedge Corridor runs in a south-westerly direction from the junction of Tamworth Road/Long Lane, to the A45 Dunchurch Highway. The extent of the corridor and the location of the proposed infrastructure proposals are shown in Figure 2.1, as provided in **Appendix C**.

2.2 Highway Works

2.2.1 The revised assessment work indicates that the development proposals would result in an increase in traffic flows at four junctions on this corridor:

- Tamworth Road/Long Lane;
- Long Lane/Brownhill Green Road/Coundon Wedge Drive/Wall Hill Road;
- Coundon Wedge Drive/Holyhead Road/Allesley Road/Pickford Way/Birmingham Road; and
- A45 Dunchurch highway/Rye Hill/Pickford Way/Parkhill Drive.

2.2.2 CCC has aspirations, associated with the wider economic and population growth agenda for more comprehensive enhancements to the capacity of this corridor. It has therefore been agreed that investment should be focussed on providing meaningful improvements to junctions closest to the site, rather moderate improvements at all four that will only offer temporary and partial benefits. The junctions to receive investment are:

- Tamworth Road/Long Lane; and
- Long Lane/Brownhill Green Road/Coundon Wedge Drive/Wall Hill Road.

2.2.3 It is proposed that the Tamworth Road/Long Lane junction is upgraded to a roundabout arrangement; the junction layout is shown in PJA drawing 968-100 revA as provided in **Appendix D**. A detailed improvement scheme is currently being developed for the Long Lane/Brownhill Green Road/Coundon Wedge Drive/Wall Hill Road junction.

2.2.4 Both schemes will provide benefits greater than that which is required to mitigate the impact of the development, which offsets the investment not being made on the remaining two junctions within the corridor.

2.2.5 Both of the highway improvements identified above will be fully funded by the applicant and secured through either a S278 agreement or an appropriate S106 contribution.



2. Coundon Wedge Corridor

2.2.6 As part of the wider growth aspirations for the Keresley area CCC has aspirations to widen Long Lane between Tamworth Road and Brownhill Green Road, so that this section of road is consistent with the standard of carriageway further south on the corridor and the North West Relief Link Road (NWLR), should this come forward in future.

2.2.7 The widening of Long Lane is considered to be desirable in the context of the development as the proposals would have some impact on Long Lane. However the scheme has been identified by CCC to address existing issues, or to accommodate wider growth aspirations and on this basis the applicant is willing to make a commensurate S106 contribution towards the cost of this infrastructure.

2.3 Walking and Cycling Infrastructure

2.3.1 The development will generate demand for walking and cycling trips along the corridor and the following measures have been identified through discussions with CCC, to improve the connectivity of the site:

- A controlled pedestrian/cycle crossing facility close to the Tamworth Road/Long Lane roundabout scheme;
- A segregated footway/cycleway to run adjacent to Long Lane between Tamworth Road and Brownhill Green Road; and
- On carriageway signage and lining scheme on Coundon Wedge Drive between Brownhill Green Road and Lyons Drive.

2.3.2 These measures will ensure pedestrian connectivity to the local area and the facilities on the southern side of Tamworth Road, whilst also completing a strategic cycle connection to Holyhead Road.

2.3.3 The three improvements identified will be fully funded by the applicant and secured through either a S278 agreement or an appropriate S106 contribution.



3 Radford Road/Tamworth Road Corridor

3.1 Introduction

3.1.1 The Radford Road/Tamworth Road Corridor runs to the south of the site from Sandpits Lane to Lydgate Road. The extent of the corridor and the location of the proposed infrastructure proposals are shown in Figure 3.1, as provided in **Appendix C**.

3.2 Highway Works

3.2.1 The revised assessment work indicates that the development proposals would result in an increase in traffic flows on the corridor towards the City Centre. There are four locations where improvements need to be considered:

- Tamworth Road/Sandpits Lane;
- Bennetts Road South/Sandpits Lane;
- Radford Road/Beake Avenue/Engleton Road; and
- Radford Road/Lydgate Road/Laurence Saunders Road.

3.2.2 Given the current capacity issues at the Tamworth Road/Sandpits Lane junction and the increase in traffic flows generated by the development at this junction, it is proposed that this junction be upgraded to signal control. The proposal will provide both safety and capacity benefits.

3.2.3 At the three other junctions identified above, it is proposed that the signal controllers are upgraded to accommodate MOVA/SCOOT control and be connected to Urban Traffic Control, to enable monitoring and maximise efficiency of operation. This upgrade will increase the efficiency of the junction for all users and allow buses to be given priority as they approach the junction.

3.2.4 The improvements at the two junctions with Sandpits Lane will be fully funded by the applicant. The two improvements further south on Radford Road are desirable in the context of the development, however the modelling indicates that these junctions would already be at capacity under Do Minimum conditions and on this basis the applicant is willing to make a commensurate S106 contribution towards the cost of this infrastructure.

3.2.5 CCC has previously installed a school time 20mph advisory speed limit on sections of Sandpits Lane to address perceived safety concerns. The implementation of further speed management measures such as the introduction of speed cushions would be beneficial to existing users and the development. The applicant is therefore willing to make a commensurate S106 contribution towards the cost of this infrastructure.



3.3 Walking and Cycling Infrastructure

3.3.1 The development will generate demand for walking and cycling trips along the corridor and the following measures have been identified through discussions with CCC, to improve the connectivity of the site:

- Segregated footway/cycleway running parallel to Keresley Brook Road;
- Footway widening on southern side of Sandpits Lane;
- Cycle route to the city centre;
- Dropped kerbs and tactile paving on Radford Road close to the Old Shepherd public house; and
- Toucan crossing on Sandpits Lane near to the Cardinal Newman School.

3.3.2 The first four schemes listed above are considered to be desirable in the context of the development. These schemes would also benefit existing users and the applicant is willing to make a commensurate S106 contribution towards the cost of this infrastructure.

3.3.3 The provision of a toucan crossing on Sandpits Lane near to the Cardinal Newman School will be fully funded by the applicant and secured through either a S278 agreement or an appropriate S106 contribution.



4 Holbrooks Corridor

4.1 Introduction

4.1.1 The Holbrooks Corridor runs to the east of the site from Tamworth Road to Parkville Highway. The extent of the corridor and the location of the proposed infrastructure proposals are shown in Figure 4.1, as provided in **Appendix C**.

4.2 Highway Works

4.2.1 The revised assessment work indicates that the development proposals would result in an increase in traffic flows on Penny Park Lane towards the Holbrooks area. There are two locations where improvements need to be considered:

- Bennetts Road South/Penny Park Lane; and
- Parkville Highway/Parkgate Road/Beake Avenue/Penny Park Lane.

4.2.2 The development will lead to an increase in flows at the Bennetts Road South/Penny Park Lane junction and this will result in vehicles exiting the side road being subject to an increase in delay. It is therefore proposed that the side road approach is widened to allow an increase in flare length to extend the area available for two cars to queue next to each other. It is also proposed that the junction is re-marked to bring the give-way line out circa 500mm to improve visibility.

4.2.3 The provision of the improvement at the Penny Park Lane junction will be fully funded by the applicant and secured through either a S278 agreement or an appropriate S106 contribution.

4.2.4 It is proposed that at the Parkville Highway/Parkgate Road/Beake Avenue/Penny Park Lane junction, the signal controller is upgraded to accommodate MOVA/SCOOT control and be connected to Urban Traffic Control, to enable monitoring and maximise efficiency of operation. This upgrade will increase the efficiency of the junction for all users and allow buses to be given priority as they approach the junction.

4.2.1 The upgrade of the signals to MOVA is desirable in the context of the development as the proposals would have some impact at this location. However the modelling indicates that these junctions would already be at capacity under Do Minimum conditions and on this basis the applicant is willing to make a commensurate S106 contribution towards the cost of this infrastructure.



4.3 Walking and Cycling Infrastructure

- 4.3.1 The development will generate pedestrian demand from the development along Bennetts Road South to Penny Park Lane towards the schools in the Holbrooks area. The route is generally acceptable for pedestrians, but Bennetts Road South can be difficult to cross. It is therefore proposed that dropped kerbs and tactile paving be provided on Bennetts Road South in the vicinity of Penny Park Lane.
- 4.3.2 The provision of this facility will be fully funded by the applicant and secured through either a S278 agreement or an appropriate S106 contribution.



5 WCC Network

5.1 Introduction

- 5.1.1 Further to the submission of the Addendum Transport Assessment in December 2014, WCC requested that additional analysis be provided for the Winding House Lane/Wheelwright Lane junction.
- 5.1.2 In response PJA undertook LINSIG modelling of the junction and submitted this information to CCC. This modelling indicated that the junction would already be at capacity in both peaks for a future year of 2022, whilst the impact of the development would be marginal in the morning peak and there would be small increases in queuing and delay in the evening peak.

5.2 Highways Works

- 5.2.1 There is little opportunity to provide significant physical improvements at this location; particularly any that would be commensurate with the impact of the development. Notwithstanding this, site observations have identified that on occasions right turning vehicles on the Wheelwright Lane approaches block straight ahead movements, even though there is sufficient storage in the centre of the junction. It is noted that the right turn storage area are either not marked, or have been worn away, and it is therefore proposed that the storage bays for right turners are re-marked to maximise the efficiency of the right turn storage available.
- 5.2.2 It was also noted that a number of pedestrians were not using the existing crossing facilities appropriately. Pedestrians were pressing the button, but not waiting for the green man to be called and were simply crossing through gaps in traffic. PJA recommend the installation of pedestrian presence sensors at the crossing points at the junction – this will result in more efficient green timings and will not stop traffic if pedestrians have already crossed before the green man is activated.
- 5.2.3 The provision of the improvements at the Winding House Lane/Wheelwright Lane junction detailed above will be fully funded by the applicant and secured through either a S278 agreement or an appropriate S106 contribution.



6 Public Transport Strategy

6.1 Introduction

6.1.1 Further to the submission of the Addendum Transport Assessment, WMITA confirmed that the bus strategy set out in the document was acceptable. CCC requested that further consideration be given to the trigger point for when the bus would enter the site, and the provision of bus stop facilities on Bennetts Road South. For the sake of clarity the bus strategy is repeated below and incorporates minor amendments to reflect CCC's comments.

6.2 Strategic Approach

6.2.1 The core principle of the bus service strategy is to enhance the viability of the existing bus service network in the vicinity of the site. This will support the on-going commercial sustainability of bus services in the Keresley area and across Coventry as whole.

6.2.2 Bus travel connectivity would be delivered by revisions to an existing local bus service, NX Coventry's service 16/16A. It is therefore implicit that the service would be delivered through a partnership with that operator, rather than through an open tender process. This approach to service delivery accords well with Centro's established partnerships with bus operators in Coventry.

6.2.3 The bus service proposals address the West Midlands ITA / Centro criteria for bus travel connectivity at new developments; they aim to be fully compliant with the target standards upon completion of the development. During the course of the build-out period, an incremental provision of bus travel connectivity is proposed.

6.2.4 The development of the bus strategy has been informed by engagement with Centro and local bus operators through a series of meetings during 2013. A meeting was held with officers of the City Council and the West Midlands ITA on 4th November 2014 at which it was agreed that the proposed strategy was a sensible approach to delivering public transport connectivity for the development.

6.3 Bus Service Proposal

6.3.1 We propose the adaptation and enhancement of NX Coventry's #16/16A:

- Weekday and Saturday, peak and inter-peak periods:
 - Development site: 3 dep/hour to/from Coventry City Centre.
 - Keresley End village: 3 dep/hour to/from Coventry City Centre.



- NB: most departures would run to/from Walsgrave Hospital; however scheduling constraints might require some services to terminate or originate at other locations.
 - Weekday and Saturday, early and evening, Sunday and Bank Holiday: no change – current #16/16A on Bennetts Road South satisfies the WMITA/Centro connectivity criterion.
- 6.3.2 Service 16/16A provides direct connection to the City Centre, Walsgrave Hospital, Humber Road employment area, Binley Business Park and Warwickshire Shopping Park, and to Prologis Park employment area at Keresley.
- 6.3.3 The peak-period service from/to the development would be achieved by extension of departures that currently originate/terminate at The Scotchill roundabout and diversion of some departures that currently run from/to Keresley End to serve the proposed development instead. This would require an increase in the deployed operating resources; see below.
- 6.3.4 Inter-peak service from/to the development would be achieved by diversion of half of the current 6 dep/hour from/to Keresley End to serve the proposed development instead. No increase in deployed operating resources would be required.
- 6.3.5 A benefit of serving the development with NX Coventry's #16/16A is the provision of full ticketing and information integration with the city's existing principal bus network. This facilitates good bus travel connectivity to key trip destinations outside the #16/16A corridor by providing easy interchange onto NX Coventry's other services. Centro's range of n-bus and n-network tickets additionally provide for multi-operator and multi-modal public transport journeys.
- 6.3.6 Bus travel connectivity would be rolled put in two stages:
- Stage-0:
 - No change to current #16/16A route and timetable;
 - Provision of connection on foot to new bus stops to be provided close to the site access Bennetts Road South.
 - Early phases of development – dwellings on eastern side of the site within a 400m catchment area of the new bus stops that will be provided close to the site access on Bennetts Road South. In addition up to 50 dwellings to be occupied on the western side (combined with pedestrian links and access to the east).
 - Stage-1:
 - #16/16A revised to penetrate the development site, as described above;
 - Increased peak-period frequency north of The Scotchill.
 - Later phases of development –once the development extends outside a 400m catchment area of the new bus stops on Bennetts Road and the 50 dwellings on the western side of the site.



6.3.7 There are no proposed changes to services 360 or service 735, which also operate in the vicinity of the development site.

6.3.8 New bus stops will be provided on Bennetts Road South adjacent to the proposed access junction.

6.4 Patronage Estimate from New Development

6.4.1 New development patronage on service 16/16A has been estimated based on trip generation and modal split as set out in the Transport Assessment; trip distribution based on travel-to-work destinations in neighbourhoods in the vicinity; and assignment between #16/16A, #360 and #735 based on their relative frequency of departures plus a weighting to reflect the absence of peak-period departures on #735.

Generation and modal split:

- Trip generation rates and modal split as set out in the Transport Assessment, June 2014.
- Bus mode share based on 2011 Census for Bablake Ward travel-to-work = 5.1%.

Distribution:

- Bus trip distribution based on 2011 Census travel-to-work for nearby middle-layer super output areas – Coventry 002, 006, 010 and 014.
- Bus trip share travelling:
 - Internally to Coventry or externally via Coventry city centre = 97.5%.
 - travelling directly to north of the site = 2.5%

Route Assignment

- Share of bus trips using each service in the local vicinity based on their relative frequency, with a reduced proportion assigned to #735 to reflect the lack of peak-period departures on that service.
- Bus trip share assigned:
 - #16/16A = 95.7%
 - #55/55A = 2.5%
 - #360A/C = 0.9%
 - #735 = 0.9%

6.4.2 Bus travel in the model periods has been expanded to weekday and annual patronage using factors derived from National Travel Survey tables. The resulting patronage estimate for service 16/16A is presented in Table 1; this shows that when fully built, the proposed development would generate 146,400 passenger-boardings per year on the service.



6.5 Patronage Impact on Keresley End

6.5.1 The proposed revision to service 16/16A in Stage-1 would reduce the frequency of departures on that service from/to Keresley End in certain service periods:

- Weekday and Saturday peaks: reduced from 3, 4 or 5 dep/hour to 3 dep/hour each way.
- Weekday and Saturday inter-peak: reduced from 6 dep/hour to 3 dep/hour each way.
- Weekday and Saturday evening and Sunday: no change.

6.5.2 This would result in a reduction in #16/16A patronage in Keresley End.

6.5.3 Baseline patronage from Keresley End on service 16/16A has been estimated using a similar methodology to that applied to the proposed development:

- Households and residents taken from 2011 Census = 1,018 households, 2,487 residents.
- Bus trip generations calculated using the same trips rates and modal split as applied to the proposed development.
- Bus trip distribution based on travel-to-work from 2011 Census for middle-layer super output areas Nuneaton-and-Bedworth 018 = 76.5% travelling into or via Coventry.
- Service 16/16A share of trips into / via Coventry based on relative frequency compared to service 55/55A = 72.7%.
- Expansion from model periods to weekday and annual patronage using factors derived from National Travel Survey tables.
- Estimated baseline patronage from Keresley End on #16/16A = 94,200 passenger-boardings per year.

6.5.4 The loss of Keresley End patronage on service 16/16A due to the reduced departure frequency has been estimated using a frequency elasticity of demand:

- Based on reduction from 6 dep/hour to 3 dep/hr, i.e. 50%; in reality, during some service periods the reduction in departure frequency in Keresley End would be less or none.
- Frequency elasticity of demand = 0.3; taken from 'The demand for public transport: a practical guide' [TRL Report 593, 2004].
- Proportion of Keresley End patronage lost from #16/16A = $0.3 * 50\% = 15\%$.

6.5.5 Thus, loss of patronage on #16/16A to/from Keresley End would be 15% of the estimated 94,200 baseline patronage, 14,100 passenger-boardings per year. This reduction would occur during bus service Stage-1; see Table 4-1.

Table 4-1: Bus Patronage Estimate

	2016	2017	2018	2019	2020	2021	2022	2023	2024
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	2016	2017	2018	2019	2020	2021	2022	2023	2024
Development Build-out:									
Completions in year	100	100	100	100	100	100	100	100	0
Cumulative, at year-end	100	200	300	400	500	600	700	800	800
Cumulative, mean during year	50	150	250	350	450	550	650	750	800
Bus Service Stage	0	0	0	0	1	1	1	1	1
Bus Patronage / pass.-boardings:									
Proposed Development	9,100	27,300	45,600	63,700	81,900	101,000	119,100	137,300	146,400
Keresley End	0	0	0	0	-14,100	-14,100	-14,100	-14,100	-14,100
Net Change	9,100	27,300	45,600	63,700	67,800	86,900	105,000	123,200	132,300

6.6 Financial Appraisal

6.6.1 Fare revenue has been calculated by applying an average revenue-per-boarding [RPB] to the patronage generated by the development, and to that lost in Keresley End. The value applied is 78.5pence per passenger-boarding.

6.6.2 The RPB value has been derived from a figure for the core metropolitan area [Birmingham, Black Country and Solihull] of 90p, which was applied in a previous bus service appraisal following consultation with local bus service operators. That RPB value has been adjusted down to reflect the lower fare tariff applying in Coventry compared to the core metropolitan area.

6.6.3 The resultant estimate of fare revenues for service 16/16A is presented in Table 2; this shows that:

- The fully-built development would earn £114.9k per year in fare revenue.
- Patronage loss in Keresley End would be £11.k per year during bus service Stage-1.
- Thus, once fully-built the development would generate a net fare revenue increase of £103.8k.

6.6.4 Operating costs have been calculated using unit cost rates for bus resource deployment:

- Core service period Weekday 7am-7pm and Saturday 8am-8pm, single vehicle deployment = £140k per year.
- Cost increment / decrement for additional / reduced operating period compared to the core service period = £25/hour.

6.6.5 Bus service Stage-1 requires the deployment of an additional vehicle during Weekday and Saturday peak periods but not during the inter-peak. The bus operating resource requirement has been based on the extra vehicle not being in service for 6 hours per day between the morning and afternoon peaks, i.e. 1,830 bus-hours per year less than the full core service period. This is calculated to reduce the cost of deploying the extra vehicle by £45.8k per year; thus, incremental operating cost of £94.2k per year.



- 6.6.6 The net financial surplus for the revised service #16/16A based on the fully-build development is thus calculated at £9.6k per year, i.e. £103.8k net fare revenue generation less £94.2k per year incremental operating costs.
- 6.6.7 Patronage generated during bus service Stage-0, i.e. no change to the current service, provides a windfall financial surplus for service 16/16A. When service Stage-1 commences, a financial surplus of £2.5k per year is achieved once 750 dwellings are occupied; there are losses in previous years when a lesser number of dwellings are occupied. Accumulated across the years when a loss would be incurred, the deficit is calculated to be £78.8k.

Table 4-2: Financial Appraisal

	2016	2017	2018	2019	2020	2021	2022	2023	2024
Bus Service Stage:	0	0	0	0	1	1	1	1	1
Financial Measure: Fare Revenue	7.1	21.4	35.8	50	53.2	68.2	82.4	96.7	103.8
Operating Cost (£k)	0	0	0	0	94.2	94.2	94.2	94.2	94.2
Surplus/Deficit (£k)	7.1	21.4	35.8	50.0	-41.0	-26.0	-11.8	2.5	9.6
Deficits (£k)	0.0	0.0	0.0	0.0	-41.0	-26.0	-11.8	0.0	0.0
Cumulative of Deficit Years (£k)	-78.8								

6.7 Supporting Interventions

6.7.1 In order to further encourage bus usage by residents of the development a number of further interventions will also be implemented:

- Travel Plan
- Bus Stop Infrastructure
- Junction Improvements

Travel Plan

6.7.2 The Travel Plan sets a number of measures to encourage use of the bus:

- The design of the internal spine road will be designed to accommodate buses;
- Bus stops will be located within the site to maximise the number of dwellings within 400m of a bus stop;
- Bus timetables will be issued to residents and employees by the relevant Travel Plan Coordinators (TPC);
- Links and QR codes to download travel planning smartphone apps will be provided on a travel information card to be prepared by the TPC; and
- A free monthly bus pass is to be provided on first occupation of each dwelling.



Bus Stop Infrastructure

- 6.7.3 Appropriate high-specification bus stop infrastructure would be provided within the site comprising: raised kerbs at all stops, shelter with seating, flag, timetable case and real-time information at stops towards the city centre, and a stop pole, flag and timetable case at other stops.
- 6.7.4 Bus stops will be provided close to the site access on Bennetts Road South, these will take the form of flag poles.

Highway Infrastructure

- 6.7.5 Financial contributions to improvements to highway infrastructure are proposed along the Radford Road corridor at the following junctions:
- Bennetts Road South/Sandpitts Lane;
 - Radford Road/Lydgate Road/Laurence Saunders Road; and
 - Radford Road/Engleton Road/Beake Avenue.
- 6.7.6 The upgrade of the signal controller equipment to include MOVA technology will increase capacity/efficiency at both junctions for all users and this includes buses. MOVA is considered to be the most efficient method of signal control, using a series of detectors that allow signal timings and cycle times to respond to changes in traffic conditions. TRL/Department for Transport research has proven MOVA to reduce delays by an average of 13% compared to the older Vehicle Actuation (VA) system.

6.8 Summary

- 6.8.1 Further to discussions with CCC/WCC/WMITA a modified bus strategy has been established.



7 Revised Access Strategy

7.1 Introduction

7.1.1 During post-application discussions, CCC requested that the Masterplan for the site be revised to ensure that the development proposals do not preclude the implementation of a North West Link Road, should this come forward in the future.

7.2 Revised Masterplan

7.2.1 Further to discussions with CCC and the receipt of preliminary modelling information and highway designs from WSP, the Masterplan for the site has been revised to reserve land for a roundabout in the southwest corner of the site.

7.2.2 The masterplan has been revised to incorporate a 7.3m carriageway through the site along the potential future route of the North West Link Road. This infrastructure would facilitate the North West Link Road and will cost approximately £500,000 to construct, the cost of these enabling works must be considered as part of the mitigation package.

7.3 Access Strategy

7.3.1 In order to avoid any potential complications should the North West Relief Road come forward in the future, the location of the Tamworth Road access has been moved further north. If the North West Link Road comes forward then the access on Tamworth Road would be closed, with access to this parcel of land being taken solely from the Link Road.

7.3.2 The revised access strategy is shown in PJA drawing number: 968-100 rev A as provided in **Appendix D**, the site access would be delivered through S278 Agreement, the upgrade of the Long Lane/Tamworth Road junction will be fully funded by the applicant and secured through either a S278 agreement or an appropriate S106 contribution.



8 Summary

- 8.1.1 This report presents the Transport Mitigation Strategy associated with the development proposals, whilst also providing the further assessment work requested by WCC and CCC.
- 8.1.2 The strategy presented in this report has been discussed and agreed with officers of CCC. Discussions are also ongoing with Warwickshire County Council, however at the time of writing this report the mitigation measures have not been agreed.
- 8.1.3 A series of highway works and walking/cycling infrastructure have been identified for three corridors within Coventry:
- Coundon Wedge corridor.
 - Radford Road/Tamworth Road corridor.
 - Holbrooks corridor.
- 8.1.4 Small scales measures are also proposed at the Winding House Lane junction, this location falls within the remit of WCC.
- 8.1.5 WMITA confirmed that the Bus Strategy set out in the Addendum Transport Assessment was acceptable. Minor amendments have been made to the strategy to respond to comments from CCC, these relate to the trigger point for bringing bus services into the site, and the provision of bus stops close to the Bennetts Road South site access.
- 8.1.6 A revised access strategy has now been agreed with CCC:
- Land has been reserved in the southwest corner of the site to enable a roundabout be constructed, should the North West Link Road come forward in the future.
 - The Masterplan has been revised to incorporate a 7.3m carriageway through the site along the potential future route of the North West Link Road.
 - In order to avoid any potential complications should the North West Link Road come forward in the future, the Tamworth Road site access has been moved further south.



Appendix A WMITA Consultation Response



Appendix B Summary of Revised Junction Modelling



Appendix C Corridor Plans



Appendix D Junction Improvement Schemes

