FAR GOSFORD STREET, COVENTRY
Transport Statement

23/01/2015

Confidentiality: Public
## Quality Management

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Far Gosford Street, Coventry
Transport Statement

23/01/2015

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1 Introduction

1.1 Introduction

1.1.1 WSP has been commissioned by UNITE Group plc & Complex Development Projects Ltd to prepare a Transport Statement (TS) to support the planning application for a mixed use development comprising student accommodation with commercial uses/units at the ground floor, at Far Gosford Street, Coventry.

1.1.2 The development proposals are described as follows:
“The demolition of existing buildings on site and the erection of a part 4, 5, 6 and 7 storey student accommodation building comprising 827 sqm of commercial space (A1 and A3) at ground floor, 286 student rooms at the upper levels, surface level car parking for 21 spaces and associated hard and soft landscaping”.

1.2 Summary

1.2.1 The planning application comprises a new build student residential development with commercial uses/units at the ground floor. This will replace the existing buildings on site which consist of three retail units, all of which are currently unoccupied.

1.2.2 The proposal consists of up to 67 student residential units, split between multiple occupancy flats and single occupancy studios. It is anticipated this will amount to 286 student rooms/bedspaces.

1.2.3 In addition 827 sqm of commercial uses on the ground floor are proposed. A 21 space car park (including one disabled space) is also proposed east of the building, replacing the existing 18 space car park on the site. The total car parking provision will remain approximately unchanged, as there is space for at least three additional cars to park on Harnall Row at the present time which will be lost under the proposals.

1.2.4 The development is facilitated by a package of highway works on and around the junction of Far Gosford Street, Gosford Street and Sky Blue Way. These have been previously assessed and granted permission as part of the 2010 application (R/2010/0903), and a Road Closure Order (RCO) has been progressed to support these changes. The highway changes are currently under construction.

1.2.5 The development proposals are shown in the Architect's Masterplan included at Appendix A.

1.2.6 The site benefits from a previous planning permission granted in August 2010 (R/2010/0903) for a 118 room hotel and 15 rooms of student accommodation (a total of 251 bedspaces across hotel and student accommodation, assuming average of 2 persons per hotel room), 381 sqm of retail uses and 447 sqm of restaurant uses. A 17 space car park was included in this permission.

1.2.7 This permission was varied in July 2013 (S73/2013/0395) to increase the retail floorspace from 381 sqm to 390 sqm.

1.2.8 The pertinent aspects of the development proposals relating to this TS are as follows:

- The current application retains the currently permitted retail and restaurant floorspace, and provides an increase of 35 rooms/bedspaces in the student accommodation from the current permission.
- The development benefits from a city centre location, being close to a variety of key travel destinations focussed on the student population, including various Coventry University campuses;
- Walk and cycle routes from the development to the local facilities and city centre destinations are generally good.
Public transport provision in the area is good, with several frequently served bus stops within 200 metres and a rail station within 1,500 metres.

Given the city centre location, availability of sustainable travel modes and nature of the development (primarily student residential), car use will be low. A limited parking provision is proposed accordingly, which will be focussed on short term parking provision for the retail units.

The development is facilitated by a package of highway works on and around the junction of Far Gosford Street, Gosford Street and Sky Blue Way, which have previously been assessed and approved. An RCO in support of these changes has previously been progressed. The highway changes are currently under construction.

The parking provision on site will remain approximately neutral, as an existing car park will be lost as part of the development proposals.

Highway impact will therefore be insignificant in the context of the wider city centre traffic levels;

Car park access will be taken from Far Gosford Street, along the alignment of the existing Harnall Row;

Deliveries, refuse collection and servicing will take place via a dedicated bay on Far Gosford Street.

1.3 Scope of Transport Statement

1.3.1 The purpose of this TS is to consider the transportation implications of the proposed development. The TS has been carried out in accordance with the Department for Transport “Guidance on Transport Assessment” document dated 2007.

1.3.2 Based upon the above, the structure of the TS is as follows:

- A description of existing conditions on the external highway and transport network in the vicinity of the site;
- A description of the proposed development, and pertinent highway features of the masterplan, including the means of access;
- A policy review and demonstration that the development is compliant with local and national policy;
- A sustainable travel assessment, highlighting opportunities for sustainable travel by student residents, visitors and any on-site employees;
- Travel planning information, setting out a list of potential measures which the developer could be prepared to enact once the development is occupied to encourage sustainable travel by student residents, visitors and any on-site employees;
- A description of the proposed highway changes in qualitative terms, making reference to the previous assessments and agreements with the highway authority;
- A highway impact assessment consisting of a quantification of additional trips to arise from the development proposals;
- A review of road accident data in the local area.

1.3.3 This TS has been prepared solely in connection with the proposed development at Far Gosford Street as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.
2 Existing Site Details

2.1 Site Location

2.1.1 The site is located approximately 500 metres east of the core retail/leisure/business area of Coventry, immediately east of the Coventry University area. It is located immediately off the A4600 Sky Blue Way, a key highway route leading from the city centre to the suburbs of Coventry and to the M6.

2.1.2 The immediate area is developed with predominantly small scale retail and commercial uses along Far Gosford Street, with residential areas to the south and east. To the west lies the Coventry University campus, the A4053 Coventry Inner Ring Road (‘Ringway’) and the core retail/leisure/business area of Coventry.

2.1.3 The site is surrounded on all four sides by highway, Sky Blue Way to the north, Harnall Row to the East, and Far Gosford Street to the south and west.

2.1.4 The location of the site is shown on Figure 1 below, which is also attached at the end of this TS.

*Figure 1 – Site Location*
2.2 Existing Uses and Access Arrangements

2.2.1 The site is currently occupied by a single storey building containing three retail units fronting onto Far Gosford Street, which were observed to be vacant at the time of the site visit. A car park is at the rear (north) of the site, accessed from Harnall Row. This has capacity for around 18 vehicles. The existing site is shown on Photo 1 below.

*Photo 1 – Existing site frontage onto Far Gosford Street*

2.2.2 At the time of WSP’s site visit on 14 January 2015 there were limited signs of activity on the site, with much of the site, including the car parking area, inaccessible due to the highway works in the area.

2.2.3 Vehicle access from the local highway network is taken via Harnall Row at the junction with Far Gosford Street and Vacqueray Street.
2.3  Existing Pedestrian / Cycle / Public Transport Provision

2.3.1 Pedestrian and cycle routes in the area are of good quality, and the immediate area has good footway provision including dropped kerbs and tactile paving. An example of the existing footway provision on Far Gosford Street is shown below in Photo 2.

*Photo 2 – Footway provision on Far Gosford Street*

2.3.2 Far Gosford Street offers an attractive environment for pedestrian and cycle movement, particularly leading east towards the immediate local facilities and shops, and west via Gosford Street to the University campus and the core of the city centre, which is the predominant destination of existing pedestrian and cycle movement from the area.

2.3.3 Far Gosford Street, Gosford Street and various routes westwards to the town centre are denoted as “advisory cycle routes” within the Coventry City Centre cycle map, an extract of which is shown in Figure 2.
Figure 2 – Coventry City Centre Cycle Map (www.coventry.gov.uk)
2.3.4 Further details of pedestrian and cycle routes and destinations are given in Chapter 5 of this TS.

2.3.5 There are numerous bus stops located within around 200m of the site, on Far Gosford Street, Gosford Street, Vecqueray Street and Sky Blue Way.

2.3.6 These are served by numerous bus services providing access to Coventry city centre and beyond. Further details of public transport provision are given in Chapter 5 of this TS.

2.4 Existing Highway Network Conditions

2.4.1 The A4600 Sky Blue Way forms one of a number of radial routes running between the core of Coventry city centre and the suburbs, and in this case running to M6 Junction 2. In the vicinity of the site, Sky Blue Way is a two lane dual carriageway, with an additional bus lane in the westbound direction. A site visit was undertaken during the AM peak period on Wednesday 14 January 2015, and whilst traffic flows on the A4600 were significant, no major congestion issues were observed and the roundabout junction with Gosford Street / Far Gosford Street appeared to flow freely.

2.4.2 On Far Gosford Street itself there were no congestion issues observed during the site visit. Sample traffic counts suggest that traffic flows in the AM peak hour are in the order of 100 vehicles per hour in the eastbound direction outside the site itself.

2.4.3 Far Gosford Street is one-way in an eastbound direction to the east of the Vecqueray Street junction. At the time of the site visit roadworks were causing the one-way eastbound restriction to be extended to include the section outside the site itself.

2.4.4 Likewise no congestion issues were observed on Vecqueray Street, which again experiences traffic flows in the order of 100 vehicles per hour in the AM peak hour.

2.4.5 On both of these streets on-street parking bays with time restrictions are provided and appear to be well used.

2.4.6 At the time of the site visit the highway works required to enable the development proposals were underway, including the formation of the mini-roundabout junction of Far Gosford Street and Gosford Street.

2.4.7 The highway impact of the current development proposals is outlined in Chapter 6 of this TS.
3 Proposed Development

3.1 Description of Development

3.1.1 The planning application involves a new build mixed use development comprising student accommodation with commercial uses/units at the ground floor. This will replace the existing buildings on site which consist of three retail units, all of which are currently unoccupied.

3.1.2 The proposal consists of up to 67 student residential units, split between multiple occupancy flats and single occupancy studios. It is anticipated this will amount to 286 student rooms/bedspaces.

3.1.3 In addition 827 sqm of commercial uses on the ground floor are proposed. A 21 space car park (including one disabled space) is also proposed east of the building, replacing the existing 18 space car park on the site. The total car parking provision will remain approximately unchanged, as there is space for at least three additional cars to park on Harnall Row at the present time which will be lost under the proposals.

3.1.4 The development is facilitated by a package of highway works on and around the junction of Far Gosford Street, Gosford Street and Sky Blue Way. These have been previously assessed and granted permission as part of the 2010 application (R/2010/0903), and a Road Closure Order (RCO) has been progressed to support these changes. The highway changes are currently under construction.

3.1.5 The development proposals are shown in the Architect’s Masterplan included at Appendix A.

3.1.6 The site benefits from a previous planning permission granted in August 2010 (R/2010/0903) for a 118 room hotel, 15 rooms of student accommodation (a total of 251 bedspaces across hotel and student accommodation, assuming average of 2 persons per hotel room), 381 sqm of retail uses and 447 sqm of restaurant uses. A 17 space car park was included in this permission.

3.1.7 This permission was varied in July 2013 (s73/2013/0395) to increase the retail floorspace from 381 sqm to 390 sqm.

3.1.8 In summary, the current application retains the existing retail and restaurant floorspace, and provides an increase of 35 rooms/bedspaces in the student accommodation.

3.2 Highway access and internal site layout

3.2.1 Vehicle access will be taken from Far Gosford Street at the junction with Vecqueray Street, using the existing alignment of Harnall Row. This will then allow access to the proposed car park, together with maintaining access to other properties accessed from Harnall Row.

3.3 Proposed parking provision

3.3.1 Given the development is closely located to the city centre and University campus, and benefits from good sustainable transport links, it is anticipated that levels of car ownership and use of the private car for travel will be low. This is further supported by the nature of the development (student residential).

3.3.2 Accordingly a very limited parking provision of 21 spaces (including one disabled space) is proposed. This supports the aims of both national and local policy to provide minimal car parking in developments where sustainable travel modes are readily accessible, to encourage modal shift towards sustainable travel modes and away from the use of the private car.

3.3.3 A cycle store comprising secure storage space for 100 cycles is included at the ground floor of the development, accessible from the student residential area lobby, as shown in the Architect’s Masterplan attached at Appendix A. This is intended for the use of all student residents at the development, and will be secured such that only student residents can access the storage space.
3.3.4 Cycle parking standards for new development in Coventry are set out in the “Delivering a More Sustainable City – Travel Plans, Cycle Parking and Accessibility Guidance” document dated January 2009.

3.3.5 For student residential development, this document suggests a standard of 1 space per 2 residents and 1 space per 20 residents for visitors. Based upon 286 rooms/bedspaces this would suggest a provision of 157 cycle storage spaces.

3.3.6 However the document also acknowledges that “cycle parking allocation is open to negotiation” for large developments, and that “the expected provision will depend on the characteristics of the individual development site”.

3.3.7 In this instance, a provision of slightly below the required standard is considered appropriate, as walking is likely to be the predominant mode of student travel, given the very close proximity (well within 1km) of the site to the large majority of university buildings.

3.4 Deliveries, Servicing and Refuse Collection

3.4.1 Delivery, Service and Refuse collection vehicles will access the site via Far Gosford Street, and a dedicated ‘loading only’ bay is provided for this purpose on the north side of Far Gosford Street immediately adjacent to the development, as shown in the Architect's Masterplan at Appendix A. It is intended that delivery, service and refuse vehicles will use this bay and not the car parking area.

Inward Deliveries

3.4.2 Large scale inward deliveries to the student residential elements of the development are unlikely to be frequent. Small scale deliveries such as delivery of online shopping to individuals will take place, but such deliveries will have a short ‘dwell time’ and will naturally be spread throughout the day.

3.4.3 Deliveries to the commercial units are likely to be of a longer ‘dwell time’, however they will be less frequent. As an example, a local convenience store would not be likely to take require more than around five deliveries per day on average.

3.4.4 Accordingly, it is considered that the loading bays is suitably sized to accommodate the inward deliveries.

3.4.5 Each unit has direct pedestrian access onto Far Gosford Street, and therefore deliveries can be quickly transported to each unit once unloaded. Alternatively the largest (eastern) commercial unit has a secondary exit onto a pavement running adjacent to the car park, if it is desired to provide separate accesses for customers and loading / staff.

Refuse collection

3.4.6 Refuse collection would be undertaken in accordance with the local authority arrangements, and it is again considered that the loading bay would be able to accommodate the likely demand for refuse collection vehicles.

3.4.7 A bin store with direct pedestrian access to Far Gosford Street and the loading bay is provided for the use of the student residential development.

3.4.8 It is anticipated the commercial units will store refuse and recyclable materials within each individual unit. These will then be moved out to the loading bay as and when refuse collection is undertaken. This would use the pedestrian routes described in paragraph 3.4.5 above.
4 Policy

4.1 National Policy

**National Planning Policy Framework**

4.1.1 The National Planning Policy Framework (NPPF) was published in March 2012 with a core focus on streamlining the overall development process. As such the new policy framework replaces many previous national planning policy documents. Those replaced, which referred to transport policy, include:

- Planning Policy Guidance Note 13 – Transport;
- Planning Policy Statement 1 – Delivering Sustainable Development; and

4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development, which the Framework states “should be seen as a golden thread running through both plan-making and decision-taking”.

4.1.3 The NPPF sets out 12 core land use planning principles that should “underpin both plan-making and decision-taking”. One of the principles which relates to transport states that planning should:

> “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”.

4.1.4 Paragraph 32 of the Framework states that:

> “All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

4.1.5 Paragraph 34 goes on to state that:

> “Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.”

4.1.6 While paragraph 35 states that:

> “developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of disabled people by all modes of transport”.

4.2 Local Policy

West Midlands Local Transport Plan 2011-2026

4.2.1 The third Local Transport Plan (LTP) for the West Midlands provides the statutory framework for the policies and plans that will guide the future provision of transport in Coventry and throughout the West Midlands.

4.2.2 The document:

“sets out a vision for our area; it analyses travel problems and opportunities, and then sets clear objectives and policies, which will tackle these issues. It also includes a programme of transport interventions that will help to achieve these.”

4.2.3 It goes on to set out a strategy and then a 15 year implementation plan for achieving the strategy and the vision within the lifetime of the LTP.

4.2.4 The proposed development is located within close proximity both to the city centre and to key local destinations such as University campuses, providing a range of sustainable travel options to residents, which will help to reduce the number of people traveling by car on the local highway network, improve the local environment and reduce air pollution.

4.2.5 The location of the development will help to encourage and aid students to make journeys by sustainable modes of transport.

4.2.6 By increasing the number of students traveling by active a sustainable modes a range of benefits to individuals and society will be achieved including improved health and fitness levels, reduce air pollutions, improved road safety, cost savings and improved local communities.

4.2.7 Accordingly it is considered that the development proposals align well with the overall strategy of the West Midlands LTP.
5 Sustainable Travel

5.1 Pedestrians

5.1.1 The guidance document ‘Providing for Journeys on Foot’ identifies an acceptable walking distance for pedestrians without mobility impairment. The document states that for commuting, up to 500 metres is a desirable walking distance with up to 1000 metres being an acceptable walking distance, while 2000 metres is the preferred maximum distance.

5.1.2 A wide range of local facilities are available within this distance, including a variety of restaurants and shops along Far Gosford Street. Moving west towards Coventry University, the entire Coventry University campus, including the Student Union and the various technical departments, is within easy walking distance of the site. The retail core of Coventry city centre is within approximately 500m of the site.

5.1.3 There are a range of good pedestrian links surrounding the site providing pedestrian routes from the site to local facilities, to the University and into the city centre. Along Far Gosford Street dropped kerbs and tactile paving is present at crossing to aid and facilitate the movement of pedestrians, especially for those with mobility impairments.

5.1.4 From Far Gosford Street pedestrians can travel west along Gosford Street into the University area and the city centre, which is currently the predominant destination of pedestrians from this area. Footways of adequate condition and width with street lighting are present along the length of Gosford Street and onwards towards the city centre.

5.1.5 The streets surrounding the site provide a range of facilities to aid and encourage pedestrian movements in the area including dropped kerbs at crossings, tactile paving at crossings, lit footways and signalised pedestrian crossings.

5.1.6 The development proposals will seek to maximise accessibility to the development from the wider area by ensuring that the development is permeable to pedestrians.

5.2 Cycle

5.2.1 Cycling is considered to be an attractive mode of transport for users of the development. The nature of much of the surrounding road network is amenable to use by cyclists due to the residential nature of the surrounding streets and low traffic speeds.

5.2.2 An acceptable cycling distance is considered to be up to 5km, with the now-superseded PPG13 stating that:

‘Cycling also has potential to substitute for short car trips, particularly those less than 5km and to form part of a longer journey by public transport’.

5.2.3 Chapter 2 of this TS has identified Far Gosford Street as an advisory cycle route.

5.2.4 A wide range of facilities lie within cycling distance, including the majority of the urban extents of Coventry.

5.3 Travel by Bus

5.3.1 The development is well placed to encourage travel by bus. Guidance published by the IHT ‘Planning for Public Transport in Developments’ (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.

5.3.2 The nearest bus stops are located around 50m east of the site along Far Gosford Street, and around 50m south of the site on Vecqueray Street. The Far Gosford Street stop is shown in Photo 3 below. This stop is equipped with a shelter, level boarding and tactile paving, bench, and information display.
Table 5.1 below provides a summary of the bus services which operate from this stop. This identifies that during the Monday to Saturday daytime there are 24 bus services per hour, and 11 bus services per hour during the Sunday daytime. Service levels remain high during the evenings.

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<td></td>
<td></td>
<td>Daytime</td>
</tr>
<tr>
<td>1</td>
<td>Chapelfields – University Hospital via Coventry</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>Arena Park – University Hospital via Coventry</td>
<td>4</td>
</tr>
<tr>
<td>8 / 8A</td>
<td>Coventry Station – Woodway Park/Henley Green via Coventry</td>
<td>4</td>
</tr>
<tr>
<td>9 / 9A</td>
<td>Green Lane/Wainbody – University Hospital via Coventry</td>
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5.3.4 In addition there are numerous other bus stops within 400m, including those on Sky Blue Way offering more direct services into the city centre than those on Far Gosford Street.

5.3.5 It is therefore concluded that the development is located within easy walking distance of a number of bus stops providing frequent bus services towards a wide range of destinations.

5.4 Travel by Rail

5.4.1 Coventry railway station is located approximately 1.5 kilometres walking distance to the west of the development site, from here services to Birmingham, London and destinations across the West Midlands are provided. The station is staffed and has a wide range of facilities including shops, waiting rooms, toilets and ticket / information office.

5.4.2 It is considered that rail is an attractive mode of travel both into Birmingham and to regional and national destinations.

5.5 Summary

5.5.1 It can be seen from the above that the proposed development site is well located in terms of access to sustainable modes of transport, thereby providing excellent opportunities for users of the development to travel by sustainable means.

5.5.2 The development is located within walking distance of a number of facilities. The nature of the surrounding area is also conducive to cyclists by virtue of local topography and residential nature of the surrounding roads.

5.5.3 The development proposals will seek to encourage travel by sustainable modes by maximising the permeability of the development and connections to the adjacent road and cycle network.
5.6 Travel Planning Information

5.6.1 A Travel Plan is a strategy for managing multi-modal access to a site or development that focuses on promoting access by sustainable modes.

5.6.2 Within a travel plan there is a need to set objectives, targets and indicators. The purpose of this is to be able to monitor change and where change is not achieved, to amend those elements which have not been effective. Essentially a travel plan should evolve to match the ongoing and changing travel patterns of the intended users of the development. Identification of objectives will be governed by the particular circumstances of the site and the travel behaviour of its users.

5.6.3 Key initiatives within a Travel Plan can therefore only be identified once the proposed development is open and occupants of the site have been surveyed to establish their travel characteristics. It is therefore proposed that a Travel Plan for the development can be prepared if required subsequent to the opening of the site, when travel characteristics of residents and staff can be analysed and if necessary surveyed.

5.6.4 The developer will seek to reduce the number and length of motorised journeys and encourage alternative travel means, potentially leading to reduced traffic on the highway adjacent to the site and reducing the environmental impact of the development.

5.6.5 To achieve this goal, the following measures can be considered within the Travel Plan, if shown to be applicable.

Table 5.3 – Potential Travel Plan Measures

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<td>Residents/Staff</td>
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<td>Walking</td>
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<td>Raise awareness of the health benefits and produce maps showing safe walking routes</td>
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<tr>
<td>Providing connectivity and permeability through the site. Ensuring pedestrian areas are well lit and maintained.</td>
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<tr>
<td>Cycling</td>
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<tr>
<td>Establish a bicycle user group who will promote cycling through promotional events</td>
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</tr>
<tr>
<td>Raise awareness of the health benefits and produce maps showing safe cycling routes</td>
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<tr>
<td>Public Transport</td>
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<td>Provision of public transport information including maps and timetables</td>
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</table>

5.6.6 It should be further noted that the development could alternatively fall under any wider UNITE Group Travel Plan for their student accommodation across the city, or indeed under any wider area Travel Plan produced by the University.
6 Highway Impact

6.1.1 The sustainable location of the site, with the excellent opportunities for travel by walk, cycle and public transport, has already been highlighted. In particular, the site is very close to the University campus, including various departments and facilities such as the Student Union. Accordingly, it is not considered that the student residential elements of the development will generate significant car based trips.

6.1.2 This is supported by the fact that no allocated parking for students is to be provided. This is considered appropriate based upon the limited levels of car ownership amongst students on city centre universities.

6.1.3 The retail and restaurant uses will be small-scale, and targeted at the local market. In relation to the retail unit, this is likely to be a small convenience store, and any car trips are likely to be “pass-by” trips where drivers who are already passing the area call in to shop due to the convenient location. As such it is not considered the retail and restaurant uses will attract significant levels of new traffic to the area.

6.1.4 Finally, it is noted the site already benefits from a planning permission as set out in section 3.1. The only increase arising from this application is a total of 35 rooms/bedspaces in the student accommodation. The level of parking on-site will remain approximately neutral to the current provision on the site.

6.1.5 Taking the above into account, it is considered that the highway impact of the development will be insignificant.
7 Road Safety Analysis

7.1.1 Personal Injury Accident data for the preceding five year period (2009 to 2013) has been obtained from nationally available statistics (http://data.gov.uk/dataset/road-accidents-safety-data) and mapped using WSP’s GIS software.

7.1.2 The output in plan form is shown at Figure 3 below. Green dots represent accidents of ‘slight’ severity and yellow represent ‘serious’ severity.

7.1.3 It can be seen from Figure 3 that two slight accidents and one serious accident occurred within the immediate vicinity of the site on Far Gosford Street for the five year period 2009-2013.

7.1.4 In light of the existing traffic flows observed in the local area, it is considered that the number of accidents in the last 5 years is not unusual, and does not indicate any pre-existing safety concerns with the local highway network.

7.1.5 Given that no amendments are proposed to the highway network as part of this application (other than the previously approved changes), and no material increase in peak hour traffic flows is proposed, it is not considered the development will materially adversely affect highway safety in the local area.

Figure 3: Accident Analysis
8 Conclusions

8.1 Summary

8.1.1 This TS examines the transport impacts of the proposed mixed use development including student accommodation and commercial use/unit at ground floor, at Far Gosford Street, Coventry.

8.1.2 The TS has identified the existing provision for pedestrians, cyclists and public transport users, and confirmed that appropriate facilities exist for these uses in the local area.

8.1.3 Likewise the existing levels of highway congestion have been examined and there is no significant congestion in the immediate vicinity of the site.

8.1.4 Pertinent aspects of the development proposals relating to this TS are as follows:

- The current application retains the currently permitted retail and restaurant floorspace, and provides an increase of 35 rooms/bedspaces in the student accommodation from the current permission.

- The development benefits from a city centre location, being close to a variety of key travel destinations focussed on the student population, including various Coventry University campuses;

- Walk and cycle routes from the development to the local facilities and city centre destinations are generally good.

- Public transport provision in the area is good, with frequently served bus stops within 200 metres and a rail station within 1,500 metres.

- Given the city centre location, availability of sustainable travel modes and nature of the development (primarily student residential), car use will be low. A limited parking provision is proposed accordingly, which will be focussed on short term parking provision for the retail units.

- The development is facilitated by a package of highway works on and around the junction of Far Gosford Street, Gosford Street and Sky Blue Way, which have previously been assessed and approved. An RCO in support of these changes has previously been progressed. The highway changes are currently under construction.

- The parking provision on site will remain approximately neutral, as an existing car park will be lost as part of the development proposals.

- Highway impact will therefore be insignificant in the context of the wider city centre traffic levels;

- Car park access will be taken from Far Gosford Street, along the alignment of the existing Harnall Row;

- Deliveries, refuse collection and servicing will take place via a dedicated bay on Far Gosford Street.
8.1.5 Local and national policy has been reviewed and the compliance of the development proposals with policy has been demonstrated.

8.1.6 Pedestrian and cycle facilities in the local area have been reviewed, and it is concluded good opportunities exist for employees to walk and cycle from various key destinations local to the site.

8.1.7 Likewise good bus services run in close proximity to the site, and there are therefore good opportunities for public transport use by residents and visitors.

8.1.8 The traffic impact of the development will be insignificant given the limited levels of parking proposed, the nature of the development, the good sustainability of the site and the limited levels of development being included within this application.

8.1.9 No prevalent road safety issues exist in the immediate area and it is not considered the development will result in any significant road safety concerns.

8.2 Conclusion

8.2.1 WSP, on behalf of UNITE Group plc & Complex Development Projects Ltd, have examined the transport implications of a mixed use development including student accommodation and commercial use/unit at ground floor, at Far Gosford Street, Coventry. This TS details the findings.

8.2.2 Based upon the findings, it is considered there is no material reason in transport or highway terms preventing the granting of planning permission for the development.
Far Gosford Street, Coventry

Figure 1 - Site Location
Appendices
Appendix A – Architect’s Masterplan