

# Highway Statement

<b>Title</b>	Proposed Dwellings
<b>Client</b>	Citizen Housing
<b>Location</b>	5-11 Agincourt Road
<b>Project number</b>	20-0047
<b>BIM reference</b>	CGSW457-BSP-ZZ-XX-RP-D-0001-P02_Highway_Statement
<b>Date</b>	12 June 2020

Project Number: 20-0047  
 Project Title: Proposed Dwellings  
 Location: 5-11 Agincourt Road  
 BSP Document Ref: CGSW457-BSP-ZZ-XX-RP-D-0001-P02\_Highway\_Statement



## Authorisation Sheet & Revisions Record

<b>Project Number:</b>	20-0047
<b>Project Title:</b>	Proposed Dwellings
<b>Client:</b>	Citizen Housing
<b>Location:</b>	5-11 Agincourt Road
<b>Document Reference:</b>	CGSW457-BSP-ZZ-XX-RP-D-0001-P02_Highway_Statement
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Rev:	Issue Date:	Description:	Prepared:	Checked:	Authorised:
P01	29.04.2020	Initial Issue	MV	MAM	MWR
P02	12.06.2020	Site Layout Amended	MV	MAM	MWR

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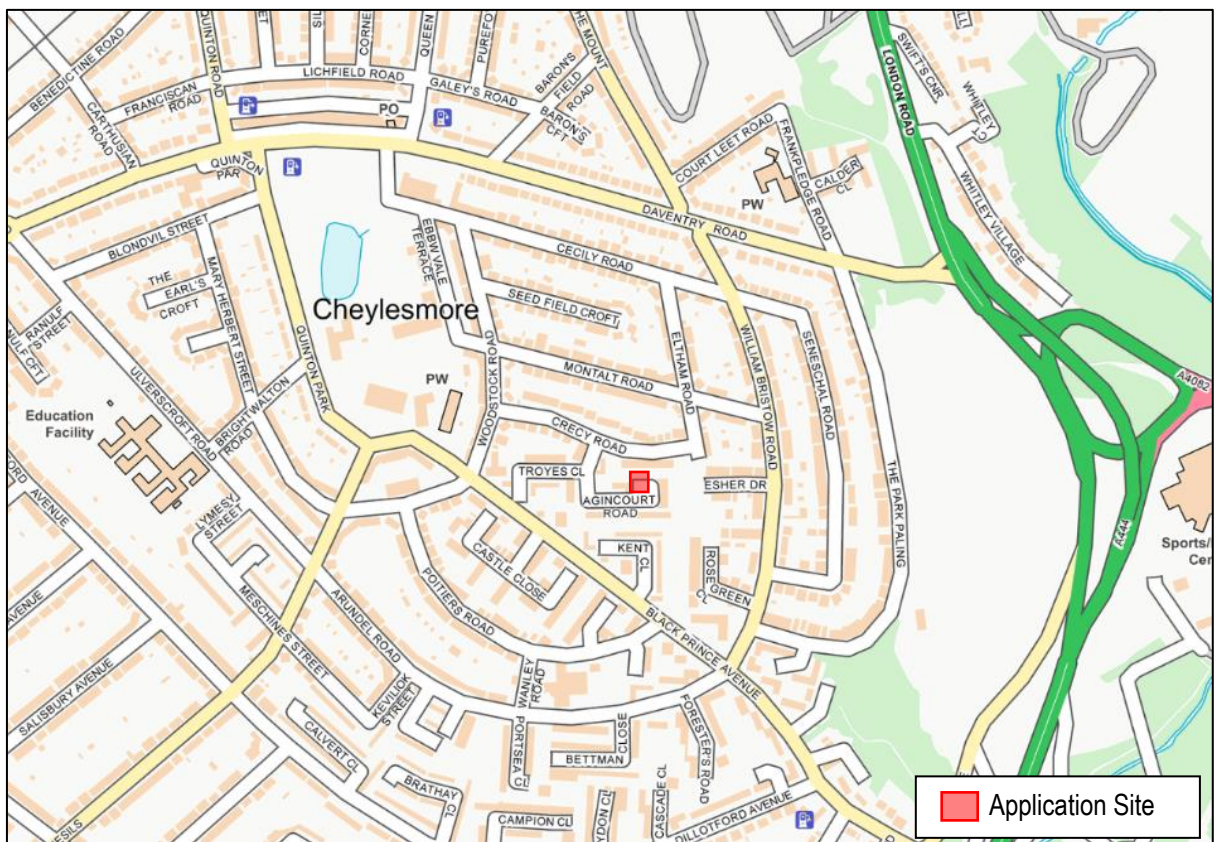
**Appendix A** Proposed Site Layout and Location Plan

**Appendix B** Parking Beat Survey Results

## 1.0 Introduction

- 1.1 BSP Consulting has been commissioned by Citizen Housing to prepare a Highway Statement in respect of a planning application for a residential development off Agincourt Road, Cheylesmore, Coventry.
- 1.2 The application site is presently formed of 7 garages and a parking bay with the capacity for approximately 10 cars with access directly from Agincourt Road.
- 1.3 A site location plan is provided as **Figure 1.1**.

**Figure 1.1: Site Location Plan**





## 2.0 Local Context

### Site location

- 2.1 The application site is situated off Agincourt Road, approximately 2.1km south of Coventry city centre. The site location is shown within a local context in **Figure 2.1**.

**Figure 2.1: Site Location – Local Context**



- 2.2 The proposed residential scheme will take place on land currently occupied by 7 garages and approximately 10 parking bays. The site is surrounded by residential properties and is situated within a predominantly residential area of Coventry. The city centre situated to the north of the application site contains a mixture of local retailers, service providers and major high street stores.

### Local Highway Network

#### *Agincourt Road*

- 2.3 Agincourt Road is a residential access road which runs over approximately 160m. To the north Agincourt Road forms a priority-controlled junction with Crecy Road whilst to the east Agincourt Road ends by providing access to the 7 garages and parking bays.

- 2.4 Agincourt Road provides a carriageway width of approximately 6m within the vicinity of the application site and is subject to a 30mph speed limit. A combination of 2m wide footways and a shared surface area are provided along the entire length of Agincourt Road. Some shared surface areas are used for parking on. Street lighting is provided throughout the entire road.

### **3.0 Development Proposals**

- 3.1 The proposals entail the construction of two 3-bedroom houses accessed from Agincourt Road. The development will include the removal of the 7 garages and approximately 10 parking bays on site. The development proposals will also feature landscaping and the provision of 4 parking spaces associated with the dwellings and an additional 2 visitors' spaces.
- 3.2 Coventry City Councils parking standards for new developments states that houses with 3+ bedrooms should provide 2 parking spaces plus 1 visitors space per every 5 dwellings. The proposed development provides 2 spaces for each of the dwellings and an additional 2 visitors spaces and therefore exceeds the standards.
- 3.3 The development proposals would have no material impact on the local highway network in terms of traffic generation, however it is acknowledged that the existing access arrangements would need to be amended to serve the residential dwelling.
- 3.4 A site layout and location plan are included as **Appendix A**.

## **4.0 Sustainability**

### **Local Facilities**

4.1 The application site is situated within a residential area of Coventry with a variety of local facilities in close proximity. A local centre is located approximately 350m to the east of the application site along Quinton Park. Facilities such as a medical centre, physiotherapy clinic, social club, take away restaurants, beauty salon, convenience store and hairdressers are located here.

4.2 Coventry city centre is located approximately 2.1km north of the application site and provides access to a wider variety of service providers, recreational facilities, health care facilities and major high street retailers.

### **Walking**

4.3 The proposed development site is situated within a well-established residential area with local amenities in close proximity. As such is located within an area which provides good connectivity along the established network of footways, providing pedestrian access throughout the surrounding area.

4.4 A combination of footways and shared surface areas run along both sides of Agincourt Road which interconnect with footways running alongside Troyes Close, Crecy Road, Etham Road and Black Prince Avenue. Black Prince Avenue is also a bus route for bus services operating in the local area and the footways running alongside this road provide a route towards the local centre, situated approximately 300m to the west of the site.

4.5 An uncontrolled crossing point featuring dropped kerbing and tactile paving is provided on Black Prince Avenue, approximately 40m east of the junction with William Bristow Road. Further dropped kerbed crossing points with tactile paving are provided across roads which form junctions with Black Prince Avenue.

### **Cycling**

4.6 A signed on-road cycle route is provided on William Bristow Road, approximately 150m east of the application site and is accessible via Esher Drive. The on-road cycle route then connects to routes provided on The Mount and Mile Lane and provides a route into Coventry city centre. The cycle route along William Bristow Road is part of the Coventry cycle network which provides links across the city.

4.7 Additional residential roads within the vicinity of the application site can be considered suitable for cyclists due to the low volume of traffic, suitable road widths and street lighting.



## **Bus**

- 4.9 The closest bus stops to the application site are situated along Black Prince Avenue, the stops are within 200m walking distance from the application site. The bus stop on the northern side of Black Prince Avenue features a simple flag and pole with timetable information and a bus lay by. The stop on the southern side of Black Prince Avenue features a bus shelter with seating and timetable information. Six bus service (3, 3A, 60, 60A, 61, 61A) are accessible via the stops on Black Prince Avenue and provide routes to places such as Finham, Stivichall, Coventry city centre, Edgwick, Whitmore Park, Holbrooks, Willenhall, Cannon Park and Tile Hill. The bus services from here run Monday to Sunday with good frequency.

## **Rail**

- 4.10 Coventry railway station is situated approximately 1.5km north west of the application site. Coventry railway station is a main hub with services travelling directly to places such as Wolverhampton, Crewe, London, Nuneaton, Bournemouth, Leamington Spa, Birmingham and Manchester. Trains run with good frequency Monday to Sunday.
- 4.11 The train station is accessible within a cycling time of 10 minutes and via bus services in approximately 13 minutes.
- 4.12 The railway station also provides a 358-space multi-storey car park which may promote park and ride for journeys further afield to be undertaken in a sustainable manner.

## 5.0 Parking Beat Survey

- 5.1 Coventry City Council has requested that a parking survey should be carried out to ensure that vehicles usually parking within the garages on the site could be accommodated on the local highway network.
- 5.2 The existing capacity for cars to park on Agincourt Road has been estimated as 29.
- 5.3 Parking surveys were undertaken on Tuesday 3<sup>rd</sup> March (0600-0700 and 1900-2000), Saturday 7<sup>th</sup> March (1900-2000) and Sunday 8<sup>th</sup> March (0600-0700) to understand how many cars were parked during these periods. Results from the snapshot survey are summarised in **Table 5.1** whilst the full results are included as **Appendix B**.

**Table 5.1: Parking Beat Survey Summary**

Tuesday 3 <sup>rd</sup> March (0600-0700)		
Capacity	Vehicles Parked	Stress
29	22	76%
Tuesday 3 <sup>rd</sup> March (1900-2000)		
29	17	59%
Saturday 7 <sup>th</sup> March (1900-2000)		
29	28	97%
Sunday 8 <sup>th</sup> March (1900-2000)		
29	30	103%

- 5.4 It can be seen from **Table 5.1** that the highest stress on the parking capacity is during the Sunday evening period with 30 cars parked and a 103% stress on the capacity. The cars parked exceed the capacity as some cars were parked in front of garages and driveways. These spaces in front of driveways and garages were not counted in the capacity on the road as only the owner of the property/garage could use them.
- 5.5 Of the 7 garages, only 4 garages are currently let. This in addition to the 5 cars parked in the parking bays would mean that a total of 9 parking spaces would be displaced as a result of the development proposals. Two of the 9 spaces can be accommodated by the visitor's spaces and therefore only 7 vehicles will need to be allocated a parking space elsewhere.
- 5.6 Whilst it is unlikely that the 7 displaced car parking spaces will be accommodated on Agincourt Road during peak parking times, it has been identified that Crecy Road is suitable to accommodate further on-street parking. Crecy Road is approximately 50m to the north of the existing garages and is accessible via the main junction with Agincourt Road or by a footpath to the east of the application site. Crecy Road

was observed to have additional on-street parking capacity that would be able to accommodate the 7 displaced parking spaces.

- 5.7 Postcode information provided by the client shows only one of the garages on site is leased to a resident who lives on Agincourt Road. The other 3 garages are leased to people living on Blythe Road, Ulverscroft Road and Riverside Close which are between 450m - 2.85km away from the site, therefore it is more likely that the garages are used for the storage of personal goods and equipment than for storage of a car which is used frequently. However, if car parking spaces were displaced, it would be less convenient for replacement parking to be provided on or around the site than much closer to the residents' property. Each of the previously mentioned roads appear to have capacity to accommodate an additional vehicle.

## **6.0 Conclusion**

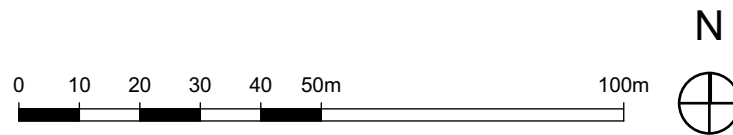
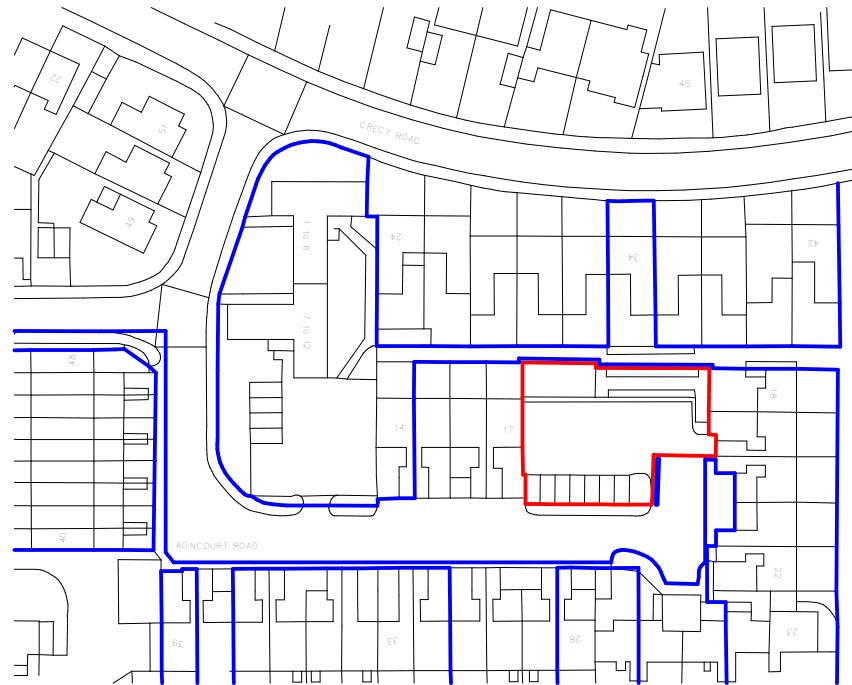
- 6.1 BSP Consulting has been commissioned by Citizen Housing to prepare a Highway Statement in respect of a planning application for a residential development off Agincourt Road, Cheylesmore, Coventry.
- 6.2 The application site is presently formed of 7 garages and a parking bay with the capacity for approximately 10 cars with access directly from Agincourt Road.
- 6.3 The proposals entail the construction of two 3-bedroom houses accessed from Agincourt Road. The development will include the removal of the 7 garages and approximately 10 parking bays on site. The development proposals will also feature landscaping and the provision of 4 parking spaces associated with the bungalows and an additional 2 visitors' spaces.
- 6.4 The application site is situated in a highly sustainable area of Coventry enabling journeys to be undertaken via all sustainable modes of transport such as walking, cycling, bus and rail.
- 6.5 Parking surveys were undertaken on Tuesday 3<sup>rd</sup> March (0600-0700 and 1900-2000), Saturday 7<sup>th</sup> March (1900-2000) and Sunday 8<sup>th</sup> March (0600-0700) to understand how many cars were parked during these periods. The existing capacity for cars to park on Agincourt Road has been estimated as 29.
- 6.6 The results from the parking beat survey demonstrate that at the highest stress on the parking capacity is during the Sunday evening period with 30 cars parked and a 103% stress on the capacity.
- 6.7 It has been estimated that 7 vehicles spaces would be displaced. Whilst it is unlikely that the displaced car parking spaces will be accommodated on Agincourt Road during peak parking times, it has been identified that Crecy Road is suitable to accommodate further on-street parking. Crecy Road is approximately 50m to the north of the existing garages and is accessible via the main junction with Agincourt Road or by a footpath to the east of the application site. Crecy Road was observed to have additional on-street parking capacity that would be able to accommodate the 7 displaced parking spaces.
- 6.8 Consequently, in highways terms the proposed development is considered acceptable.

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## **Appendix A**

### Proposed Site Layout and Location Plan



Project: A development at 5-11 Agincourt Road, Coventry

Status: Planning

Client: Citizen Housing

Sheet title: Site Location

Scale: 1:1250@A4

Date: 24/05/19

Drawn: GW

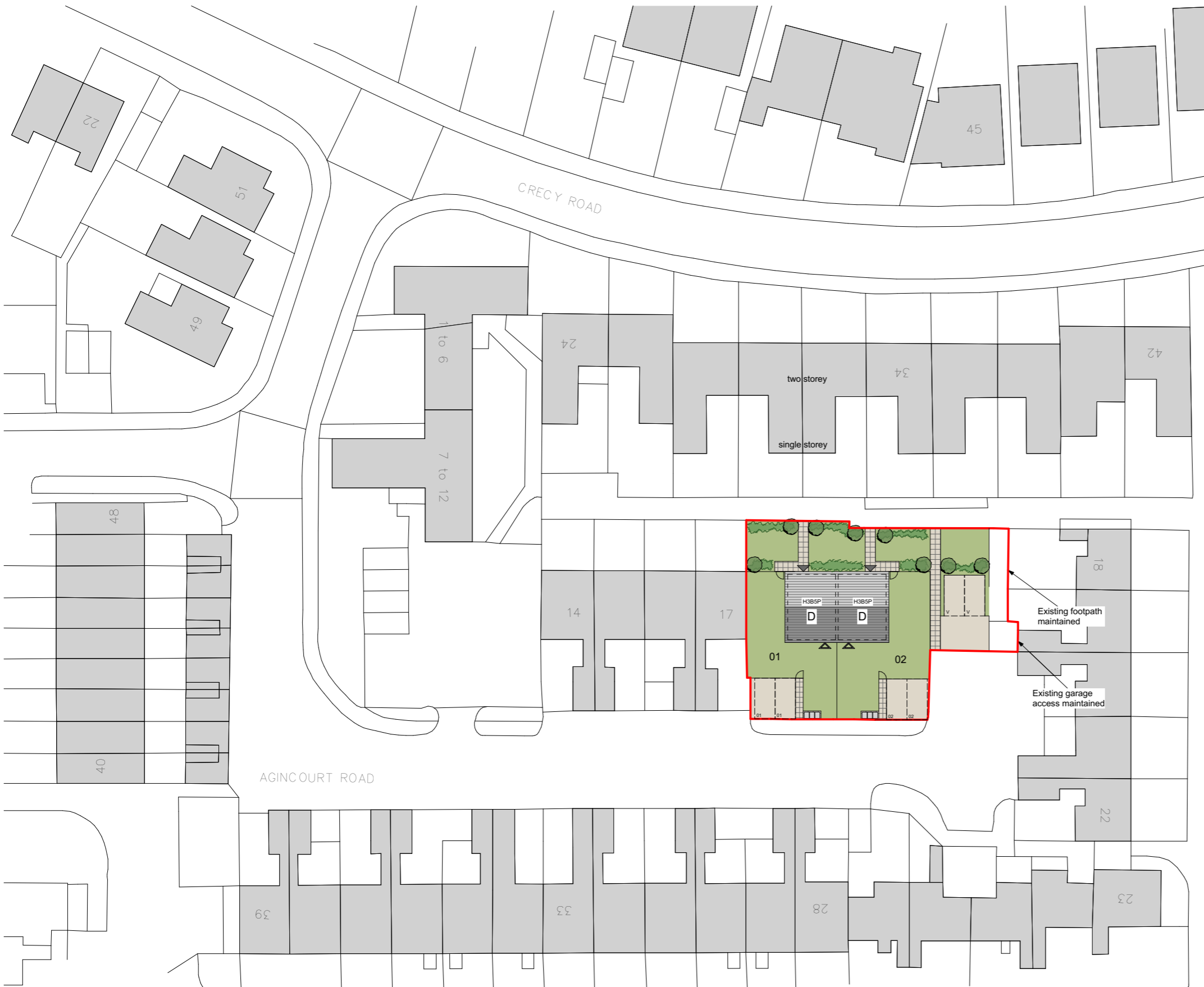
Checked: JR

Ref: **100-457AR/002A**

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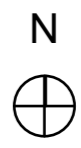
Revision:	Date:	Drawn:	Check:
A	Footprints updated	28.05.19	YM
B	Side boundary to plot 2 amended & drawing status updated to planning	03.06.19	CW JR
C	Dwellings pulled back to align with existing adjacent homes. Parking moved in front of respective plots and 2 x visitor spaces added. Swapped to revised footprint area. Schedule amended.	16.12.19	GW
D	Project address update as per planning request.	26.01.20	GW
E	Visitors parking spaces reallocated to 18 Agincourt Road.	27.02.20	GDW JER
F	Dwelling orientation flipped to match existing urban grain and moved to align with existing line of development. Parking relocated to continue existing parking pattern. Dwelling type changed to two storey to match existing. Schedule amended.	21.04.20	AML JER
G	Parking allocation amended.	29.04.20	GDW



Project:	A development at 5-11 Agincourt Road, Coventry
Status:	Planning
Client:	Citizen Housing
Sheet title:	Site Layout
Scale:	1:500 @ A3
Date:	20/05/19
Drawn:	CW
Checked:	JR
Ref:	<b>100-457AR/001G</b>

ACCOMMODATION SCHEDULE							
100 - 457 5-11 Agincourt Road, Coventry							
HOUSE TYPE	Beds	NUMBER	SQM	SQM Total	SQFT	SQFT total	%
D	3b5p	2	87	174	936.47	1872.94	100.0%
<b>Total</b>		<b>2</b>		<b>174</b>		<b>1872.94</b>	<b>100.0%</b>
<b>Total Site Area:</b>		<b>0.063</b>		<b>Hectares</b>			
<b>Total Site Area:</b>		<b>0.156</b>		<b>Acres</b>			
<b>Site Density:</b>		<b>31.75</b>		<b>DPH</b>			

All drawing information is based on OS map data and is subject to change after receiving topographical survey and services information.



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## **Appendix B**

### Parking Beat Survey Results

**Coventry Garages**  
Parking Beat

**Date**  
3rd, 7th and 8th March 2020

Road Name	Capacity	3rd March - 06:00 - 07:00		3rd March - 19:00 - 20:00		7th March - 19:00 - 20:00		8th March - 06:00-07:00	
		Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
Agincourt Road	29	22	76%	17	59%	28	97%	30	103%

Notes:

S.No.	Road Name	Side	Bay Type	3rd March - 06:00-07:00	3rd March - 19:00-20:00	7th March - 19:00-20:00	8th March - 06:00-07:00
1	Agincourt Road	S	NL			X	X
2	Agincourt Road	S	PB	X	X	X	X
3	Agincourt Road	S	PB	X	X	X	X
4	Agincourt Road	S	PB	X	X		
5	Agincourt Road	S	PB	X	X		
6	Agincourt Road	S	PB		X		X
7	Agincourt Road	S	JUNCTION	X			
8	Agincourt Road	S	PB			X	X
9	Agincourt Road	S	PB	X	X	X	X
10	Agincourt Road	S	PB	X	X		
11	Agincourt Road	N	PB			X	X
12	Agincourt Road	N	PB		X	X	X
13	Agincourt Road	N	PB	X			
14	Agincourt Road	N	PB		X	X	X
15	Agincourt Road	N	PB	X		X	X
16	Agincourt Road	S	NL				
17	Agincourt Road	S	DW	X		X	X
18	Agincourt Road	S	DW	X		X	
19	Agincourt Road	S	DW	X	X	X	X
20	Agincourt Road	S	NL	X		X	X
21	Agincourt Road	S	NL	X	X	X	X
22	Agincourt Road	S	NL	X		X	X
23	Agincourt Road	S	NL	X			
24	Agincourt Road	N	PB	X		X	X
25	Agincourt Road	N	PB	X		X	X
26	Agincourt Road	N	PB	X		X	X
27	Agincourt Road	N	PB	X	X	X	X
28	Agincourt Road	N	PB		X	X	X
29	Agincourt Road	N	PB				X
30	Agincourt Road	N	PB	X			X
31	Agincourt Road	N	DW		X	X	X
32	Agincourt Road	N	PB		X	X	X
33	Agincourt Road	N	PB			X	X
34	Agincourt Road	N	NL			X	X
35	Agincourt Road	N	DW			X	X
36	Agincourt Road	N	DW	X	X	X	X
37	Agincourt Road	N	DW		X	X	X
38	Agincourt Road	N	DW			X	X

<b>Legend</b>	
<b>BS</b>	Bus Stop
<b>DB</b>	Disabled Bay
<b>DK</b>	Dropped Kerb
<b>DW</b>	Drive Way
<b>DY</b>	Double Yellow Lines
<b>KBO</b>	Kerb Built Out
<b>KC</b>	Keep Clear
<b>LB</b>	Loading Bays
<b>LBY</b>	Lay-by
<b>ML</b>	Mobile Library
<b>NL</b>	No Lines
<b>NP</b>	No Parking
<b>OP</b>	Off street Parking
<b>PB</b>	Parking Bays
<b>PC</b>	Pedestrian Crossing
<b>SKC</b>	School Keep Clear
<b>SY</b>	Single Yellow Lines
<b>WL</b>	White Line
<b>ZC</b>	Zebra Crossing
<b>ZZ</b>	Zig Zag



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