

Technical Note 1

Project Number: T23570

Project: Hawkes Mill Lane, Allesley

Title: Access Appraisal

Date: 20th September 2023

[REDACTED]

Floor 1B
4 Temple Row
Birmingham
B2 5HG

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Newton LDP Ltd to provide access advice in relation to a potential development site off Hawkes Mill Lane, Allesley.
- 1.2 The site lies to the south of Hawkes Mill Lane, and to the north of Browns Lane.
- 1.3 It is intended that the site is promoted for a development of c.200 residential dwellings.

Vehicular Access

- 1.4 The vehicular access into the site is proposed from Hawkes Mill Lane and utilises the existing entrance into the fencing yard, alongside the existing residential dwelling.
- 1.5 The proposed access road and junction layout is shown on drawing **T23570.001**; this provides a site access road design in line with the Coventry City Council (CCC) Urban Extension Design Guide (SPD), proposing an 'Avenue' road type with a 5.5m carriageway, 2.0m verge and 3.0m shared footway/cycleway provision.
- 1.6 The prevailing speed limit along Hawkes Mill Lane is 30mph, thus the visibility splays provided are 2.4m x 43m in each direction.
- 1.7 It is worth noting that the proposed access road would require the demolition of the existing residential dwelling, in order to widen the access into the site to deliver a compliant access road capable of serving the proposed number of dwellings.
- 1.8 At the southern end of the site, a pedestrian/cycle and emergency access can be delivered onto Browns Lane, alongside a shared private driveway that could provide access to a few dwellings.
- 1.9 As with the northern access, the prevailing speed limit along Browns Lane is 30mph and thus 2.4m x 43m visibility splays are provided in both directions.
- 1.10 The pedestrian and cycle route through the site would connect to the existing build-out on Browns Lane, at which a new dropped-kerb (and tactile paved) crossing could be provided.
- 1.11 The existing bus stop would remain in its current location.

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Access by Sustainable Modes and Local Facilities

- 1.12 The proposed access strategy would facilitate the delivery of a shared LTN 1/20 compliant pedestrian and cycle route through the site, connecting Hawkes Mill Lane with Browns Lane.
- 1.13 Therefore, not only would this serve the proposed development site, but it would also provide a direct and high quality pedestrian and cycle route for the existing residents of Hawkes End, through to Browns Lane and into Allesley; thus delivering significant wider sustainability benefits for the area.
- 1.14 Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 1.15 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 1.16 Table NTS0303 of the 2022 National Travel Survey (released August 2023) indicates that the average walk trip distance in 2022 was 0.7 miles or 1.12km.
- 1.17 The 2022 National Travel Survey also states that walking was the most frequent mode used for short trips, with 83% of trips under one mile being undertaken by foot in 2022; this is a slight increase compared to 2021 (82%) and 2019 (80%).
- 1.18 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 1.19 The CIHT Planning for Cycling document (2014) states that *"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)."*
- 1.20 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that *"Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."*
- 1.21 In terms of the 2022 National Travel Survey, Table NTS0303 indicates that the average cycle trip distance (for all purposes) in 2022 was 3.6 miles or 5.76km; therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.
- 1.22 In terms of pedestrian trips, **Figure 1** shows the 800m, 1.2km and 2.0km walking distances from the centre of the proposed development site, demonstrating that a significant area of Allesley is within an acceptable walking distance of the site, including local employment facilities, and the local pre-school and primary school.
- 1.23 **Figure 2** shows 5.0km and 8.0km cycle distances and demonstrates that, in respect of cycling, the site is within cycling distance of a significant area of Coventry, including the city centre; thus providing access to a significant range of retail, employment, leisure and education facilities across the city.
- 1.24 **Figure 3** demonstrates that the site is connected to a number of facilities across the local area, including medical facilities, schools, retail, leisure and community facilities; in addition, the Lyons Park industrial estate is within comfortable walking and cycling distance of the site, providing significant employment opportunities.

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- 1.25 In terms of bus services, the closest stops are on Browns Lane and are served by the 7, 7B and 7C services; these provide up to two buses per hour during the day, and one bus per hour in the evenings, between Brownhill Green, Allesley, Chapelfields, Coventry and Coundon.
- 1.26 The 7B is also a school bus service for Cardinal Wiseman School.
- 1.27 It is clear from the above that the site would enhance the connectivity for local residents and would be well served in terms of sustainable modes and local facilities.

Drawings



SITE ACCESS ROAD DESIGNED IN ACCORDANCE WITH
COVENTRY CITY COUNCIL URBAN EXTENSION DESIGN GUIDE
(SPD) - 'AVENUE' ROAD TYPE WITH 5.5M CARRIAGEWAY, 2.0M
VERGE AND 3.0M SHARED FOOTWAY/CYCLEWAY PROVISION

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

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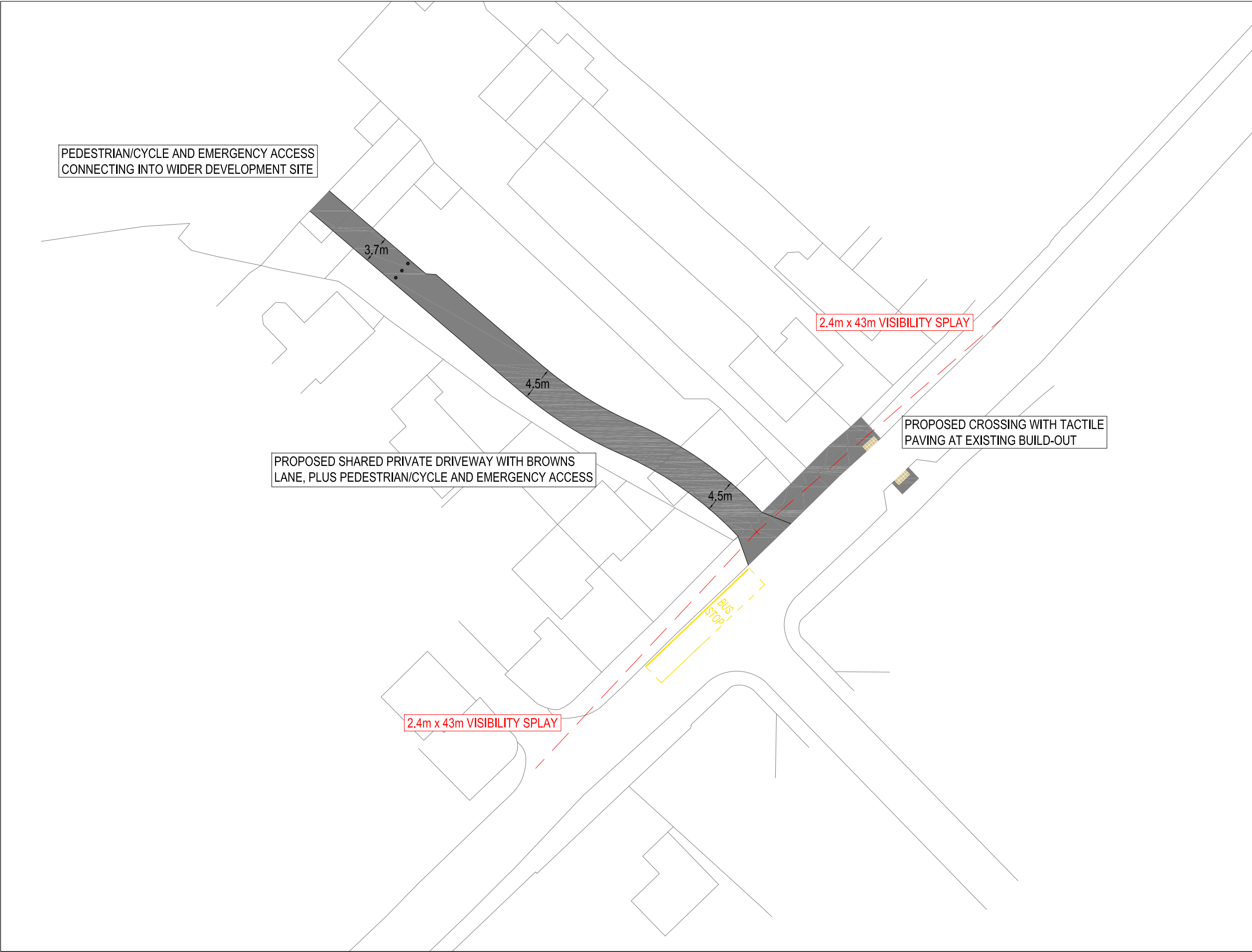
Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

CLIENT
NEWTON LDP LTD

PROJECT
**HAWKES MILL LANE
ALLESLEY**

TITLE
**PROPOSED HAWKES MILL LANE
SITE ACCESS JUNCTION**

DRAWN JP	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 04.09.23
PROJECT NO. T23570		DRAWING NO. 001		REV -



- 1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
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Hub Transport Planning Ltd
Floor 1B
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B2 5HG
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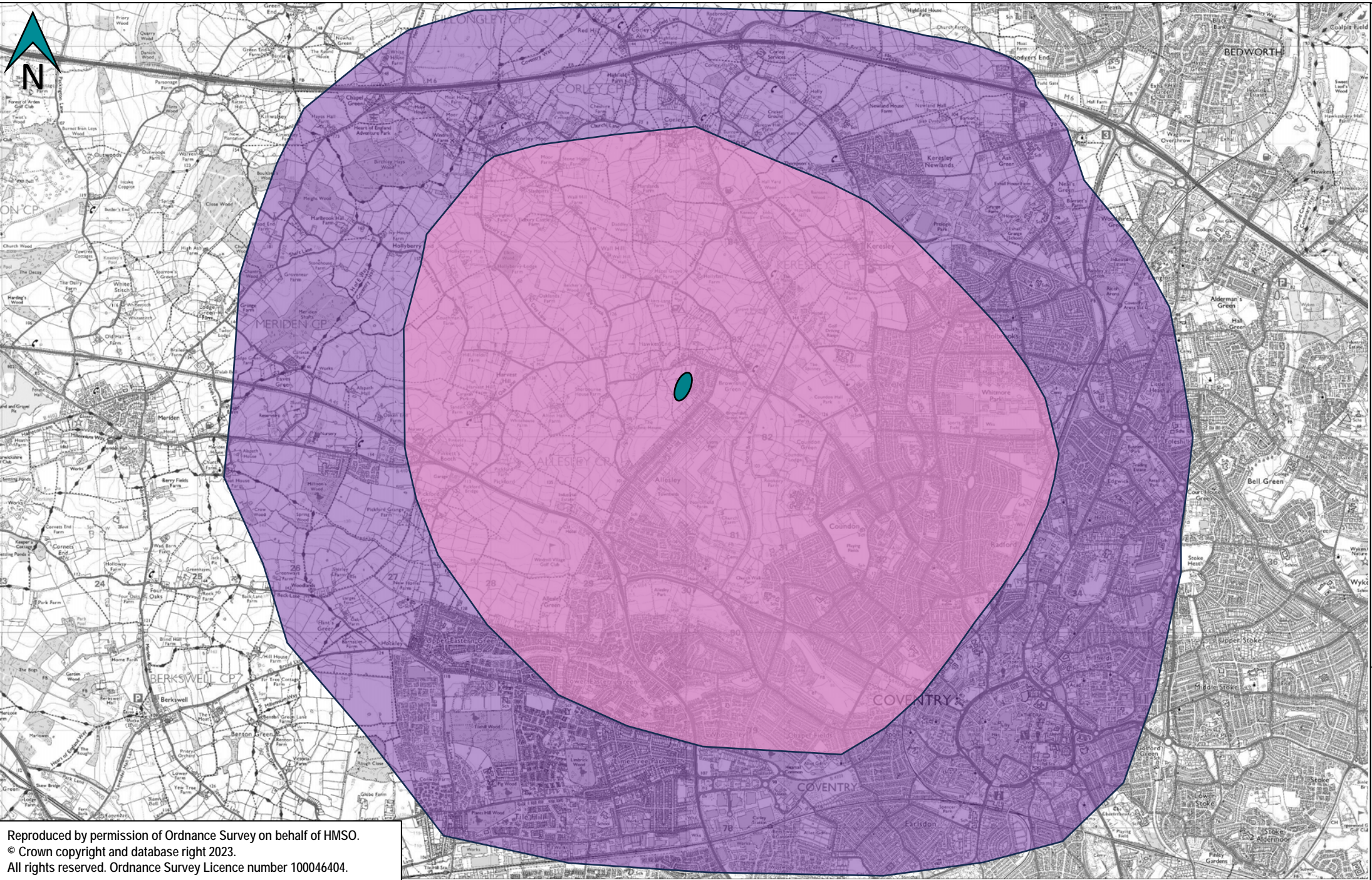
PROJECT
**HAWKES MILL LANE
ALLESLEY**

TITLE
**PROPOSED BROWNS LANE
ACCESS JUNCTION PROPOSAL**

DRAWN JP	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 04.09.23
PROJECT NO. T23570		DRAWING NO. 002		REV -

Figures





Legend

- Site
- 5.0 km
- 8.0 km

hub
TRANSPORT PLANNING LTD

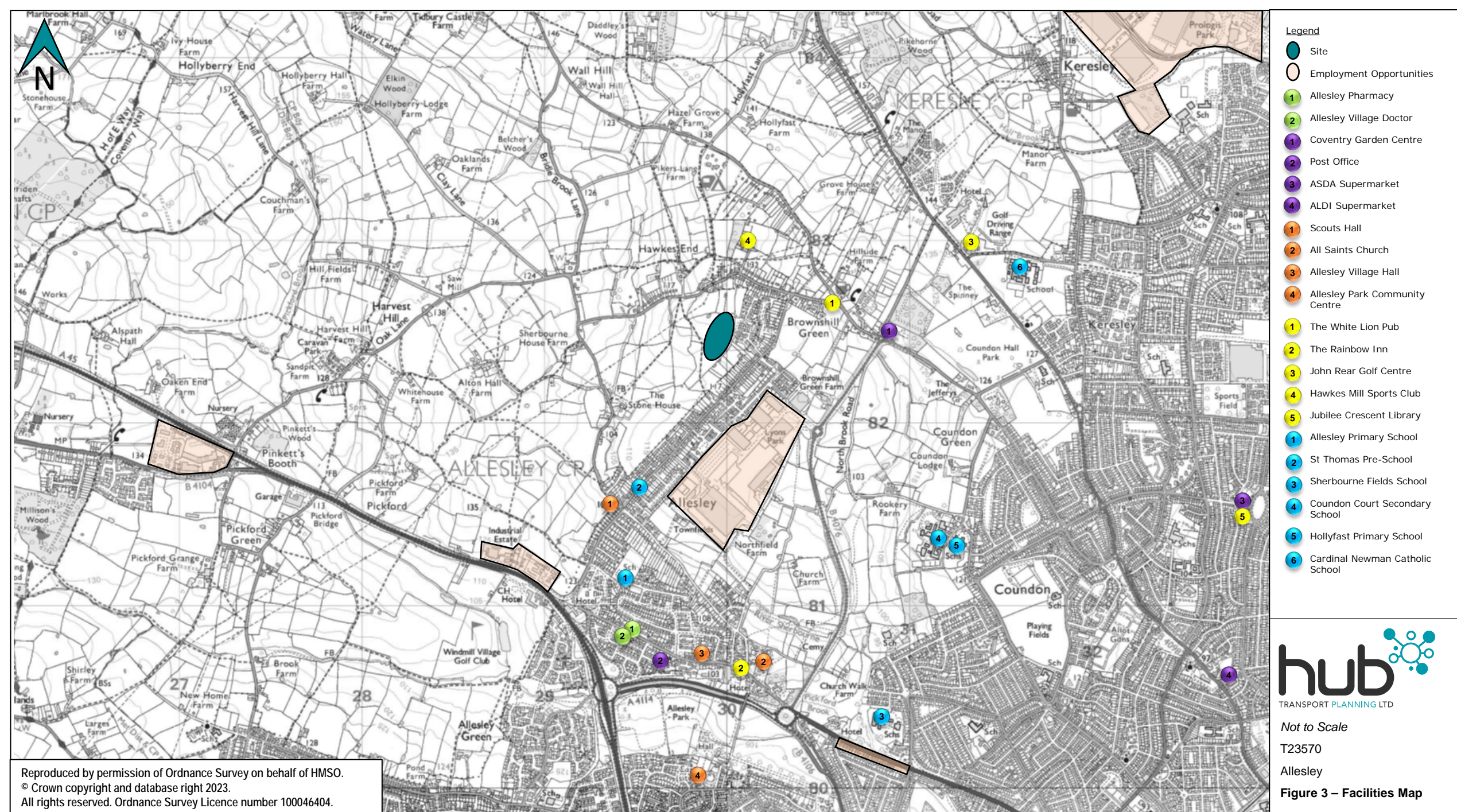
Not to Scale

T23570

Allesley

Figure 2 – Cycling Distances

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Bus Stop	Service No.	Route	Frequency (approx.)		
			Mon-Fri	Sat	Sun
Carvell Close	7/7B	Brownshill Green – Allesley – Chapelfields – Coventry – Sewall Highway – Cardinal Wiseman School – Henley Green – Bell Green	2 per hour daytime and evenings	1 to 2 per hour daytime 2 per hour evening	n/a
Carvell Close	7C	Brownshill Green – Allesley – Coundon – Coventry	1 per hour evening	1 per hour evening	1 per hour daytime and evenings

*7B is a school bus but the public are welcome to use it.