Nuneaton and Bedworth Borough Council Employment Land Accessibility Review

November 2013



Communities Directorate

Project:	NBBC Local Plan			
Report:	Employment Land Review			
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1 Introduction

1.1 Purpose and Approach

Nuneaton and Bedworth Borough Council required an assessment of the accessibility to existing employment centres with specific regards to;

- Local Access
- Strategic Accessibility
- Local Amenities
- Public Transport Assessment

The assessment considers access arrangement to 43 employment sites. The study adopts a similar approach to elements of the 2010 Employment Land Review undertaken by GVA.

Local Access

WCC development group considered the Local Access and detailed site visits were undertaken to consider the following criteria and ranking (Development Group staff are best placed to undertake this task as they are required to consider this kind of criteria when assessing new development sites);

5. Good site access meeting geometric and visibility standards. Good pedestrian and cycle access with no recorded accident issues

4. Good site access meeting geometric and visibility standards. Poor pedestrian and cycle access but ability to be improved.

 Reasonable site access needing improvement with the ability for access to be altered to meet standards and possible implementation of footway/cycleway works
 Poor site access with no prospect of improvements to meet standards.

1. Poor site access, poor local road network and no pedestrian and cycle access.

The detailed reports for each site are included in Appendix A. Ranking is provided in Table 1.

Strategic Accessibility

This element of the study was undertaken by PBA consultants and further details are included in Appendix B.

Strategic accessibility was considered using average journey times informed by 2001 census distributions for journey to work and DfT NI167 Congestion indicator which allows calculation of average peak hour journey times on any given route. The average journey time to the site. A lower journey time will either indicate that accessibility to the site is better or that employees work closer to the site.

Average journey times for employees to the 43 sites are presented in Table 1.

Accessibility to Local Amenities

Local Amenities were identified by scrutinising Google Maps datasets. This information represents the most up to date datasets available for this use. Results were screened to ensure that the amenities identified within the Google Maps dataset are still in operation (e.g. websites & NHS registers were checked). The following amenities were classified as local amenities

- Banks
- Food stores
- Further Education
- Secondary Education
- Hospitals
- GPs
- Leisure Centres
- Pub/Restaurants
- Travel Agents
- Town Centres (Classified as having 5 or more different amenities as listed above)

The CITEware model was then used to provide and assessment of available facilities, in categories as used in the NBBC 2010 Employment Land Review, within 5 and 10 minute walk and cycle times. CITEware includes information on peak hour journey times based on the average link speed extracted form Satellite Navigation records (DfT NI167 dataset). A free flow assessment was undertaken by incorporating the off peak vehicle speed extracted from the NI167 dataset into CITEware

Average cycling and walking speeds are already included in CITEware; these are respectively 4.8kph and 16kph.

Research of other Local Authority studies/planning guidance was used to inform acceptability thresholds. WCC initial view was that this should be based on the DfT Statistical release (Jul 2012) on accessibility (Appendix C). This considered the average minimum travel time to seven key services. For accessibility to local amenities the measurement was assumed to be the maximum travel time, which was approximately 8 minutes. This has been taken as the threshold for access to an amenity in this study.

It is likely acceptability thresholds will increase as a reaction to the general increase in journey times across the borough. The DfT Accessibility Statistical release highlights a trend for these thresholds to increase. Therefore in the future an assessment of the overall increase in journey times up to 2028 will inform a proportional uplift in the acceptability threshold. However this study is intended to consider existing employment sites and can only consider existing evidence on accessibility (bus service changes and detailed information on other sustainable modes is not available fo the Local Plan timeframe). Accessibility will inevitably change as highway conditions and availability of alternative modes changes.

The ranking of the walking and cycling access to local amenities for the 43 sites are presented in Table 1.

Public Transport Accessibility Assessment

The assessment of bus and rail accessibility was undertaken on the following basis:

- Assessment of available facilities in categories as used in the NBBC 2010 employment land review .
- Scoring based on travel time by public transport.
- Assessment of proximity to rail transport using the same methodology as the local amenity assessment (5 and 10 minute walk assessment).
- Assessment of walk distance to access a bus route of desirable frequency and service level. This has been defined as >1 bus per hour between 7am and 7pm, 5 days per week.

The ranking of bus and rail accessibility is provided in Table 1

Scoring

For assessment of access to amenities for each of the modes assessed, the scoring methodology from the 2010 Nuneaton and Bedworth Employment land review was utilised:

5. Close to a town centre with a wide range of services (5 different services or more)

- 4. Close to local centre with a reasonable range of services (4 different services)
- 3. Close to a limited range of basic services (3 different services)
- 2. Close to one or two services
- 1. No services in close proximity

nb: "Close" = within about 8 minutes travel

For rail scoring, the score corresponds with how many modes (walk, cycle, PT and car) can access a rail facility within 8 minutes.

2 Results

The results of these assessments are presented in Table 1 below.

Employment Land Review Reference	Site Name	Weighted average journey time (minutes)	Access to amenities rating walk 0- 5	Access to amenities cycle rating 0-5	Public Transport access rating 0-5	Rail access rating 0-4	Local access rating
E38	Anker Street	7.2	0	2	5	2	2
E42	Ashbrook Court	8.2	0	0	2	1	5
E4	Aston Industrial Estate	9.1	1	1	2	2	2
E10	Attleborough Fields	9.6	1	2	2	2	4
E5	Bath Road	9.1	0	1	3	4	2
E20&E21	Bayton Road Indutrial Estate 1&2	9.8	0	5	5	3	5
E30	Bermuda Business Park	8.8	0	2	5	2	5
E23&26	Blackhorse Road	10.1	1	1	2	2	5
E15,16&17	Caldw ell Road Industrial Estate 1,2&3	8.5	2	2	5	3	4.66
E31	Eliot Park	10.2	0	1	2	2	5
E28	Gallagher Business Park	7.3	0	0	5	1	4
E22	Grovelands Indutrial Estate	8.9	0	1	5	1	5
E35	Hauchw ood Park	7.4	0	1	3	0	4
E27	Haw kesbury Lock Industrial Centre	10.1	1	1	3	2	2
E33	Hazell Way	10.2	0	1	3	2	5
E11	Hemdale Business Park	10.5	1	2	5	2	4
E40	Hope Aldridge Business Centre	7.6	1	1	4	2	2
E6	St Mary's Road	9.6	1	1	5	3	2
E37	Justice Centre and Old Vicarage	8.9	0	1	5	4	3.5
E36	King Edw ard Road Nuneaton	8.9	0	1	5	4	2
E19	Marston Jabbett	7.7	0	1	5	2	2
E3	Midland Road Netw ork Rail site	9.1	1	1	2	2	5
E8	Oaston Road	8.9	0	2	3	4	5
E1&2	Pool Road Business Centre and IE	7.1	0	1	4	0	5
E29	Prologis Park	8.8	0	0	2	2	5
E39	Regalia House, New tow n Road	6.4	1	5	5	2	2
E24	School Lane	7.2	0	1	5	1	5
E12	Seymour Road	7.2	0	2	5	2	2
E18	Shepperton Centrovell	8.5	0	2	2	3	4
E32	St Georges Way	9	0	2	5	2	4
E34	Tenlons Industrial Road Estate	9.6	0	1	3	2	2
E25	The Moorings Business Park	9.2	0	0	3	1	5
E13&14	Trident Business Park 1&2	7.2	0	2	5	2	2
E43	Tuttle Hill	9.6	1	1	2	2	5
E41	Weddington Road	9	0	2	2	4	2
E7	Weddington Terrace	8.9	0	2	2	4	2
E9	Whitacre Road	9.1	1	2	5	3	2

Appendix A



Job Name:	Nuneaton and Bedworth District Centre & Employment Land Accessibility
	Assessments
Job No:	28810-004
Note No:	001
Date:	22 August 2013
Prepared By:	Neil Bateman
Subject:	Analysis of Access to Employment land

ltem	Subject					
1.	Subject Introduction Peter Brett Associates LLP (PBA) was appointed by Warwickshire County Council (WCC) to provide analysis of access to existing employment centres on behalf of Nuneaton and Bedworth Borough Council (NBBC) using the CITEware strategic transport model and CITEware Bus. This was intended to document the accessibility of the employment land on the basis of: • Strategic Accessibility					
	 From the CITEware model, average journey time of a statistically generated employee profile taken from the 2001 census Local Amenities From the CITEware model, assessment of available facilities, in categories as used in the NBBC 2010 employment land review, within 5 and 10 minute walk and cycle times 					

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
Job No/Brief/TN001	-	27.06.12				

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Item	Subject				
	 Public Transport Assessment Assessment of available facilities in categories as used in the NBBC 2010 employment land review Scoring based on travel time by public transport Assessment of proximity to rail transport using the same methodology as the local amenity assessment (5 and 10 minute walk assessment) Assessment of walk distance to access a bus route of desirable frequency and service level. This has been defineded as >1 bus per hour between 7am and 7pm, 5 days per week. This assessment is to be undertaken over 43 existing employment sites. 				
2.	Assessment The assessment was undertaken using CITEware for road traffic and CITEware Bus for calculation of public transport journey times. CITEware includes information on peak hour journey times based on the average link speed extracted form Satellite Navigation records (DfT NI167 dataset). A freeflow assessment was undertaken by incorporating the off peak vehicle speed extracted from the NI167 dataset into CITEware Average cycling and walking speeds are already included in CITEware; these are respectively 4.8kph and 16kph. Public transport movements are based on bus timetable data supplied by WCC. Travel times to amenities from the employment sites have been calculated on this				
3.	Thresholds Research of other Local Authority studies/planning guidance was be used to inform acceptability thresholds. WCC initial view was that this should be based on the DfT Statistical release (Jul 2012) on accessibility. This considered the average minimum travel time to seven key services. For a district centre this measurement would be assumed to be the maximum travel time, which in this case was approximately 8 minutes. This has been taken as the threshold for access to an amenity in this study. It is likely acceptability thresholds will increase as a reaction to the general increase in journey times across the borough. The DfT Accessibility Statistical release highlights a trend for these thresholds to increase. Therefore in the future an assessment of the overall increase in journey times up to 2028 will inform a proportional uplift in the acceptability threshold.				
4.	Scoring				

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ltem	Subject
	For assessment of access to amenities for each of the modes assessed, the scoring methodology from the 2010 Nuneaton and Bedworth Employment land review was utilised:
	5. Close to a town centre with a wide range of services
	(5 different services or more)
	4. Close to local centre with a reasonable range of
	services (4 different services)
	3. Close to a limited range of basic services (3 different
	services)
	2. Close to one or two services
	1. No services in close proximity
	NB1: Employment related services such as banks, travel
	agents, shops, leisure/recreation, pubs/restaurants.
	NB2: "Close" = within about 8 minutes travel
	For rail scoring, the score corresponds with how many modes (walk, cycle, PT and car) can access a rail facility within 8 minutes.

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Results

	Weighted average journey time (minutes)	amenity rating walk 0-5	cycle amenity rating 0-5	PT access rating 0-5	Rail access rating 0-4
Anker Street	7.2	0	2	5	2
Ashbrook Court	8.2	0	0	2	1
Ashmoor House	7.0	0	5	5	1
Aston	9.1	1	1	2	2
Attleborough Fields	9.6	1	2	2	2
Bath Road	9.1	0	1	3	4
Bayton Road	9.8	0	5	5	3
Bermuda Business Park	8.8	0	2	5	2
Blackhorse Road	10.1	1	1	2	2
Caldwell Road	8.5	2	2	5	3
Eliot Park	10.2	0	1	2	2
Gallagher Business Park	7.3	0	0	5	1
Grovelands	8.9	0	1	5	1
Hauchwood Park	7.4	0	1	3	0
Hawkesbury Lock Industrial Centre	10.1	1	1	3	2
Hazell Way	10.2	0	1	3	2
Hemdale Business Park	10.5	1	2	5	2
Hope Aldridge Business Centre	7.6	1	1	4	2
St Marys Rd	9.6	1	1	5	3
Justice Centre and Old Vicarage	8.9	0	1	5	4
King Edward Road Nuneaton	8.9	0	1	5	4
Marston Jabbett	7.7	0	1	5	2
Midland Road Network Rail site	9.1	1	1	2	2
Oaston Road	8.9	0	2	3	4
Pool Road	7.1	0	1	4	0
Pool Road Business Centre	7.1	0	1	4	0
Prologis Park	8.8	0	0	2	2
Regalia House, Newtown Road	6.4	1	5	5	2
School Lane	7.2	0	1	5	1
Seymour Road	7.2	0	2	5	2
Shepperton Centrovell	8.5	0	2	2	3
St Georges Way	9.0	0	2	5	2
Tenlons Industrial Road Estate	9.6	0	1	3	2
The Moorings Business Park	9.2	0	0	3	1
Trident Business Park	7.2	0	2	5	2
Tuttle Hill	9.6	1	1	2	2
Weddington Road	9.0	0	2	2	4
Weddington Terrace	8.9	0	2	2	4
Whitacre Road	9.1	1	2	5	3

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Appendix B

Nuneaton & Bedworth Employment Sites

Author: Tony Burrows

09 October 2013

Note: The comments made in this report in regard to access to the strategic network are based on ease of access and not capacity. Widths of accesses, carriageway and junctions are considered. Capacity issues, if there are any, will be highlighted separately.

Existing Employment Sites Listed 2010

Site Name: Pool Road Business Centre

Score: 5

Comments: The site appears capable of allowing an articulated vehicle to turn around on the site, but the site is more suited and designed for smaller businesses to operate from.

Site Name: Pool Road Industrial Estate

Score: 5

Comments: It is our understanding that on-street parking in the area has caused access problems for some businesses. The site visit and 'Street View' on Google Maps supports the statement, as parked vehicles are shown obstructing the carriageway and footway. Low-loaders operate from at least one site on the industrial estate, and the parking could be an issue. Care needs to be taken on occasions from which direction to approach the site.

Proximity of the site to traffic calming can be an issue in regard to maintenance and noise.

Site Name: Midland Road Network Rail

Score: 5

Comments: The access is suitable for HGV's to access / egress the site. However, there is no ghost island for right turns into the site from Midland Road (B4114). Midland Road is a primary route in and out of Nuneaton, and waiting vehicles can obstruct the free flow of traffic.

The length of the north-western visibility splay is in accordance with guidance set out in Manual for Streets, but not DMRB.

The site is currently predominantly used for outside storage including a skip hire company.

Site Name: Aston Industrial Estate

Score: 2

Comments: Access to the site is through residential streets with residents and employees parking on both sides of the carriageway restricting the size of vehicle able to enter sites. Larger vehicles have to reverse up streets and are loaded / unloaded from the carriageway.

Site Name: Bath Road

Score: 2

Comments: Access to the site is through residential streets with residents parking on both sides of the carriageway; potentially restricting the size of vehicle able to enter site and preventing two way free flowing traffic.

No issues with access to public transport.

Site Name: St Mary's Road

Score: 2

Comments: Access to the site is through narrow residential streets with parking on both sides of the carriageway preventing two way traffic flows for large sections of the route from Corporation Street (B4114).

Several 90 degree turns are required along the route, which the parked vehicles can restrict the size of vehicle able to carry out the turns.

Access to public transport is just about within walking distance.

Site Name: Weddington Terrace Industrial Estate

Score: 2

Comments: Parked vehicles around the access to the site can restrict the size of vehicle able to enter the site. Historically not all of the parked vehicles in the area are associated with the industrial estate. The area is used to park for access to the town and the railway station. Further Traffic Regulation Orders may be required to prevent parked vehicles from obstructing the access.

Site Name: Oaston Road

Score: 5

Comments: The site can be accessed via a one-way system through St. Nicholas Road, but Trent Road is the most direct route to the site from strategic network. Access to the site is through a residential area with parking on the carriageway, which can obstruct free flowing traffic.

Although a score of 5 has been given, how the scoring criteria are written does not show the full picture. Trent Road is used for by all vehicles egressing St Nicholas Road and Whitacre Road Industrial Estate, and provides access to Etone College and residential flats. Free flowing traffic is not always possible.

Access to public transport is just within walking distance.

Site Name: Whitacre Road

Score: 2

Comments: The most direct access to the site is via a one-way system through St. Nicholas Road and Trent Road. Access to the site is through a residential area with parking on the carriageway obstructing free flowing traffic along Oaston Road and Whitacre Road. On-street parking can also cause issues with vehicles turning.

Access to public transport can be considered too far away, with the nearest bus stop over 550 metres from the nearest point from the estate. The furthest point is over a kilometre away from the nearest bus stop.

Site Name: Attleborough Fields

Score: 4

Comments: A bus service is shown serving Townsend Drive on COMPASS. The available on-line bus route map does not include Townsend Drive. The nearest route is the number 7, which runs along Eastboro Way (A4254). The bus stop can be over 800 metres away from some of the units on the site, which could be considered too far to reasonably access by foot.

Site Name: Hemdale Business Park

Score: 4

Comments: The site has not been adopted yet. Although the bellmouth has been constructed to allow large vehicles to access the site, and a ghost island has been formed on Eastboro Way, the road surface has not been completed yet. The carriageway appears to have been constructed to binder level only, resulting in a difference in levels around the junction.

The nearest bus stop is over 500 metres away in Camborne Drive (D1878) on the Horeston Grange Estate, and some of the units are over 800 metres away, which can be considered too far away to be practical.

Site Name: Seymour Road

Score: 2

Comments: Seymour Road is mixed residential and employment. There is no offstreet parking for the residential properties.

Access to Seymour Road is from Attleborough Road (B4114). The junction has not been designed to accommodate regular movements by large vehicles. Yellow lining has been laid to protect the junction from obstructing parked vehicles, but even with that the distance from the junction to where vehicles can park does not allow a large vehicle to wait at the junction without obstructing the carriageway.

In addition, the parked vehicles within Seymour Road obstruct two way free flowing traffic and can prevent access by large vehicles to some of the sites.

Access to public transport is within the recommended parameters.

Site Name: Trident Business Park 1

Score: 2

Comments: To allow large vehicles to service the site double yellow lines have had to be laid along Attleborough Road (B4114), Park Street (D1732) and Holman Way (D1916) to protect the junctions. Large vehicles have to use both sides of the carriageway to manoeuvre in and out of the site, so the site is not suitable for regular movements of large vehicles.

Parked vehicles on the carriageway in Park Street also affect vehicle movements, preventing two way free flowing traffic.

Public transport is within recommended walking distance from the site.

Site Name: Trident Business Park 2

Score: 2

Comments: To allow large vehicles to service the site double yellow lines have had to be laid along Attleborough Road (B4114), Park Street (D1732) and Holman Way (D1916) to protect the junctions. Large vehicles have to use both sides of the carriageway to manoeuvre in and out of the site, so the site is not suitable for regular movements of large vehicles.

Parked vehicles on the carriageway in Park Street also affect vehicle movements, preventing two way free flowing traffic.

Public transport is within recommended walking distance from the site.

Site Name: Caldwell Road Industrial Estate 1

Score: 5

Comments: The site is in close proximity to the strategic highway network. Access for large vehicles is not an issue.

A score of 5 was only just possible, as the nearest bus stop is just over 400 metres from the site.

Site Name: Caldwell Road Industrial Estate 2

Score: 5

Comments: The site is in close proximity to the strategic highway network. Access for large vehicles is not an issue.

A score of 5 was only just possible, as the nearest bus stop is just over 400 metres from the site.

Site Name: Caldwell Road Industrial Estate 3

Score: 4

Comments: The site is in close proximity to the strategic highway network. Access for large vehicles is not an issue.

A score of 4 was given as the nearest bus stop is nearly 600 metres from the site, which could be considered as exceeding the distance recommended in guidance.

Site Name: Shepperton / Centrovell

Score: 4

Comments: The site is in close proximity to the strategic highway network. Access for large vehicles is not an issue.

A score of 4 was given as the nearest bus stop is nearly 800 metres from the site, which could be considered as exceeding the distance recommended in guidance.

Site Name: Marston Jabbett

Score: 2

Comments: The site location can be considered as remote. The site is accessed from Marston Lane (D1498). There are no footways fronting the site, no street lighting and overgrown verges. Access other than by vehicle is prohibitive.

Access by large vehicles is also restricted. To the West the bridge of the canal has a weight limit of 10 tonnes, and to the East the bridge of the carriageway restricts the height of vehicles to below 12 feet.

The access may not be considered suitable for the purpose intended. Visibility splays are not in accordance with the speed limit of 60mph, but the speeds could be lower. However, hedges and verge obstruct the splays also, which may be out of the site owner's control. Also, the access is surfaced with a bound material for a distance of approximately 16 metres. Material is being transferred and run-off is occurring, which is a maintenance issue, but also hinders vehicle braking and acceleration.

There is no available public transport within reasonable walking distance of the site.

Site Name: Bayton Road Industrial Estate 1

Score: 5

Comments: The site is close proximity to the strategic network and public transport is within easy walking distance.

Site Name: Bayton Road Industrial Estate 2

Score: 5

Comments: The site is close proximity to the strategic network and public transport is within easy walking distance.

Site Name: Grovelands Industrial Estate

Score: 5

Comments: The site is close proximity to the strategic network and public transport is within easy walking distance.

Site Name: Blackhorse Road Industrial Estate

Score: 5

Comments: The main access to the site is suitable for the purpose intended. There are other accesses to the site which would not be considered suitable for access by large vehicles, but they do not need to be used. It appears they are used for car parking, rather than for deliveries.

Public transport is within walking distance of the site.

Site Name: School Lane

Score: 5

Comments: The site is in close proximity to the strategic network and public transport is within easy walking distance.

The site can accommodate the movements of large vehicles and the accesses have been constructed accordingly. However, the western visibility splay from the 'Goodsout' exit should be maintained better. The existing splay distance is approximately 27 metres due to the foliage, where minimum splays of 47 metres should be provided.

Site Name: The Moorings Business Park

Score: 5

Comments: Public transport is within walking distance of the site and the site is in close proximity to the strategic network.

However, the site is accessed through a residential area and traffic calming features have been installed between the site and strategic network. As such, noise could be an issue.

Site Name: Blackhorse Road

Score: 2

Comments: The site and vehicle accesses are not suitable for large vehicles to service the site. Large vehicles may have to reverse in or out of the site as there is no large turning area within the site.

A large goods entrance fronts the building on the eastern elevation. The vehicular dropped kerb access fronting the goods entrance is less than 20 metres from the adjacent roundabout junction. Manoeuvring of vehicles fronting the site should be avoided without improvements to intervisibility.

In addition, the footway fronting the site is used by school children. The manoeuvring of large vehicles could conflict with pedestrian movements.

On the positive side, the site is in close proximity to public transport.

Site Name: Hawkesbury Lock Industrial Centre

Score: 2

Comments: The site is accessed from Coney Lane (D6778) and is shared with a residential development. Neither vehicular access to the site is suitable for large vehicles. It appears that an 'in-and-out' arrangement is in operation, but loading and unloading can be difficult. Witnessed during the site visit, the access width did not allow a small commercial vehicle to be tipped on both sides. There was only space for it to be tipped drivers side of the vehicle. A larger vehicle would present further problems.

Parking provision is also a concern. Vehicles parked in the parking spaces fronting the site obstructed the footway. And, people visiting the site parked on the public highway obstructing pedestrian movements.

Public transport is within walking distance though.

Site Name: Gallagher Business Park

Score: 4

Comments: Although access to the strategic network is not an issue, the access to the site can be considered as not obvious. It is accessed from the A444, through a lay-by, on the south-bound carriageway. North-bound traffic has to go around Junction 3 of the M6 roundabout. As such, vehicle movements through the roundabouts either side of the site can be increased by visitors to the site.

There are no footways on the A444 and no public transport links within recommended distances.

Site Name: Prologis Park

Score: 5

Comments: The estate has been laid out to allow easy access to sites by commercial vehicles. No on-street parking is allowed and service areas have been provided.

Access to the strategic network is not an issue.

Public transport is available within walking distances of the units on site.

Site Name: Bermuda Industrial Estate 1

Score: 5

Comments: The site is in close proximity to the strategic network. Wide carriageways and parking restrictions allow free flowing traffic for vehicles of all sizes.

The majority of the units on the estate are within the recommended walking distance from bus stops.

Site Name: Eliot Park

Score: 5

Comments: The site is in close proximity to the strategic network.

There is an issue with parking on the estate. It could be associated with the adjacent hospital or the businesses on the industrial estate. Either way, two way free flowing traffic is not possible in areas on the network. The problem increases when vehicle transporters are loading or unloading. The issues do not appear to impede on the strategic network

The units on the estate are within recommended walking distance from bus stops.

Site Name: St Georges (Bermuda Industrial Estate)

Score: 4

Comments: The site is in close proximity to the strategic network. Large goods vehicles can access and egress the size without issues as on-street parking restrictions prevent the carriageway from being obstructed.

No public transport is within recommended walking distance currently. Bus services are a minimum of over 600 metres from the estate, but a train station is planned, which could change the availability of public transport.

Site Name: Hazell Way Industrial Estate

Score: 5

Comments: The estate is within 500 metres of the strategic network (Heath End Road (B4112) and access to public transport is not an issue.

A score of 5 has been given because of the proximity to the strategic network. However, concerns have been previously raised about junction capacity. Also, the route to and along the strategic network goes through residential areas, but on-street parking should not be an issue. The carriageway width is sufficient to maintain two way free flowing traffic.

Site Name: Tenlons Road Industrial Estate

Score: 2

Comments: Tenlons Road is in close proximity to the strategic network and can be accessed via the signal controlled junction with Heath End Road (B4112). However, accesses to sites on the industrial estate can be an issue due to on-street parking, access sizes and the availability to turn around on site. Hence the lower score.

Public transport is within walking distance of the site.

Site Name: Haunchwood

Score: 4

Comments: Access to the strategic highway network is not an issue.

The majority of the units on the estate in excess or over 600 metres from available public transport, which could be considered too far from the site.

Site Name: King Edward Road

Score: 2

Comments: Visibility splays from the access to the site are in accordance with guidance and there is space within the site for large goods vehicles to turn around.

Public transport options are within walking distance.

However, the site is located within a residential area and in close proximity to King Edward VI College. In addition, there is a heavy footfall fronting the site from children accessing local schools. As such, there is a lot of pedestrian movement around the access to the site, which is not designed for regular movements of large vehicles.

King Edward Road is not suitable for regular movements by large vehicles. Kerbed radii junctions are tight, even for car movements, and on-street parking prevents free flowing two way traffic.

Site Name: Justice Centre

Score: 2 and 5

Comments: Only one reference number has been given, but within the outline there are two separate sites. The northern site is the Justice Centre and the southern site is the head office of A.R. Cartwright (Construction) Limited. Neither site connects and both have separate vehicle accesses.

A score of 2 was given to the Justice Centre because access to the site is from King Edward Road, which is not suited for regular movements by large vehicles. There is an access from Vicarage Street (A444) but this is used for emergency vehicle egress, large vehicle egress (as there is not enough room within the site to turn a vehicle around and leave via King Edward Road) and police convoys.

A score of 5 was given to the southern site. The vehicular access fronts the strategic network (A444), is large enough for commercial vehicle access and there is space within the site to turn large vehicles around.

Both sites have public transport options within walking distance.

Site Name: Anker Street

Score: 2

Comments: Vehicle access to the site can be from Anker Street or King Edward Road.

The existing access from King Edward Road is constructed as a dropped kerb footway crossing approximately 5.9 metres in width leading to a driveway approximately 6.5 metres in width, surfaced with a bound material. There is no segregation for pedestrians currently. Visibility splays from the access, measured from a setback of 2.4 metres, are approximately 7.4 metres looking left (southerly) and 18.7 metres looking right (northerly). Where vehicles are travelling at 30mph splays of 43 metres should be provided. The existing splays are in accordance with vehicles travelling at less than 10mph and 17mph. King Edward Road is not suitable for regular movements by heavy goods vehicles as on-street parking prevents two way free flowing traffic and could limit the size of vehicle able to service the site. In addition, the junctions of King Edward Road with Church Street (B4114) and Wheat Street (D1257) were not designed for regular movements by HGV's.

The two accesses from Anker Street are not wide enough to provide free flowing two way traffic. Visibility splays from the junction with Anker Street and Attleborough Road are in accordance with guidance and the junction is wide enough for two way traffic movements, but was not designed for large vehicle movements. On-street parking is available on both sides of the carriageway at a distance of 10 metres from Attleborough Road, preventing two way traffic flows for the majority of the length of the road. Cars and vans could pass around the junction but large vehicles, such as a refuse vehicle, would obstruct the junction and overhang Attleborough Road, and there is no turning head for a large vehicle to turn around.

Site Name: Newtown Road, Bedworth

Score: 2

Comments: The access to the site is not suited to large vehicle movements. The access is approximately 5.2 metres wide, which restricts movements of large vehicles as it is not wide enough for two vehicles to pass.

A parking and service area to the rear of the site is accessed between the two main buildings on site. The width between the two buildings is less than 3.5 metres, which again is not wide enough for two vehicles to pass.

But, the site is located within walking distance to public transport.

Site Name: Hope Aldridge Business Centre

Score: 2

Comments: The site has direct access to the strategic network and public transport.

However, there are signs of over-run on the full height kerbs fronting the site and the kerbs are no longer level. The dropped kerb vehicular access to the site is only 5.25 metres wide, which is not wide enough to allow for the swept path of large vehicles entering the site whilst a vehicle is waiting to leave. It is not wide enough for two HGV's to pass in a straight line. In addition, a nearby pedestrian refuge can also affect the angle at which south-bound traffic accesses the site. Therefore, it is considered that the vehicular access to the site is not suited for regular HGV movements or for articulated vehicles.

But, if the BT chambers, boxes and telegraph pole were moved the access could be improved and a score of 5 could be awarded. There is room to move the BT furniture and widen the access accordingly. There is space within the site for articulated vehicles to turn around.

Site Name: Weddington Road

Score: 2

Comments: The existing layout of the access to the site causes issues for larger vehicles. Fronting the site is a narrow lay-by with multiple access points. To access / egress the site requires multiple 90 degree turns. There are obvious signs of damage to the kerbs and verge which could have been caused by goods vehicles.

However, the buildings within the site have now been demolished. As part of any redevelopment the access could be moved to provide easier access to Weddington Road (A444). This could be done potentially without alterations to the existing lay-bys. There is also enough room within the site for large vehicles to turn around.

Therefore, as public transport is available within walking distance of the site, if the access point is altered a score of 5 could be awarded.

Site Name: Ashbrook Court, Prologis Park

Score: 5

Comments: The site is used as for offices and training, but can still be serviced by large vehicles without detriment to the connecting highway. Access to the strategic network is not an issue, nor is accessing public transport a problem.

Site Name: Tuttle Hill

Score: 5

Comments: The main access to the site, on the eastern side of the site, is suitable for regular use by large goods vehicles. Within the site is a turning area so HGV's can leave and re-enter the public highway using a forward gear. The strategic network fronts the site so there are no issues with access.

Public transport is available within walking distance of the site.

However, there is another vehicular access to the site fronting Tuttle Hill (B4114). This access is not suitable for large vehicles to use with restrictions to width, height and visibility splays. No turning head is available within the site either. A score of 2 would be given if this was the only access to the site.

Proposed Employment Sites 2010

Site Name: Midland Quarry Tuttle Hill (North of)

Comments: The main vehicular access to the site is suitable for commercial vehicle access. Large kerbed radii and wide carriageway will help maintain free flowing traffic. A ghost island right hand turn lane is positioned on Tuttle Hill (B4114), again helping to maintain the free flow of traffic. Visibility splays are in accordance with guidance.

Any improvements to the access are dependent on how the site will be used. An intensification of the use of the site could result in requiring the junction signalising or the introduction of a roundabout. This could be calculated as part of the capacity assessment. However, a footway needs to be provided. There is no footway for pedestrians to access the site currently, which needs to be addressed.

The introduction of another access may not be needed and probably could not be constructed in accordance with guidance. The proximity of another access could conflict with the existing access to the detriment of highway safety.

Fronting the site access to public transport is not an issue. But, the rear of the site is over 500 metres from the public highway, which could be considered too far. Again, depending on the proposed use and layout of the site an extension to the existing bus route could be introduced if necessary.

The existing vehicular access on the western side of the site is not suitable for HGV traffic and neither is Stoney Road. Both have geometry and visibility splay issues, which may not be able to overcome.

Score: 4 (5 with a footway)

Site Name: Judkins Tuttle Hill

Comments: The existing accesses to the site could be considered suitable for the purpose intended. According to our database there have been no reported accidents fronting the site in the last 5 years. One access fronts Tuttle Hill (B4114) and the other is from the access to Judkins. The existing access fronting Tuttle Hill was closed during the site visit, so conflict around the junction may be avoided.

Concern must be raised that if development of the P1 site resulted in an intensification of use it could affect how this site is accessed. Depending on the development the accesses may require moving.

It would be the Highway Authority's preference for the site to share the access with Judkins to reduce potential conflict around the junction.

There are no issues with access to public transport.

Site Name: Paradise Farm

Comments: The area to the West of the EPIC Centre is now a car park, accessed from Goldsmith Way (X3367).

The rest of the site is vacant. An access to the site has already been formed, and should be suitable for commercial use.

No other access should be required.

Access to public transport is within recommended walking distance.

Site Name: Griff Clara

Comments: There does not appear to be an existing access to the site along the boundaries with the surrounding industrial estate. Providing an access or accesses to the industrial estate should not be an issue.

However, the road fronting the site on the industrial estate is private and not public highway. The public highway extent along St Davids Way ends approximately 100 metres short of the site. Therefore, permission to construct an access to the site from the industrial estate side will have to be granted by the owner of the access road.

Public highway access to the southern side of the site could be gained from Griff Lane (D1453), but Griff Lane would need to be upgraded to be able to accommodate commercial traffic. Currently Griff Lane is wide enough for a single vehicle, so one way traffic is only possible. A section of carriageway approximately 250 metres long would need to be improved, and would need footway extensions.

There is no footway access to the site. The boundary of the site is within walking distance to public transport, but without footways sharing the carriageway with fast moving HGV's should not be supported.

Site Name: Griff Clara

Comments: There is no existing access to the site from the public highway. Currently access to the site is through the Elliott site. So, any permission for access may need to be granted by Elliott's and the land owner of the access road linking to St Davids Way, unless access rights already exist.

There are no rights of way through the adjacent land so access to public transport may be too far away to access. The nearest bus stop is over 800 metres from the site, and most of the walk could be on shared roads with no street lighting.

Score: 2 (unless the site is an extension to the existing site. Then it would be 4)

Site Name: Bermuda Park

Comments: There is no apparent access to the site from Walsingham Drive (D1732). A suitable access should be possible along Walsingham Drive, but consideration should also be given to sharing the access to RS Components.

Access to public transport is not an issue.

Site Name: Griff Clara

Comments: There is no existing access to the site from the public highway. Currently access to the site is through the Elliott site. So, any permission for access may need to be granted by Elliott's and the land owner of the access road linking to St Davids Way, unless access rights already exist.

There are no rights of way through the adjacent land so access to public transport may be too far away to access. The nearest bus stop is over 800 metres from the site, and most of the walk could be on shared roads with no street lighting.

Score: 2 (unless the site is an extension to the existing site. Then it would be 4)

Site Name: Colliery Lane, Bayton Road Industrial Estate, Bedworth

Comments: There is already an existing dropped kerb access to the site from Colliery Lane (D1766), which is wide enough to accommodate the largest vehicles on the road. The existing access is surfaced with a bound material for a distance of 15.2, as measured from the near edge of the public highway carriageway. The access surfacing needs improving to prevent material transfer, which is occurring now, and to prevent dust clouds, which are created by the large vehicles accessing the existing compounds. Also, the pot holes need filling in.

Access to public transport is not an issue.

Site Name: Camp Hill Urban Village – Midland Quarry Phase 4

Comments: At least one unit on the site is already occupied. Access to the site is via Ballin Road (X8124). It was intended that the road was to be adopted but the developer / owner has not entered into a Section 38 Agreement of the Highways Act 1980. Access to the public highway is at the roundabout junction with Ennell Road (D2477) and Arrow Road (D2475). Access to the strategic network is not an issue. No further links to the highway network are required.

Public Transport is within walking distance of the site.

Site Name: Haunchwood Park Drive, Nuneaton

Comments: There is already a vehicular access to the site from a turning head on Haunchwood Park Drive. No other access is required or improvements necessary.

Access to public transport could be considered too far away, as the nearest bus stop is approximately 600 metres away.

Site Name: Prologis Park

Comments: Works on the western side of the site have already begun, including new accesses. There should be no issues constructing further accesses along Central Boulevard (X1392). There are no plans to adopt Prologis Park as public highway, so permission to construct an access will have to be gained from the land owner/s.

Public transport access is within walking distance from the site.

Access to the strategic highway network is not an issue.

Site Name: Bermuda Park

Comments: The site is now a car park for the Unipart site at the end of Hamilton Way (X2619).

Access to public transport is just outside the recommended walking distance, but as the site is being used as a car park sustainability is not really an issue.

Site Name: Hemdale Business Park

Comments: There is no access to the site currently. Positioning an access should not be an issue. The site has not been adopted yet. Although the bellmouth has been constructed to allow large vehicles to access the site, and a ghost island has been formed on Eastboro Way, the road surface has not been completed yet. The carriageway appears to have been constructed to binder level only, resulting in a difference in levels around the junction.

The nearest bus stop is over 500 metres away in Camborne Drive (D1878) on the Horeston Grange Estate, which can be considered too far away to be practical.

Site Name: Hemdale Business Park

Comments: There is no access to the site currently. Positioning an access should not be an issue. The site has not been adopted yet. Although the bellmouth has been constructed to allow large vehicles to access the site, and a ghost island has been formed on Eastboro Way, the road surface has not been completed yet. The carriageway appears to have been constructed to binder level only, resulting in a difference in levels around the junction.

The nearest bus stop is over 500 metres away in Camborne Drive (D1878) on the Horeston Grange Estate, which can be considered too far away to be practical.

Site Name: Bermuda Park

Comments: The northern section of the site is being used a car park to serve the Unipart warehouse.

The southern section of the site has not been developed yet. Two accesses have already been constructed so no further accesses need to be constructed.

Access to public transport is just outside the recommended walking distance.

Site Name: Pool Road Industrial Estate

Comments: The site is currently being used for outside storage and has a dropped kerb vehicular access. The location of the access in relation to the apex of the bend can affect the size and direction of which a vehicle needs to travel in to be able to access the site. Larger vehicles may have to approach the site from the South. There should not be an issue with long vehicles approaching the site from this direction.

Access to the strategic network should not be an issue.

Access to public transport is within walking distance.

Site Name: Shepperton Business Park

Comments: Access to the site is from Triton Road (X2959). No vehicular access to the site appears to have been constructed yet, but there should not be an issue construction one or more accesses. As Triton Road is not public highway permission to construct the access will need to be gained from the land owner.

Triton Road is wide enough to accommodate commercial vehicles, and the visibility splays from the junction of Triton Road and Caldwell Road (D1388) can be considered acceptable, but the southern splay needs the overgrown foliage cut back in the highway extent.

Public transport is too far away to be considered a reasonable walking distance.

Site Name: Bayton Road Industrial Estate

Comments: The site is currently a grassed bank with trees on it. Access to the site currently is from the access to ADV. The ADV access is suitable for intensification of use if needed. By sharing the access it should allow articulated vehicles to turn around on site.

If a separate access is required there is approximately 80 metres of site frontage along Bayton Road to put an access in. Visibility splays in accordance with guidance can be achieved. However, if the site is to operate separately from ADV then the width of the site (approximately 18 metres) could restrict the size of vehicle able to service the site. Articulated vehicles would not be able to turn around on site, and some rigid vehicles could also struggle. The site could be better used for smaller units.

Bayton Road links to the strategic network.

Access to public transport is within walking distance.

Site Name: Camp Hill Urban Village

Comments: There is no current access to the site. The site is a grassed field currently. Constructing one or more accesses should be achievable, but will have to be positioned away from the traffic calming features.

Access to the strategic network should not be an issue.

Public transport options are within walking distance of the site.

Site Name: Marston Jabbett

Comments: There are already units on the site. The highlighted area appears to be used to store vehicles at the moment. The site location can be considered as remote. The site is accessed from Marston Lane (D1498). There are no footways fronting the site, no street lighting and overgrown verges. Access other than by vehicle is prohibitive.

Access by large vehicles is also restricted. To the West the bridge of the canal has a weight limit of 10 tonnes, and to the East the bridge of the carriageway restricts the height of vehicles to below 12 feet.

The access may not be considered suitable for the purpose intended. Visibility splays are not in accordance with the speed limit of 60mph, but the speeds could be lower. However, hedges and verge obstruct the splays also, which may be out of the site's control. Also, the access is surfaced with a bound material for a distance of approximately 16 metres. Material is being transferred and run-off is occurring, which is a maintenance issue, but also hinders vehicle braking and acceleration.

There is no available public transport within reasonable walking distance of the site.

Site Name: Whitacre Road Industrial Estate

Comments: There is an existing access to the site which could be considered suitable for multiple commercial vehicle movements. There may not be space to construct another access.

The most direct access from the strategic network to the site is via a one-way system through St. Nicholas Road and Trent Road. Access to the site is through a residential area with parking on the carriageway obstructing free flowing traffic along Oaston Road and Whitacre Road. On-street parking can also cause issues with vehicles turning.

Access to public transport can be considered too far away, with the nearest bus stop over a kilometre away.

Site Name: Prologis Park

Comments: There are no plans to adopt Prologis Park, so it should remain private. The site is currently brown field. Access to the site from adjacent roads could be possible, but within the Oak Court offices development the internal road network has been designed to allow extensions into the site. The access to Oak Court is suitable for multiple vehicle movements.

As Prologis Park will not be adopted permission to construct an access would have to be gained from the site owner.

The layout of the roads around Prologis Park provides suitable access to the strategic network.

Access to public transport is within walking distance.

Site Name: Hemdale Business Park

Comments: There is an existing access to the site from Teal Way (X3365), which may be suitable.

The site has not been adopted yet. Although the bellmouth has been constructed to allow large vehicles to access the site, and a ghost island has been formed on Eastboro Way, the road surface has not been completed yet. The carriageway appears to have been constructed to binder level only, resulting in a difference in levels around the junction.

The nearest bus stop is over 500 metres away in Camborne Drive (D1878) on the Horeston Grange Estate, which can be considered too far away to be practical.

Site Name: Bermuda 1

Comments: Direct access from the site to the public highway could be difficult, because of its proximity to the adjacent bridge and surrounding property boundaries.

However, during the site visit members of staff from the adjacent site Univar informed me that they owned the site and the land is part of their future development. As such, the existing access to Univar may be used which is suitable for multiple large vehicle movements. So, no other access may be necessary.

The nearest bus stop is over 600 metres from the site, so is considered too far away. But, there are plans to construct a new railway station within walking distance, and once that comes on line there could be improvements to the bus network.

Score: 4 (based on the site being accessed through Univar).

Site Name: Paradise Farm

Comments: Since 2010 when the report was issued the site has been developed. Both sections of the site are used for car sales, and accesses have been constructed for the needs of the site.

Site Name: Bayton Road Industrial Estate

Comments: Bayton Road is linked to the strategic network, so access for HGV's should not be an issue.

The site is currently being used for HGV storage and is accessed from Bayton Road. The existing access is suitable for multiple HGV movements, but does require refurbishing. A dropped kerb is missing and the surfacing of the access needs some maintenance. No other accessed is required.

Access to public transport is within walking distance from the site.

Site Name: Bayton Road Industrial Estate

Comments: Access to the site from Martindale Road (D1793). The site currently is disused, except for the frontage area which is used as customer parking for the adjacent unit's meat sales.

There are two existing vehicular accesses to the site, both from Martindale Road. The eastern access is via a dropped kerb crossing, approximately 2.8 metres in width. This access should be closed as it is not suitable for large vehicles and the visibility splay looking easterly is obstructed. The other access is on the western side of the frontage and is constructed as a bellmouth. This access may be suitable for the site.

Public transport options are within walking distance of the site and there is footway access to the bus stops.

Site Name: Bayton Road Industrial Estate

Comments: There is an existing building on the site with shared vehicular accesses either side of the premises. Both accesses are constructed as dropped kerb crossings and both are wide enough to allow two way free flowing traffic.

Parking is to the front of the site and the goods accesses are from the shared driveways around the property. The interconnecting routes can allow longer vehicles to do a circuit so that they do not have to reverse and can still enter the public highway using a forward gear.

The site is in close proximity to the strategic highway network and public transport.

Site Name: Haunchwood Park Drive Nuneaton

Comments: There is already a vehicular access to the site from Haunchwood Park Drive. No other access is required or improvements necessary.

Access to public transport could be considered too far away, as the nearest bus stop is over 700 metres away.

Site Name: Whitacre Road Industrial Estate

Comments: There is an existing dropped kerb access to the site which could be considered suitable for multiple vehicle movements. There is space to improve the access if necessary. The site does not appear to be in use at the moment, but it looks as though the site can be used for outside storage.

The most direct access from the strategic network to the site is via a one-way system through St. Nicholas Road and Trent Road. Access to the site is through a residential area with parking on the carriageway obstructing free flowing traffic along Oaston Road and Whitacre Road. On-street parking can also cause issues with vehicles turning.

Access to public transport can be considered too far away.

Preferred Future Options

(5 sites shown on Map 1)

Site: Land Abutting Prologis Park (North-East Corner), Keresley

Comments: The site is located between Pilgrims Walk (X2977) and New Road (D1824). No rights of way appear to go through the site, but the site currently has footpaths running around the perimeter with accesses from Pilgrims Walk and New Road. The site is not gated from the New Road side of the site, so it does not appear that the land is being used for any specific purpose at the moment.

Access to the site for commercial vehicles could be constructed from New Road. But, it should not be supported. Vehicles accessing / egressing the site will have to travel through residential areas and traffic calming, and the junctions along the routes to the strategic network have not been designed for regular commercial vehicle use. In addition, the available footway width is not suited for use by multiple users moving in opposite directions.

Access to the site should be through Prologis Park. The frontage of the site along Pilgrims Walk will allow multiple accesses to be constructed, if necessary, with the necessary distances between accesses and visibility splays in accordance with guidance. Access to the strategic network would be easier, as could access to public transport (with necessary footway links).

Site: Land East, South and West of Griff Lodge Farm, Griff Lane, Nuneaton, CV10 7PL

Comments: Public highway access to the site is from Griff Lane (D1453), but Griff Lane would need to be upgraded to be able to accommodate commercial traffic. Currently Griff Lane is wide enough a single vehicle, so one way traffic is only possible. A section of carriageway approximately 250 metres long would need to be improved, as would footway extensions and street lighting.

There is no footway access to the site. The boundary of the site is within walking distance to public transport, but without footways, sharing the carriageway with HGV's should not be supported.

The junction of Griff Lane with Walsingham Drive appears large enough for two way commercial vehicle traffic. In addition, a ghost island right turn lane has been laid out on Walsingham Drive to access Griff Lane.

Score: 2 (with highway improvements a score of 5 could be possible)

Site: Land West of Griff Clara

Comments: It appears that the site cannot be accessed from the public highway. Access from the site to Griff Lane (D1453) would be via the X2290, but permission would need to be attained from the land owner potentially. Griff Lane would need to be upgraded to be able to accommodate commercial traffic. Currently Griff Lane is wide enough a single vehicle, so one way traffic is only possible. A section of carriageway approximately 250 metres long would need to be improved, as would footway extensions and street lighting.

There is no footway access to the site. The boundary of the site is within walking distance to public transport, but without footways sharing the carriageway with HGV's should not be supported.

It is most likely that the site will be an extension to the Hanson site. The existing vehicular access to the site could be considered suitable for the purpose intended, as would the links to the strategic network.

However, there is no footway link from the site to the public highway and public transport links are considered too far away for reasonable access. The site is over 400 metres from the public highway, and there are no current plans to adopt the link between the site and public highway. As such, a footway link may not be forthcoming.

Site: Land East of St Georges Way (D1418), and North and West of Coventry Road (B4113)

Comments: There is an existing access to the site to the north of the dual carriageway section of Coventry Road, currently used by Veolia. The access would not be considered suitable for intensification of use and would need improvements, including the construction of a kerbed radii bellmouth, a wider access road and footway into the site. The site is comparable in size to the St Georges Way industrial estate, so could require the same kind of spine road linking to estate roads.

Depending on vehicle numbers accessing the site a ghost island right turn lane may be required, or even a roundabout, and a speed limit review fronting the site. The speed limit fronting the site changes between 40mph and 50mph, which may not be appropriate for the vehicles potentially accessing and egressing the site.

It may be appropriate to move the access or provide another access. This may only be possible closer to the existing 40mph terminal signs along Coventry Road.

Access to public transport is within walking distance of the site. Footpath F0833 runs from East to West through the site, but there are no footways fronting the site along the northern side of Coventry Road between the pedestrian crossing point at Griff roundabout and the Veolia access. A footway link fronting the site may be required, but may not be necessary. To avoid pedestrians being in close proximity to the dual carriageway a link could be provided within the site to access the pedestrian crossing at Griff roundabout. A pedestrian crossing to the north of the existing access may be required for pedestrians approaching the site from the North, on the eastern side of the carriageway.

Score: 5 (with the necessary infrastructure)

Site: Land South and East of Coventry Road (B4113) and North of Gipsy Lane (D1454)

Comments: Gipsy Lane - Access to the site from Gipsy is from the access to Faultlands Farm. The access would not be considered suitable if the site was considered for commercial purposes. It would require the formation of a kerbed radii bellmouth, wider access road and footway links. The visibility splays from the access do not appear to be in accordance with guidance where vehicles are travelling at 60mph. Actual speeds could be lower.

Due to the topography and layout of Gipsy Lane locating another access along it could be difficult. Against using Gipsy Lane also is the width of the carriageway, no footways, no street lighting, weight limit and capacity at the junction of Gipsy Lane and Coventry Road.

To accommodate a wider carriageway, footways and street lighting the hedgerow on the northern side of Gipsy Lane could be removed. That still leaves the weight limit and junction capacity issues. The bridge to the east of the site has a maximum weight limit of 7.5 tonnes. Cars and light vehicles would be able to cross the bridge only.

The capacity issue at the junction of Gipsy Lane and Coventry Road is well documented. Currently, the users of Griff Quarry are obliged under a legal agreement to pay for and construct a signalised junction with highway improvements if they wish to increase the number of vehicles accessing the quarry and to increase the amount of material processed within the quarry. During peak periods the vehicles going through the junction exceeds capacity. So, if the site was to be constructed prior to junction improvements the developer may be responsible for carrying out the junction improvement works, the cost of which is likely to exceed £150,000 to install and £100,000 commuted sum for on-going maintenance.

Coventry Road – There is an access to the site from Coventry Road, opposite the caravan site, which appears to have been closed off and is now used as a bus stop lay-by. Potentially the access could be re-opened but may require a deceleration lane, widening and footway links created. In addition, due to the speed of the road a speed limit review should be undertaken.

The public highway carriageway fronting the site is dual carriageway. As such, eastbound traffic can only access the site from the crossing point fronting the caravan site, which may not have the capacity for the potential number of vehicles accessing the site. An extension to the central reservation crossing point may be required or the provision of a new roundabout could be required, depending on potential flows.

The majority of the site is within walking distance of the bus stop on Coventry. Only the eastern side of the site is over 500 metres away. It may require the internal layout to include a bus route similar to Bermuda Business Park.

There are no rights of way through the site.

Score: 4 (Potentially 5 if bus route amended)

Appendix C