



Proposed Residential Development Coventry Road, Cubbington ACCESS CONSIDERATIONS

Savoy Consulting, a specialist transport planning consultancy, has been instructed by their Client Rosconn Group, to undertake an access appraisal for land on Coventry Road, Cubbington. This statement has been prepared to support the allocation of this site for residential purposes.

A plan showing the site and its location has been produced by Lapworth Architects.

Coventry Road is an unclassified road running generally north/south between the B4453 Rugby Road to the south and the A445 Leamington Road to the north. The speed limit through the village of Cubbington is 30mph but at the village limit to the north changes to de-restricted.

Rather than creating a new access on the Coventry Road frontage, Savoy Consulting has recommended to their Client that the existing access to the equestrian centre be utilised for the purposes of providing an access to the residential development. This access will be designed to appropriate design standards showing the correct junction radii, carriageway width and footway provision.

The access to the proposed residential development would therefore utilise the existing private driveway leading to Stoneleigh Park Polo School and The Waverley Equestrian Centre. This access is located just inside the 30 mph speed limit zone.

Examination of the existing accident records on Coventry Road, Cubbington shows there have been no recorded personal injury accidents in the vicinity of the site access in the latest five year period.

It will be important to the local highway authority that any access serving a new residential development meets with relevant highway design standards, the most important being the ability to achieve an adequate visibility splay from the proposed junction.

Although the access is within a 30 mph speed limit, experience has shown that not all drivers entering a 30 mph zone will do so at the posted speed limit. Therefore it has been decided that for the purposes of this submission a worst case scenario has been adopted and a visibility splay of 2.4m x 120m to the north has been shown on the accompanying plan. This equates to vehicles passing the proposed access and entering the 30mph speed limit zone at a speed of 40 mph.

The set back distance from the edge of the carriageway into the new junction (known as the "x" distance) of 2.4m represents the distance measured from the edge of the carriageway to where the eye of a driver of a normal saloon car is positioned when assessing whether it is safe to emerge from a side road junction.

Access to the south is good and again for the purpose of this submission a visibility splay of 2.4m x 60m has been assumed. It is very unlikely that the traffic approaching the new junction from the south will be materially exceeding the 30 mph speed limit as drivers will have just passed through the village of Cubbington.

The northern facing visibility splay of 2.4m x 120m has been plotted on the accompanying drawing based on an accurate topographical survey of the site frontage including all the trees that potentially could be affected by the creation of the visibility splays.

Although there are some trees in the visibility splay at the northern end, they do not actually block the visibility splay per se and therefore as long as any frontage vegetation is cleared to secure the requisite visibility splay, Savoy Consulting is of the opinion that the northern most trees can remain as they would not act as an obstruction to the required visibility splays.

Potentially, there is one tree approximately mid-way along the visibility splay that could obscure the driver's eye view of approaching traffic from the north and it is recommended by Savoy Consulting that it would be necessary to consider removing this tree as it could form a potential obstruction.

If this site was selected for residential development purposes, detailed speed surveys would be carried out at the proposed access to establish precisely the requisite visibility splays but at this time Savoy Consulting does not believe that the northern most visibility splay will have to be extended beyond the 120m distance shown.