



**Coventry Connected
(Transport and Accessibility)**

**Supplementary Planning
Document**

January 2019

Table of contents

Chapter	Pages
Glossary	4
1. Introduction	5
1.1. Purpose of this Supplementary Planning Document	5
1.2. Relevant Policies	5
1.3. Other Supplementary Planning Documents	6
1.4. Structure of this SPD	6
2. Policy AC1: Accessible Transport Network	7
2.1. Introduction	7
2.2. Policy and Guidance Overview	7
2.3. Coventry Connected Policy and Guidance	9
3. Policy AC2: Road Network	11
3.1. Introduction	11
3.2. Policy and Guidance Overview	12
3.3. Coventry Connected SPD Guidance	13
3.4. Checklist for Applications	17
4. Policy AC3: Demand Management	18
4.1. Introduction	18
4.2. Policy and Guidance Overview	18
4.3. Demand Management Requirements for Developments	19
4.4. Checklist for Applications	36
5. Policy AC4: Walking and Cycling	38
5.1. Introduction	38
5.2. Policy and Guidance Overview	39
5.3. Walking and Cycling Requirements for Developments	40
5.4. Checklist for Applications	48
6. Policy AC5: Bus and Rapid Transit	49
6.1. Introduction	49
6.2. Policy and Guidance Overview	49
6.3. Coventry Connected Policy and Guidance	53
6.4. Checklist for Applications	59
7. Policy AC6: Rail	61
7.1. Introduction	61
7.2. Policy and Guidance Overview	61
7.3. Coventry Connected Policy and Guidance	64
7.4. Checklist for Applications	69
8. Policy AC7: Freight	71
8.1. Introduction	71
8.2. Policy and Guidance Overview	71
8.3. Coventry Connected Policy and Guidance	72
8.4. Checklist for Applications	75
Tables	
Table 2-1 Policy and Guidance Framework	7
Table 3-1 Policy and Guidance Framework	12
Table 3-2 Checklist for Applications	17
Table 4-1 Policy and Guidance Framework	18
Table 4-2 Thresholds for Transport Assessment/Transport Statement/Travel Plan	21
Table 4-3 Required Content of a Construction Traffic Management Plan	26

Table 4-4	Development Scale Guidelines for Travel Plan Requirements	27
Table 4-5	Content for Policy Compliant Full or Framework Travel Plan	29
Table 4-6	Checklist for Applications	36
Table 5-1	Policy and Guidance Framework	39
Table 5-2	Key Principles of Cycling and Walking in New Developments	41
Table 5-3	Checklist for Applications	48
Table 6-1	Policy and Guidance Framework	49
Table 1-2	Thresholds for Bus and Rapid Transit	54
Table 6-3	Checklist for Applications	60
Table 7-1	Policy and Guidance Framework	61
Table 7-2	Priorities in Coventry Rail Investment Strategy	65
Table 7-3	Checklist for Applications	69
Table 8-1	Policy and Guidance Framework	71
Table 8-2	Required Content of a Construction Traffic Management Plan	73
Table 8-3	Checklist for Applications	75

Figures

Figure 3-1	Assessing Capacity Impacts Without CASM	14
Figure 4-1	Scoping Discussions.....	21
Figure 4-2	Preparation of a Transport Assessment	24
Figure 4-3	Preparation of a Transport Statement	25
Figure 4-4	Measures for inclusion in a Full or Framework Travel Plan	33
Figure 5-3	Initial Design Principles for Walking and Cycling.....	40

Glossary

Term	Definition
CASM	Coventry Area Strategic Model
CIHT	Chartered Institution of Highways & Transportation
CIL	Community Infrastructure Levy
CPZ	Controlled Parking Zone
CTMP	Construction Traffic Management Plan
CTP	Construction Travel Plan
DfT	Department for Transport
FCC	Freight Consolidation Centre
HE	Highways England
IDP	Infrastructure Delivery Plan
IRFI	Intermodal Rail Freight Interchange
LCWIP	Local Cycling and Walking Infrastructure Plan
NPPF	National Planning Policy Framework
RFI	Rail Freight Interchanges
RAT	Route Assessment Tool'
RTP	Residential Travel Plans
RSA	Road Safety Audit
RTPI	Real Time Passenger Information
S106	Section 106 (Planning Agreement)
SMART	Specific, Measurable, Achievable, Realistic and Timebound
SPD	Supplementary Planning Document
SRFI	Strategic Rail Freight Interchange
STP	Strategic Transport Plan
SUE	Sustainable Urban Extension
TA	Transport Assessment
TfWM	Transport for the West Midlands
TP	Travel Plan
TPC	Travel Plan Coordinator
TS	Transport Statement
UKC	UK Central
VLR	Very Light Rail
WCML	West Coast Main Line

1. Introduction

1.1. Purpose of this Supplementary Planning Document

Coventry City Council's Local Plan sets out Coventry's long term spatial vision for how the city will grow, develop and change and how this vision will be delivered through a strategy for promoting, distributing and delivering sustainable development. The purpose of this Local Plan is not to provide planning advice. The purpose of this Supplementary Planning Document (SPD) therefore is to provide more detailed and prescriptive guidance on the accessibility policies outlined in Coventry City Council's Local Plan. This document will not create policies, but will provide clear advice on the implementation of Coventry City Council's Local Plan and will therefore be used to assess future planning applications.

This SPD provides developers with clear guidance on the application of the Local Plan and outlines what information should be provided in planning applications, regarding transport. This should result in the submission of high quality planning applications which will speed up the planning process and ultimately deliver developments that support a high-quality transport network.

Overall, the objective of this SPD is to ensure that forecast growth in Coventry can be achieved through a series of developments that support and enhance the city's transport network.

This SPD also identifies requirements for cross-boundary planning and delivery with neighbouring local authorities to Coventry City Council.

By way of clarification this SPD contains a number of links to other SPD, Design Guidance and Highways Protocols, some of which remain in development stages and are not yet published. References are made within this SPD though to ensure it remains relevant for the long term without the need for frequent amendment.

1.2. Relevant Policies

This SPD will need to be considered alongside several other policy documents. The two main documents that will be considered across all policy areas are the National Planning Policy Framework and Coventry City Council's Local Plan.

The National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines requirements for the planning system. Achieving sustainable development is the key purpose of the planning system and transport is relevant to the three dimensions of sustainable development identified in the document, as follows:

- *An economic role* – contributing to building a strong, responsive and competitive economy.
- *A social role* – supporting strong, vibrant and healthy communities.
- *An environmental role* – contributing to protecting and enhancing our natural, built and historic environment.

Promoting sustainable transport is one of the key objectives of the NPPF and it recognises that transport policies have an important role in facilitating sustainable development and in contributing to wider sustainability and health objectives. It states that local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. In summary, the document promotes a transport system that is balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

Coventry City Council's Local Plan (2016)

Coventry City Council's Local Plan sets out Coventry's blueprint and vision to help re-establish itself as one of the country's top ten cities. As with the NPPF, sustainable growth is a key theme of the Local Plan, especially regarding transport. One of the Local Plan objectives is maintaining and enhancing an accessible transport network, supported by a series of sub-objectives, as follows:

- Providing a transport network that enhances the city's accessibility, efficiency, safety and sustainability;

- Continuing to improve links with the city centre and to provide better connection to green spaces within Coventry; and
- Increasing the range of opportunities for people to access arts and culture, sports and leisure, music and events and other activities.

The Local Plan recognises that the local transport system will play a critically important role in supporting major housing and jobs growth in Coventry and the Council's ambition to become a 'top ten city'. The Plan therefore advocates more detailed and descriptive guidance to govern planning decisions and agreements.

1.3. Other Supplementary Planning Documents

Coventry City Council's Local Plan is supported by a number of other SPDs in addition to this Coventry Connected document. The Health Impact Assessment (HIA) SPD is of particular importance to this SPD and should be considered alongside it by applicants.

The HIA SPD provides a 'Healthy Development Template' (in the absence of the Birmingham City Council's Health Impacts Toolkit) which is designed to be used as early as possible in the planning process for a development proposal to have the best possible impact on health. A section of the template refers specifically to 'Accessibility and active travel' which should be considered alongside the contents of this SPD. This will ensure that applicants are meeting accessibility requirements from a health and health inequalities perspective as well as a transport perspective.

1.4. Structure of this SPD

This SPD provides more detailed guidance on policies set out in Coventry City Council's Local Plan and will sit alongside the document in the planning process. It is referenced in the Accessibility chapter of the Local Plan as the Coventry Connected SPD.

This SPD follows the structure of the Accessibility chapter in Coventry City Council's Local Plan. Each chapter of the document will cover a different policy area, as follows:

- Chapter 2 – Policy AC1: Accessible Transport Network
- Chapter 3 – Policy AC2: Road Network
- Chapter 4 – Policy AC3: Demand Management
- Chapter 5 – Policy AC4: Walking and Cycling
- Chapter 6 – Policy AC5: Bus and Rapid Transit
- Chapter 7 – Policy AC6: Rail
- Chapter 8 – Policy AC7: Freight

2. Policy AC1: Accessible Transport Network

2.1. Introduction

Policy AC1: Accessible Transport Network refers to the need for local people to have good access to the jobs and services that they need. This can only be achieved if the transport network offers a wide choice of convenient and reliable transport modes which meet the needs of the varying types of trips which people need to make.

This chapter outlines the guidance that developers need to follow to ensure that they are supporting and enhancing an accessible transport network in Coventry. Whereas AC1 forms a specific policy in the Local Plan, creating an Accessible Transport Network underpins the purpose of the other policies AC2 through to AC7 and so AC1 should be regarded as an overarching policy goal to this SPD.

Policy AC1 within the Local Plan identifies the following objectives in relation to providing an accessible transport network:

Policy AC1: Accessible Transport Network

1. Development proposals which are expected to generate additional trips on the transport network should:
 - a) Integrate with existing transport networks including roads, public transport and walking and cycling routes to promote access by a choice of transport modes.
 - b) Consider the transport and accessibility needs of everyone living, working or visiting the city. Special attention should be paid to the needs of disabled people, young children, and people with special needs. Special attention should be paid to the needs of an aging population to make Coventry an Age Friendly City.
 - c) Support the delivery of new and improved high quality local transport networks which are closely integrated into the built form. This includes networks which support access to strategic growth corridors. The scale of measures required should be appropriate to the scale and impact of the proposed development.
 - d) Actively support the provision and integration of emerging and future intelligent mobility infrastructure, including electric vehicle charging points, Car Club schemes and bicycle hire.
2. Further guidance will be contained in the Coventry Connected SPD.

2.2. Policy and Guidance Overview

In addition to Local Plan policy AC1, Table 3-1 presents a summary of the key policies and guidance on which this chapter of the SPD has been based.

Table 2-1 Policy and Guidance Framework

Policy/Guidance	Key Objectives	Link to Document
National Planning Policy Framework (2012)	Developments should be located and designed where practical to: <ul style="list-style-type: none"> • Accommodate the efficient delivery of goods and supplies • Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities • Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones • Incorporate facilities for charging plug-in and other ultra-low 	https://goo.gl/KIbX9p

Policy/Guidance	Key Objectives	Link to Document
	<p>emission vehicles</p> <ul style="list-style-type: none"> Consider the needs of people with disabilities by all modes of transport 	
Coventry City Council Local Plan (2016)	<p>Development proposals which are expected to generate additional trips on the transport network should:</p> <ul style="list-style-type: none"> Integrate with existing transport networks Consider the transport and accessibility needs of everyone living, working or visiting the city Support the delivery of new and improved high quality local transport networks which are closely integrated into the built form Actively support the provision and integration of emerging and future intelligent mobility infrastructure 	goo.gl/cBJBNk
DfT: Overarching principles on Travel Plans, Transport Assessments and Statements (2014)	<p>The following should be considered when writing a transport assessment or statement:</p> <ul style="list-style-type: none"> Information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site Measures to improve the accessibility of the location (such as provision/enhancement of nearby footway and cycle path linkages) where these are necessary to make the development acceptable in planning terms Ways of encouraging environmental sustainability by reducing the need to travel 	goo.gl/CenZuS
Midlands Connect Strategy (2017)	<p>The aim of Midlands Connect is to create transport networks that are efficient, reliable and resilient. This could improve the quality of life of those living and working in the West Midlands as follows:</p> <ul style="list-style-type: none"> Commuters spending less time sitting in traffic congestion or on crowded trains People having better access to employment and leisure activities in the region and beyond The negative impacts of travel on our lives, such as noise and pollution, could be reduced Opening up new job opportunities sharing prosperity across the region and the UK 	goo.gl/McU4K6
TfWM: Movement for Growth: 2026 Delivery Plan for Transport (2016)	<p>Objectives to meet the vision for transport:</p> <ul style="list-style-type: none"> Increase the number of people that are within 45 minutes' travel time by public transport to a minimum of three main centres and the two HS2 stations in central Birmingham and the UK Central Hub Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys, by delivering a strategic cycle network and enhancing local conditions for active travel Facilitate the efficient movement of people on our transport networks to enable access to education and employment opportunities and health and leisure services. Maintain and develop our transport infrastructure and services to ensure they are efficient, resilient, safe and easily accessible for all 	https://goo.gl/vJYTMMy

Policy/Guidance	Key Objectives	Link to Document
TfWM: Equality and Inclusion Review (2015/16)	Vision for the West Midlands to be a global, internationally recognised, modern manufacturing economy and a place where everyone's life chances, health and well-being are improved. Public transport is central to this through creating urban environments which encourage walking and cycling with towns and cities made accessible through an attractive public transport network that meets peoples' demands and requirements.	https://goo.gl/guJVwk
The 6Cs Design Guide - Part 2: Preparing development proposals (2007)	<p>It is important, particularly for larger developments, that highways and transportation matters are not considered separately from other aspects of a development's design. A coordinated approach to design is vital to:</p> <ul style="list-style-type: none"> • Help encourage walking, cycling and public transport • Regulate vehicle speeds (which may be influenced by how drivers regard their surroundings) • Make sure buildings, streets and spaces are designed to reduce risks to personal safety, particularly to pedestrians, cyclists and public-transport users • Make sure that the design of buildings and where entrances are placed does not encourage people to park in inappropriate on-street locations • Provide parking areas that are safe, secure and enjoy good natural observation but that do not dominate the appearance of a development • Deliver high-quality developments that reflect local character and distinctiveness (planning authorities are unlikely to favour developments that lack quality layout and design) • Take account of external factors, such as pedestrian and cycle routes, public transport routes and bus-stop locations, or any proposed road improvements that may influence a development's layout and its access to the road network 	goo.gl/uvQ7bJ

In addition the Coventry Bus Network Development Plan will need to be considered once complete and adopted by the Council.

2.3. Coventry Connected Policy and Guidance

2.3.1. Provide a Choice of Transport Modes

Coventry has a well maintained and managed local highway network which provides direct linkages from the strategic road network to employment, residential, and leisure sites. However, the highway network is coming under increased pressure as planned growth in the city is realised, resulting in an inevitable increase in road traffic. As new developments are planned and proposed in the city, it is imperative that they are located where they can take advantage of, but not hinder, the local road network. Consideration therefore needs to be given to the impacts of proposed developments on the road network, and the mitigation of negative impacts where necessary. **For further information, please refer to the road network guidance in Policy AC2 (Chapter 3 in this document).**

The public transport network in Coventry provides two roles; the bus network caters for local journeys, particularly those into the city centre, whilst the rail network provides more regional and national connectivity. As new developments are planned and proposed in the city, it is imperative that they are located where they can take advantage of the local bus and rail network to ensure that people have a choice in how they travel to and from the site. If a proposed development is not served by appropriate public transport provision, the developer should consider how the development could support a new bus, rail, or very light rail route. For further information, please refer to the bus and rapid transit guidance in Policy AC5 (Chapter 6 in this document) and the rail guidance in Policy AC6 (Chapter 7 in this document).

Walking and cycling are the most beneficial modes of transport as they provide a range of benefits including being cost effective, creating no carbon emissions, providing physical exercise, and not contributing significantly to road congestion. Coventry has a reasonably well-developed walking and cycling network which will continue to be expanded in line with growth in the city. As new developments are planned and proposed in the city, it is imperative that they actively support the walking and cycling network to ensure that people have a choice in how they travel to the site. Consideration should be given to the location of new developments to ensure that they are within a reasonable walking and cycling distance from their respective attractors, for example commercial developments should have good links and connection to their local residential areas, and high-quality infrastructure should be provided to encourage access by active modes. ***For further information, please refer to the walking and cycling guidance in Policy AC4 (Chapter 5 in this document).***

2.3.2. Cater for a range of Accessibility Needs

Coventry City Council is a promotor of equality and choice and therefore promotes equal opportunities for travel for everyone in the community, including those with physical and sensory disabilities, people with special needs, the elderly, and young children. New developments should consider the access needs of all groups in society and be designed in a way that maximises accessibility to the site and provides necessary facilities within the site (such as disabled parking, tactile paving etc.). Developers should use their transport assessment/statement and travel plan to identify how they will accommodate a range of access needs and identify the associated transport infrastructure that will be delivered. ***For further information, please refer to the demand management section in Policy AC3 (Chapter 4 in this document).***

2.3.3. Deliver a High Quality Local Transport Network

The local highway network in Coventry is considered to be an asset to the city which should be protected and enhanced alongside a high quality public transport system and walking and cycling network. Developments in the city should seek to integrate into the city's transport network and where not feasible, should support extensions to the network. The transport network in Coventry should be continuous, linking employment sites, residential areas, and leisure facilities and providing efficient interchanges between modes where necessary. Developers should consider and demonstrate how their development can integrate and enhance the transport network in Coventry. ***For further information, please refer to the road network guidance in Policy AC2 (Chapter 3 in this document), walking and cycling guidance in Policy AC4 (Chapter 5 in this document), bus and rapid transit guidance in Policy AC5 (Chapter 6 in this document) and the rail guidance in Policy AC6 (Chapter 7 in this document).***

The efficient and unobtrusive movement of freight is essential to supporting economic growth in Coventry through the delivery of goods to businesses and the opportunity to increase employment in the logistics and freight industry. The central location of Coventry in the UK and its excellent links to the strategic road network strengthens this opportunity and makes it a more attractive place for businesses to invest. However, freight can have a negative impact of the quality and operation of the highway network if not managed correctly. Where developments require freight to be delivered to their site, they should ensure that the routes used to access the site are appropriate and that there is sufficient infrastructure on site to cater for HGVs (e.g. designated parking and turning facilities). Where possible, consideration should be given to alternative methods of freight movement e.g. rail and air. ***For further information, please refer to the freight section in Policy AC7 (Chapter 8 in this document).***

2.3.4. Support Intelligent Mobility Infrastructure

Coventry is rapidly establishing itself as a testbed for several innovative technologies and solutions. At this time the Council intends to continue with this role and is seeking further opportunities to enhance its intelligent mobility provision and profile. Developers should actively support the Council's ambitions through the provision and integration of emerging and future intelligent mobility infrastructure, when required by the Council.

Developers should assess how to support intelligent mobility infrastructure when preparing their travel plan. This could include measures such as real-time parking sensors on parking bays, providing electric charging parking bays or implementing a car club. ***For further information, please refer to the travel planning section in Policy AC3 (Chapter 4 in this document).***

3. Policy AC2: Road Network

3.1. Introduction

Policy AC2 refers to the role of new developments in assessing their impact on the existing road network and supporting the wider transport network. Coventry is well connected to the national road network and a well maintained and managed local highway network is required to support Coventry's Local Plan proposals.

This chapter provides guidance for developers on their requirements to ensure their developments can be satisfactorily accommodated on the local road network. This includes details of how their developments should be assessed, and impacts mitigated where they are predicted to cause unacceptable levels of highway safety problems, unacceptable environmental impact or unacceptable traffic congestion. Where appropriate this will also link to the delivery of highways schemes identified in the Councils IDP.

Policy AC2 within the Local Plan identifies the following objectives in relation to road:

Policy AC2: Road Network

1. New development proposals which are predicted to have a negative impact on the capacity and/or safety of the highway network should:
 - a) Mitigate and manage the traffic growth which they are predicted to generate to ensure that they do not cause unacceptable levels of traffic congestion, highway safety problems and poor air quality. Highway mitigation and management measures should focus firstly on demand management measures (Policy AC3) including the promotion of sustainable modes of travel, and secondly on the delivery of appropriate highway capacity interventions. Highway capacity interventions should be appropriate to the scale of development and expected impact and will be determined through the associated Transport Assessment.
 - b) Developments should seek to support and accommodate, where appropriate, measures which facilitate enhancements to the wider transport network including those set out in the Infrastructure Delivery Plan.
 - c) Be served by routes which are suitable for that purpose. Where this is not achievable, proposals will only be considered acceptable if appropriate interventions can be applied to suitably mitigate any negative impacts, including the construction of new access link roads.
2. The Infrastructure Delivery Plan sets out specific measures and funding sources for the transport network improvements which are required to support the delivery of the Local Plan. The level of financial contributions that will be sought from developers for highways infrastructure will be set out in the Council's Community Infrastructure Levy Charging Schedule. The Council may also seek to secure the provision of transportation infrastructure through planning conditions and legal agreements.
3. Further guidance will be contained in the Coventry Connected SPD.

3.2. Policy and Guidance Overview

Developers and scheme promoters should be aware of the key policies relating to the road network in the Midlands outlined in Table 3-1.

Table 3-1 Policy and Guidance Framework

Policy/Guidance	Key Objectives	Link to Document
National Planning Policy Framework (NPPF) (2012)	<ul style="list-style-type: none"> • All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment; • Decisions should take account of whether opportunities for sustainable transport modes have been taken up dependent on the nature and location of the site, to reduce the need for major infrastructure; • Decisions should take account of whether safe and suitable access to the site can be achieved for all people; • Decisions should take account of whether improvements can be undertaken within the transport network that cost effectively limit the significant impact of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. 	https://goo.gl/KIbX9p
Coventry City Council Local Plan (2016)	<p>New development proposals which are predicted to have a negative impact on the capacity and/or safety of the highway network should:</p> <ul style="list-style-type: none"> • Mitigate and manage the traffic growth which they are predicted to generate • Support and accommodate measures which facilitate enhancements to the wider transport network • Be served by routes which are suitable for that purpose 	goo.gl/cBJBNk
DCLG: Travel Plans, Transport Assessments and Statements (2014)	<ul style="list-style-type: none"> • Transport Assessments and Statements should be prepared for all developments that generate ‘significant’ amounts of transport movement and can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework. • The need for, scale, scope and level of detail required for a Transport Assessment or Statement should be established as early in the development management process as possible as this may positively influence the overall nature or the detailed design of the development. • Key issues to consider at the start of preparing a Transport Assessment or Statement may include: <ul style="list-style-type: none"> ○ the planning context of the development proposal; ○ appropriate study parameters (i.e. area, scope and duration of study); ○ assessment of public transport capacity, walking/cycling capacity and road network capacity; ○ road trip generation and trip distribution methodologies and/ or assumptions about the development proposal; ○ measures to promote sustainable travel; ○ safety implications of development; and ○ mitigation measures (where applicable) – including scope and implementation strategy. • It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty 	goo.gl/CenZuS

Policy/Guidance	Key Objectives	Link to Document
	will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.	

3.3. Coventry Connected SPD Guidance

3.3.1. When and how should the impact of the developments vehicle trips on the road network be assessed?

Policy AC2 relates to development proposals which are predicted to have a negative impact on the road network. An assessment of the impact on the road network is therefore required for all developments.

The scale of the assessment will largely depend on the scale of the development, but will also be informed by location specific considerations such as local road network conditions.

It is important to note that negative impacts on the road network relate to highway safety and poor air quality, as well as traffic congestion. There will be instances where developments will require assessment due to safety, even if there is no predicted negative capacity impact. There will also be instances where poor air quality such as increased trip generation inside Air Quality Management Areas requires assessment. The requirements for this assessment are contained within the Council's Air Quality SPD.

3.3.2. Scoping

Scoping discussions at the earliest possible opportunity help to positively influence developments from a transport perspective, and ensure that the assessment is proportionate to the development. Discussing how to assess a development with Coventry City Council's Highway Development Management team will ensure that assessments are consistent throughout Coventry.

The level of assessment should be determined during these pre-application discussions with Coventry City Council's Highway Development Management team.

Details of the pre-application process can be found in the Pre-Application Charging Scheme for the Highway Authority.

Where a development is likely to have an impact on the local highway network of a neighbouring local authority, joint scoping discussions should be held with all involved neighbouring authorities to co-ordinate the level of assessment required to determine the impact on their respective roads. Conversely for any developments proposed within a neighbouring local authority, scoping discussions should also be held with Coventry City Council's Highway Development Management team.

In addition, where there might be an impact on the Strategic Route Network, scoping discussions should be undertaken with Highways England (HE).

3.3.3. Assessment using the Coventry Area Strategic Model (CASM)

The Coventry Area Strategic Model (CASM) is a strategic transport planning tool developed by Coventry City Council and HE. It covers the area in and around Coventry and was developed to allow the testing of future year developments such as those identified in the Coventry Local Plan.

One of the benefits of CASM is that it enables developments to be assessed in a consistent and thorough way, so the use of CASM is the preferred method for the assessment process.

The use of CASM will be proportionate to the scale of the development and so there will be instances where the development does not warrant the use of CASM. Indicative threshold levels are set out in CASM guidance, but will ultimately be agreed during the pre-application scoping stage.

Details about the use of CASM can be found in the Coventry Connected Document “*Protocol for the use of the CASM in the Development Application Process*”.

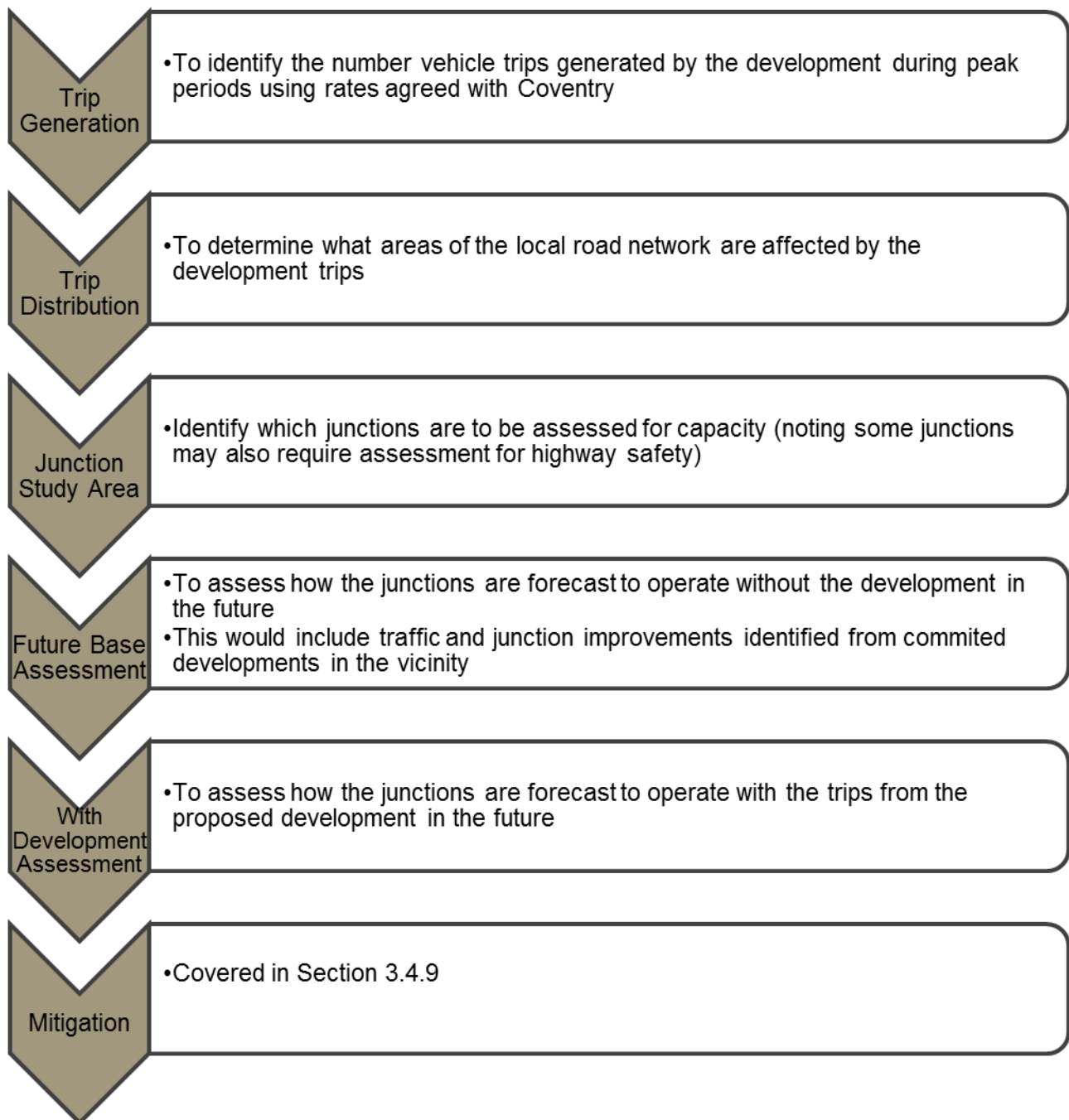
3.3.4. Traffic Impact Assessment without using CASM

If pre-application discussions have identified that the development does not require the use of CASM, the impact of the development on the local highway network will still require assessment.

The required assessment will be proportionate to the development, and determined on a case-by-case basis during scoping discussions. This is typically done by understanding the number of new trips generated by the development

The typical method of assessing capacity impacts without using CASM are outlined in Figure 3-1.

Figure 3-1 Assessing Capacity Impacts without CASM



The above methodology is not a rigid structure, but is intended to advise on the steps typically required to assess capacity impacts.

It is not expected that very small developments will follow all the above steps, but these will still be expected to identify their predicted impacts on the road network.

3.3.5. Assessment of development throughout life cycle

Consideration will need to be given to impacts on the road network during the whole life cycle of the development. The likely construction, maintenance and demolition impacts will need to be assessed in addition to operational impacts.

Mitigation measures will be required if these impacts are predicted to cause unacceptable highway safety problems, negative environmental impacts or unacceptable levels of traffic congestion.

Assessment will be proportionate to the scale of the development. These can range from, for example, very small developments of a single dwelling which will need to identify storage areas for materials and ensure construction materials do not cause obstructions on the road network, up to strategic scale developments which will need to identify construction impacts and produce comprehensive Construction Traffic Management Plans (CTMPs) to mitigate any negative impacts during construction. Policies AC3 and AC7 of this SPD provide further guidance on CTMPs.

3.3.6. Cross Border Assessment

Developments close to the Coventry border which are likely to have an impact on the neighbouring highway authority's road network will need to engage with the appropriate authority(ies) to ensure the proposals do not have an unacceptable impact on their road network.

Additional assessments of impacts on roads outside of Coventry may require use of other strategic models, so early engagement with these authorities is recommended.

3.3.7. Safety Assessment

Negative impacts on the road network cover safety as well as congestion so an assessment of development impacts on safety are required.

The requirements for the safety assessment will be proportionate to the scale of the development and will be agreed during pre-application scoping discussions.

The assessment of baseline safety conditions will need to identify any existing areas within the study area with poor accident records using recent accident history records.

It is important that the safety assessment is more than just a review of historical records, and assesses potential safety issues resulting from the predicted trips (vehicle, cycling and pedestrian) generated by the proposed development.

Policy AC4 contains more detail surrounding walking and cycling, including information relating to assessing pedestrian and cycling impacts.

3.3.8. Road Safety Audits

A Road Safety Audit (RSA) is a formal, systematic, independent assessment of the potential road safety problems associated with a new road scheme or road improvement scheme.

They are carried out throughout the stages of the scheme from preliminary design to post-opening operation. It is important to consider the RSA process for proposed developments and their associated road schemes. For example, land requirements are typically determined during the planning stage, so if additional land for road safety features is identified by the RSA, it can be accommodated prior to determination of the application.

Developments which propose new road schemes, road improvement schemes or new access(es) will need to provide a RSA appropriate to the design stage. The extent and contents of the RSA will be agreed during scoping discussions.

3.3.9. Mitigation

Paragraph 32 of NPPF identifies that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

What is considered severe can only be determined on a case-by-case basis. This section therefore aims to provide guidance on what is considered significant i.e. to have the potential to create a severe impact.

NPPF identifies that developments which generate significant amounts of traffic should be supported by a Transport Assessment or Statement, and the Policy AC3 Chapter of this guidance identifies the thresholds for transport impacts.

These thresholds also provide guidance for the level of impact on a local junction which is considered significant.

Where these significant impacts occur, it is considered that there is potential for a severe impact, so assessment would be required.

Following detailed assessment at these location, if it is determined that mitigation would be required, then there are various possible solutions.

The Infrastructure Delivery Plan (IDP) contains a list of major highway improvements identified by Coventry City Council to enable planned growth. If the location does have an IDP scheme, then Section 3.3.10 contains more detail on how the development will need to contribute to delivering this scheme, such as the Community Infrastructure Levy (CIL).

If the location does not have a planned IDP scheme, a mitigation scheme will be required to ensure any residual impacts are not severe.

If there are other local developments which have also identified impacts at this location, then the scheme could be delivered by providing a contribution towards an identified improvement, usually through a Section 106 (S106) contribution, with the level of contribution corresponding with the identified impacts. Further guidance is provided on the required contributions in Coventry City Council's Infrastructure Delivery SPD.

If the scheme is required solely to mitigate the impact of the development, then the scheme could be delivered using a Section 278 agreement, which allows the developer to enter into an agreement with Coventry City Council to make improvements to the highway.

Assessing Mitigation

Any proposed scheme will need to suitably address the identified capacity issues, as well as consider associated impacts to all road users. Information relating to pedestrian and cyclist requirements are outlined in Policy AC4, as well as information on Road Safety Audits for schemes outlined in Section 3.4.8. Details on local design requirements are contained in the Council's Highway Design Guidance. These requirements ensure that mitigation layouts are acceptable in terms of geometric layout.

It is recognised that capacity forms one of many elements of junction design, and that there are instances where capacity enhancements can have a negative impact on other junction users. Assessment of proposed mitigation schemes will therefore take into consideration the balance between the elements of junction design.

Delivering Mitigation

The IDP sets out the major infrastructure requirements to deliver the development set out in the Local Plan. CIL will provide a mechanism to deliver these and other infrastructure requirements, with s106 used to delivery location specific measures. A combination of major and local elements will be used to ensure that developments can mitigate their major and local impacts.

The residual impacts following these mitigation measures will then be reviewed by Coventry City Council to ensure that they are not considered severe.

3.3.10. Infrastructure Delivery Plan

As part of the Coventry Local Plan, a list of Infrastructure improvements have been identified as being necessary to deliver the planned growth outlined in the Plan. This list will evolve as greater certainty over future growth and delivery timescales are established. The current list is found in the Coventry Infrastructure Delivery Plan (IDP).

The IDP also identifies the potential funding sources for these schemes, one of which is CIL. This method ensures contributions toward the schemes in the IDP are fair and proportionate to the scale of the development.

3.3.11. Design Guidance

The Council's Highway Design Guidance document provides details on what is considered suitable in terms of route design.

In terms of designing new developments to adoptable standards, Coventry City Council acknowledges that this is preferred, but not mandatory. To ensure that future residents of these developments are not adversely impacted by the consequences of living on un-adopted roads, Coventry City Council has introduced a mechanism to ensure that third party owners of un-adopted roads will retain responsibility for the future maintenance of those roads. The maintenance strategy of the un-adopted roads will need to be agreed by the Council.

3.4. Checklist for Applications

Table 3-2 provides a checklist for applications, which applicants should use to ensure that their assessment is robust and meets the standards required by Coventry City Council.

Table 3-2 Checklist for Applications

Topic	Advice
Scoping	Ensure that scoping discussions are undertaken with Coventry City Council, and where relevant with neighbouring highway authorities and Highways England.
Use of CASM Model and Cross Border Impacts	Using "Protocol for the use of the CASM in the Development Application Process", determine if the CASM model is required to assess the proposed development.
Safety Assessment	Agree Safety assessment requirements, and ensure accident analysis covers impacts of predicted trips from the proposed development.
Mitigation	Ensure any negative impacts do not cause unacceptable levels of traffic congestion, highway safety problems and poor air quality.
Infrastructure Delivery Plan (IDP)	Where mitigation is required, determine if the IDP contains details of a proposed scheme at the location.
Design	Refer to the Council's Highway Design Guidance for details on street designs.

4. Policy AC3: Demand Management

4.1. Introduction

Policy AC3 refers to the requirement of new developments to carry out a detailed assessment of the impact which a development will have on surrounding highways and transportation network. Demand management strategies will then be required to minimise the anticipated impact of the proposed development on the transport system.

This chapter provides detailed guidance for developers on their requirements to promote demand management as part of development proposals. This includes details of the issues which need to be covered in a Transport Assessment (TA) or Transport Statement (TS) and a Travel Plan (TP). These documents are essential to supporting a development proposal through the planning application process.

Whereas this chapter provides clear guidelines, the exact scope and content of a TA/TS/TP will be dependent on the development site specific circumstances. Coventry City Council’s Development Management team can provide specific advice.

Policy AC3 within the Local Plan identifies the following objectives in relation to demand management:

Policy AC3: Demand Management
1. Transport Assessments will be required for developments which generate significant additional trips on the transport network. Thresholds for their requirement will be based on locally determined criteria set out in the Coventry Connected SPD.
2. Travel Plans will be required for new developments which generate significant additional traffic movements. Detailed guidance on the requirement for Travel Plans will be set out in the Coventry Connected SPD.
3. Proposals for the provision of car parking associated with new development will be assessed on the basis of parking standards set out in Appendix 5.
4. New development proposals which require changes to the highway network will be required to integrate with any existing UTMC and ITS infrastructure and strategy and development of the Key Route Network.
5. Further guidance will be contained in the Coventry Connected SPD

4.2. Policy and Guidance Overview

Developers and scheme promoters should be aware of the key policies in relation to demand management outlined in Table 4-1.

Table 4-1 Policy and Guidance Framework

Policy/Guidance	Key Objectives	Link to Document
National Planning Policy Framework (NPPF) (2012)	<ul style="list-style-type: none"> All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Decisions should take account of whether opportunities for sustainable transport modes have been taken up dependent on the nature and location of the site. All developments which generate significant amounts of movement should be required to provide a Travel Plan. Developments should be located and designed where practical to: 	https://goo.gl/KIbX9p

Policy/Guidance	Key Objectives	Link to Document
	<ul style="list-style-type: none"> • Accommodate the efficient delivery of goods and supplies; • Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; • Create safe and secure layouts which minimise conflicts between traffic, cyclists and pedestrians; • Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and • Consider the needs of people with disabilities by all modes of transport. 	
Coventry City Council Local Plan (2016)	<ul style="list-style-type: none"> • It is recognised that as the Coventry grows and the population and number of jobs increase, other demand management measures will become increasingly important to maintain the integrity of the network. The primary tools to achieve this are: <ul style="list-style-type: none"> • Transport Assessments; • Travel Plans; • Car parking standards; and • Urban Traffic Management and Control. 	goo.gl/cBJBNk
Coventry City Council - Delivering a More Sustainable City SPD (2009)	<ul style="list-style-type: none"> • Aim is to achieve greater levels of sustainable development through the planning process in Coventry; and • Help those submitting planning applications to determine how the sustainability of their proposals might be improved. 	https://goo.gl/37rtd4
DfT: Overarching principles on Travel Plans, Transport Assessments and Statements (2014)	<p>The following should be considered when writing a Transport Assessment or Statement:</p> <ul style="list-style-type: none"> • Information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport. • A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site. • Measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms. • Ways of encouraging environmental sustainability by reducing the need to travel. 	goo.gl/CenZuS
TfWM: Movement for Growth:2026 Delivery Plan for Transport	<p>This document sets out a plan to improve the transport system in the region to support economic growth and regeneration, underpin new development and housing and to improve air quality, the environment and social inclusion. Overarching principles are as follows:</p> <ul style="list-style-type: none"> • Ensuring all part of the West Midlands are 'plugged in' to High Speed Rail Stations, and significant growth and development that is already happening at their locations. • Steering transport investment into priority corridors for new jobs and homes, providing a joined-up land use/transport planning approach to support the aims of the Strategic Economic Plan. 	https://goo.gl/vJYTMyl

4.3. Demand Management Requirements for Developments

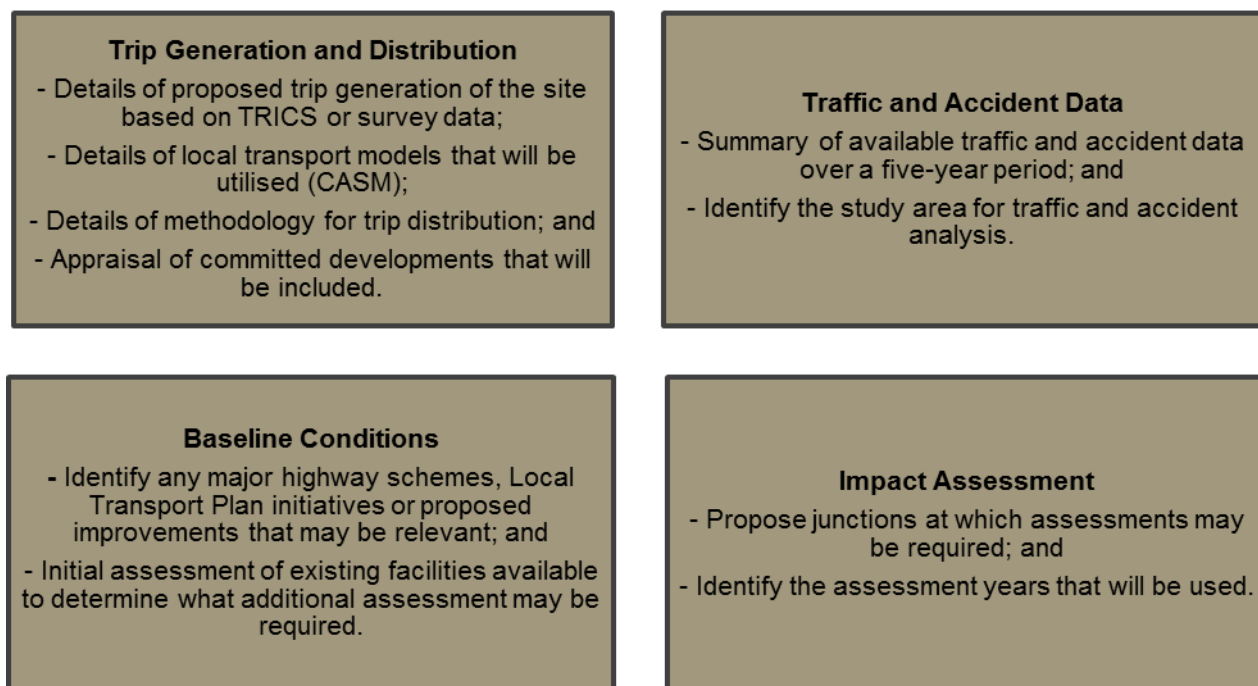
4.3.1. Pre-Application Scoping and Discussion

It is considered to be best practice to discuss the development site's requirements and proposed methodology for assessment (TS, TA, TP) with Coventry City Council's Highway Development Management team as soon as possible through the preparation of a transport scoping report. This forms part of the pre-application scoping discussions, a process which is outlined in Pre-Application Scheme for the Highway

Authority There is a fee for this process, which is based upon the complexity of the proposed development, the amount of Coventry City Council Officer time required and the need for possible ongoing update meetings where larger developments are proposed. The benefits of engaging in this process are outlined in Coventry City Council's Infrastructure Delivery SPD and it is strongly advised for major applications.

The scoping report should be discussed with Coventry City Council Highway Development Management Team and should include at least the following:

Figure 4-1 Scoping Discussions



4.3.2. The preparation of a Transport Assessment (TA) or Transport Statement (TS)

TAs will be required for developments which generate significant additional trips on the transport network, in line with local guidance and that in the National Planning Policy Framework. A TS provides a less comprehensive analysis of the impact of smaller developments on the highway network.

Within the Pre Application Charging scheme there are development categories set out in relation of the complexity and scale of the proposed development. These categories also used to determine when a TA or TS is required, as shown in Table 4-2.

For clarity, the threshold levels as detailed in Table 4.2 will be considered as a cumulative scale of development for mixed use developments and where smaller applications are submitted (i.e. an application made for a development of 50 units on a site that has been allocated for 200 units)

Table 4-2 Thresholds for Transport Assessment/Transport Statement/Travel Plan

Category	Description	Assessment Required
A	Small Scale Development – 2 or fewer dwellings, up to 100sqm commercial floor space, dropped kerb accesses	Unlikely to require an assessment. Please contact Coventry City Council's Highway Development Management Team
B	Small Scale Development – 3 to 9 dwellings, 100-500sqm commercial floor space, change of use up to 500sqm floor space, telecommunication masts	
C	Medium Scale Development – 10 to 49 dwellings, 500sqm to 1,000sqm commercial floor space, change of use of up to 1,000sqm, minerals and waste sites below 1ha	It is possible that a Transport Statement is required. Please contact Coventry City Council's Highway Development Management Team
D	Large Scale Development – 50 to 79 dwellings, 1,000 to 2,000 sqm commercial floor space, reserved matter applications for those in category E, amendments to previously agreed schemes within category E, change of	A Transport Statement will be required

	use between 1,000 and 2,000sqm, minerals and waste sites up to 15ha	
E	Major Scale Development – 80 -200 dwellings, up to 5,000 sqm commercial floor space, change of use between 2,000 and 5,000 sqm, minerals and waste sites up to 15ha	A Transport Assessment will be required
F	Project/Major Work – 200+ dwellings, 5,000sqm or more commercial floor space, minerals and waste sites over 15ha, change of use of over 5,000 sqm	

4.3.2.1. Transport Assessment

A TA demonstrates that the trip generation generated by a site has been assessed. It should include all aspects of movement by people and vehicles. A Travel Plan should be submitted with the TA. Further details on the requirements for Travel Plans are provided later in this section.

The general steps for preparation of a TA are identified in Figure 4-2. In addition to the items listed in Figure 4-2, the additional information provided below regarding trip generation, distribution and assignment should also be taken into consideration.

Trip Generation

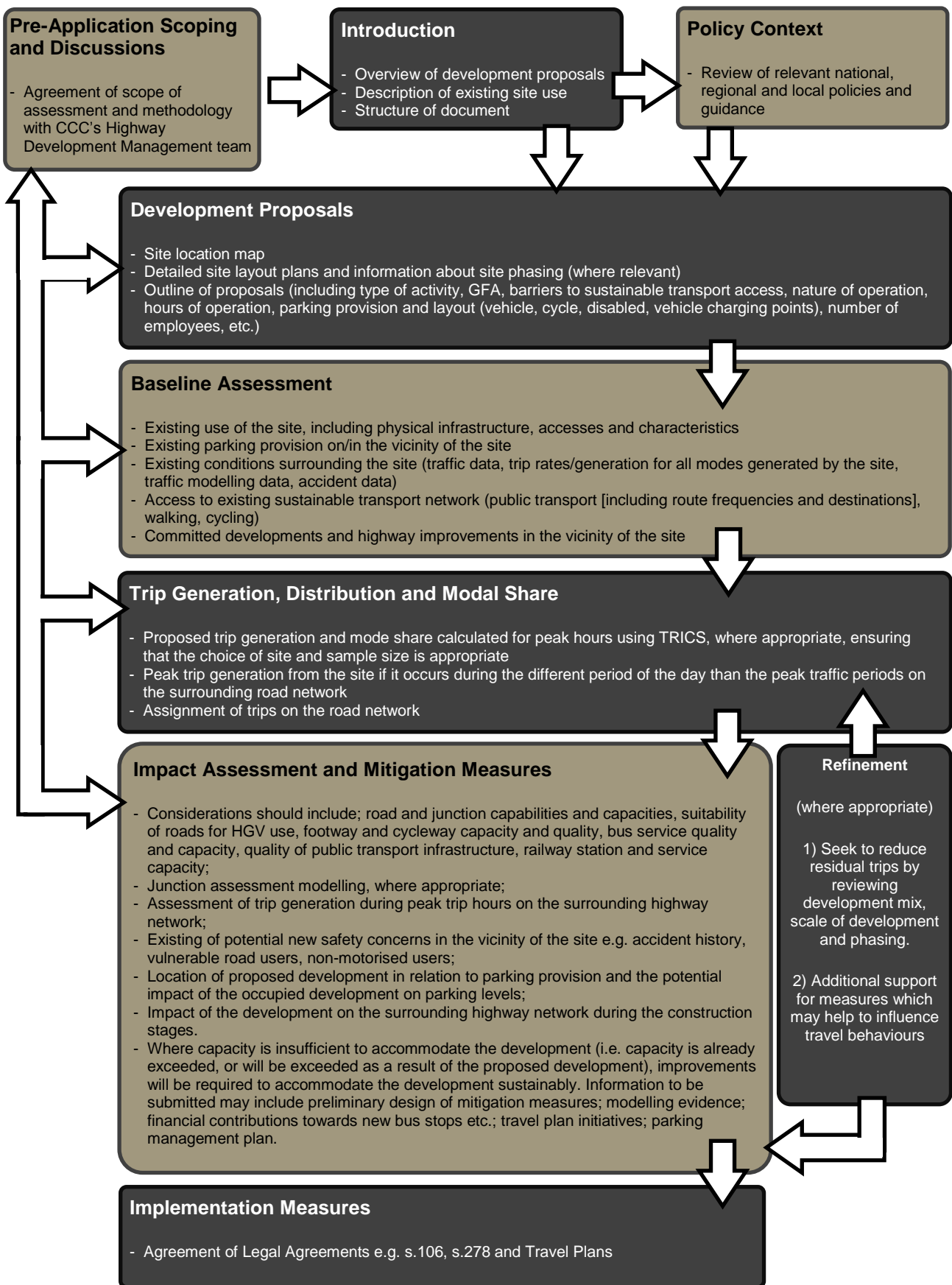
- The total trips for the proposed development by all modes of transport should be calculated. This should be done using TRICS with sites that are relevant and appropriate to the proposed development. The details of the sites selected should be included in the TA. Where the development is an expansion of an existing use, it may be appropriate to use a traffic survey for the existing site or one of a similar development in the same area.
- For retail developments, consider the following types of trips, where relevant:
 - New trips – these are trips which do not appear on the road network before the developments has opened;
 - Pass-by trips – these are already on the road network adjacent to the proposed development who will turn into the development once open;
 - Linked trips – these are trips which encompass multiple destinations, which may be wholly within the development site or between the development site and other nearby facilities;
 - Diverted trips – these are trips which are already on the road network but are not currently using the existing road network adjacent to the development; and
 - Transferred trips – these are trips which are already on the road network and accessing similar developments close to the proposed development.
- The details of the trip generation, including whether the development will generate any of the above types of trips, should be agreed through the scoping process.
- The trip generation from committed developments identified in the baseline assessment should also be considered. Trip generation and distribution should be taken from the Transport Assessment/Transport Statement prepared for that development or if this is not available use of TRICS is considered appropriate.
- If the development is proposing to provide improvements to public transport, walking and cycling facilities in the vicinity of the site, the level of predicted vehicle trips may be reduced to reflect this in the following circumstances:
 - The development and proposed improvements to sustainable transport infrastructure are being delivered within the same timescales;
 - The proposed uptake of sustainable transport is considered realistic; and
 - It has been demonstrated that the sustainable transport network can accommodate the increased numbers of trips.

Trip Distribution and Assignment

- There are multiple methods to calculate the distribution of traffic which are dependent on the scale, nature and location of the development including use of traffic surveys, existing occupier data, census data and gravity models.
- Policy AC2 provides details of how and when CASM should be used in in terms of trip distribution and assignment.
- Through the scoping process, the methodology for distributing and assigning trips to the network should be explained and agreed.

This does not provide an exhaustive list of requirements, and so the specific scope of the assessment should be discussed with Coventry City Council's Highways Development Management before the TA is prepared.

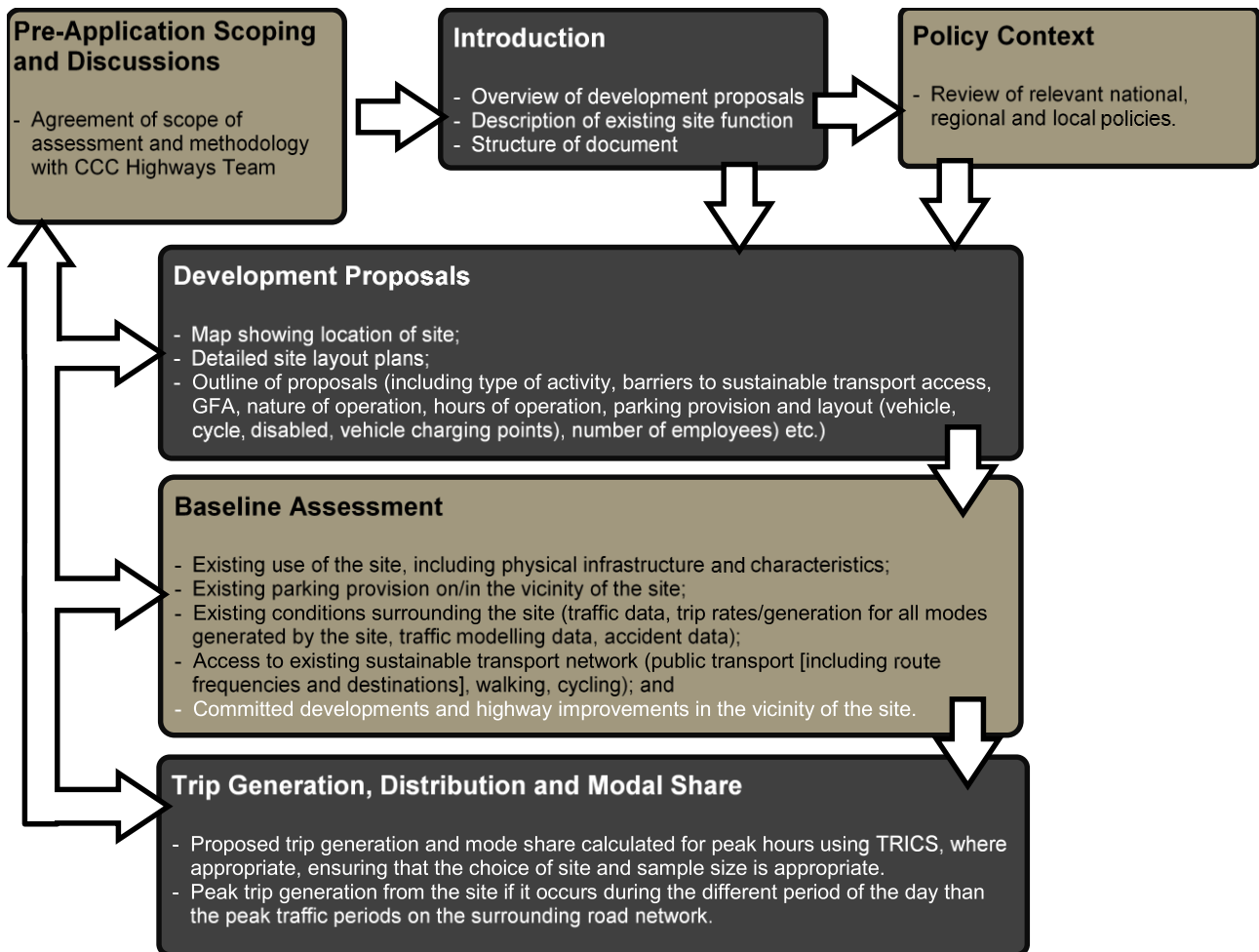
Figure 4-2 Preparation of a Transport Assessment



Transport Statement

A TS is a less detailed version of a TA, which is prepared when the impacts on the local transport networks are unlikely to be significant, or are of limited magnitude. The general steps for the preparation of a TS are shown in Figure 4-3. The steps listed are not a complete list of requirements, as in certain circumstances it may be necessary to expand these. For example, where there are road safety problems, in areas poorly served by public transport, in areas of existing traffic congestion or where the development involves HGVs which could affect 'sensitive' areas, such as residential areas or areas with weight restrictions, it may be necessary to expand the scale and scope of the assessment. The scope of assessment should be discussed with Coventry City Council's Highway Development Management team before the preparation of the TS is started.

Figure 4-3 Preparation of a Transport Statement



4.3.3. The requirements for Construction Traffic Management Plans

A Construction Traffic Management Plan (CTMP) is required where a development is expected to generate a significant volume of construction vehicles, be it vehicles delivering freight to and from the site, or vehicles transporting staff to and from the site. The CTMP will outline details to ensure that any adverse impacts associated with these movements are mitigated as far as is practicably possible.

In line with many local authorities, Coventry City Council does not have a specific threshold that defines whether a development is 'significant', and will assign a planning condition to a development if it believes that a CTMP is required. Should Coventry City Council deem that a CTMP is required for a development; the developer will be required to submit a CTMP document, adopting the structure outlined in Table 4-3.

Table 4-3 Required Content of a Construction Traffic Management Plan

CTMP Section	Content
Overview of the Development	The location and magnitude of development by land use, including access arrangements
Preferred CTMP Route	The preferred CTMP route(s) from the strategic road network to the site, providing details on any routings that have been dismissed
Measures to Ensure Safe Access	The measures in the vicinity of the site to ensure that construction vehicles do not impede traffic on the highway network, with construction vehicles being guided into the site by a qualified and certified banksman, into parking and turning areas. This must also include the need for wheel cleaning facilities to prevent mud from migrating onto the adjacent highway
Timing of Movements	The proposed magnitude and times of movement into the site, noting the need to minimise the impact on the surrounding highway network
Engagement with Local Residents and Businesses	The approach to consulting with local residents and businesses, to ensure they are informed and engaged
Construction Travel Plan (CTP)	See Section 4.3.3.9 below 'Construction Travel Plans'
Contact Details for the Site	The contact details for the site supervisor responsible for on-site works

The CTMP will need to be approved by Coventry City Council before site works are permitted to commence.

4.3.4. The preparation of a Travel Plan

A TP is a package of measures or agreed outcomes aimed at reducing reliance on the private car and maximising the opportunities for sustainable travel modes to reduce congestion and improve the accessibility of a development site. A TP is a process rather than a policy document and a successful TP requires management, continuous monitoring, review and improvement over time.

A TP can deliver a number of benefits to a new or expanded development, as follows:

- Less congestion and therefore improved safety on local roads by promoting alternatives to the car
- Reduced highway capacity problems by promoting sustainable travel choices
- Local environmental improvements from reduced congestion, carbon emissions, pollution and noise, making the site more attractive to potential occupiers/users
- Increased opportunities for active healthy travel (walking and cycling)
- Reduced demand for parking spaces, enabling land to be put to more cost-effective or commercially beneficial use and freeing space for active travel initiatives
- Improved travel choice, quality and affordable access to services for all users
- Increased opportunities for employers to feed into corporate social responsibility or sustainability initiatives

4.3.4.1. Development thresholds for requiring a Travel Plan

TPs are required for developments which generate significant traffic movements, defined by the development scale thresholds presented in Table 4-4. This requirement applies to both new developments and the extension of existing sites.

Full Travel Plans are required for developments at or above the strategic level thresholds (shown in Table 4-4). These should include the content set out in the TP contents section Table 4-5.

Smaller developments that fall below the strategic level full TP threshold but which typically employ 20 or more staff or comprise of over 5 residential units, should submit a Travel Plan Statement. It may not be appropriate to set specific targets within this Statement, however, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation.

Framework Travel Plans – If during the planning phase a developer is unsure of the ultimate occupier of the development and this makes it difficult to identify targets and detailed measures, a TP should still be submitted, but some detail may be considered ‘interim’. The information will remain interim until such time as the detail is known, or approximately one month after the baseline survey is completed following occupation, whichever is sooner and in agreement with Coventry City Council.

The required content for a Framework Travel Plan is the same as that required with a Full Travel Plan (Table 4-5, although specific elements of the content will need to be finalised once the end occupier is known.

Table 4-4 Development Scale Guidelines for Travel Plan Requirements

Land use	Description of development	Size	Travel plan statement	Travel plan
A1 Food retail	Retail sale of food goods to the public – food superstores, supermarkets, convenience food stores	GFA	>250<800 sq. m	>800 sq. m
A1 Non-food Retail	Retail sale of non-food goods to the public; but includes sandwich bars – sandwiches or other cold food purchased and consumed off the premises, internet cafés	GFA	>800<1500 sq. m	>1500 sq. m
A2 Financial and professional services	Financial services – banks, building societies and bureaux de change, professional services (other than health or medical services) – estate agents and employment agencies, other services – betting shops, principally where services are provided to visiting members of the public	GFA	>1000<2500 sq. m	>2500 sq. m

Land use	Description of development	Size	Travel plan statement	Travel plan
A3 Restaurants and cafés	Restaurants and cafés – use for the sale of food for consumption on the premises, excludes internet cafés (now A1)	GFA	>300<2500 sq. m	>2500 sq. m
A4 Drinking establishments	Use as a public house, wine-bar or other drinking establishment.	GFA	>300<600 sq. m	>600 sq. m
A5 Hot-food takeaway	Use for the sale of hot food for consumption on or off the premises	GFA	>250<500 sq. m	>500 sq. m
B1 Business	(a) Offices other than in use within Class A2 (financial and professional services) (b) research and development – laboratories, studios (c) light industry	GFA	>1500<2500 sq. m	>2500 sq. m
B2 General industrial	General industry (other than classified as in B1)	GFA	>2500<4000 sq. m	>4000 sq. m
B8 Storage or distribution	Storage or distribution centres – wholesale warehouses, distribution centres and repositories.	GFA	>3000<5000 sq. m	>5000 sq. m
C1 Hotels	Hotels, boarding houses and guest houses, development falls within this class if 'no significant element of care is provided'.	Bedrooms	>75<100 bedrooms	>100 bedrooms
C2 Residential institutions – hospitals, nursing homes	Used for the provision of residential accommodation and care to people in need of care.	Beds	>30<50 beds	>50 beds
C2 Residential institutions – residential education	Boarding schools and training centres.	Students	>50 <150 students	>150 students
C2 Residential institutions – institutional hostels	Homeless shelters, accommodation for people with learning difficulties and people on probation.	Residents	>250 <400 residents	>400 residents
C3 Dwelling houses	Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes – students or young people sharing a dwelling and small group homes for disabled or handicapped people living together in the community.	Dwelling unit	>50 <80 units	>80 units

Land use	Description of development	Size	Travel plan statement	Travel plan
D1 Non-residential institutions	Medical and health services – clinics and health centres, crèches, day nurseries, day centres and consulting rooms (not attached to the consultant's or doctor's house), museums, public libraries, art galleries, exhibition halls, non-residential education and training centres, places of worship, religious instruction and church halls.	GFA	>500 <1000 sq. m	>1000 sq. m
D2 Assembly and leisure	Cinemas, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos, other indoor and outdoor sports and leisure uses not involving motorised vehicles or firearms.	GFA	>500<1500 sq. m	>1500 sq. m
Others	For example: stadium, retail warehouse clubs, amusement arcades, launderettes, petrol filling stations, taxi businesses, car/ vehicle hire businesses and the selling and displaying of motor vehicles, nightclubs, theatres, hostels, builders' yards, garden centres, POs, travel and ticket agencies, hairdressers, funeral directors, hire shops, dry cleaners.	TBD	Discuss with appropriate highway authority	Discuss with appropriate highway authority
GFA= Gross floor area TBD = To be developed				

TPs may also be required in specific circumstances for developments below the thresholds shown, for example:

- Where the proposed development has the potential for significant traffic impact which requires mitigation, or has accessibility issues to be addressed. This may apply particularly to mixed-use developments where each individual land use may not reach these thresholds but in combination will have a significant impact, or to developments that may generate a high number of visitor trips;
- For phased developments where the initial phasing may not reach the specified threshold but future phases will reach/exceed the threshold; or
- For applications for extensions or other proposals, where the proposal itself does not reach the threshold but where the combined existing and proposed development meets or exceeds the threshold.

It is essential that TP requirements for any development are agreed with Coventry City Council's Highway Development Management team at the scoping/pre-application stage, alongside the discussion of requirements for a TA or TS.

4.3.4.2. Required content of a Travel Plan

Table 4-5 identifies the essential content for a policy compliant Full/ Framework/Statement TP.

Table 4-5 Content for Policy Compliant Full or Framework Travel Plan

Travel Plan Section	Content
Introduction	<ul style="list-style-type: none"> • Development name/site name/occupier name (if known). • The planning reference number and development description. • Identification of the type of Travel Plan (full/framework/statement). • Full address including postcode. • Contact details for the person responsible for managing the Travel Plan (the Travel Plan Coordinator). • The date and version of the Travel Plan.
Context	<ul style="list-style-type: none"> • Summary of overview of the structure of the Travel Plan. • Brief description of the nature and context of the proposed development. • The scope of the Travel Plan (e.g. covering residents, employees, visitors). • Key parameters for each element of the development i.e. number of units, land use, GFA, number of cycle and car parking spaces). • Details of associated travel including number of users expected on site, employee shift patterns, opening times, postcodes of existing staff/visitors. • Outline timescales for occupation and details of any phasing of the development.
Site Assessment <i>(it is recognised that most of this information will also be contained in the Transport Assessment for the development. This requires a tailoring of this information to ensure it is appropriate for the Travel Plan)</i>	<ul style="list-style-type: none"> • Plan of the development showing boundaries, existing and proposed access points and main routes for all transport modes. • Summary of the main transport related issues identified in the transport assessment and the infrastructure which will be delivered within the site and the surrounding area as part of the development. • Quality and availability of transport infrastructure around the site, summarising how amenable local roads and key routes are to walking and cycling. • Describe any existing facilities and car-related initiatives already in place (e.g. car clubs in the local area, car sharing schemes, pool cars). • Travel provision for disabled users of the site.
Travel Surveys	<ul style="list-style-type: none"> • Details of any travel surveys undertaken if there are existing users of the site (including method, date, response rate, key findings). • Set out initial travel data for the site based on travel survey data, or where there is no or insufficient existing data, on the trip rates and modal splits agreed in the Transport Assessment (with data drawn from comparable sites in TRICS or census data). • Give details as to when baseline surveys will be undertaken, usually within six months of first occupation or at 75% occupancy, whichever is first.
Objectives	<ul style="list-style-type: none"> • Describe the key goals that the travel plan aims to achieve (i.e. to encourage sustainable movement of people to, and from the site). • Cover a range of outcomes (e.g. environmental, health) which should be link to local planning policies.
Targets <i>(additional information provided in Section 4.3.3.3 below)</i>	<ul style="list-style-type: none"> • Objectives should be ambitious and SMART (specific, measurable, achievable, realistic and time bound). • Should improve on baseline mode share of sustainable modes set out in the Transport Assessment and enable measures of success in achieving the objectives of the Travel Plan.
Package of Measures	<ul style="list-style-type: none"> • Measures should be site specific and contribute towards achieving the targets and objectives of the Travel Plan. • Efforts should be concentrated in the initial period post-completion and then maintain these to enable behaviour change from the start. • Should include 'hard' and 'soft' measures. 'Hard' measures include infrastructure on and around the site that will help to

Travel Plan Section	Content
	<p>achieve travel plan objectives e.g. cycle parking. 'Soft' measures are those which include measures such as flexible working policies, season ticket loans.</p> <ul style="list-style-type: none"> • Understanding of how car parking will be managed and restrained (e.g. permits and charging). • Details of marketing activities to encourage sustainable travel and who is responsible for these. • Estimate of the cost of the key measures over the lifetime of the plan. It should be clear how this cost will be met and by whom. • Use of definite wording that commits the organisation to implement the proposed measures.
Management	<ul style="list-style-type: none"> • Identify a Travel Plan Coordinator (TPC) who is responsible for overseeing implementation, monitoring and review of the Travel Plan for each occupier. • Roles and responsibilities should be defined, which may include management of deliveries and servicing, personal travel planning advice, distribution of welcome pack. • Give details of the management handover arrangements to ensure a smooth transfer of responsibilities from the developer to the TPC.
Monitoring	<ul style="list-style-type: none"> • Important to commit to this to ensure the site achieves the travel plan targets and objectives agreed within the planning permission. • A monitoring programme should be provided, detailing what and how frequently surveys will be undertaken (usually a baseline survey, and at years one, three and five), who will be responsible and how this information will be reported to Coventry City Council.
Action Plan	<ul style="list-style-type: none"> • A key part of the document and should provide a programme for delivering the measures and a means of communication this to the ultimate site users. • Should be concise and focussed on the delivery of the measures, with short/medium/long term actions, timescales and responsibilities. • All measures should be introduced in the action plan, with clarity on the responsibility for these and sources of funding (where relevant).

4.3.4.3. Travel Plan Targets

Setting targets for a TP prior to the occupation of a development can be difficult. However, it is important to determine the likely transport impact of a development proposal and to what extent the TP is able to mitigate this impact, in order to determine whether the development is acceptable or not. For example, TP targets may help to ensure that traffic generated by the development does not exceed the capacity of nearby junctions, or that the development does not lead to excessive on-street parking.

Targets are usually based upon trip generation and reducing the share of the single occupancy vehicle against baseline figures collected as part of the initial travel survey. It is recognised that in the case of proposed developments it will not be possible to undertake baseline travel surveys at this stage. However, there are a number of alternatives which can be used to gauge likely modal share in the interim e.g. using TRICs modal share data, travel to work census data and, if part of a wider development, by making use of existing data sets which may exist for already occupied units.

It is important that targets are SMART (Specific, Measurable, Appropriate, Realistic and Time bound). Targets, therefore, need to be based on making a difference to existing modal shares which can feasibly be achieved. It is recommended that targets have a timeframe for completion of between 3 and 5 years in the short term and between 10 and 15 years for longer term developments, in order to allow sufficient time for the TP to achieve a positive change.

Example Travel Plan targets are:

- To decrease the single occupancy vehicle mode share for total trips to/ from the site by a defined and agreed percentage within a defined time period e.g. within three years of first site occupation;
- The number of weekday vehicle trips generated by the site when site is completed will not exceed a defined and agreed threshold number of trips; and
- To increase the mode share of trips by sustainable travel modes (walking, cycling, public transport, car share) by a defined percentage within a defined time period e.g. within three years of first site occupation.

4.3.4.4. Travel plan measures to be considered

Figure 4-4 identifies a range of measures which should be considered for inclusion in the TP. It is critical that a package of measures is carefully identified which is tailored to the specific needs of the development site and occupiers and therefore enables the objectives and targets of the TP to be met.

Figure 4-4 Measures for inclusion in a Full or Framework Travel Plan



Travel Plan Management and Promotion

- Appointment and training of TPC
 - Personalised travel planning
- Establishment of a steering group to discuss objectives and measures
- Promotion of travel information sources e.g. National Express Coventry, Network West Midlands Journey Planner
 - Provision of induction pack to residents/employees
- Holding promotion events e.g. Bike Week
 - Promoting travel plan success

Reducing the Need to Travel

- Introduce policy on flexible working e.g. working from home, teleworking
- Adoption of 'smart' working policies e.g. teleconferencing
- Local recruitment strategy and incentives for staff to relocate closer to home
- On-site services for staff e.g. shops, creche, cafe
- Web access and provision of office spaces in homes
 - Home delivery drop off zones

Increasing Walking

- Promotion of public health campaigns to encourage walking and cycling
- Distribution of walking maps showing safe and convenient walking routes to/from the site
- Provision of pedestrian and cyclist signage and wayfinding
- Improvements to pedestrian access/quality e.g. safe crossings, tactile paving)
- Walking events such as lunchtime walks, pedometer challenges and Walk Doctor events.

Increasing Cycling

- Provision of appropriate numbers, type and location of cycle parking facilities
- Availability of supporting facilities for staff e.g. showers and lockers
- Discounts or loans for purchase of equipment from local retailers
 - Advice or training on cycling skills
- Promotion of websites that provide journey planning e.g. Bike Citizens, and information on local cycle routes
- On site bicycle repair services or details of local retailers
 - Cycling promotion days

Encouraging use of Public Transport

- Provision of a public transport guide as part of travel information pack
 - Integration of conveniently located bus waiting and drop off points, giving easy access to main entrances
- Link to Network West Midlands Journey Planner
 - Access to real time service information
- Shuttle services provided to local transport hubs
- Collection from station service for visitors
 - Public Transport subsidies
 - Contribution to bus stop or priority improvements
- Policies supporting use of public transport for travel in the course of work

Reducing Vehicle Trips

- Commitment to a parking management plan and parking surveys, including off-site surveys where appropriate
 - Contribution towards introduction of a controlled parking zone (CPZ) and capping of parking permits (e.g. residents excluded from applying for parking permits for local CPZ);
 - Promoting car sharing spaces
 - Provision of secure powered two-wheeler parking and changing facilities
 - Site designed to reduce vehicle speed, restrict car movements and promote home zone principles
- Providing electric vehicle charging points and dedicated parking for low emission vehicles
- Information about sustainable travel choices provided to staff, residents and visitors.

4.3.4.5. Securing Travel Plans through legal agreements

Planning obligations are the most appropriate mechanism for securing an effective TP. This is because obligations:

- Allow for a greater level of detail to be agreed than could reasonably be achieved by a planning condition;
- Provide the only mechanism which enables financial contributions to be secured, such as contributions towards TP assessment or monitoring to cover Coventry City Council Officers' time;
- Run with the land and are enforceable against the original covenantor and anyone subsequently acquiring an interest in the land. They therefore support a long-term strategy such as a TP; and
- Better support the need to secure specific outcomes and targets as a basis for the TP.

Coventry City Council will therefore secure TPs via Section 106 agreements (a legal document, executed as a deed, made pursuant to Section 106 of the Town and Country Planning Act 1990) in order to ensure that all the key elements of the approved TP are effectively protected and to facilitate monitoring and compliance with the outcomes anticipated and will include a mechanism for any agreed mitigation to be delivered in the event that the TP targets are not achieved.

4.3.4.6. Monitoring of Travel Plans

The developer is responsible for monitoring to ensure the site achieves the TP targets and objectives agreed within the planning agreement. A clear monitoring program must be provided (see *Content of a Travel Plan* section above), detailing what and how frequently surveys will be undertaken (usually a baseline survey, and at years one, three and five), who will be responsible and how this information will be reported. Any monitoring equipment required to necessitate the monitoring of the TP targets is to be fully funded by the developer.

The developer is required each year to submit an Annual Monitoring Report to Coventry City Council for approval. This report shall demonstrate to the Council's reasonable satisfaction how the TP has been implemented during the previous 12-month period and include:

- Measures introduced and actions taken to promote the TP;
- A statistical summary of the modal split of employees/residents/users disclosed by the monitoring surveys;
- The progress of the TP in achieving targets and identifying any amendments to be agreed in writing by the council in the event that targets are not achieved; and
- A plan for future actions to be implemented.

Applicants will be required to pay a **Travel Plan Monitoring Fee** sum to Coventry City Council for a period of 10 years. This is in addition to any contributions secured for sustainable travel and the cost of preparing and implementing the Travel Plan. Further guidance is provided in Coventry City Council's Infrastructure Delivery SPD.

Developments such as residential developments over 1,000 units or large mixed-use retail and employment sites may incur extra Travel Plan Monitoring Fee costs.

4.3.4.7. Failure to deliver agreed travel plan targets and measures

Enforcement action or instigating default mechanisms can be used to deliver specific measures or outcomes but should be seen as a last resort in the event of a failure to achieve TP targets. The planning obligation will set out the default mechanisms and remedial actions that will be activated in the event of failure to deliver agreed measures and outcomes, and a subsequent failure to agree an amendment to the TP. In the event that the Annual Monitoring Report shows that the TP has failed to meet its objectives/targets, then the developer shall implement the remedial measures proposed in the TP to the council's reasonable satisfaction. If the developer fails to implement the agreed remedial measures, the council shall use the **Travel Plan Performance Bond** to fund the delivery of the Travel Plan measures, or any identified measures that are necessary in the event of not achieving the reduction on traffic in line with the agreed targets. Details are outlined in Coventry City Council's Infrastructure Delivery SPD.

4.3.4.8. Residential Travel Plans

In the case of Residential Travel Plans (RTPs) where, unlike a workplace, there may not be a point of contact in occupation to deliver the TP, it is particularly important that an effective approach to delivering the RTP is in place and agreed with Coventry City Council's Highway Development Management Team.

To ensure that a RTP is delivered effectively, Coventry City Council has two options for agreeing an appropriate delivery model with developers with associated financial sums secured by S106 agreement, as follows:

- **Option 1**

The developer/owner is responsible for funding and implementing the TP, incentives and the appointment of a Travel Plan Coordinator. This option requires a non-refundable Travel Plan Monitoring Fee (as identified in section 4.3.4.6) and the Travel Plan Performance Bond, repayable on successful completion of the TP or kept to implement remedial measures if the developer/owner does not comply with the agreement (as identified in section 4.3.3.7).

- **Option 2**

Coventry City Council would absorb all risk and be responsible for the implementation of the TP, incentives and the appointment of a TP Coordinator. This option requires a non-refundable Travel Plan Monitoring Fee and a contribution, repayable only on expiry of planning permission with no building having started. This option removes any responsibility from the developer for the implementation of the TP (other than hard measures such as walk/cycle links, cycle parking etc., which are separate to the TP).

Further guidance on the tariff of contribution costs and Travel Plan Performance Bonds for Residential Travel Plans will be considered in Coventry City Council's Infrastructure delivery SPD.

4.3.4.9. Construction Travel Plans

Construction Travel Plans (CTPs) are also required as part of the Construction Traffic Management Plan process if the project which you are constructing is subject to a condition as part of planning approval. During the construction process, the workforce will make a considerable number of journeys to and from site. The impact on the highway network that these journeys may have will vary on the number of workers, the mode they take and the timing of the trips. Therefore the introduction of a CTP will provide the mechanism to influence the mode of travel for workers to help mitigate any detrimental impacts of the highway network.

The CTP will identify how the travel impacts of the workforce to a construction site will be managed and how travel to work by sustainable travel modes will be supported. The CTP should therefore include:

- A named Travel Plan Coordinator;
- A commitment to providing a site induction to the workforce to provide details of sustainable travel options to the work site;
- A commitment to promoting and supporting local public transport options to the construction site (where possible);
- A confirmation that safe and secure cycle parking will be provided at the construction site; and
- A commitment to supporting shared vehicle journeys to site by the workforce through car sharing or works buses.

4.3.5. Car Parking Standards

The provision of car parking can influence traffic generation, congestion, ability to encourage the use of sustainable transport modes and visual impact of the built environment. It is therefore important to ensure that developments provide an appropriate level of car parking to address these issues. Appendix 5 of the **Coventry Local Plan (2016)** provides maximum standards based on NPPF criteria, locally determined accessibility criteria and benchmarking against other Local Authorities, by land use and location. These standards also provide requirements for the provision of electric car charging.

Car parking requirements are assessed on a site-by-site basis. If development proposals state that existing public car parking provision will be utilised, it is expected that the developer will contribute towards

maintenance and upkeep of these facilities. This is outlined in Coventry City Council’s Infrastructure Delivery SPD.

The level of car parking (vehicle, disabled, electric car charging) proposed should be discussed as part of the scoping discussions with Coventry City Council’s Highway Development Management Team.

4.3.6. Cycle Parking Standards and Cycle Design Guidance

Cycle Parking Standards are provided in Appendix 5 of the **Coventry Local Plan (2016)**. The standards provided in this policy document apply to all areas of the city and specify different requirements for staff, residents, pupils/students and customers. This policy document also provides guidance relating to the design of cycle parking in terms of lighting, detailed design and location, which should be adhered to in development proposals.

Section Five of this SPD provides additional guidance in relation to walking and cycling (Policy AC4), which should also be consulted when preparing a TA/TS and TP.

4.3.7. Car Clubs

A Car Club is a scheme that offers vehicles to its members for short term hire by the hour. Members pay a small annual or monthly membership fee then have access to vehicles that can be booked and used at short notice. The cars are parked so that they are easily accessible to members.

Car Clubs are supported by Coventry City Council as they encourage a reduction in car ownership and car use. They are relevant to both residential and employment developments and can even be a shared resource between these two types of developments.

Coventry City Council will agree requirements for car clubs with applicants at specific development sites where the characteristics of the development are considered to result in a successful car club, for example, residential developments with restricted car parking.

Further guidance on contribution costs for Car Clubs is provided in Coventry City Council’s Infrastructure Delivery SPD.

4.3.8. Clear Air Zone Development Guidance

Policy EM7 in the Coventry City Council Local Plan requires that major development schemes should promote a shift to the use of sustainable low emission transport (electric vehicles and vehicles that use biofuels) to minimise the impact of vehicle emissions on air quality. Development will be located where it is accessible to support the use of public transport, walking and cycling. All major development proposals should be suitably planned to design out any adverse impact on air quality. Any measures should be set out in the TA / TS, TP and Construction TMP, and should set out how the developer will ensure that the proposed development will encourage travel to and from the site to be undertaken in a way that minimises AQ impacts. This should include minimising car use, and encouraging the use of low emission vehicles where car use is necessary.

Further information is found in Coventry City Council’s Air Quality SPD. If a Clean Air Zone is designated in Coventry, further supporting guidance will be provided to developers.

4.4. Checklist for Applications

Table 4-6 provides a checklist for applications, which applicants should use to ensure that their assessment is robust and meets the standards required by Coventry City Council.

Table 4-6 Checklist for Applications

Topic	Advice
Car and Cycle Parking	On the application form, include the number of cycle parking spaces and number of car parking spaces for different types of vehicle and user.
	On drawings which accompany the application, indicate the location of parking, and dimensions so that the capacity can be verified.
	Ensure that the rationale for the number of spaces is provided, in line with parking standards provided in the Local Plan.

Travel Plans	Include a Travel Plan for developments that exceed development impact threshold (either Full or Framework).
Transport Assessment and Statements	Ensure that an appropriate scale of assessment has been provided for the development proposals, which can be identified by engaging in scoping discussions with Coventry City Council's Highway Development Management Team.
	Clearly identify how the site relates to existing sustainable transport networks and improvements which would enable and encourage use of sustainable modes.

5. Policy AC4: Walking and Cycling

5.1. Introduction

Policy AC4 refers to the role of new developments in supporting the expanding walking and cycling network within Coventry. This includes consideration of traffic management schemes to create a more pleasant environment for pedestrians and cyclists.

Attention should be paid when creating pedestrian walkways through developments to ensure they provide an attractive transition from home to the very beginning/end of every journey as most trips invariably entail a certain amount of walking regardless of the main method of travel.

This chapter outlines the guidance that developers need to follow to ensure that they are incorporating and contributing to safe and convenient walking and cycling routes as part of their development proposals. The guidance sets out the core principles and required provision for supporting the walking and cycling network in Coventry.

Policy AC4 within the Local Plan identifies the following objectives in relation to walking and cycling:

Policy AC4: Walking and Cycling

1. Development proposals should incorporate appropriate safe and convenient access to walking and cycling routes. Where these links do not exist, new and upgraded routes will be required and these must appropriately link into established networks to ensure that routes are continuous. The expected type of provision will depend on the scale, use and location of the site. For larger developments, financial contributions may be required to support improved pedestrian and /or cycling routes on the wider network. Further details will be set out in the Coventry Connected SPD.
2. A complementary network of connected Quiet Streets will be developed which include physical measures to control and restrict certain traffic movements and vehicle speeds to create an environment where walking and cycling are the preferred modes of transport. These will be prioritised through the development of SUE sites, but will also be considered within existing areas of the city which are negatively affected by increased traffic associated with new development. Financial contributions will be sought to deliver those proposals where the predicted impact of development traffic is significant and measures are needed to support an improved pedestrian and cycle environment.
3. Further details will be set out in the Coventry Connected SPD.
4. High quality cycle parking and associated facilities, such as changing, shower and storage, as part of new development proposals. The expected level of provision should be based on the cycle parking standards set out in the Appendix 5.

5.2. Policy and Guidance Overview

Developers and scheme promoters should be aware of the key policies relating to the walking and cycling network outlined in Table 5-1.

Table 5-1 Policy and Guidance Framework

Policy/Guidance	Key Objectives	Link to Document
National Planning Policy Framework (NPPF) 2012	<p>The NPPF states that developments should be located and designed where practical to:</p> <ul style="list-style-type: none"> • Give priority to pedestrian and cycle movements and have access to high quality public transport facilities; • Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and • Consider the needs of people with disabilities by all modes of transport. 	https://goo.gl/KIbX9p
Coventry City Council Local Plan (2016)	<p>The Coventry City Council Local Plan states that development proposals which are expected to generate additional trips on the transport network should:</p> <ul style="list-style-type: none"> • Integrate with existing transport networks. • Consider the transport and accessibility needs of everyone living, working or visiting the city. <p>Support the delivery of new and improved high quality local transport networks (including cycling and walking network) which are closely integrated into the built form.</p>	goo.gl/cBJBNk
Department for Transport Cycling and Walking Investment Strategy (2017)	<p>The aim of the first National Cycling and Walking Strategy is to provide guidance and an overall vision for local authorities to ensure that walking and cycling are the natural choices for shorter journeys, or as part of a longer journey. By 2040, the ambition is to deliver:</p> <ul style="list-style-type: none"> • Better safety (e.g. safer streets, lower speed limits and cycle training). • Better mobility (e.g. walkable urban areas, routes near public transport hubs, more cycling facilities). • Better streets (e.g. better planning for walking and cycling, wider network of routes/paths, improved public realm for all). 	https://goo.gl/jNxc2L
Midlands Connect 'How better connectivity will maximise growth for the Midlands and the nation' (2017)	<p>The aim of Midlands Connect is to create transport networks that are efficient, reliable and resilient. Improving the Midlands transport network will seek to improve the quality of life of those living and working in the West Midlands as follows:</p> <ul style="list-style-type: none"> • People having better access to employment and leisure activities in the region and beyond. • The negative impacts of travel on our lives, such as noise and pollution, could be reduced. 	https://goo.gl/McU4K6
Draft Coventry Cycling Strategy (2019)	<p>The objective of the Cycling Strategy is to lay down the foundations for how the City Council will help to get more people cycling. The strategy provides direction on a range of initiatives that will make cycling a more attractive, safe and practical way to get around the city.</p> <p>The strategy provides strategic direction which supports:</p> <ul style="list-style-type: none"> • The development and delivery of the Coventry cycle network. • The content of future funding bids which include cycling infrastructure. • Cycle infrastructure requirements within new development sites. 	TBC

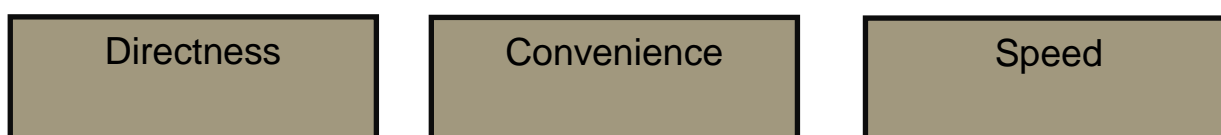
Policy/Guidance	Key Objectives	Link to Document
	<ul style="list-style-type: none"> Other relevant policies within the Council which are relevant to cycling. 	
TfWM 'Movement for Growth' 2026 Delivery Plan	<p>Movement for Growth sets out an ambitious plan to improve the transport system to support economic growth and to underpin new development and housing.</p> <p>Objectives for TfWM Movement for Growth include:</p> <ul style="list-style-type: none"> Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys, by delivering a strategic cycle network and enhancing local conditions for active travel. Facilitate the efficient movement of people on our transport networks to enable access to education and employment opportunities and health and leisure services. Maintain and develop our transport infrastructure and services to ensure they are efficient, resilient, safe and easily accessible for all. 	https://goo.gl/vJYTMy
TfWM Cycling Charter (2018)	<p>The vision is to “realise the full potential of cycling’s contribution to the health and wealth of the West Midlands – creating more sustainable suburbs, towns and cities that are healthier, safer and more desirable places to live, work and learn.” Safety is outlined as a key theme to increase cycling. The charter is set out into the following themes:</p> <ul style="list-style-type: none"> Leadership and profile Promoting and encouraging cycling Cycling network: <p>There is a need for a high-quality cycle network and a need for developers to cater for the needs of cyclists. Cycling will be better integrated with public transport to provide end-to-end journey options.</p>	https://www.tfwm.org.uk/media/1067/cycle-charter.pdf
TfWM West Midlands Cycle Design Guidance	This guidance sets out good practice in designing for cycling in different circumstances. It starts by considering what are the ideal conditions are for cycling but also what options can be achieved within constraints of existing highway boundaries and traffic conditions	
Coventry City Council Cycle Parking Standards	Cycle parking must be secure and considered early in the planning process. Further facilities, such as changing areas, should also be provided for cyclists. The requirements for cycle parking spaces are determined by the category of development use.	https://goo.gl/cBJBNk

5.3. Walking and Cycling Requirements for Developments

All new developments will generate trips, dependant on the scale and purpose of the development and this can lead to increasing pressure on the local highway network. It is a requirement that new developments should incorporate good quality walking and cycling routes to an existing network outside of the development in order to maximise the proportion of walking and cycling trips and increase the mode share for this active travel mode in the city.

To ensure that walking and cycling are the most attractive and convenient modes of travel, Coventry City Council requires that the basic principles identified in Figure 5-1 should be applied at the initial design stage in new developments.

Figure 5-1 Initial Design Principles for Walking and Cycling



- **Directness** means direct pedestrian and cycle routes between housing areas and major destinations such as key employment centres, to make active travel an attractive and easy way to travel.
- **Convenience** means convenient walking and cycling infrastructure which avoids 'stop start' travel caused by obstructions and street clutter, lack of priority, and narrow footways shared between pedestrians and cyclists. Good cycle parking must be provided to complete the journey.
- **Speed** means delivering efficient cycling routes which support the fact that travel on a bicycle can be quicker than by car through an urban area if cycling infrastructure is made integral to newly designed streets.

Multiple national policies have influenced the Coventry Local Plan to develop a suite of local policy objectives which seek to reduce the need to travel and promote the use of cycling, walking and public transport.

Developments in Coventry must align to the core principles of sustainable transport as set out in the National Planning Policy Framework. These are to:

- Give priority to pedestrian and cycle movements and to have access to high quality public transport facilities;
- Create safe and secure layouts which minimise the conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
- Consider the needs of people with disabilities by all modes of transport.

Coventry City Council requires new developments to be accessible and permeable by walking and cycling. A key focus of new developments must be to make cycling and walking more convenient and attractive than using a car, particularly for frequent shorter journeys. Coventry City Council also expects developers to consider the existing walking and cycling network at the design stage. This will provide connectivity between the development and established trip generators and attractors (residential areas, education, employment, healthcare, retail destinations, leisure attractions and public transport interchanges) in the surrounding area.

Coventry City Council alongside Transport for West Midlands has published a West Midlands Cycle Design Guidance. In addition the Council continues to support the key principles for cycling and walking in new developments as promoted by Sustrans and Table 5-2 outlines those principles which are relevant to new developments in Coventry.

Table 5-2 Key Principles of Cycling and Walking in New Developments

Function	Principle
Network Design and Promotion	Cycling and walking should be encouraged in all new developments, through the design of high quality walking and cycling networks, the provision of convenient secure cycle parking, active travel promotion delivered through travel plans, and the enforcement of car parking standards.
Key roles in new developments	The planning authority, the highway authority, the developer and occupiers all have key roles to ensure these positive conditions are in place and are maintained.
Improving connectivity to strategic locations	New developments offer opportunities for coherent, high quality network enhancements across an area. Coventry City Council supports developments which seek to enhance the existing network, providing residents and/or employees with an opportunity to travel by sustainable modes.

Function	Principle
Encouraging the use of active travel through design.	New developments should be accessible and permeable by walking and cycling. New developments should aim to make cycling and walking more convenient and attractive than using a car, for people of all ages. The resulting network should provide high standards of connectivity within the site and established trip generators and attractors.
Improving the existing network	Development sites can provide new through routes for pedestrians, cyclists and public transport which can complete missing links or increase the density of the existing cycling and walking networks in the vicinity. Coventry City Council requires developers to assess opportunities to improve the network through missing links or through increasing the density of the existing network.
Cycle parking	Secure and conveniently located cycle parking should be provided throughout the development, to accommodate short and longer stay visitor use and regular long stay use by residents and employees.
Cycling and walking provision within large developments	A design brief for cycling and walking infrastructure is important for larger developments and where more than one developer is involved in developing a site.
Priority for cyclists and pedestrians	Filtered permeability (the use of traffic free connections, bus gates and exemptions for cycles from one-way orders and turning restrictions) is recommended at access points and at strategic locations within new developments.

Coventry City Council is currently developing a Local Cycling and Walking Investment Plan (LCWIP) which will provide a strategic approach to identifying and delivering cycling and walking improvements required across the city. As part of the process, new developments are required to incorporate high quality cycling and walking infrastructure which will contribute significantly to the Coventry LCWIP.

The following guidance provides a broad approach that developers must address when developing high quality cycling and walking infrastructure within new developments. Whilst there will be synergies and overlap between cycling and walking design requirements, the provision for each mode follows separate guidance and therefore, the requirements for walking and cycling infrastructure has been separated in the following paragraphs.

5.3.1. Requirements for Walking Infrastructure for Developments

The Coventry Local Plan identifies that well designed streets have the potential to increase the uptake of active travel and improve the quality and attractiveness of Coventry.

“Well designed and maintained streets and public spaces can help encourage walking and cycling, and can reduce anti-social behaviour and crime including the perception and fear of crime. Furthermore, creating routes and spaces that are green, through the use of trees, living walls, green roofs and, other types of green infrastructure, will not only enhance the quality and attractiveness of the city but will also contribute to ecological diversity” (Chapter 8 – Design).

Coventry City Council expects that an assessment of pedestrian facilities will be undertaken early in the design process of all new developments. This will ensure that the needs of pedestrians are carefully considered and addressed in the planning of new developments. Fundamentally, there should be appropriate pedestrian access to all developments which form part of a comprehensive pedestrian network.

As presented within the Chartered Institution of Highways and Transportation (CIHT) Guidance ‘Planning for Walking’¹, an approach based on the ‘5Cs’ of good walking networks is outlined below. The ‘5Cs’ approach states that walking routes should be:

- Connected;
- Convivial;

¹ <http://www.ciht.org.uk/en/document-summary/index.cfm/docid/082BEF1B-0FD2-44F4-90A0B31EB937899A>

- Conspicuous;
- Comfortable; and
- Convenient.

5Cs Key Principles	Design Guidance
<p>Connected</p>	<p>Pedestrians prefer the shortest, most direct paths to connect their origins and destinations. Sharp changes in direction should be avoided, and it should be noted that pedestrians prefer to see the places to which they are heading. Coventry City Council expects that pedestrian routes/networks within new developments should:</p> <ul style="list-style-type: none"> • Be as direct as practicable in relation to public transport stops, for example railway stations and bus stops. The general accepted maximum distance pedestrians should travel to a bus stop is 400m in a residential area and 200m in the city centre. • Consider access to appropriate railway stations and adjoining local authority areas. • Connect “key attractors”, which includes employment locations, schools/further education, health centres and retail/leisure facilities. • Form part of a comprehensive network, as well as a local connection. <p>In addition, the use of road crossings should not require pedestrians to divert from these direct routes and they should not add excessive delay to the journey. Where possible, surface level crossings should be provided.</p>
<p>Convivial</p>	<p>Walking routes should be made attractive for all users. Developments are required to ensure that pedestrian infrastructure is safe and inviting.</p> <p>In assessing pedestrian’s needs in new developments, the following infrastructure improvements must be considered:</p> <ul style="list-style-type: none"> • Adequate footway and footpath widths in accordance with the Council’s Highway Design Guidance • Preventing parked vehicles blocking footways through better enforcement or physical means of management. • Kerb line build-outs to minimise the time taken to cross carriageways and slow traffic. • Good pedestrian access to public transport stops and stations. • Pelican crossings which provide effective pedestrian priority. • Fully protected pedestrian phases at traffic signals. • Median pedestrian refuges. • 20 mph speed limits (where appropriate).
<p>Conspicuous</p>	<p>Pedestrians are helped if routes are clearly signed through wayfinding. This is imperative for large developments with complex pedestrian networks. The following will be required at new developments in Coventry:</p> <ul style="list-style-type: none"> • Street names should be provided. • Signposting should be incorporated as necessary. It is particularly useful if distances and/or times to main destinations are shown.
<p>Comfortable</p>	<p>In order to make walking routes comfortable, the following measures are required in new developments:</p> <ul style="list-style-type: none"> • Routes should incorporate use of shelters and rest spaces if necessary. • Include high-quality footways. • Where appropriate segregated walking infrastructure from vehicles, and minimise the hazards associated with vehicles. • Consider reduced traffic speeds.

	<ul style="list-style-type: none"> • Footway and footpath widths should be adequate. Parked vehicles should be prevented from blocking footways and there should be pedestrian phases at traffic signals. • Accommodate safely the volume of pedestrians likely to use the route. • Routes should have the easiest possible gradients for all users.
Convenient	As well as routes being direct for all users, road crossings should be provided where necessary. Furthermore, crossings should be convenient and not require the user to add excessive delays to their journey. Developments should provide priority to pedestrians where possible, this will encourage residents to travel on foot.

In conjunction with CIHT guidance, Coventry City Council recommends that developers use the Walking Route Audit Tool developed as part of the Active Travel Wales Guidance (the use of this tool is advocated in the Department for Transport's LCWIP guidance) the primary function of the tool is to assess the condition and suitability of walking routes. Developers should use the tool during or following a site visit of the development/local area and provide evidence of the development's assessed level of scoring achievement at scoping stage.

The tool uses the following criteria to assess a walking route in terms of its design:

- Attractiveness (e.g. traffic noise, fear of crime);
- Comfort (e.g. condition, footway width);
- Directness (e.g. footway provision, location of crossings);
- Safety (e.g. traffic volume and speed); and
- Coherence (e.g. dropped kerbs and tactile paving).

Where a development's walking access will be integrated with existing infrastructure, a score of 70% (i.e. a score of 28 out of 40) will usually be required as a minimum level of provision for a development. Coventry City Council, however, requires developers to seek the maximum score possible. Routes which score less than the minimum requirement or where certain criteria score a zero should be targeted to identify specific route improvement measures. Where a development is providing additional infrastructure, the tool should be used as a guide to ensure that proposed routes are built to a standard which would score a '2' i.e. good quality provision.

In addition, where a residential development is planned, as stated in the CIHT guidance, Coventry City Council requires an analysis of movement within an existing settlement to be undertaken. This enables an understanding of how an existing area functions in terms of movements and ensures that the new development will achieve appropriate connectivity. Mapping both footpaths and streets ensures that areas are not isolated.

Cul-de-sacs should be linked by visible and signed footpaths and connect to local facilities and public transport stops. Roads for new residential developments should be complemented by networks of pedestrian routes, including footways, footpaths and crossings. Maps of these routes should be created early in the design process to understand the "walkability" of the proposed route. Coventry City Council will expect that such maps will show local trip generators, such as bus stops, shops and health centres, to demonstrate that the route provides a connection to such services from residential developments.

Coventry City Council's Sustainable Urban Extension (SUE) SPD provides further information on how SUEs and other major development sites will need to be seamlessly integrated into wider transport networks to encourage the uptake of walking, cycling and public transport.

5.3.2. Requirements for Cycling Infrastructure for Developments

Coventry City Council expects new developments to provide cycling provision which meet the five core principles for cycle routes across all developments regardless of their scale, use or geographical location:

SAFETY	<ul style="list-style-type: none"> • Routes should be safe to use and should feel safe for all users. • Routes along busy and/or high-speed roads are required to offer protection from motor traffic.
DIRECTNESS	<ul style="list-style-type: none"> • Routes should connect origin and key destinations within Coventry using the least distance and least delay as possible. • The alignment should generally cover the minimum distance between two points, however it is sometimes advantageous to avoid steep gradients or major junctions by using an alternative route that is more convenient.
COHERENCE	<ul style="list-style-type: none"> • The aim for new developments should always be the continuous provision of cycling infrastructure, with no 'gaps' at difficult locations. • Clear signing is particularly important where cycle routes use minor roads and tracks that are not signed for other traffic.
ATTRACTIVENESS	<ul style="list-style-type: none"> • Infrastructure should be attractive to the intended users. • Routes or small links within new developments should avoid sharp corners or restricted sightlines and routes must be easy to follow with regular, consistent and clear signage.
COMFORT	<ul style="list-style-type: none"> • Routes should be physically comfortable, with a good quality surface with barriers avoided to provide a steady journey. • Designs should ensure that the route 'feels' safe, with clarity at junctions, protection from opposing traffic movements, separation from pedestrians and clear of street furniture.

5.3.2.1. Requirements for Cycling Infrastructure for Residential Developments

Coventry City Council supports the development of a hierarchy of inter-connected "quiet streets". This will be achieved through the physical control of through-traffic, where appropriate, and implementing measures to minimise vehicle speeds through high quality urban and highways design and infrastructure. This concept will be prioritised through the development of the two SUE sites. Principles are identified in Coventry City Council's SUE Design Guidance SPD.

The scale of a residential development will have a major influence on the levels of cycling trips that are generated. Where a development can incorporate a range of services such as supermarkets, health services, schools and leisure facilities, a higher proportion of journeys should be expected to be undertaken by cycling if the development is designed appropriately.

Coventry City Council requires developments to encourage active travel through increased cycling provision and reduce car parking provision where possible. Reducing car parking will release space and funds for other uses including cycle storage.

Cycling networks serving residential developments should provide direct, safe and attractive connections to cycle to the following local facilities, within and beyond the development site:

- Primary and secondary schools;
- Local amenities: primary healthcare, libraries, banks, sports centres;
- Parks and open spaces;
- Nearby employment areas;
- Local shops and district or town centres; and
- Local and mainline railway stations, bus stops and bus interchanges.

Residential streets generally do not require fully segregated facilities for cyclists. The initial approach should always be to look at what measures can be introduced to address traffic speeds and flows on roads to encourage residents to cycle. Residential developments should incorporate the design elements outlined below.

- Low Speed (20 mph or less) street geometry including narrow carriageway widths and small entry radii;
- 20 mph limits where required, this will include near schools and leisure facilities such as parks and playgrounds;
- Filtered permeability: direct traffic free links between unconnected roads/cul-de sacs; cyclist exemption at road closures and turning restrictions;
- Cycle priority at crossings of roads on key cycling corridors;
- Carriageway narrowing and raised tables at other key crossings;
- Minimal segregation on traffic free tracks; and
- Traffic free routes should be in accordance with TfWM Guidance and provide a comfortable experience for all users and cater for increases in cycling.

5.3.2.2. Requirements for Cycling Infrastructure for Employment and Retail Development

Employment Sites

Employment sites, whether they are industrial, business parks or close to the city centre or strategic corridors, generate significant trips. Key influences to increase the use of cycling include the location of employment, availability and cost of car parking, the quality of cycling infrastructure and facilities and the level and proximity of public transport.

To maximise cycling to new employment sites, the following are required:

- **Accessible site location:** Coventry City Council encourages employment sites that are in close proximity to significant residential catchments and close to frequent rail and bus services.
- **Limit the availability of car parking at new developments:** Limiting car parking (where managed appropriately) will provide employees with a real impetus to travel by active modes.
- **High quality cycling infrastructure:** Developers are expected to provide cycling infrastructure that provides direct, safe and comfortable access to new employment sites. New developments are expected to fund improvements beyond the site, where the existing quality or capacity is not of sufficient quality to mitigate the impacts of additional traffic generated by the development.
- **High quality cycling facilities:** Providing employees with safe and secure cycle parking, showers and changing / storage facilities will support cycling to new developments.

Due to industrial sites generating significant volumes of HGV movements, it is likely these sites will require off road cycling provision. Adequate segregation from HGV traffic within and in close proximity to the site, combined with prioritised crossings to access workplaces and other parts of the network are imperative to encourage increasing levels of cycling at industrial sites. Careful design is required where cycle tracks cross site accesses used by HGVs. Please contact Coventry City Council's Highway Development Management Team to discuss the requirements for a specific development site.

Cycle parking provision at new employment sites is required to meet the design standards and level of provision set out within Appendix 5 'Car and Cycle Parking in Developments' of the Coventry City Council Local Plan.

Retail Developments

Retail and leisure developments that are close to and well connected with housing and other employment sites will help to maximise the potential for cycling usage to increase. Retail and leisure developments are large employers and it is expected that employers undertake a Transport Assessment and Travel Plan (as outlined within Policy AC3 Demand Management of this SPD) to identify a clear plan to mitigate the impact of generated traffic through active travel improvements.

Retail and leisure sites also attract high volumes of customers. Cycle routes and customer cycle parking should cater for a range of cyclists. Cycling infrastructure should be of high quality and access where possible, should enable cycle users to avoid conflict with other users when entering the development. Cycle users should be able to cycle right up to the parking which should be located near to the building and should not be required to dismount. Cycling infrastructure within industrial and retail development sites should meet the high standard set within the West Midlands Cycling Guidance Standards.

5.3.2.3. Requirements for Cycle Parking for Developments

The provision of cycle parking must be considered early in the planning and design process, it is imperative that the standards set out in Table 1 of Appendix 5 of the Local Plan are met. The standards apply to all areas in the city, and specify different requirements for staff, residents, pupils/students and customers or visitors. This is due to different requirements for short and long-term cycle parking. Coventry City Council requires all new developments to incorporate cycle parking within the development site. Where this is not possible, a commuted sum (secured through a legal agreement) may be required by the City Council which will be used to provide appropriate cycle parking facilities off site.

To increase the attraction of commuting by cycle, it is important to provide facilities for cyclists at their destinations. These facilities should include changing areas, storage areas for personal items and space to dry wet clothing and showers. For large developments, or in exceptional circumstances, the cycle parking allocation can be open to negotiation, however, Coventry City Council requires all developments to promote the use of cycling through adequate cycle parking and facilities.

To discourage theft or vandalism, cycle parking should be secure, well lit, clearly signed and situated in prominent, accessible and convenient locations that benefit from casual surveillance by passers-by and more formal surveillance by staff or CCTV. It should also be located within a short distance of the main entrance(s) to the building(s). In most residential developments, the use of suitably sized garages or sheds will be acceptable as cycle storage provision. A method of securing the cycle to a solid wall is encouraged.

The use of 'Sheffield' stands is recommended as a minimum and is especially suitable for customer or visitor parking. For long stay parking for residents, staff and pupils/students, more secure provision will be expected. This should be in the form of cycle lockers, a locked compound with Sheffield Stands provided that they are under cover or Sheffield Stands located within an area that is already secure (with access restricted to staff or similar).

5.3.2.4. Requirements for Assessing Cycling Routes Within a Development

As part of the National Cycling and Walking Infrastructure plans, the DfT has launched a 'Route Assessment Tool' (RST) to help local authorities to assess and compare potential routes for inclusion in a cycling network. The RST has the potential to be useful for developers looking to identify the most suitable cycling routes to include within new developments in Coventry. Whilst the below provides a summary of the tool, Coventry City Council recommends that developers review the RST².

² <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

The primary function of the RST will allow developers to assess the suitability of a route which may or may not be part of a wider network. The tool allows a comparison between the existing condition (if the route already exists) against the core design outcomes and then a comparison with the potential future condition of the route if implemented. The RST also enables the developer to compare alternative routes to identify preferred options.

The RST has been developed as a spreadsheet which uses a range of criteria to assess how well a route meets the core design outcomes for cycling ranging from 5 (being the highest) to 0 (being the lowest). The criteria are:

- Directness;
- Gradient;
- Safety;
- Connectivity; and
- Comfort.

5.4. Checklist for Applications

Table 5-3 provides a checklist for applications, which applicants should use to ensure that their assessment is robust and meets the standards required by Coventry City Council.

Table 5-3 Checklist for Applications

Topic	Advice
Scoping	Developments based in the city centre must meet the requirements of the Coventry City Centre Area Action Plan.
	Where a residential development is planned, as stated in the CIHT guidance, Coventry City Council will expect an analysis of movement within an existing settlement to be undertaken.
Planning	Developments are required to provide cycling provision which meet the five accepted core principles for cycle routes across all developments regardless of scale, use and geographical location.
	Cycle parking should meet the standards set out within Appendix 5 'Car and Cycle Parking in Developments' of the Coventry City Council Local Plan.
Design	Developers are expected to review the key guidance documents referenced in this SPD.

6. Policy AC5: Bus and Rapid Transit

6.1. Introduction

Bus travel provides the most flexible and cost effective form of public transport to ensure that people can easily move around the city, and it will be expected that all new developments within the city will have good access to local bus services connecting each development site to core public services as well as employment, education and healthcare facilities.

Policy AC5: Bus and Rapid Transit refers to the role of new developments in providing safe and convenient access to the local bus network, and in supporting aspirations for a mass rapid transit network in Coventry including the emerging Very Light Rail (VLR) network. It is vital that the bus network in Coventry can support the growth aspirations of the city and can continue to progress and expand in line with economic development.

This chapter outlines the guidance that developers need to follow to ensure that they are supporting and enhancing the bus and rapid transit network in Coventry. The guidance sets out the core principles and required provision for bus and rapid transit infrastructure and services in new developments.

Policy AC5 within the Local Plan identifies the following objectives in relation to bus and rapid transit:

Policy AC5: Bus and Rapid Transit

1. New major development proposals should have safe and convenient access to the existing bus network. In areas where this is not achieved, new development may be required to include the provision of appropriate bus infrastructure to enable services to be fully integrated into the development site. The level of need and expected provision will be determined through Transport Assessments and Travel Plans.
2. The development of a mass rapid transit network will be supported to improve accessibility to existing and new major trip attractors. Major development proposals which are expected to create significant numbers of additional trips on the network, and are located in close proximity to a proposed rapid transit route should seek to make provision for those routes, including new infrastructure to facilitate the integration of the rapid transit network into the development site. The level of need and expected provision will be determined through Transport Assessments and Travel Plans.
3. Further details will be set out in the Coventry Connected SPD and West Midlands Strategic Transport Plan.

6.2. Policy and Guidance Overview

Developers and scheme promoters should be aware of the key policies relating to the bus and rapid transit / VLR network in the Midlands outlined in Table 6-1.

Table 6-1 Policy and Guidance Framework

Policy/Guidance	Key Objectives	Link to Document
National Planning Policy Framework (2012)	<ul style="list-style-type: none"> • The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. • In preparing Local Plans, local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. 	https://goo.gl/KIbX9p

Policy/Guidance	Key Objectives	Link to Document
	<ul style="list-style-type: none"> Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice. Planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. Developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities. 	
Coventry City Council Local Plan (2016)	<ul style="list-style-type: none"> New major development proposals should have safe and convenient access to the existing bus network. In areas where this is not achieved, new development may be required to include the provision of appropriate bus infrastructure to enable services to be fully integrated into the development site. The level of need and expected provision will be determined through Transport Assessments and Travel Plans. The development of a mass rapid transit network will be supported to improve accessibility to existing and new major trip attractors. Major development proposals which are expected to create significant numbers of additional trips on the network, and are located in close proximity to a proposed rapid transit route should seek to make provision for those routes, including new infrastructure to facilitate the integration of the rapid transit network into the development site. The level of need and expected provision will be determined through Transport Assessments and Travel Plans. 	goo.gl/cBJBNk
DfT Bus Services Act (2017)	<ul style="list-style-type: none"> Enables Local Transport Authorities to work with bus operators to set a vision for bus services in their area and a plan to help achieve those improvements, through strengthening the provision for partnership working. Allows Local Transport Authorities to tender operation of services on a network-wide basis. Provides for information on times, fares and punctuality performance to be 'open source' from both bus operators and Local Transport Authorities. 	https://goo.gl/ux7RVk
TfWM: Movement for Growth: The West Midlands Strategy Transport Plan	<ul style="list-style-type: none"> The vision for transport as set out by the West Midlands Combined Authority is to: <i>"Make great progress for a Midlands economic 'Engine for Growth', clean air, improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world's sixth largest economy"</i> The Strategic Transport Plan (STP) states that the West Midlands will ensure that local journeys are targeted for transfer from car use to sustainable travel, particularly in congested conditions. The STP highlights the importance of buses across the West Midlands. The bus network plays a vital role in the comprehensive public transport provision in the West Midlands, providing access to local suburban and district centres and to main centres, where (as stated in the STP) superb interchanges will be provided for onward connections across the metropolitan area. 	https://goo.gl/vJYTM

Policy/Guidance	Key Objectives	Link to Document
	<ul style="list-style-type: none"> • A number of targets have been established including a minimum bus operating speed of 16 km/hour at peak hours across the Key Route Network and local roads. These include: <ul style="list-style-type: none"> ○ A performance monitoring process with annual progress reports will be established for the STP. The following monitoring indicators will assess the performance of the local bus network: ○ P2 Reliability of bus services operating between 1 minute early and 5 minutes late on the metropolitan main road (“Key Route”) network; ○ P4 Average commercial speed of key bus services in the AM Peak on the metropolitan main road (“Key Route”) network; ○ P5 Percentage of residents of the Metropolitan Area with 3 or more strategic centres in the Metropolitan Area, including Birmingham city centre, accessible by public transport within 45 minutes’ travel time in the AM peak; ○ C1 Overall Customer Satisfaction with Bus Services; ○ C10 Number of journeys by public transport per person per annum; and ○ C11 Modal share of all journeys. 	
<p>TfWM: Movement for Growth: 2026 Delivery Plan for Transport (2017)</p>	<ul style="list-style-type: none"> • Bus Alliance will see £150 million invested by operators and partners between now and 2021 to deliver the following outcomes: <ul style="list-style-type: none"> ○ Increase in bus patronage by 5% ○ Improvement in peak time journey speeds ○ Fare rises of no more the Retail Price Index +1% per annum ○ Customer satisfaction levels remaining at over 85% ○ Discounted young person’s travel for everyone under 19 years old ○ Integrated ticketless travel in line with intelligent mobility policy ○ Increased investment in highways infrastructure to aid journey times and reliability. The Alliance will provide a framework in which to sustain investment in highway infrastructure on key bus corridors ○ Improvements to on board facilities through improved seating, next stop announcements and Wi-Fi ○ New vehicles and new payment technologies with increased use of Smart and contactless Bank cards ○ Network development plans, meeting future economic objectives • Rapid Transit will be developed in the form of Metro, Sprint and Very Light Rail, which is the development of very light rail vehicles and track to reduce the need to divert utilities and with no overhead electrification. Coventry is the initial focus for public deployment with potential route between the rail station and University of Warwick with a possible extension to new development at Whitley and with the ultimate aim to link to HS2 Interchange and UK Central. • The 190 schemes contained in the Delivery Plan are attributed to one or more delivery corridors and are detailed in the IDP • TfWM will adopt a Mobility for Inclusion Strategy which will set out priorities for balancing mobility needs of excluded groups 	<p>https://goo.gl/vJYTMMy</p>
<p>TfWM Bus Operations Policy</p>	<ul style="list-style-type: none"> • The maximum desirable walking distance to bus services in continuously built-up residential areas is 400 metres 	<p>https://goo.gl/a4c4B1</p>

Policy/Guidance	Key Objectives	Link to Document
	<p>between the hours of 07:00 and 19:00 Monday to Saturday (two journeys per hour), and 700 metres at other times (one journey per hour). Where possible bus services should link to local centres and interchange with the wider public transport network. These distances are reduced in areas of steep sloping streets or where a high number of elderly people or people with mobility difficulties live.</p> <ul style="list-style-type: none"> • In less densely populated built-up areas the maximum desirable walking distance at all times is 700 metres, and in rural areas 1.5km (one journey per hour). 	
West Midlands Bus Alliance (2017)	<ul style="list-style-type: none"> • The West Midlands Bus Alliance was established on 17 September 2015 as the delivery mechanism for local bus improvements. The Bus Alliance further strengthens the relationship between the region's districts, Transport Authorities and private sector bus operators. It is a voluntary partnership arrangement, albeit with strong governance and shared responsibility for the delivery of objectives up to 2020. • The objectives of the Bus Alliance are as follows: <ul style="list-style-type: none"> ○ Improve bus emissions standards ○ Make bus travel more attractive for young people ○ Make bus journeys better value ○ Tackle congestion and make bus journeys quicker ○ Make it easier to buy a ticket ○ Make it easier to catch the bus ○ Shape the bus network to deliver economic growth ○ Make it more pleasant to travel by bus <p>Under these eight key objectives, the Bus Alliance partners will sign up to the delivery of around 50 more detailed deliverables, directly linked to the key objectives.</p>	https://goo.gl/ZQxxoW
Warwickshire Local Transport Plan	<ul style="list-style-type: none"> • The Warwickshire Local Transport Plan presents a strategy for the North-South Corridor. The corridor is both densely populated and highly developed, and includes a number of key travel destinations including Coventry city centre, Warwick University and Coventry Airport. • A number of technical studies have been undertaken which have identified the following measures which are required in relation to public transport provision: <ul style="list-style-type: none"> ○ Support regeneration, by providing efficient links between areas of social deprivation and employment and education opportunities, health and leisure facilities and retail facilities; ○ Meet the accessibility standards and aspirations of the region and sub-region; ○ Provide links from the sub-region to the 'rest of the world', which is essential to its ongoing economic sustainability by attracting new investment and employees; ○ Provide high quality, convenient and reliable access to existing and proposed residential, employment, retail and leisure facilities in all the main centres in the corridor, including major regeneration initiatives in the Coventry to Nuneaton Regeneration; and ○ Encourage use of public transport as a viable sustainable alternative to the private car for journeys within, to and from the North-South Corridor. 	https://goo.gl/pQmiJs

6.3. Coventry Connected Policy and Guidance

6.3.1. Bus Strategy

6.3.1.1. The role of buses in Coventry

Bus services provide the core form of public transport within Coventry, and it is expected that any new development will be served by bus services connecting the development site to key destinations across the city. For residential developments, bus services will be fundamental to getting residents to work, education facilities, and commercial facilities essential for everyday life. At commercial developments, bus services will be an important element of the transport strategy required for getting customers or users of the facilities provided by the development to the site from the catchment area.

Therefore, the Transport Assessment OR Statement for the development will need to fully consider the role that bus services will play in getting people to and from the site, and will identify gaps in the bus service network that will need to be filled to manage demand for travel sustainably. Any supporting infrastructure, such as bus stops, shelters, information provision or bus priority measures will also need to be identified.

To combat the issues facing the bus service and operators in Coventry, such as increased journey times and unreliability, any new proposed development should look to comply with the WMCA Bus Alliance; the first of its kind in the UK. Coventry City Council is a key member of the Bus Alliance.

To meet the requirements of the Bus Alliance, developers need to consider how any proposed bus infrastructure will contribute to the Bus Alliance objectives and to be consistent with the Bus Alliance's Network Development Plans as these emerge. In addition, all proposed developments must meet the objectives of the Coventry Local Plan.

6.3.1.2. Objectives for the bus network in Coventry

To support the objectives set by the Bus Alliance at a local level, Coventry City Council has identified the following objectives for the bus network and service within the city which must be considered for all new developments:

- Providing accessibility through the public transport system, both in terms of physical access to transport and its availability, to the widest cross section of the population, including access to bus stops, physical access onto vehicles, and reasonable service frequency;
- More travel choices for people (including those who do not have access to cars) to access work, education, **healthcare centres**, services and leisure activities;
- Providing affordable fares to passengers;
- Providing an attractive and sustainable travel alternative to the car thereby helping to reduce traffic congestion and pollution levels and improving air quality and the environment; and
- Encouraging integration with other modes of transport.

It is important to note that the bus network in Coventry provides linkages to communities within Warwickshire as well as the West Midlands, therefore the objectives above also apply to bus services linking to neighbouring authorities.

6.3.2. Rapid Transit Strategy

6.3.2.1. The role of rapid transit within Coventry

As outlined within the West Midlands Strategic Transport Plan, the role of the rapid transit network is to integrate with the local bus network to provide a seamless sustainable transport network in the West Midlands. The creation of this single high-quality network will be a major transformation of public transport in the West Midlands.

As outlined in the Coventry Local Plan, the rapid transit / VLR network in Coventry will prioritise major trip generators such as the city centre, Ansty Park, Whitley Business Park, the Hospital, and the Universities. The network is also expected to serve Coventry Railway Station and other key transport interchanges.

6.3.2.2. Objectives for the rapid transit network in Coventry

Coventry City Council is exploring options for rapid transit within the city with a focus on 'Very Light Rail'. The aim of Very Light Rail, as presented in the TfWM Movement Growth Delivery Plan, is to provide an affordable alternative to conventional light rail systems. The concept utilises lightweight technology which has been successfully applied in the automotive sector and the latest propulsion technology. It aims to create a low cost, lightweight tram that is capable of running on-street and negotiate tight corners which will avoid or reduce the need to divert utilities or provide overhead electrification.

Coventry will be the initial research area for a publicly available Very Light Rail system. The development work is expected to last for approximately two years. Dependent on the outcome of the research, it is envisaged that the first route will be between Coventry Railway Station and the University of Warwick. The overall aim of Coventry City Council and TfWM would be to connect the city to HS2 Interchange and UK Central.

The objectives for a rapid transit network in Coventry are as follows:

- To provide a system which provides an affordable alternative to conventional light rail systems with development of Very Light Rail technology identified as an appropriate application to address Coventry's needs;
- To link the city's rapid transit network to major trip generators such as the Hospital and University of Warwick;
- Unlock further growth in the city through improving accessibility, particularly to new housing and employment developments;
- Provide a fully integrated transit network which provides access to strategic regional growth centres such as UK Central; and
- Improve the attractiveness of the overall public transport offer to maximise the opportunity for mode shift from car.

Developers must consider how Very Light Rail vehicles can be accommodated within and outside their site and indicate where any re-design or reallocation of road space will be required. New developments should complement, not hinder, the delivery of a Very Light Rail network in Coventry.

6.3.3. Planning for Bus and Rapid Transit in New Development

6.3.3.1. Guiding Principles

When assessing the likely impact of developments on the highway network, it is anticipated that a developer will be required to undertake a Transport Assessment/and or Statement and a Travel Plan (further guidance can be found in Policy AC3 of this SPD).

Table 6-2 below outlines the thresholds whereby varying levels of mitigation for Bus and Rapid Transit will need to be considered.

Table 6-2 **Thresholds for Bus and Rapid Transit**

Category	Description	Assessment Required
A	Small Scale Development – 2 or fewer dwellings, up to 100sqm commercial floor space, dropped kerb accesses	Need to consider access to bus services, public transport accessibility to services, and access to rail with exception of dropped kerb accesses.
B	Small Scale Development – 3 to 9 dwellings, 100-500sqm commercial floor space, change of use up to 500sqm floor space, telecommunication masts	
		Please contact Coventry City

C	Medium Scale Development – 10 to 49 dwellings, 500sqm to 1,000sqm commercial floor space, change of use of up to 1,000sqm, minerals and waste sites below 1ha	Council's Highway Development Management Team.
D	Large Scale Development – 50 to 79 dwellings, 1,000 to 2,000 sqm commercial floor space, reserved matter applications for those in category E, amendments to previously agreed schemes within category E, change of use between 1,000 and 2,000sqm, minerals and waste sites up to 15ha	Need to consider access to bus services, public transport accessibility to services, and access to rail. Please contact Coventry City Council's Highway Development Management Team.
E	Major Scale Development – 80 -200 dwellings, up to 5,000 sqm commercial floor space, change of use between 2,000 and 5,000 sqm, minerals and waste sites up to 15ha	Need to consider access to bus services, public transport accessibility to services, and access to rail/VLR.
F	Project/Major Work – 200+ dwellings, 5,000sqm or more commercial floor space, minerals and waste sites over 15ha, change of use of over 5,000 sqm	Please contact Coventry City Council's Highway Development Management Team.

The remainder of this chapter's guidance outlines the requirements for developers under four principal considerations:

- Impact of the development on bus and Rapid Transit operating speeds and punctuality;
- Impact of the development of current or proposed Rapid Transit alignment;
- Providing bus and Rapid Transit services to meet the needs of residents, employees, students and other users of new development; and
- Designing appropriate development highway and bus stop infrastructure for bus and Rapid Transit services.

Coventry City Council will, where appropriate, consult neighbouring authorities such as Transport for West Midlands (TfWM) and Warwickshire County Council. This is likely to be in cases where the proposed development:

- Is likely to have a significant adverse effect on existing bus journey times and reliability;
- May impact on a current or proposed Rapid Transit / VLR alignment;
- Where new or modified bus or Rapid Transit / VLR services will be needed either to meet demand or to meet accessibility standards; and
- Where changes to bus stop infrastructure are required.

6.3.4. Assessing the Impact of Development on Bus Operating Speeds and Punctuality on the Existing Highway Network

TfWM has a target minimum end-to-end bus operating speed (i.e. including time spent at bus stops) of 16 km per hour during peak hours, which is supported by Coventry City Council. This target has been set to both promote mode shift from car and maximise the efficiency of the bus network, which in turn will maximise the potential for bus services to be provided on a commercial basis. If successful, it will reduce the need to provide subsidy and in turn allow bus operators to reinvest operating resource into providing improved services for the residents of Coventry.

When Coventry City Council is assessing the impact of development on the operation of the highway network and evaluating developers' proposals for mitigation (where required), it will also consider the likely

impact on end-to-end bus and Rapid Transit operating speeds. The City Council will particularly favour developments which facilitate the following:

- Bus journey operating speeds of at least 16 km / hour in all time periods; and
- Rapid Transit / VLR journey operating speeds of at least 20 km / hour in all time periods.

6.3.5. Rapid Transit Alignments

Where it appears to Coventry City Council that a development is proposed within 200 metres of a current or proposed Rapid Transit corridor, it will notify TfWM and seek its views. The threshold of 200 metres is based on standards for Metro services and may be reviewed for other forms of Rapid Transit including Very Light Rail and SPRINT.

6.3.6. Providing Bus and Rapid Transit Services

This topic is split into two distinct areas:

- Assessing whether there is a need to provide additional capacity on bus and Rapid Transit services to meet demand generated by new development; and
- Assessing whether additional services are required to provide acceptable levels of accessibility.

6.3.6.1. Assessing the need for additional capacity

To manage travel demand in a sustainable manner, it is imperative that developments in Coventry encourage the use of public transport and a well-connected bus network is vital to achieving this aim. At the initial stage of design, developers should assess the available capacity of existing services which could potentially be used to access the development. For large developments in particular, it will be important to assess available capacity on existing local bus and Rapid Transit services to determine the ability of the networks to accommodate additional demand generated by new developments.

The Department for Transport previously recommended the following methodology for assessing the capacity of the public transport network in its 'Guidance for Transport Assessment' document. Whilst this document has now been withdrawn, Coventry City Council considers the approach outlined for assessing developments to be suitable to undertake the following:

- Identify the analysis period, particularly the peak hours of the development and/or the entire transport system;
- Establish the total person trip generation from the proposed development for all travel modes;
- Estimate the likely modal split for the public transport network using agreed data sources (buses, rail and rapid transit);
- Identify the bus services relevant to, and near to the proposed development;
- Estimate the existing capacity across the bus network by multiplying the number of services by the maximum passenger capacity;
- Estimate the current level of patronage or usage on the network using the most comprehensive data publicly available;
- Estimate the spare capacity on the relevant bus services; and
- Identify measures to address any shortfall in capacity, where applicable.

Whilst the methodology outlined above provides a framework for assessing the capacity of the local bus network relevant to a development, it is important that developers contact Coventry City Council's Highway Development Management Team for a more detailed discussion on the site-specific issues to assess at new or expanding development sites.

6.3.6.2. Assessing bus and rapid transit accessibility to new developments

Coventry City Council will assess the accessibility of new developments to public transport services and consider whether there is a need to provide new, diverted, or extended services, using the following criteria:

- The maximum desirable walking distance to bus services in continuously built-up residential areas is 400 metres between the hours of 07:00 and 19:00, Monday to Saturday, and 700 metres on Sundays and during evenings. These distances are reduced in areas of steep sloping streets or where a high number of elderly people or people with mobility difficulties live. However, Coventry City Council recognises that it may not always be practical to ensure that all residents live within 400 metres of a bus route. Nevertheless, the Council will favour development where higher densities are achieved within the 400-metre threshold. In less densely populated built-up areas, the maximum desirable walking distance at all times is 700 metres, and is 1.5km in rural areas. In all cases, the walking distances should be calculated based on the actual walking route, using proposed or existing footways and public footpaths of a suitable standard, to be taken to access the nearest bus stop. Distance calculations based on “crow flies” or straight lines / isochrones will not be acceptable;
- Between 07:00 and 19:00 on Mondays to Saturdays, the minimum service frequency is expected to be two buses per hour in each direction. During evenings and on Sundays, the minimum service frequency is expected to be one bus per hour in each direction; and
- Bus services should link directly, at least, to the nearest major local centre. Access to public transport interchanges, major employment sites, healthcare facilities including district hospitals and GP surgeries, and secondary, and tertiary education establishments should also be considered.

Any proposal for network change will also need to be acceptable to TfWM, the bus operator(s) in question, and existing bus passengers. It follows, therefore, that if a proposal is not acceptable to TfWM or the bus operator(s) concerned, it will not be supported by Coventry City Council. Grounds for not being able to support a proposal on public transport accessibility grounds include:

- A lack of evidence that a bus service, despite meeting the accessibility criteria, would be commercially viable once the development is fully committed;
- The developer not being able or willing to provide ‘pump-priming’ bus network support, to enable a level of service meeting the accessibility criteria above to be met until such time as it can be expected to become commercially viable;
- A proposal to meet accessibility objectives by imposing a significant diversion to an existing bus service, entailing extra journey time for passengers; and
- A development highway layout of insufficient standard to enable a frequent, reliable bus service to operate (see section 6.4.5 for a discussion of these standards).
- A development highway layout that cannot cater for Very Light Rail vehicles, e.g. the carriageway is too narrow.

Coventry City Council is aware of a number of innovative developments in the provision of public transport services, for instance those making use of app-based technology to provide services more tailored to individual users’ needs. CCC will be sympathetic to the potential use of such solutions if the developer can demonstrate, to the Council’s reasonable satisfaction that such services can operate without recourse to public subsidy.

6.3.7. Development of Bus Infrastructure Requirements

6.3.7.1. Highway

The scale and use of a development will determine the requirements for bus provision and access. For large developments, such as major housing and retail sites, it is likely that a bus service running through the site will be required to ensure appropriate access. When designing suitable bus infrastructure for a new development, the following considerations should be observed. We advise that developers should contact Coventry City Council’s Highway Development Management Team at the earliest opportunity to discuss their specific development requirements.

Coventry City Council in consultation with TfWM, where appropriate, will require that new developments provide local residents with good access to public transport, including bus services. If suitable services do not currently exist; new provision will be required. This will include high quality highway design and convenient access to bus services through well designed bus stops in appropriate locations. Key considerations are set out below:

- Operators will always prefer a through route which connects to major trip generators and attractors. Bus routings through developments should be progressive. Routes where buses must turn around or operate along the same stretch of road twice in a development should be avoided. Developments with only one access for buses are unlikely to be acceptable, except for very short diversions taking no more than two minutes;
- Opportunities should be taken to provide priority for bus access over the private vehicle. This could be through bus priority measures including a bus-only lane or a bus gate. Where bus gates are provided, enforcement through physical measures or CCTV is preferred, with the developer meeting any enforcement costs. Rising bollards are unlikely to be acceptable;
- For a two-way bus flow, the carriageway should be 6.5 metres wide at a minimum. If on-street parking is to be permitted, at least seven metres should be allowed. Care should be taken to ensure that at bends, the carriageway is of sufficient width to allow two buses to pass without any part of either bus overhanging the footway, verge, or opposite carriageway;
- For new secondary schools within Coventry, standing and loading areas with shelters are required and turning facilities should be sufficient for a 13m long bus. The facilities should be sufficient for the level of demand for bus services. This will improve safety, increase the attractiveness of sustainable transport to schools, and reduce the impact on the local highway network;
- Large sport, retail, and leisure developments are likely to require bus and/or coach parking. It is expected that bus facilities/infrastructure will be close to the development to encourage the use of buses; and
- For developments expected to be occupied by large numbers of elderly people, particularly areas of sheltered housing or retirement villages, consideration needs to be given to the need to accommodate specialist 'Ring and Ride' vehicles, including the provision of turning circles.

Coventry City Council appreciates that in new developments, there will be circumstances where traffic calming measures are appropriate, particularly where there is potential for high speeds impacting on safety for vulnerable users e.g. pedestrians and cyclists. Developments which are likely to require traffic calming measures include those where straight streets define development blocks within higher-density locations, particularly in close proximity to the city centre.

Where traffic calming measures are required, Coventry City Council will require developers to undertake an assessment of the impact of such measures on bus operations. Developers should consider the following:

- Speed cushions which can be much more desirable than tables or ramps. However, a careful approach needs to be taken to their positioning and specification.
- Full-width speed tables can cause issues if they are too frequently included. Where their use is considered essential, they should be designed to present a ramp height of no more than 75mm, and a transition gradient of no more than 1:15.
- Throttles and narrowing's pose no problems if used sparingly. The most appropriate sites are likely to be found where major pedestrian and cycle routes intersect the street. Coventry City Council encourages measures that protect the safety of vulnerable road users and the overall attractiveness of all modes of sustainable transport.

It is vital for growth in Coventry that the city is seen as a welcoming space for all road users. Therefore, Coventry City Council will encourage developments which apply the 'shared space' approach appropriately, ensuring the safe movement of all users. Thoughtfully-designed shared surfaces can be incorporated on bus routes, particularly within or near the city centre. However, special care is required to permit safe and efficient bus operation in shared space areas and therefore it is advised that developers contact Coventry City Council's Highway Development Management Team to discuss this approach at the initial design stage.

6.3.7.2. Car parking

Car parking on roads intended to be used as bus routes needs to be carefully designed, with particular attention paid to scoping out the potential for parking to obstruct or hinder bus services. Developers should consider providing car park facilities away from bus routes and seek to reduce the number of cars using bus routes to access the site.

6.3.7.3. Bus stops

Within a new development, it is important that developers identify the most appropriate location for bus stops. Providing inadequate or poorly located bus stops will have a detrimental impact on the potential use of bus services. Four general principles are essential when considering the location of bus stops: siting, layout, spacing and accessibility which are explained in the following table. Observing these principles will help to maximise the potential use and benefit for passengers.

Principle	Key Considerations
Siting	<ul style="list-style-type: none"> • Bus stops should be carefully positioned to enable waiting passengers to have a clear view of approaching buses. • Bus stops must be positioned to allow safe and convenient access for all users. • Bus stops must connect to the nearest footway for ease of use. • All new bus stops should be assessed for highway safety. • Bus stops should be placed in areas with high levels of natural surveillance, but where possible not directly outside residential frontages.
Layout and Furniture	<ul style="list-style-type: none"> • A bus stop pole and flag should be provided as a minimum and should be clearly visible for all users and provide an 'aiming point' for bus drivers to stop. • Real Time Passenger Information (RTPI) displays should be provided where these will be of value to passengers and should be sited upstream of a bus stop so that bus information is presented to waiting passengers from the same direction as approaching buses. • The introduction of new bus stops should not restrict the ease of movement of pedestrians with footway width of 1.8 metres reduced to a minimum of 1.2 metres for no longer than six metres footway length. • The introduction of new bus stops should not restrict the ease of movement of cyclists with a minimum footway of three metres. • No bus stop infrastructure should be erected in a manner which prevents or restricts access to street lighting columns etc. • Where possible, shelters should be provided. • No part of the shelter, bus stop, pole/flag, or any other transport infrastructure should be sited within 600mm from the face of the kerb line. • New shelters should be designed to allow for street cleaning and ease of maintenance.
Spacing	<ul style="list-style-type: none"> • Bus stops should be located such that most residents are within 400 metres of a bus stop. In practice, this implies a bus stop spacing of around 250 – 300 metres.
Accessibility	<ul style="list-style-type: none"> • Bus stops must enable buses to comply with the Public Service Vehicle Accessibility Regulations. The bus must be able to pull up no more than 200mm from the kerb and deploy its ramp at a gradient of no more than 1:8. • Kerb heights at boarding areas must be at least 125mm high, and higher if there is a crossfall on the footway sloping away from the kerb. • Bus stops must be protected with clearway markings enforceable during the times bus services are operating and with cages of sufficient length to allow a bus to pull in parallel to the kerb and pull out again without overhanging the footway. This varies according to the kerbside regulations upstream and downstream of a bus stop but where parking is located both upstream and downstream, a cage of 33 metres is required. • In areas with high levels of on-street parking, bus boarders are likely to provide an acceptable design solution. • Bus laybys are generally not acceptable in new developments, except at termini.

6.4. Checklist for Applications

Table 6- provides a checklist for applications which applicants should use to ensure that their assessment is robust and meets the standards required by Coventry City Council.

Table 6-3 Checklist for Applications

Topic	Advice
Principles	Refer to the West Midlands Bus Alliance's objectives and Coventry City Council's aims for the bus network and rapid transit network in Coventry when assessing the role of new developments in providing access to the local public transport network.
Designing	Ensure that local highway designs can cater for bus and Very Light Rail vehicles operating and a frequent and reliable service. Highway designs should also identify locations for bus stop infrastructure for bus and rapid transit services.
Mitigation	Consider and address any negative impacts posed by new developments on the public transport network in Coventry, and the public transport network in neighbouring authorities.
Bus services requirements	Assess the available capacity of current public transport services using the recommended DfT guidance and minimum accessibility requirements. Ensure that proposed network changes will be acceptable to TfWM, the bus operator(s), and existing bus passengers.
Bus infrastructure requirements	Ensure that the four guiding considerations are adhered to when identifying a location for a new bus stop.

7. Policy AC6: Rail

7.1. Introduction

Rail provides an important mode of transport for people travelling to and from Coventry either for commuter journeys to neighbouring centres or for longer distance journeys. Therefore, access to local railway stations and services will form an important element of the travel strategy for most new developments within the city.

Policy AC6: Rail refers to the role of new developments in providing safe and convenient access to local rail services from their site. In addition, this chapter also references the role of developers in improving services on the railway network, for example through providing faster, more frequent and higher quality train services.

This chapter outlines the guidance that developers need to follow to ensure that they are supporting and enhancing the local rail network, and supporting aspirations for new railway stations where feasible. The guidance sets out the core principles and required provision for supporting access to railway stations from new developments.

Policy AC6 within the Local Plan identifies the following objectives in relation to rail:

Policy AC6: Rail	
1.	Proposals which improve the quality of local rail services and access to stations and rail interchange facilities will be supported. These include: <ol style="list-style-type: none"> a) Improved access to rail stations, including HS2, by all modes of travel; b) Improved interchange facilities between rail and other modes; and c) Enhancements on the rail network which increase the frequency and quality of rail services which serve Coventry.
2.	Measures which support the delivery of objectives in the Coventry Rail Investment Strategy for improved rail connectivity will be supported. This includes measures which facilitate improved rail services and supporting rail infrastructure on the Coventry north-south corridor between Leamington, Kenilworth, Coventry, Bedworth, Nuneaton and Leicestershire.
3.	Proposals for additional local railway stations on the east-west and north/south rail corridor within Coventry will be supported where they are proven to be viable, support growth objectives and are consistent with the relevant national, regional or local rail strategies.
4.	Further details are set out in the Coventry Connected SPD, Coventry Rail Investment Strategy and the West Midlands Strategic Transport Plan

7.2. Policy and Guidance Overview

Developers and scheme promoters should be aware of the key policies relating to the railway network in the Midlands outlined in Table 7-1.

Table 7-1 Policy and Guidance Framework

Policy/Guidance	Key Objectives	Link to Document
Coventry Rail Story – A Rail Investment Strategy for Coventry (2013)	<ul style="list-style-type: none"> • Vision for a transport network that supports the city's economic growth and competitiveness, defining the railway that it wishes to see delivered before and after HS2, rather than being determined by existing rail capacity. • For a city of its size, Coventry is poorly served other than in terms of direct services to Birmingham and London. Rail development can and should support the city's UK-wide, regional and local economic connectivity and access to labour markets. • HS2 generates significant risks for Coventry and is not a 	https://goo.gl/MxeDNm

Policy/Guidance	Key Objectives	Link to Document
	<p>justification for a reduction in direct West Coast Main Line Coventry to London connectivity. HS2's Birmingham Interchange Railway Station may draw development away from Coventry if the city's own rail connectivity were diminished.</p> <ul style="list-style-type: none"> • HS2 does however generate three opportunities for Coventry, through freeing up capacity on the existing railway network, through offering major journey time benefits to the North of England, and through placing the city within a 'best connected' region and high capacity transport corridor, attracting large investment from which a pro-active Coventry can benefit. • Outlines seven priorities for rail, the further details of which are set out later in this chapter. 	
Coventry City Council Local Plan (2016)	<ul style="list-style-type: none"> • Coventry City Council is investing in the delivery of the Coventry Station Masterplan which will result in improved integration between rail and other modes of transport and the adjacent Friargate regeneration scheme. • Additional local rail stations on the West Coast Main Line (WCML) to the east of the city, serving Willenhall and Binley, would allow some of the strong local rail service demand to be met and support the regeneration and economic growth of this part of the city. These, however, need to be considered in the context of wider rail industry plans. • Line capacity between Coventry and Birmingham is constrained which causes competition between fast long distance and local stopping services. Proposals to expand capacity on the WCML which support Coventry's Rail Investment Strategy priorities will be supported. • It will be important that Coventry is well connected to UK Central and is able to form part of a broader UK Central Plus economic offer supported by excellent highway and public transport services. • Construction of HS2 is likely to affect service patterns on the WCML to reflect the introduction of new high-speed services. It will be important that existing services which support the local growth agenda are protected, and opportunities are seized which support improved connectivity objectives in the Coventry Rail Investment Strategy. 	goo.gl/cBJBNk
Midlands Connect Full Strategy (Midlands Connect Partnership) (2017)	<ul style="list-style-type: none"> • The Midlands Connect Partnership spans local authorities, LEPs, business groups, the region's two main airports, HS2 Ltd, Highways England, Network Rail and the DfT. • Sets out a transport strategy that is focussed on economic outputs, setting out transformational rail, road and digital infrastructure that will power the Midlands Engine for Growth. • Uses 'conditional outputs' to define the desired level of service on the railway network, including outputs around frequency and speed of rail services. • Strategy includes a range of proposals that would benefit the Coventry area, with early priorities for Midlands Connect to develop the business case for more frequent services on the Coventry to Leamington Spa rail corridor and improved rail services between Coventry and Leicester. 	https://goo.gl/rwmqZ9
West Midlands and Chilterns	<ul style="list-style-type: none"> • The purpose of the Route Study is to provide an evidence base to inform funders considering rail industry investment 	https://goo.gl/K5rXeQ

Policy/Guidance	Key Objectives	Link to Document
Route Study (Network Rail) (2017)	<p>for the medium and long term. This means identifying ways in which the industry can meet forecast demand over the coming years, get 'HS2-ready' by 2026, and look ahead to 2043.</p> <ul style="list-style-type: none"> • Outlines the challenges across the West Midlands, including constrained capacity on corridors through Coventry, including the WCML. Crowding plots to 2043 indicate forecast passenger to seat ratios in excess of 140% at peak, denoting acute levels of overcrowding. • Identifies a range of interventions that could be introduced to meet future demand, including enhancements on the Coventry to Leamington Spa Corridor (facilitating improved connectivity into the area from the South of England) and improvements on the Coventry to Leicester corridor (no direct services currently link these cities). 	
Movement for Growth: 2026 Delivery Plan for Transport (Transport for West Midlands) (2016)	<ul style="list-style-type: none"> • The Movement for Growth strategic transport plan (MfG) articulates the vision outlined in the Strategic Economic Plan and provides a high-level policy framework and overall long-term approach for improving the transport system serving the West Midlands. • The plan (currently) contains details of nearly 200 schemes and initiatives representing some £8bn worth of infrastructure and technology investment in the transport system. • Includes key rail schemes in the Midlands that unlock capacity across a range of corridors, including the Midlands Rail Hub scheme in Birmingham which is expected to deliver up to an additional 10 trains per hour through the Birmingham area. • Outlines support for improvements in the Coventry area, including capacity enhancements between Coventry and Leamington Spa and improved service provision on the Coventry to Leicester rail corridor. • Coventry will be the initial area of search for a publicly operated modern Very Light Rail system, as an alternative to tyre based and conventional Metro based connectivity solutions. Subject to the outcome of the development work planned over the next two years, it is envisaged that the first route will be between Coventry Railway Station and the University of Warwick with a potential further route to link up with the proposed growth around Whitley. Ultimately the aim would be to connect the city to HS2 Interchange and UK Central. 	https://goo.gl/m2H7Bm
Coventry & Warwickshire (Updated) Strategic Economic Plan (Coventry & Warwickshire Local Enterprise Partnership)	<ul style="list-style-type: none"> • Sets out how the Coventry & Warwickshire Local Enterprise Partnership, along with its partners in the public, private and third sectors, will grow the economy over the short, medium and longer term. It recognised that co-ordinated action from all sectors will play a key role in stimulating growth and prosperity, increasing the competitiveness of the local economy. • The need to maintain good connectivity both to and within the LEP area requires sustained investment in the transport network at both a strategic and local level. • The LEP will support investment that enhances rail infrastructure and transport corridors. • The priority employment and innovation sites are mainly located within a strongly established north-south travel to work corridor extending from Hinckley – Nuneaton – Coventry – Leamington Spa – Warwick, within which 80% of all travel to work activity occurs. 	www.cwlep.com

Policy/Guidance	Key Objectives	Link to Document
	<ul style="list-style-type: none"> Supportive of delivery of the North-South Rail and Coventry Railway Station scheme, which will improve passenger capacity and secure an increase in train service frequency between Coventry, Bedworth and Nuneaton. 	
The Midlands HS2 Growth Strategy / Connectivity Programme (2015)	<ul style="list-style-type: none"> HS2 presents a once-in-a-generation opportunity to drive economic growth and prosperity across the Midlands. The Growth Strategy outlines how the Midlands is seeking to fully maximise the benefits of the largest infrastructure project in Europe. Outlines a range of interventions to capitalise on HS2, with four key themes of connectivity to HS2 stations; an integrated HS2; Midlands Connect and International Connectivity. Effectively connecting the two high speed stations and their associated development zones to other transport hubs and the wider region will provide momentum for further transformation, radically improving access across the Midlands and accelerating growth and regeneration at key centres and locations. Through the Midlands Connect Partnership, the Midlands will maximise the released capacity HS2 will provide, enhancing the Midlands' ability to attract inward investment through a cluster approach, enabling businesses to draw on a larger base of suppliers for different industries and the widening of labour-pooling opportunities with greater matching of supply and demand for jobs. 	https://goo.gl/TvSTqV
Travel to Work Area Network Study (Transport for West Midlands) (2017)	<ul style="list-style-type: none"> Outlines the results of a technical process to understand the economic implications of differing rail service scenarios across the Midlands, focussing on the balance of local versus regional and long-distance services on key corridors in the Midlands. Includes testing of Midlands Connect's (since superseded) aspirations for an average (stop to stop) speed of 70mph on routes in the Midlands, including the Birmingham to Coventry corridor and the Coventry to Leamington Spa / Oxford corridor. Outlines the benefits associated with: agglomeration (GVA uplift and new jobs generated through enhanced productivity of businesses and workers being located closer to each other); and labour supply jobs, focussing on the number of committed jobs that will be facilitated by changes in rail capacity generated by new services. 	Electronic copy provided by email. Need to provide link once document is formally published

7.3. Coventry Connected Policy and Guidance

This sub-section provides information on the existing level of service provided at Coventry Railway Station (as at September 2017) and an overview of key changes in the future as a result of planned investment in the railway network. This has been informed by the documents outlined in Table 7-1, including Network Rail's West Midlands and Chilterns Route Study and the Coventry Rail Investment Strategy.

7.3.1. Background to Rail in the West Midlands

Coventry benefits from both east-west and north-south rail links, providing links into the West Midlands, the South-East of England, and London. There is however poor service provision to some locations, such as no direct rail links to Leicester, despite the proximity of the two cities. The Coventry Rail Investment Strategy notes that for a city of its size, Coventry is poorly served other than direct services to Birmingham and London.

Existing rail services from Coventry are as follows:

- **Services to Nuneaton** are operated hourly, but will be increased to half-hourly in the future as part of the NUCKLE improvement works. At Nuneaton, interchange is provided with north-south services on the WCML alongside services towards Leicester and the East of England.
- **Services to London** are provided by Virgin Trains and West Midlands Trains, with a combined frequency of six trains per hour. The fastest services, with three trains per hour, are provided by Virgin Trains, with limited stops en-route and journey times of approximately one hour. West Midlands Trains' services operate via Northampton and serve several intermediate stops, with typical journey times to London of 100-120 minutes.
- **Services to the South of England**, including Oxford and Reading, are operated hourly, via Leamington Spa. The route between Coventry and Leamington Spa will also support new shuttle services from February 2018, calling at the newly opened Kenilworth Railway Station. Coventry City Council, alongside partners at Warwickshire County Council and Midlands Connect, is supportive of increased capacity being provided between Coventry and Leamington Spa which would enable long-distance services from the South of England to route via Coventry (post- Phase 1 of HS2), providing a doubling of the existing frequency. Midlands Connect has recently (Summer 2017) undertaken work around the business case for providing new infrastructure on this corridor, including associated levels of wider economic benefits.
- **Services to the West Midlands**, via Birmingham International and Birmingham New Street, are operated regularly by a combination of Virgin Trains, Cross Country, and West Midlands Trains, with a combined frequency of seven trains per hour. These services have a range of stopping patterns, with the fastest services calling at Birmingham International and Birmingham New Street only, and regional and local services calling at additional intermediate locations. Cross Country services continue beyond Birmingham to serve Manchester, while some Virgin Trains services continue beyond Birmingham to serve the North of England and Southern Scotland.

The arrival of HS2 in the Midlands is expected to lead to extensive timetable changes on the 'classic' (non-HS2) network, as a result of demand for fast services between the West Midlands and London switching to HS2. Further details around the challenges and opportunities associated with these changes are outlined later in this chapter.

7.3.2. Priorities in Coventry Rail Investment Strategy

Coventry's Rail Investment Strategy, dated 2013, outlines a vision for a transport network that supports the city's economic growth and competitiveness, defining the railway that it wishes to see delivered pre-and-post HS2.

The Rail Strategy outlines seven key priorities and it is against these priorities that Coventry City Council will assess schemes put forward by developers or scheme promoters. Clear support of one or more of the identified priorities will ensure that Coventry City Council is supportive of a proposal, subject to a viable business case being developed.

Table 7-2 Priorities in Coventry Rail Investment Strategy

Priority	Further Details
1) Think Coventry	'Think Coventry' will encourage national, regional and local marketing of Coventry's rail connectivity which will be a key element in the success of the range of passenger service outputs in the Rail Investment Strategy, as well as the city's developing relationship to the freight and distribution market.
2) Benefitting from HS2	Coventry City Council intends to seek maximum benefit for its economy from the investment being made in HS2 by Government. The four key outputs to support this are: <ul style="list-style-type: none"> • Keeping Coventry and London connected: Coventry City Council would only accept reduction to a two-trains-per-hour fast London service if both journey time enhancements and new local, regional, and national connectivity were coherently planned and delivered. • Connecting to HS2: Coventry City Council will work with all partners to see the development and delivery of a Rapid Transit connection between the city and Birmingham Interchange (HS2) Railway Station. • The Whitacre Link: The June 2013 Marshall / Byng report suggests that

Priority	Further Details
	<p>a re-instated Whitacre Link route between Hampton in Arden and Coleshill offers direct connectivity to Birmingham Interchange (HS2) Railway Station, avoiding Birmingham New Street. Coventry City Council supports ongoing assessment of the benefits and costs of the Whitacre Link and believes the route should be protected for potential future public transport use.</p> <ul style="list-style-type: none"> Using the capacity released by HS2: A key component of the case for HS2 is its provision of wholly new rail capacity and release of capacity on the WCML and wider National Rail network. Actively planned utilisation of this released capacity to enhance Coventry's long-distance services will achieve a step-change in its regional and local connectivity. West Midlands Interchange: Birmingham Interchange (HS2) Railway Station should be renamed 'West Midlands Hub' to reflect its regional role and value beyond Birmingham alone, be more comprehensible to passengers, and be consistent with HS2's East Midlands Hub concept.
3) Long Distance Markets for Coventry before HS2	<p>Coventry City Council seeks or supports three key outputs:</p> <ul style="list-style-type: none"> Connecting Coventry across the UK before HS2: Early implementation of the rail industry plan to divert Reading to Newcastle services via Coventry, in addition to the existing Bournemouth to Coventry to Manchester service, provides Coventry with two trains of Intercity ambience per hour to Reading and provides new connectivity to the East Midlands and North-East. Connecting Coventry and Heathrow Airport before HS2: The High Level Output Scheme (HLOS) commitment to western rail access to Heathrow Airport from Reading by 2019, which together with two direct Cross Country Coventry to Reading services, substantially enhances the city's access to Heathrow at least six years before HS2. Better Connecting Coventry after HS2: Euston to Northampton to Coventry to Birmingham services to Liverpool, will complement the development of HS2 and provide Coventry passengers with a wider range of choice of services.
4) Birmingham and the Transport for West Midlands (TfWM) Area	<p>Birmingham is the principal regional market for Coventry, forming 50% of travel between Coventry and the TfWM area, and 20% of all travel to and from Coventry. Coventry City Council seeks the following three outputs:</p> <ul style="list-style-type: none"> Increasing capacity before HS2 implementation, prospectively via delivery of the second Cross Country service. Increased frequency of services post- HS2, taking advantage of the prospective increase of paths from seven to nine trains per hour. Regular interval departures and calling patterns for local West Midlands Train services.
5) Regional Markets for Coventry	<p>Coventry City Council seeks or supports the following three outputs:</p> <ul style="list-style-type: none"> Greater West Coast Main Line capacity before HS2: Delivery of additional capacity on West Midlands Trains services between Coventry, Rugby, Northampton, Milton Keynes and onwards to London Euston to sustain and stimulate forecast rail growth and development of labour market sharing. The missing link – Coventry and Leicester before and after HS2: To include closer timetabling between Coventry and Nuneaton and between Nuneaton and Leicester; enhanced interchange facilities at Nuneaton Railway Station before 2026; and implementation of direct Coventry to Leicester services after HS2 releases capacity at Nuneaton in 2026. Re-connecting across Nuneaton after HS2: To take the lead in developing direct services, Coventry City Council intends to seek the active support of TfWM and close partnership arrangements not only with the rail industry but with local authorities in Warwickshire, Leicestershire, Northamptonshire and Buckinghamshire via its 'Think Coventry' initiative.
6) Coventry's Local Transport Network	<p>Commuting by rail into Coventry forms less than 2.5% of the c. 50,000 inwards commuters per day; less than one tenth of the 30% of the commuters TfWM report use rail to access Birmingham. Coventry City Council seeks or supports the following three outputs, timed to take account</p>

Priority	Further Details
	of rail developments: <ul style="list-style-type: none"> • Kenilworth Railway Station: Delivery of Kenilworth Railway Station (NUCKLE 2), along with NUCKLE 1, is essential to the progress of employment development schemes such as Friargate, together with the further regeneration of Coventry City Centre. • New stations on the NUCKLE corridor: Assessment of other new station locations on the NUCKLE corridor before or after HS2 implementation will align with development of Coventry's Strategic Regeneration Area. • New stations on the WCML corridor: The release of WCML capacity via HS2 enables consideration of hitherto non-feasible options such as new stations on the WCML. A priority for assessment is the key Willenhall / Binley area to the east of Coventry.
7) Coventry Railway Station – A new Gateway to the City	Coventry Railway Station was extensively re-built in the 1960s WCML electrification. However, it is now tired with limited passenger facilities, poor integration with other forms of transport, limited in its rail capacity for growth, and neither a good gateway for Coventry nor delivering as much commercial benefit to the city as it could do. A planning application for a new station building and associated transport facilities was submitted in December 2017. The new building and facilities are due to be completed during the summer of 2021.

7.3.3. Guidance for Developers and Scheme Promoters

Guidance for developers and scheme promoters is provided in the remainder of this chapter, around the three key topic areas outlined at the beginning of the chapter.

7.3.3.1. Improving Access to Railway Stations

Where a new development is close to the railway network, developers should consider building infrastructure that complements existing railway stations. City Council requires developers promoting developments close to existing stations in Coventry to introduce measures to ensure that sustainable transport is at the forefront of the development. This will help to engrain good travel behaviour from the outset and encourage a good rail mode share. Measures to encourage sustainable transport will be developed through Transport Assessments and Travel Plans. Policy AC3 provides information on the requirements for developers to produce Transport Assessments and Travel Plans. Guidance on developer contributions to sustainable transport will be outlined in Coventry City Council's Infrastructure Delivery SPD.

The existing railway stations at Tile Hill and Canley cater predominantly for local rail services and provide an important park and ride function. However, the car parks at both stations continue to operate at, or near capacity; limiting access to the railway network. Coventry City Council will therefore be supportive of any developments which seek to increase car and cycle parking provision at these locations to facilitate more journeys by rail, subject improved highway access as appropriate.. In line with Policy AC4, Coventry City Council will also be supportive of measures to improve walking and cycling to existing railway stations.

The delivery of the Coventry Railway Station masterplan regeneration, in line with the priorities outlined in Coventry's Rail Investment Strategy, will improve transport interchange facilities and enable the predicted growth in rail passengers to be accommodated. The masterplan includes improvements to pedestrian accesses, car parking, bus interchange facilities, cycle parking, and a new bay platform to facilitate the delivery of the NUCKLE rail scheme. This scheme forms one of the identified priorities in the Coventry Rail Investment Strategy.

7.3.3.2. Improving Services on the Railway Network

Coventry City Council is supportive of improvements to the railway network to provide faster, more frequent and higher quality services, in line with the objectives outlined in the Coventry Rail Investment Strategy. This is also evidenced by the Council's membership of the West Midlands Rail Executive who are currently delivering a significant investment programme across the region. As part of the transport scoping process, developers of large sites may be asked to contribute to railway network improvements, but the approach to any contribution will be subject to detailed discussion with Coventry City Council's Highway Development Management team.

Faster Services

The railway network in the Coventry area supports a variety of service patterns with local, regional, and long-distance services using the railway. With much of the railway network being double track, there is a clear trade-off between providing fast regional and long-distance services, whilst at the same time providing an acceptable level of service frequency for intermediate locations.

The benefits of faster services are well evidenced in the key industry documents, including the Coventry Rail Investment Strategy. Faster services can widen the travel to work area thus placing a higher proportion of the working population within acceptable commuting distances of jobs in and around Coventry and ensuring that new developments have access to the labour market they require so that their development is not compromised. There are also clear benefits in terms of improving business-to-business travel with fast, frequent services maximising the opportunity for efficient business travel to, from, and within the city.

The Midlands Connect Partnership's Full Strategy outlines the aspiration for services on key corridors in the Midlands, including the route from Coventry to Birmingham to have 70mph end-to-end average speeds. This has been promoted due to evidenced economic impacts, including agglomeration benefits associated with businesses being brought closer to one another. Coventry City Council is supportive of this aspiration but acknowledges that it should not be met at the expense of frequency and journey time penalties at intermediate locations.

Coventry City Council will work with partners in the West Midlands to deliver faster rail services. The Council will therefore be supportive of developments which promote measures that seek to increase capacity on the railway network to facilitate faster services, for example through capacity enhancements on the Coventry to Birmingham Rail Corridor.

More Frequent Services

Coventry City Council is supportive of more frequent services being provided on key routes into and through Coventry and is working with partners, including local authorities and Midlands Connect, to investigate provision of additional services to:

- The South of England via Leamington Spa. Services are currently provided hourly but through provision of additional double tracking, Network Rail has indicated that it is possible for a half hourly service to be introduced by diverting the Reading to Newcastle services through Coventry. In addition to doubling the frequency to the South of England, this scheme provides significant benefits to the East Midlands, through directly linking locations such as Derby with Birmingham Airport and Coventry. The Midlands Connect Partnership has undertaken extensive work to assess the wider economic benefits associated with this scheme. This scheme forms part of Priority 3 in the Coventry Rail Investment Strategy; and
- The East Midlands via Nuneaton. No direct services currently link Coventry with Leicester, and Priority 5 of the Coventry Rail Investment Strategy references the need to improve links between these cities. Improved links can be achieved both through closer timetable planning and marketing of Coventry to Nuneaton and Nuneaton to Leicester services, and through longer-term implementation of direct services.

In addition to the routes outlined above, the Coventry Rail Investment Strategy provides support for more frequent services on the WCML corridor through the following:

- Protecting the provision of fast services to London post-HS2; and
- Increasing the provision of services on the Coventry to Birmingham corridor. Prospectively, this could be achieved through delivery of the second Cross Country service pre-HS2 and through increased service provision post-HS2, taking advantage of the prospective increase of paths from seven to nine trains per hour.

Links to HS2

The Government has committed to delivering a new high-speed railway between London, the West Midlands, and the North of England. The first phase of this scheme includes a new station located close to Birmingham International (HS2) Railway Station, approximately four miles from the western boundary of Coventry. In addition to the high-speed railway station, Solihull Metropolitan Borough Council is promoting a growth and infrastructure plan for the UK Central (UKC) Hub which includes plans to create up to 100,000 new jobs and new housing growth. The high-speed station at the UKC Hub is expected to be linked to Birmingham International Railway Station via a new people mover system, that will also connect both railway stations with the National Exhibition Centre and Birmingham Airport.

It is important that Coventry is well connected to UKC Hub and able to form part of a broader UKC economic offer supported by excellent highway and public transport services. This will enable Coventry to achieve the following:

- Develop and be a major sub-regional hub for growth supporting services and economic activity across the whole area;
- Form a key part of the labour market for the proposed UKC Hub development, ensuring that people from Coventry are able to access new jobs, including those in the professional services sector, quickly and efficiently; and
- Maximise the benefit associated with being located close to the proposed Birmingham Interchange Railway Station. The provision of a new railway station at the UKC Hub will facilitate much faster journeys from the West Midlands, including Coventry to Manchester, Leeds, and locations further north.

The Coventry Rail Investment Strategy identifies clear challenges and opportunities associated with the development of HS2 and proposes a range of priorities related to them.

7.3.3.3. Providing new Railway Stations

New railway stations have recently been successfully introduced to the north of the city as part of NUCKLE, enabling new public journeys to be made by rail.

Proposals for additional local railway stations on the WCML and north-south routes will be supported by Coventry City Council, in line with the Coventry Rail Investment Strategy, where they can achieve the following:

- A business case that provides a viable level of value for money, in line with the Government's value for money criteria;
- Support growth objectives in the city, for example through linking new development with the railway network allowing new journeys to be made on the railway network; and
- Consistency with the relevant national, regional, or local rail strategies. Proposals should show strong alignment with the priorities outlined in the Coventry Rail Investment Strategy.

Additional local rail stations on the WCML to the east of the city serving Willenhall and Binley would allow some of the high local rail service demand to be met, and support the regeneration and economic growth of this area of the city. However, additional stations will need to be considered in the context of wider strategic rail industry plans which plan for capacity on the busy WCML. Options are also being explored for a new station in the south of the city to support new development growth in that area. These stations are identified in the West Midlands Strategic Plan.

Where a new development is of a significant magnitude³, there may be opportunities for developers to part or fully fund new railway stations. However, Coventry City Council appreciates that this would need to be in conjunction with wider aspirations for a new railway station and as such, it is recommended that the developer liaises with Coventry City Council as part of the transport scoping process to understand if this may be appropriate.

7.4. Checklist for Applications

Table 7-3 provides a checklist for applications which applicants should use to ensure that their assessment is robust and meets the standards required by Coventry City Council.

Table 7-3 Checklist for Applications

Topic	Advice
Rail investment priorities	Consider and demonstrate that your proposal aligns with the priorities

³ Coventry City Council does not have a defined threshold in terms of magnitude of development or distance from the railway network, but would expect this to be agreed as part of the transport scoping process

Topic	Advice
	set out in Coventry's Rail Investment Strategy. Clear support for at least one of the priorities will gain support from Coventry City Council.
Improving accessibility	Ensure that developments located close to railway stations are developed in a way that encourages sustainable transport and provides excellent access to the local railway station. Develop measures through a tailored Transport Assessment and Travel Plan.
Improving rail services	Explore the opportunity for a development to support aspirations for the West Midlands rail network, as outlined by the Midlands Connect Partnership. Where possible, seek to maximise the benefits of HS2 for Coventry by protecting non-high-speed rail services and providing improved connectivity to the UK Central Hub.
New railway stations	Examine the need for a new railway station to be provided to serve a development site.

8. Policy AC7: Freight

8.1. Introduction

Policy AC7: Freight refers to the role of developers in limiting the impact of freight on the local highway network and encouraging the use of rail and air freight facilities where possible. This guidance refers to the movement of commercial goods and ranges from the use of cycle couriers, through to heavy good vehicles and abnormal loads.

This chapter outlines the guidance that developers need to follow to ensure that they are controlling freight movements to and from their site, whilst providing facilities for freight on-site. The guidance sets out the core principles for managing freight movements and utilising alternative methods of freight movements where appropriate.

Policy AC7 within the Local Plan identifies the following objectives in relation to freight.

Policy AC7: Freight
<ol style="list-style-type: none"> 1. New developments on sites which generate or are likely to generate significant HGV movements must accommodate appropriate on-site lorry parking and turning facilities to minimise disruption and safety issues on the public highway. 2. New development which supports the use of rail and air freight facilities will be supported where there is an evidenced demand, proposals are consistent with the relevant air and rail industry plans, have an acceptable environmental impact and do not significantly compromise the capacity and safety of the local highway network.

8.2. Policy and Guidance Overview

Table 8-1 presents a summary of the key policies relating to the movement of freight in Coventry.

Table 8-1 Policy and Guidance Framework

Policy/Guidance	Key Objectives	Link to Document
National Planning Policy Framework (NPPF) (2012)	<ul style="list-style-type: none"> • All developments that generate significant amounts of vehicle movement should be supported by a Transport Statement or Transport Assessment. • Transport Assessments and Statements are ways of assessing the potential impacts of developments (and they may propose mitigation measures to promote sustainable development). • Policy AC3 provides further details around CTMPs and CTPs, which are plans tailored to minimising the impact of development construction sites. 	https://goo.gl/KIbX9p
Coventry City Council Local Plan (2016)	<ul style="list-style-type: none"> • The efficient movement of freight is essential to support economic growth. In addition to supporting existing businesses, freight movements provide opportunities to generate additional employment through the creation of logistical and freight industries. • Where new developments are expected to require large numbers of lorry movements, appropriate parking and turning facilities must be provided onsite to minimise disruption on the public highway. • Opportunities for additional rail freight facilities which arise within the plan period will generally be 	goo.gl/cBJBNk

Policy/Guidance	Key Objectives	Link to Document
	<p>supported, but will need to be assessed on their individual merit and be consistent with relevant rail industry plans.</p> <ul style="list-style-type: none"> • Having good local access to air freight facilities offers opportunities to improve supply chains and therefore attract new investment into the area. 	
Draft West Midlands Freight Strategy: Supporting our Economy, Tackling Carbon (2016)	<ul style="list-style-type: none"> • Outlines an approach for freight in the region and seeks to present the West Midlands as a leader in best practice in freight management. • In order to deliver the ‘vision’, the strategy uses nine objectives from the Movement for Growth – the West Midlands Strategic Transport Plan, based around economic growth and inclusion, population growth and housing development, environment, public health, and social wellbeing. • Supports a range of measures spanning national, regional, metropolitan, and local tiers, including maximising the economic benefits of our national airports and encouraging the development and growth of rail freight interchanges. It also calls for appropriate freight vehicle routings on the highway network. 	https://goo.gl/aer923
Guidelines for the Environmental Assessment of Road Traffic ‘Institute of Environmental Assessment’	<ul style="list-style-type: none"> • Guidelines to encourage a more comprehensive and consistent approach to assessing the environmental impacts of traffic from major new developments. • Environmental appraisals should form an integral part of the project planning and design exercise. • Provides advice around the treatment of noise, vibration, driver severance and delay, pedestrian severance and delay, pedestrian amenity, accidents and safety, hazardous and dangerous loads, dust, and dirt. • In drawing up constraints, the assessor should consult widely with the local planning/ highway authorities, representative bodies, and affected groups. 	https://goo.gl/F7TEZg

8.3. Coventry Connected Policy and Guidance

8.3.1. Construction Traffic Management Plans

A Construction Traffic Management Plan (CTMP) is required where a development is expected to generate a significant volume of construction vehicles. This includes vehicles delivering freight to and from the site and vehicles transporting the workforce to and from the site. The plan will outline details to ensure that any adverse impacts associated with these movements are mitigated, as far as practicably possible.

In line with many local authorities, Coventry City Council does not have a specific threshold that defines whether a development is ‘significant’, and will assign a planning condition to a development if it believes that a CTMP is required. This will be communicated in response to a transport scoping report submitted by the developer. Policy AC3 provides further guidance around this scoping process.

Should Coventry City Council deem that a CTMP is appropriate for a development, the developer will be required to submit a CTMP document, adopting the structure outlined in Table 8-2. Note that the CTMP is expected to include a Construction Travel Plan (CTP), details of which are provided in Policy AC3 Demand Management of this SPD.

Table 8-2 Required Content of a Construction Traffic Management Plan

Construction Traffic Management Plan Section	Content
Overview of the development	The location and magnitude of development by land use, including access arrangements and phasing.
Preferred CTMP route	The preferred CTMP route(s) from the strategic road network to the site, providing details on any routings that have been dismissed and the reasons for this dismissal. This may include details around consolidation opportunities if Coventry City Council deems that this is appropriate (see details later in this chapter).
Measures to ensure safe access	The measures in the site vicinity to ensure that construction vehicles do not impede traffic on the highway network, with construction vehicles being guided into the site by a qualified and certified banksman into parking and turning areas. This must also include the need for wheel cleaning facilities to prevent mud from migrating onto the adjacent highway.
Timing of movements	The proposed magnitude and times of movement into the site, noting the need to minimise the impact on the surrounding highway network.
Engagement with local residents and businesses	The approach to consulting with local residents and businesses, to ensure they are aware of the development and associated construction traffic.
Construction Travel Plan (CTP)	The measures to ensure that the workforce is able to access the site sustainably. Policy AC3 provides further details around the expected content of the CTP, including the need to specify parking provision for site related worker vehicles and to maximise the opportunities for the workforce to travel to a construction site by non-single occupancy private vehicle modes.
Contact details for the site	The contact details for the site supervisor responsible for on-site works.

Each CTMP submitted, in line with the above structure, will need to be approved by Coventry City Council before site works are permitted to commence.

In addition to a CTMP there may be a requirement, dependant on site location, scale of development etc. for the provision of a delivery/servicing plan to be submitted and controlled under a planning condition. The delivery/service plan should include all of the standard requirement of the CTMP but will enforced for the lifetime of the development.

8.3.2. Parking Provision for Goods Vehicles

As part of a Transport Assessment, and following the transport scoping report, the developer will be expected to demonstrate that the new development delivers the following for freight vehicles:

- Sufficient parking and turning space off the public highway to provide safe access and egress with minimal interference to other road users. This will include providing swept path drawings to confirm that goods vehicles are able to safely access facilities; and
- Sufficient 'stacking' capacity to accommodate the number of goods vehicles expected to be at the site at any one time, to avoid a situation whereby goods vehicles are queuing into the site and impeding other road users on the public highway. This may be through stacking space at the site itself or through development of a formal plan where appropriate lay-bys, adjacent premises, or servicing areas are identified should unexpected/ additional deliveries arrive, exceeding the capacity provided on site.

Should the development be in a sensitive location, for example close to a neighbouring residential area, Coventry City Council may require deliveries to be limited to certain times of the day as part of the scoping process.

8.3.3. Consolidation of Freight

Some cities, both within the UK and overseas, have successfully introduced Freight Consolidation Centres (FCCs) whereby inbound and/or outbound deliveries are consolidated to reduce the number of goods vehicle movements, either:

- Temporarily, during construction, to reduce the number of goods vehicle movements to and from construction sites; or
- In the longer term, to ensure that sites or wider areas are sustainably served. For example, some cities have consolidation centres that serve specific areas of a city to avoid instances whereby multiple deliveries are made to adjacent premises where one consolidated delivery could serve all locations.

Coventry City Council is supportive of initiatives that will encourage the consolidation of goods and will engage with developers as part of the transport scoping process to understand whether consolidation may be appropriate. Regarding construction, if the development site has clear constraints; Coventry City Council may request that the CTMP specifies the way in which deliveries will be consolidated to minimise the number of goods vehicle movements.

8.3.4. Supporting the Use of Rail and Air Freight Facilities

8.3.4.1. Support for Rail Freight Facilities

In principle, Coventry City Council is supportive of new developments that do the following:

- Expect to use rail freight facilities to service their needs, for example with inbound and outbound deliveries using rail for as much of the journey as practicably possible; or
- Comprise of new rail freight facilities, be it in the form of simple facilities that allow rail freight to be loaded, or more formal facilities such as Intermodal Rail Freight Interchanges (IRFIs) or Strategic Rail Freight Interchanges (SRFIs).

The West Midlands Draft Freight Strategy notes that given the strategic location and importance of the West Midlands, it should undoubtedly be seen as a best practice beacon for the management of freight movements. In practice, this means having policies in place to proactively promote safe, efficient, and sustainable freight movements and a clear set of objectives to work towards.

There are currently no rail freight facilities in Coventry and there is limited scope to develop new locations, given the relatively constrained nature of the railway network. Nevertheless, should development proposals arise during the plan period, Coventry City Council will support the provision of new facilities provided a robust assessment has been undertaken, including evidence of the following:

- There is a compelling case for investment in new rail freight facilities in the city, including any clear opportunity for mode shift from highway modes;
- The plans are consistent with wider industry plans. In practice, this means that a workable number of freight trains are able to access the facility without wider network capacity being comprised. Policy AC6 provides further detail around Coventry City Council's support for passenger rail improvements within and beyond the city;
- Associated increases in road freight movements on the highway network can be accommodated either through existing infrastructure or through new supporting infrastructure to mitigate the impact of additional traffic; and
- There is a 'fit' with wider policy, for example through a new rail freight facility forming part of a solution to overcome the rail freight facility shortfall identified in the West Midlands Draft Freight Strategy.

8.3.4.2. Support for Air Freight Facilities

The role of Coventry Airport has fluctuated over time, but it continues to cater for business/ general aviation, air mail, bulk freight, and other niche functions. Having good local access to air freight facilities offers opportunities to improve supply chains and therefore attract new investment into the area.

Coventry City Council is supportive of developments that provide improved access into Coventry Airport.

8.4. Checklist for Applications

Table 8-3 provides a checklist for applications which applicants should use to ensure that their assessment is robust and meets the standards required by Coventry City Council.

Table 8-3 Checklist for Applications

Topic	Advice
Construction traffic management plans	Liaise with Coventry City Council's Highways Development Management Team to determine whether a construction traffic management plan (CTMP) is required. If so, produce a CTMP using the guidance outlined earlier in this chapter.
Delivery/Service Plan	Liaise with Coventry City Council's Highways Development Management Team to determine whether a Delivery/Service plan is required. If so, produce a Delivery/Service using the guidance outlined earlier in this chapter.
Parking provision	Demonstrate that a proposed development has sufficient parking and turning space off the public highway for freight vehicles to enter and exit the site. Prove that the proposed site has sufficient capacity to accommodate the expected number of freight vehicles at any one time, without impacting the public highway.
Freight consolidation	Liaise with Coventry City Council's Highways Development Management Team to determine whether freight consolidation is appropriate. If so, consider how goods can be consolidated in the temporary and longer term.
Rail and air freight	Consider and demonstrate the requirement for rail freight facilities to serve the development site. Consider the opportunity to use air freight facilities at Coventry Airport.

Coventry Local Plan 2016

Appendix 5

Car and Cycle Parking Standards for New Development

(Updated January 2019)

1. Introduction

- 1.1 This appendix sets out standards for levels of car and cycle parking associated with new development in Coventry. The standards include requirements for electric car charging points and the provision of parking for people with disabilities.
- 1.2 These standards should be applied in combination with the main policies set out in the Coventry Development Plan, and specifically policy Acc 3 which deals with car parking. The City Centre Area Action Plan also contains policies relating to the provision of public car parking in the City Centre.

Relevant Local and National Car Parking Policy

- 1.3 The National Planning Policy Framework (NPPF) (2012) sets out the Government's approach to car parking standards stating that in setting local standards, local planning authorities should take into account:
- the accessibility of a site
 - the type and mix of the proposed development
 - the availability of and opportunities for public transport
 - local car ownership levels
 - an overall need to reduce the use of high-emission vehicles
- 1.4 In March 2015 the government provided additional detail on the NPPF parking policy which stated that, "Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network".
- 1.5 There is very clear evidence locally that the under provision of car parking can be attributed to road safety and congestion issues in numerous areas across the city. Most notably, inadequate levels of car parking have been shown to cause unacceptable levels of on-street parking causing obstructions to other road users including refuse and emergency vehicles. A review of the current parking situation is outlined in more detail below.
- 1.6 It has been determined that the provision of car parking standards is required locally to address those issues whilst also providing additional guidance to developers to help maintain appropriate and consistent levels of car parking across the city and with surrounding areas.

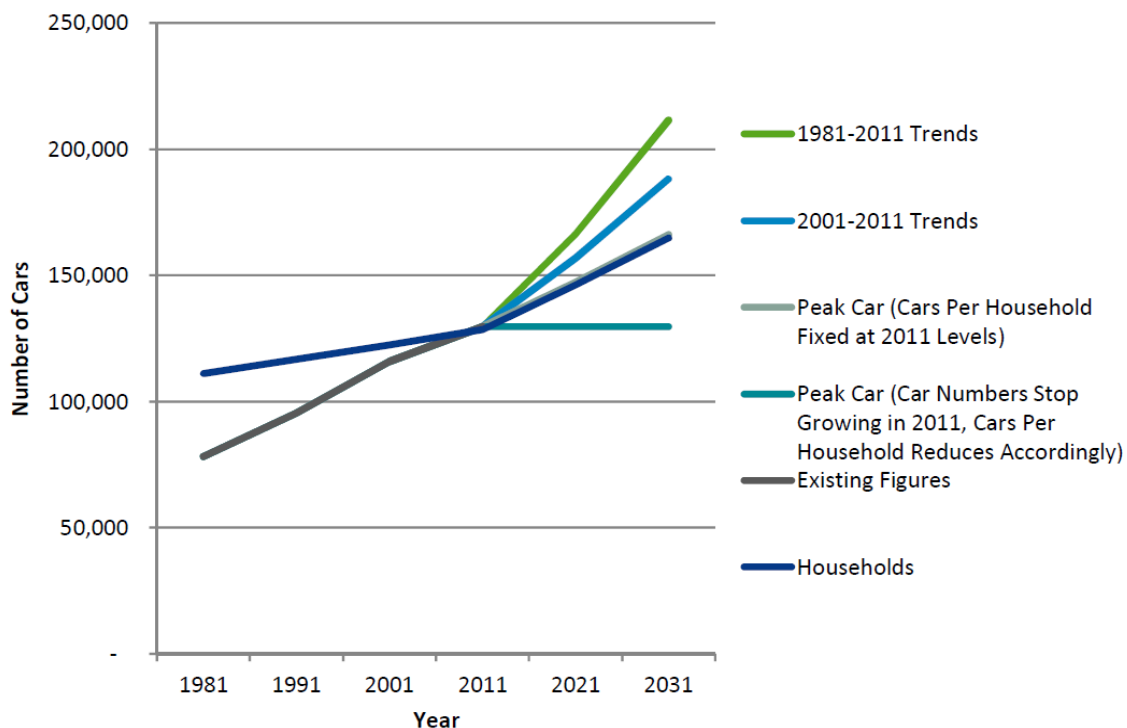
Background

- 1.7 Coventry is a compact highly accessible city with a well-developed and maintained road network. The density, type and accessibility of housing varies greatly across the city, but typically Coventry is made up of large areas of terraced and semi-detached housing, in many cases with little or no off-street car parking. In more suburban lower density areas of the city, levels of car ownership levels are typically higher, but even with an increased availability of off-street parking, levels of on-street parking frequently remain high.
- 1.8 Patterns of commercial development over the past twenty years have seen an increase in out of town businesses and retail sites. In some cases there has been an overspill of car parking into local residential areas necessitating the introduction of residents parking zones. This overspill effect is also an issue in residential areas located around the periphery of the city centre. It is considered that the application of appropriate levels of car parking and the completion of a ring of residents parking zones around the edge of the city centre alongside a continued programme of promoting sustainable travel modes will help to address this.
- 1.9 The City Council has undertaken a review of current car parking issues to inform the formulation of these standards. The review considered:
- The existing parking situation in a variety of areas across the city in terms of on-street parking, and associated highway safety and traffic management issues.
 - The effectiveness and impact of recent car parking provision on new development
 - Car parking standards adopted by other local authorities including those with comparable characteristics to Coventry and those in the locality
 - Other relevant planning and transportation policies related to car parking
 - Car ownership levels and usage levels in different parts of the City
 - The availability of public transport
- 1.10 The review has shown that the provision of inadequate levels of car parking, most notably in residential areas, has increased occurrences of inappropriate and obstructive informal on-street car parking. This indicates that restricting levels of car parking does not necessarily have a material impact on reducing levels of car ownership. The location and design of car parking also appears to have an impact on its usage and occurrences of on-street parking.
- 1.11 The increase in on-street parking has caused a variety of issues including:
- Blocked access routes for emergency, refuse and delivery vehicles
 - Blocked footways preventing access for pedestrians
 - Reduced visibility for all road users at junctions and for pedestrians crossing the road
 - Negative impacts from parking on the overall visual appearance of the street scene
- 1.12 Over recent years, the typical standard applied has been to restrict parking to two spaces per dwelling, not necessarily linked to the number of bedrooms. There is also evidence which indicates that a high proportion of garages, counted as part of the total parking provision, are frequently used for general storage rather than for parking vehicles.

Accessibility and Car Ownership

1.13 The City Council continues to promote a number of positive initiatives to encourage an uptake in walking, cycling and public transport usage. There is also evidence that overall levels of vehicular mileage in the city have reduced slightly over recent years. Despite this, over the past 30 years levels of car ownership in Coventry have continued to increase. Projecting this forward, it is expected that this trend will continue in line with an increase in the number of households.

Numbers of Cars and Housholds in Coventry



Approach of these Standards

1.14 As outlined above, the availability of car parking can have a major impact on local traffic management and safety issues. It is therefore essential to try and get the balance right of ensuring that adequate levels are provided to manage inappropriate parking without providing excessive levels which dominate the built environment and overtly encourage car use.

1.15 The Local Plan includes policies setting out a balanced approach to supporting the movement needs of local residents and businesses in a growing city. Those policies recognise the role of the car in supporting connectivity to areas in and around Coventry, but also actively encourage sustainable and active modes of travel to help address traffic congestion, air quality and health issues.

1.16 The quality and accessibility of public transport, walking and cycling routes to key services can influence how people travel, for example, people living in or near the city centre are less likely

to be reliant on car use, hence there will be a reduced need for car parking compared to less accessible areas of the city. The City Council is also exploring options for the introduction of car clubs, with a focus on the City centre, which support more efficient and flexible models of car ownership.

1.17 2011 census information clearly shows a wide variance in levels of car ownership in different parts of the city.

City Centre

0 cars or vans in household	69.1%
1 car or van in household	24.6%
2 cars or vans in household	5.2%
3 cars or vans in household	0.9%
4+ cars or vans in household	0.2%

Ward in the South of the City

0 cars or vans in household	7.8%
1 car or van in household	35.3%
2 cars or vans in household	43.2%
3 cars or vans in household	10.2%
4+ cars or vans in household	3.5%

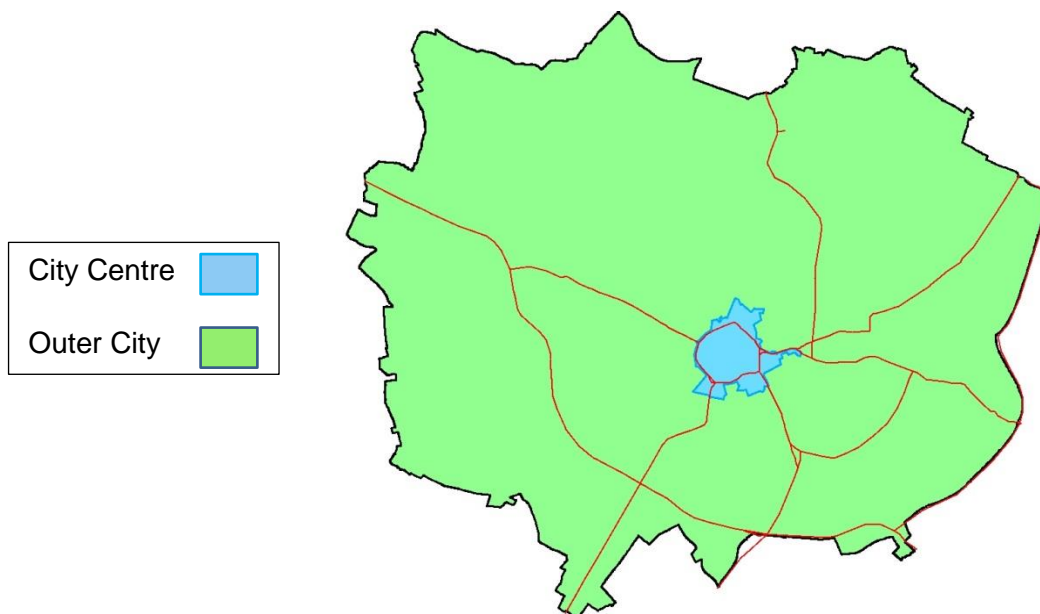
1.18 Recognising the variances in car ownership and accessibility across the city, the standards set out in this document are based on two distinct zones:

1) **City Centre** (all sites within the defined City Centre)

The level of car parking permitted for applications within the City Centre will be determined on a site by site basis on the merits of the application and criteria in the NPPF, as set out in para 1.3 above.

2) **Outer City** (all other areas within the city boundary)

The level of car parking permitted for applications in the Outer City will be determined on the basis of the standards set out in table 1 below.



- 1.19 The car parking standards in this document should be considered as a maximum. However it is recognised that in exceptional circumstances there may be occasions when it could be appropriate to have a lower or higher level of parking depending on the specific details of the application. In all cases, any departures from the parking standards should be fully and appropriately justified with detailed supporting evidence. In most cases this should be included within the associated Transport Statement or Assessments which should include:
- Surveys of parking capacity and occupancy levels on surrounding streets and parking areas
 - Consideration of likely trip generation and parking accumulations for the proposed development with supporting evidence
 - Details of how the parking will be managed and how that will mitigate any under or over-provision
- 1.20 This is not considered to be an exhaustive list, and there may be other factors associated with the specific characteristics of each site which may need to be considered. In all cases, where an applicant is considering a departure from the standards, the Council encourages early pre-application discussions.
- 1.21 Where a reduction in parking could lead to a transfer of parking into other locations, appropriate financial contributions may also be required for the introduction or expansion of Residents Parking Zones.

2. Car Parking Standards

- 2.1 The standards set out in Table 1 below show the detailed car parking standards expected for each type of land use. These should be treated as maximum standards and applied in accordance with the supporting guidance notes provided below.
- 2.2 Care should be taken to ensure that parking is well designed, easily accessible and is sympathetic to the surrounding environment, particularly in residential areas. Unallocated parking spaces required for visitor parking in residential areas should be seamlessly integrated into the public realm to reduce the visual impact, and be suitably located so that they do not cause obstructions to the highway.

Car Parking in the City Centre

- 2.3 The level of privately allocated car parking for applications within the City Centre will be determined on a site by site basis on the merits of the application and criteria in the NPPF.
- 2.4 The provision of private car parking will not generally be promoted within City centre as it is highly accessible by a range of transport modes and there is already an adequate supply of publically available car parking. However it is recognised that in some cases a small allocation may be appropriate. The justification of any provision should be set out in the accompanying Transport Assessment or Statement as appropriate. In cases where private car parking is provided, opportunities should be sought to provide parking as part of the building, underground, or as a multi storey arrangement to maximise the density of development.
- 2.5 The promotion of Travel Plans (where required) will be expected to support the promotion of demand management measures including public transport, walking and cycling and the encouragement of communal car facilities such publically available car parking and car clubs. This helps to reduce the impact of car parking on the local environment and increase the overall density of development in the city centre. For residential developments in the city centre, it is recommended that the purchase of long-term car parking passes for public car parks is promoted through the relevant Travel Plan.

Parking for Electric Vehicles

- 2.6 As set out in policy Acc 3, the City Council is supportive of an uptake in low emission and electric vehicles. In order to ensure that all new developments are equipped with the necessary infrastructure, new developments will be expected to include, where practical, appropriate provision for electric car charging points. Electric vehicle parking should be counted as part of the total parking provision, and bays should be clearly marked.
- 2.7 5% of all new parking spaces should include provision for electric car charging points. In cases where the provision of this allocation is demonstrated to be impractical, 5% of spaces should have the capacity to easily retrofit recharging points. This should include the provision of ducting to accommodate a suitable power supply which facilitates high speed recharging.
- 2.8 For larger developments, details of how electric vehicle charging will be allocated, located and managed should, where applicable, be included within the relevant Transport Assessments or

Transport Statement. The management of the charging points, including the mechanism/procedure for charging, will be the responsibility of the developer/occupier

- 2.9 In cases where charging points, including infrastructure to enable retrofitting, cannot be provided within the development site, developer contributions may be sought to enable those facilities to be suitably provided in other locations including public car parks or on-street parking spaces.
- 2.10 The West Midlands Good Practice Air Quality Planning Guidance (2014) provides details on a recommended technical specification for electric charging points and should therefore be referred to in conjunction with these standards.

Parking for People with Disabilities

- 2.11 In accordance with the City Council's objectives to promote equality, accessibility and to be an Age Friendly City, new developments must incorporate provision for blue badge holders. New developments, excluding individual dwellings with private off street parking, will be expected to allocate 5% of the total parking provision for blue badge holders. These spaces should be appropriately designed to meet the requirements of people with reduced mobility in accordance with good practice such as the Department for Transport's Inclusive Mobility (2005).

Parking for Goods Vehicles

- 2.12 In accordance with Local Plan Policy Acc 7 appropriate off-street parking, loading/unloading, waiting and turning areas should be provided for HGV's to prevent obstructions to the highway causing delays and road safety issues. Each application will be assessed on its own merits.
- 2.13 It will be necessary to demonstrate in the application and through Transport Statements / Transport Assessments how goods vehicles will be managed as part of the proposed development, particularly in areas where the presence of HGV's has the potential to cause traffic management and road safety issues.

Drop-Off and Loading Areas

- 2.14 Parking for coaches to set passengers down and pick them up will be considered appropriate and necessary for certain uses and developments, most notably those which are leisure related. However, this requirement will be unique to each site and therefore will be considered on a case by case basis.
- 2.15 For class D1 education establishments, appropriate provision for safe drop-off facilities should be considered to discourage inappropriate on-street parking. The level of provision will be determined on the merits of the application and the characteristics of the site and surrounding area.

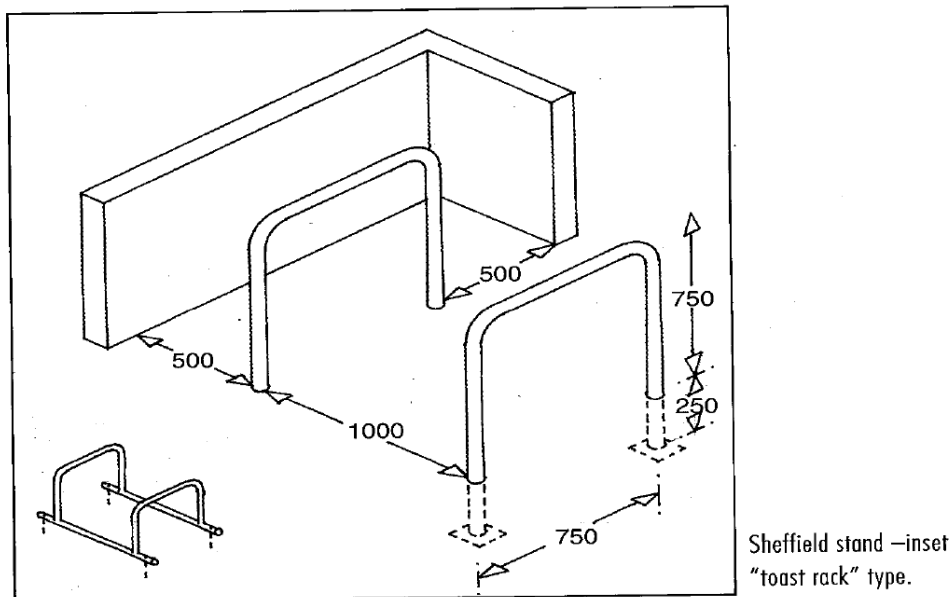
3. Cycle Parking Standards

- 3.1 Fear of theft or damage to the cycle is often cited as a major deterrent to cycling. Well-planned and secure cycle parking is therefore an essential element in increasing the level of cycle use. The provision of cycle parking must be considered early in the planning and design process.
- 3.2 The standards in table 1 apply to all areas in the city, and specify different requirements for staff, residents, pupils/students and customers or visitors. This is because staff, residents and pupils/students require cycle parking that is more secure for long-stay use whereas customers or visitors will usually be parking for a shorter period.
- 3.3 It should usually be possible to provide cycle parking spaces within the development site. In cases where this is not possible, a commuted sum (secured through a legal agreement) may be required by the City Council which will be used to provide appropriate cycle parking facilities off-site.
- 3.4 To increase the attraction of commuting by cycle, it is important to provide facilities for cyclists at their destinations. These facilities should include changing areas, storage areas for personal items and space to dry wet clothing and showers.
- 3.5 For large developments, or in exceptional circumstances, the cycle parking allocation can be open to negotiation. In these cases the applicant will be required to provide justification regarding the level of expected provision bearing in mind the characteristics of the development site and the nature of the proposed development. The phasing of provision may be appropriate in some instances.

Design Details

- 3.6 To discourage theft or vandalism, cycle parking should be secure, well lit, clearly signed and situated in prominent, accessible and convenient locations that benefit from casual surveillance by passers-by and more formal surveillance by staff or CCTV. It should also be located within a short distance of the main entrance(s) to the building(s).
- 3.7 The use of 'Sheffield' stands is recommended as a minimum and is especially suitable for customer or visitor parking. The 'Sheffield' stand is a single 50mm diameter tube with two right angle bends and provides for two cycles. A detailed specification is shown at Figure 1 below.
- 3.8 At any site where 10 or more spaces are provided, they should be covered, well lit and clearly signed. The detailed design and lighting of these facilities must have regard to the locality and setting of the proposed development.

Figure 1: Sheffield Stand design specification (copyright Institution for Highways and Transportation)



3.9 Cycle parking equipment which only holds one wheel of a bicycle e.g. 'butterfly' clips or concrete slots will not be acceptable. They provide inadequate security and can damage the wheels of a bicycle.

3.10 For long-stay parking for residents, staff and pupils/students, more secure provision will be expected. This should be in the form of cycle lockers, a locked compound with Sheffield Stands provided that they are under cover or Sheffield Stands located within an area that is already secure (access restricted to staff or similar). Design specifications for cycle lockers and locked compounds are shown in Figures 2 and 3.

Figure 2: Cycle Lockers Design Specification

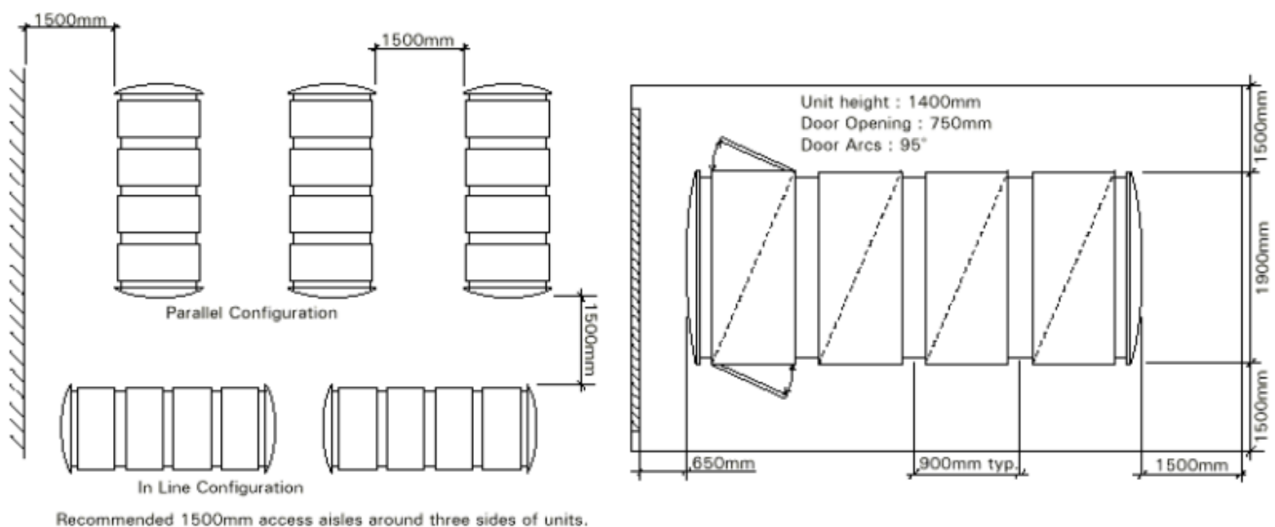
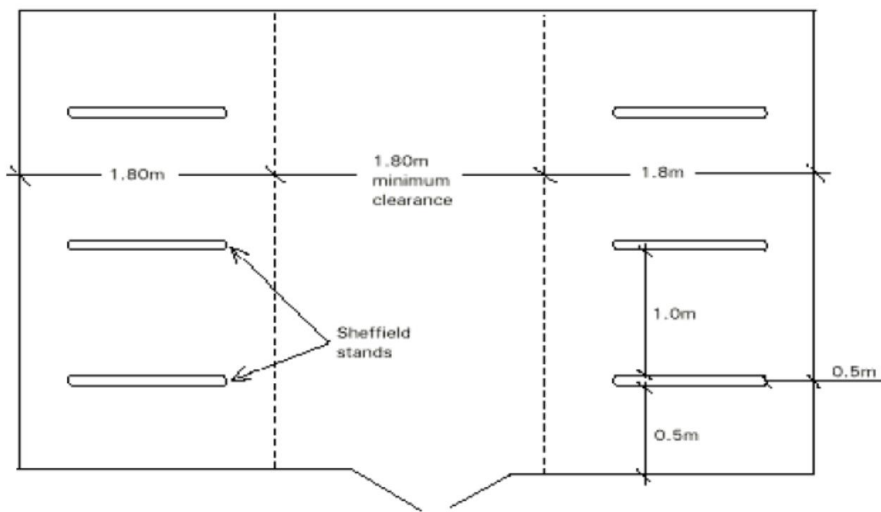


Figure 3 Locked Compound Design



Notes for Table 1

Car Parking Standards

1. All standards should be calculated on external gross floor space (m²) unless otherwise stated.
2. In order for garages in residential developments to qualify as part of the parking provision they must be a minimum of 3m x 6m internally.
3. Unallocated visitor car parking for C3 residential dwellings should be provided in the form of appropriately marked publically available spaces. In cases where this is provided as part of the highway, spaces must be seamlessly integrated into the public realm to reduce the visual impact, and be suitably located so that they do not cause obstructions to other highway users.
4. FTE means Full Time Equivalent.
5. Where it is calculated that part of a space is required, this should be rounded up.
6. Provision should be allocated for Blue Badge holders, in accordance with para 2.11 above.
7. Provision should be allocated for electric car charging in accordance with paras 2.6 to 2.10 above.
8. 5% of the total car parking provision should be allocated for people with disabilities / blue badge holders
9. Parking spaces for people with disabilities should be at least 3.6 metres wide and 6.0 metres long. This is equivalent to 2.4m x 4.8m, with an additional 1.2 metres at the side and end of the bay.

Cycle Parking Standards

10. A Sheffield type stand (see Figure 2 below) is capable of allowing two bicycles to be parked if correctly installed (2 spaces).
11. In most residential developments, the use of suitably sized garages or sheds will be acceptable as cycle storage provision. A method of securing the cycle to a solid wall is encouraged.
12. For flats, maisonettes and managed schemes, secure communal space(s) should be provided on the ground floor or in a basement area provided that ramped access is available.
13. FTE means Full Time Equivalent.
14. All standards should be calculated on external gross floor (m²) space unless otherwise stated.

Table 1 - Car and Cycle Parking Standards

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
A1 - Shops (m²) Food	1 per 25 m ²	Under 2500 m² 1 per 200 m ² for customers 1 per 400 m ² for staff Minimum of 2 spaces
		Over 2500 m² 1 per 400 for customers 1 per 600 m ² for staff
A1 - Shops (m²) Non-food	1 per 35 m ²	1 per 400 m ² for customers 1 per 400 m ² for staff Minimum of 2 spaces
A2 - Financial and Professional Services	1 per 30 m ²	1 per 400 m ² for customers 1 per 400 m ² for staff A minimum of 2 spaces
A3 - Restaurants and Cafes (dining area m²) A4 - Drinking Establishments (bar area m²) A5 - Hot Food Takeaways (public area m²)	1 per /10 m ²	1 per 10 staff members (FTE) 1 per 200 m ² for customers Minimum of 2 spaces

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
B1- Business/Research & Development	1 per 45 m ²	1 per 400 m ² for staff 1 per 400 m ² for visitors Minimum of 2 spaces
B1/B2 - Light or General Industrial	1 per 60 m ²	Under 4000 m² 1 per 400 m ² for staff 1 per 750 m ² for visitors Minimum of 2 spaces
		Over 4000 m² 1 per 500 m ² for staff 1 per 1000 m ² for visitors
B8 - Storage and Distribution	1 per 100 m ²	Under 4000 m² 1 per 400 m ² for staff 1 per 750 m ² for visitors A minimum of 2 spaces
		Over 4000 m² 1 per 500 m ² for staff 1 per 1000 m ² for visitors

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
C1- Hotels	1 per 2 bedrooms + parking provision for any A3 and D2 uses	1 per 10 staff members (FTE) 1 per 8 bedrooms for customers Minimum of 2 spaces
C2 - Residential Institutions Care & Nursing Homes	1 per 4 bed spaces + 1 per 2 staff members (FTE)	1 per 10 staff members (FTE) 1 per 8 bedrooms for visitors Minimum of 2 spaces
C2 - Hospital	1 per 2 staff members (FTE) + and 1 per 2 bed spaces	1 per 10 staff members (FTE) 1 per 20 beds for visitors Minimum of 2 spaces
C2A - Secure Residential Institutions	Parking provision will be considered on a site by site basis.	
Purpose built Student Accommodation & Residential Schools/Colleges	1 per 4 bedrooms	1 per 4 bedrooms for students 1 per 20 bedrooms for visitors (See note 12 above)
C3- Residential Dwellings (per unit) 1 bedroom house/flat	1 per dwelling + 1 unallocated space per 5 dwellings for visitors (See note 3 above)	1 per dwelling (See notes 11&12 above)
C3- Residential Dwellings (per unit) 2 bedroom house/flat	2 per dwelling + 1 unallocated space per 10 dwellings for visitors (See note 3 above)	1 per dwelling (See notes 11&12 above)
C3- Residential Dwellings (per unit) 3 or more bedroom house/flat	2 per dwelling + 1 unallocated space per 5 dwellings for visitors (See note 3 above)	2 per dwelling (See notes 11&12 above)
- Houses in Multiple Occupancy (HiMOs) (C4 and Sui Generis)	0.75 per bedroom	1 per 3 bedrooms (See notes 11&12 above)

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
D1- Medical or Health Services (Non Residential)	Parking provision will be considered on a site by site basis.	1 per 6 staff members (FTE) 0.5 per treatment room for visitors Minimum of 2 spaces
D1- Creche, Nursery	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE), 1 per 15 children for visitors Minimum of 2 spaces
D1- Education Establishment Primary schools	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE) and 1 per 500 students for visitors 1 per 5 students for student use.
Secondary Schools	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE) and 1 per 500 students for visitors 1 per 5 students for student use.
Further / higher education (Colleges and Universities)	1 per 2 FTE staff + appropriate drop off facilities	1 per 10 staff members (FTE) and 1 per 500 students for visitors 1 per 5 students for student use
D1 - Art Gallery/ Museum/ Library/ Public Hall	1 per 30 m ²	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
D1 - Place of Worship	1 per 10m ²	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time

Use Class	Outer City Car Parking spaces	Inner and Outer City Cycle Parking spaces
D2 - Assembly and Leisure Cinema	1 per 8 seats	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
Gym/ Fitness Centre	1 per 15 m ² public areas	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
Sports Hall	1 per 20 m ² public areas	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
Concert / Bingo Hall	1 per 8 seats	1 per 10 staff members (FTE) 1 per 20 people expected to use the facility at any one time
Sui Generis*	Parking provision will be considered on a site by site basis.	

* Please note that for the purposes of parking provisions the Sui Generic category excludes HiMOs and purpose built student accommodation. These are both covered by the standards identified specifically within Table 1.