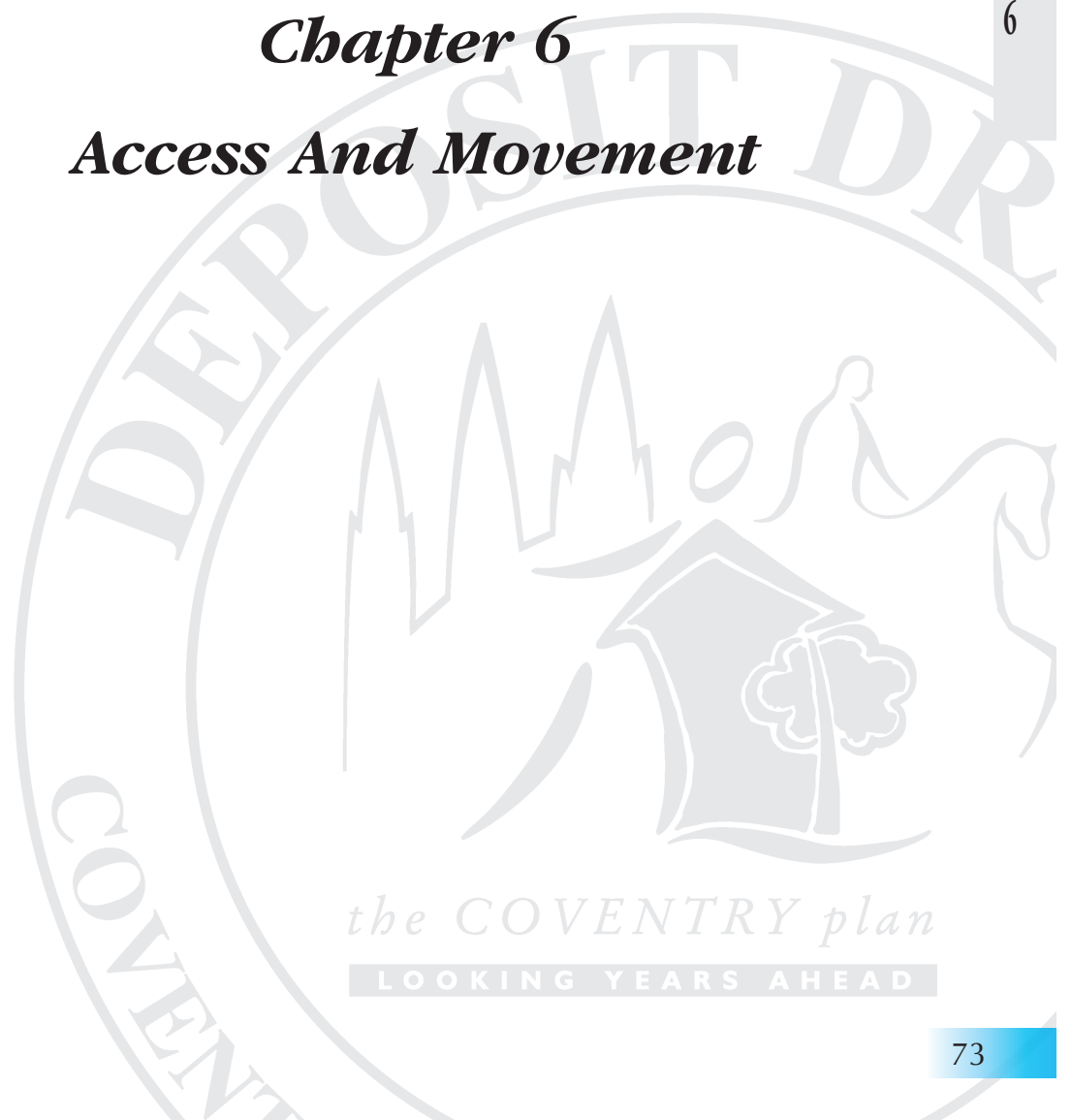


## *Chapter 6*

### *Access And Movement*

6





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**INTRODUCTION AND POLICY AIM**

- 6.1 The City needs good access and personal movement to function efficiently and provide a good quality of life for its citizens. Government policies have changed significantly towards encouraging alternatives to the private car and the Access and Movement policies seek to support this change in Coventry.
- 6.2 The policy aim is to improve accessibility for the whole community, with particular regard for the needs of disabled people, by promoting new or improved means of public transport, walking and cycling and by reducing reliance on the private car. Policies are also intended to improve access to regeneration areas, improve social equity and minimise any adverse effects on the environment.

**6 National and Regional Policy Context**

- 6.3 The Road Traffic Reduction Act 1997 requires the City Council to monitor traffic levels and set targets for a reduction in the level of local road traffic. Policies which seek to reduce reliance on the private car will be essential in meeting the targets.
- 6.4 Planning Policy Guidance Note (PPG) 13 "Transport" 1994, seeks reductions in the need to travel through appropriate location of development and also through complementary transport measures. These are:
  - car parking;
  - provision for pedestrians;
  - provision for cyclists;
  - traffic management measures;
  - public transport; and
  - "Park and Ride" schemes.

The PPG also sets out how to provide various forms of transport infrastructure, transport priorities and access to developments.

- 6.5 "Regional Planning Guidance for the West Midlands" 1998 (RPG 11), makes general reference to the need to encourage the use of energy efficient forms of transport. The siting of new development near public transport centres, or at selected locations along corridors well served by public transport, was to be studied. The resulting Warwickshire Transport Corridors Study

reached a number of conclusions including principally that the most transport efficient locations for development were the urban areas of Birmingham and Coventry and what were referred to as the "Crescent Towns" including Nuneaton and Leamington.

- 6.6 The 1998 White Paper "A New Deal for Transport - Better for Everyone" sets out a number of Government objectives:
  - more real transport choice;
  - better buses and trains;
  - a better deal for the motorist;
  - better maintained roads;
  - a railway working for the passenger;
  - more money for public transport;
  - more freight on the railway; and
  - safer and more secure transport systems.

These are intended to be elements of an integrated transport policy to fight congestion and pollution.

- 6.7 The West Midlands Metropolitan Authorities with the West Midlands Passenger Transport Authority (WMPTA) developed the "Balanced Package" approach from the earlier Integrated Transport Studies carried out by a number of authorities. The West Midlands Regional Forum of Local Authorities (now part of the West Midlands Local Government Association), has produced an "Integrated Transport Plan for the West Midlands" with the vision of:

"the creation of a modern, efficient and cohesive network of integrated transport facilities and services, throughout the West Midlands, which serve the accessibility and mobility needs of both individuals and the business community in an environmentally friendly manner."

The objectives are to:

- assist in the instigation of a sustainable pattern of development;
- maintain and enhance the regional environment;
- develop the regional economy; and
- meet the accessibility and mobility needs of the region's population.

Policies and proposals are also set out for a complete range of transport modes.

### Local Policy Context

- 6.8 Investment in transport in the past, combined with a dispersed pattern of employment in sites and local centres, has resulted in a relatively congestion-free City. However, past solutions are unlikely to continue to provide acceptable answers in the future.
- 6.9 In 1990 the City Council commissioned the Coventry Integrated Transport Study (CITS) which examined the transport needs of the City up to the year 2005. It made a number of major recommendations which formed the basis of the policy framework of the 1993 Plan. In 1997 the City Council commissioned a review of CITS which set out a new series of recommendations relating to how policies were defined and monitored and to specific aspects of those policies. The recommendations were to:
- develop a series of explicit targets to enable the impact of policies, investment and external changes to be assessed on a comprehensive basis and set up appropriate monitoring procedures for these targets;
  - improve procedures for liaison with Warwickshire County Council on transport matters;
  - not pursue a Light Rapid Transport network but instead a bus priority network with defined geographical coverage and standards;
  - develop public transport accessibility to the City Centre and particularly between the railway station and the City Centre with bus-based park and ride at a further 3-5 sites;
  - develop the rail network for inter-urban rather than local movements;
  - put measures in place to restrain car use as necessary but in conjunction with improved public transport;
  - review highway schemes with a view to removing any unnecessary blight but continue to implement road safety schemes;
  - develop targets for cycle use, prepare detailed cycling action plans and define a comprehensive network;
  - develop a strategy to increase walking as a main mode of transport; and
  - continue to inform and change public attitudes through “TravelWise” and similar campaigns.
- 6.10 The Local Agenda 21 Team have been involved with the preparation of this Chapter as part of their work towards a Sustainable City (see Overall Strategy Chapter). They have identified the need to:
- provide transport services and facilities which improve opportunity of access for all;
  - encourage developments which reduce the need to travel; and
  - focus on ways of reducing the negative economic, social and environmental impacts of transport infrastructure and vehicle use.
- 6.11 The “TravelWise” campaign seeks to raise awareness of the problems associated with ever increasing traffic growth and encourages the use of healthier and more sustainable alternatives to the private car. The City Council has signed up to it and is working with neighbouring authorities to promote the “TravelWise” message to individuals and organisations. This will include encouraging and assisting companies to reduce the impact of both company and commuting travel.
- 6.12 The City Council is responsible for maintaining roads and bridges throughout the City funded partly by Transport Supplementary Grant and partly from the City Council’s own resources. There are operational policies covering such items as footway crossings, pedestrian crossings, residents’ parking schemes, street trees and tourist signs. Road safety is an issue which has received much attention and there has been a reduction in the number of accidents in the City since the 1993 Plan. Specific action at identified accident locations has proved to be most effective and continued improvements in the design of highway schemes, education, training, publicity and improved street lighting have formed an effective package.
- 6.13 The Coventry Community Plan has identified a number of transport elements related to the achievement of its priorities. These include:
- directed investment in public transport as part of tackling Poverty;
  - promoting free on-street car parking in the evenings and late night buses as part of creating an exciting vibrant City Centre; and
  - public transport and specific transport solutions to meet the needs and aspirations of older people.

**TRANSPORT STRATEGY**

**Overall Approach**

**AM 1: AN INTEGRATED AND SUSTAINABLE TRANSPORT STRATEGY**

The safe, efficient and easy movement of people and goods throughout the City will be promoted and encouraged in an integrated network and a sustainable way.

This will be achieved:

- through planning developments in accessible locations;
- by developing and co-ordinating transport facilities, in partnership with other transport planning bodies and service operators, to provide a choice of means of transport; and
- by assessing the effects of proposals on the safety and convenience of road users.

Special attention must be paid to the needs of disabled people.

(Part 1 Policy)

- 6.14 The various objectives and strategies from Government and Regional documents, the reviewed CITS and local policies form the basis of long term transport planning in the City. Through the close links, emphasised in PPG 13, between transport and land use planning, they also form the basis of the Plan policies.
- 6.15 Sustainability will be achieved by placing a high priority on providing safe, attractive and convenient access to the places people want to go by public transport, walking and cycling. High quality alternatives to short car journeys will be encouraged and promoted and reductions in peak hour congestion will be sought by encouraging “green commuting” in general and the preparation of “Green Travel Plans”. The City Council will take a lead in this. These measures do not only benefit those who travel but also the environment of those who live alongside transport routes.

- 6.16 The implementation of these policies cannot be a matter for the City Council alone. The co-operation and integration of a number of different transport planning bodies including the Highways Agency, Centro, Warwickshire County Council and Solihull Metropolitan Borough Council will be required. The involvement of bus and rail operators is also essential.
- 6.17 The needs of disabled people may not always be clear to the wider community but require special provision in all transport schemes. Apart from obvious groups such as people using wheelchairs or sticks, people with sensory impairments and parents with pushchairs all need consideration.
- 6.18 Since 1997, a “Coventry Transport Programme” document has been prepared to review the previous year’s activities, set out how the City intends to use its grant and borrowing approvals on an annual basis and review other transport issues. It will continue to be produced to provide an annual “snapshot” of the position.

**Public Transport**

**AM 2: PUBLIC TRANSPORT**

The development and co-ordination of the public transport system will be promoted and encouraged to:

- meet the needs of people without access to private transport;
- reduce car usage; and
- enhance the environment.

Special attention must be paid to the needs of disabled people.

(Part 1 Policy)

- 6.19 Pollution, congestion and the unsocial impacts of the private car upon the environment are major problems facing the country. It is not possible to solve these problems by merely building new roads and car parks, both of which may encourage further demand. Access and personal movement are made more difficult when people do not have access to a car, and are therefore denied the opportunity of working, shopping and enjoying other facilities. Improving public transport facilities would therefore improve social equity, one of the strategic objectives of the Plan.

6.20 The West Midlands Passenger Transport Authority have published "Keeping the West Midlands Moving", looking forward for 20 years from 1992. It sets out overall objectives of:

- providing a quick, reliable form of public transport;
- ensuring that there is a comprehensive public transport network;
- improving interchange facilities and access to stops and stations; and
- developing information and ticketing systems.

It includes implementation strategies of:

- giving buses priority;
- revitalising the local rail network;
- building a new transport system - Midland Metro;
- promoting "Park and Ride"; and
- investing in a travel information revolution.

It deals with the overall quality of service, co-ordination of policy with other bodies and financing.

6.21 For disabled people without access to a private car, public transport is essential to ensure adequate mobility and their integration into society. The ultimate aim must be making all forms of public transport fully accessible but the Plan cannot require the provision of fully accessible vehicles. In the meantime, support for both the "Easyrider" and "Ring and Ride" services will be continued.

6.22 At present, public transport needs are met by a combination of conventional bus and rail services and hackney carriages. Light Rapid Transit has been considered for the City but rejected at present. It may become an option in the future or other innovative forms of public transport may emerge but it is unlikely that all systems will be suitable in all locations so the most appropriate system for a particular location will need to be examined. As part of the improvement of the links between the railway station with the rest of the City Centre, a "City Centre People Mover" project is being investigated. This may use an innovative system and is referred to in Policy CC 11.

## Buses

### AM 3: BUS PROVISION IN MAJOR NEW DEVELOPMENTS

**The design of major new developments and highway schemes must provide for the existing and anticipated needs of bus operators and users to ensure safe, convenient and efficient services.**

**Developers will be required to include or fund measures to achieve this.**

6.23 In the past, the design of major new developments and highway schemes has not always taken the needs of public transport users and operators into account in either general or specific ways. Sometimes things have been made difficult or even impossible for satisfactory public transport access to be achieved. With the more prominent role sought for public transport, this is no longer acceptable. It is important that these needs are recognised and accommodated at the first stages of work with the clear intention of achieving a significant shift in the mode of transport.

6.24 As important as appropriate designs will be the funding of changes to existing public transport systems, the provision of new systems such as "Park and Ride" or off-site works. Planning obligations may be sought to achieve these.

6.25 For many years, buses have been the main form of public transport in the City. This will clearly continue for the Plan period and service improvements in various forms will therefore be the major part of achieving the objectives of the Plan. The City Council cannot run commercial bus services itself nor subsidise services. It cannot, even in conjunction with Centro, normally insist where services should or should not run or specify particular bus designs. It can, however, implement a variety of measures to encourage bus usage by making services quicker, reliable and more pleasant to use.

**AM 4: BUS PRIORITY MEASURES**

**A widespread programme of bus priority measures will be promoted and encouraged during the Plan Period to enhance the convenience and efficiency of bus operators and users.**

**A network of Bus Showcase schemes is shown on the Proposals Map.**

6.26 A considerable amount of work has been done in providing bus priority measures. Examples include “bus gates” which enable buses to take a direct and convenient route when other traffic cannot and bus lanes which include provision for buses to bypass a set of traffic lights as well as avoid general traffic congestion. The City Council will continue to seek opportunities as they arise through developments or highway schemes.

6 6.27 Bus Showcase schemes are a partnership between the bus operators, the City Council and Centro to encourage bus use. The bus operators must invest in more accessible vehicles, the City Council must invest in improvements to infrastructure to ease access and speed services and Centro must invest in new bus shelters and electronic information systems so that people will know when the bus will arrive. A Bus Showcase scheme along Foleshill Road is being introduced and schemes linking Bell Green to Tile Hill and Walsgrave to Willenhall both via the City Centre will be a high priority within a City-wide network which may also extend into Warwickshire. Those currently proposed are shown on the Proposals Map and other schemes may be introduced.

**AM 5: BUS PARK AND RIDE**

**Bus “Park and Ride” schemes will continue to be promoted and encouraged. A site serving the north of the City is shown on the Proposals Map. Further routes will be identified with car parks in convenient and environmentally suitable locations.**

6.28 The “Park and Ride” service from the War Memorial Park to the City Centre has been operating since 1988. It has attracted commuters and shoppers thus easing pressure on City Centre car parks, reducing the environmental impact of commuting and offering a safer, more pleasant and convenient trip. A major programme of improvements has been carried out and more accessible vehicles have been introduced. More environmentally sensitive vehicles are also being sought.

6.29 A new service in the north of the City linked to the North-South Road is being introduced and services in both the east and west of the City will be promoted. Suitable sites will need to be identified for the parking areas.

**Hackney Carriages**

**AM 6: HACKNEY CARRIAGE RANKS**

**The provision of Hackney Carriage ranks will be required in key locations.**

6.30 Both hackney carriages and private hire vehicles are considered to be a part of the public transport system and can be particularly important for people with mobility problems. Key locations for ranks will include the defined Centres referred to in Policies S 2 to 4, University facilities, hospitals, transport interchanges, a number of City Centre locations and major new developments.

**Rail Services**

**AM 7: RAIL SERVICES**

**The further improvement of facilities at existing stations and the construction of new stations, shown on the Proposals Map, at Foleshill Gasworks (in association with new development) and Binley & Willenhall will be promoted and encouraged.**

**The need for any additional stations in appropriate locations will be kept under review in conjunction with other transport planning bodies and service operators.**



- 6.31 New booking halls and car parks have been provided at Canley and Tile Hill stations. Pedestrian footbridges, increased car parking and secure cycle parking could also be provided. At Coventry Station, a number of improvements around the station area will be sought, these are referred to in Policies CC 10 and CC 28.
- 6.32 Rail studies have been carried out to assess the potential for new stations on the Coventry-Nuneaton railway line, subject to improvements to track and signalling. When the Foleshill Gasworks site is developed, a station will be required to provide mass access to the development as well as the opportunity for a direct service from the Nuneaton and Bedworth areas. On the Coventry-Rugby line, a study has identified the potential for a station at Binley & Willenhall which would provide direct links to Birmingham International and New Street stations.
- 6.33 The Warwickshire Transport Corridors Study stressed again the potential for a station serving Kenilworth that would facilitate commuter trips to Coventry. The City Council would continue to support Warwickshire County Council and Warwick District Council in their attempts to construct such a station and persuade rail service providers to use it.
- 6.34 The modernisation of the West Coast Main Line may provide further opportunities to improve facilities at the existing stations but will certainly require the measures referred to in Policy AM 17.
- 6.35 People without access to a private car are more likely to walk to their destination, particularly when their journey is a short one. School children and elderly people are the most important groups to consider. In the interests of sustainability, car drivers need to be encouraged to leave their cars and walk for short journeys at least. In order to help and protect pedestrians, it is proposed to define and create networks of safer routes.
- 6.36 Safer routes to the places where people need to go will need to be as direct as possible to minimise the risk of people taking unsafe short cuts. They will also require:
- separation from major and local traffic routes as far as possible;
  - safe crossing places and protection in unsafe places;
  - improvements to subways or their removal, particularly under the Ring Road which many people find threatening;
  - adequate visibility and lighting to ensure safety and reduce the fear of crime;
  - good surfaces; and
  - imposition of reduced speed limits.
- Generally, pedestrians' needs for a direct route will be shared with cyclists and, in some locations, provision of joint facilities will be desirable. There can, however, be particular conflicts between the needs of disabled people and cyclists.
- 6.37 Coventry is still regarded as the pioneer of pedestrianisation and the main Precinct and the area around the Cathedrals have attracted national and international attention. However, in the design of new development areas and highways and traffic management schemes in other parts of the City, the needs of pedestrians have often been placed below those of car drivers, which is no longer acceptable.

***Pedestrians***

**AM 8: SAFER PEDESTRIAN ROUTES**

**Improvements to signing, lighting, surfacing and crossing places will be promoted and encouraged to make pedestrian routes safer and more attractive to use. Particular attention will be paid to links to schools, local shops and local social, community, leisure and indoor sports facilities.**

**Special attention must be paid to the needs of disabled people.**

(Part 1 Policy)

**AM 9: PEDESTRIANS IN NEW DEVELOPMENTS**

**The needs of pedestrians must be incorporated in the design of new developments and highway schemes to ensure their safety and convenience.**

6.38 Often pedestrians have been forced to use unpleasant and potentially unsafe subways or make unsafe short cuts, resulting in avoidable road accidents. Many pedestrian crossing facilities have been provided but usually on a piecemeal basis in response to individual problems. There are particular difficulties for people with sensory impairment and/or mobility problems such as the lack of suitable ramps or other crossing places. Although much has been done in parts of the City, a more consistent approach is needed. The City Council will expect developers to design for the needs of pedestrians.

**AM 10: PUBLIC RIGHTS OF WAY**

**The monitoring, protection and promotion of people's ability to use all public rights of way, particularly for recreational use in areas of Green Space, will be continued.**

6 6.39 Public rights of way in the Green Belt, Urban Green Spaces and urban areas generally must be maintained to enable people to enjoy the countryside and generally encourage walking as a means of transport and recreation. This can be promoted through improved way-marking, and much has been done in this area, and through consultation with interested groups. Part III of the Wildlife and Countryside Act 1981 requires local authorities to produce a Definitive Map of all public rights of way. With the assistance of walking groups, a start has been made on this and the work will be completed by 2002.

**AM 11: TRAFFIC CALMING**

**A programme of "traffic calming" measures on existing highways will be promoted and developers will be required to incorporate or fund measures in appropriate developments.**

6.40 In residential areas, private vehicles and larger vehicles tend to travel too fast and get into areas where they should not be. This creates both safety and environmental problems and reduces the overall quality of life of residents. A range of measures, known collectively as "traffic calming" have been developed to deal with these problems. These include road humps ("sleeping policemen"), deliberate narrowing of roads, use of pedestrian refuges and road closures.

6.41 A number of schemes have been implemented by the City Council in both residential and shopping areas. Area-wide schemes have been complemented by specific schemes to improve the shopping environment in defined Centres. Private developers have also provided similar measures as part of housing schemes.

6.42 The City Council's priority will be to deal with areas of the City where there are major road safety and/or traffic problems. Measures will be discussed with local residents. They will also be discussed with bus operators to ensure their accessibility and the emergency services to ensure that safety requirements are met. Developers will be required to consider the needs of pedestrians and plan traffic calming measures into schemes. Off-site works may be required through a planning obligation.

**Cycling**

6.43 Cycling combines healthy exercise with generally low costs and is thus available to many, regardless of income. It relieves traffic congestion and is often the quickest means of getting around. It is one of the most sustainable means of transport, producing no pollution or noise and is a leisure activity in its own right. Cyclists are, however, amongst the most vulnerable of road users and they face increasing problems having to mix with heavy traffic. This has led to the increasing and often illegal use of footways and other pedestrian facilities. Generally, however, cyclists' needs for a direct route will be shared with pedestrians and, in some locations, provision of joint facilities will be desirable.

**AM 12: SAFER AND MORE CONVENIENT CYCLING**

**Safer and more convenient cycling will be promoted by:**

- making modifications to the existing highway;
- extending the controlled shared use of subways, bridges and footpaths;
- promoting new cycle routes; and
- improving signing and making information available to encourage the use of safer routes.

**Special attention must be paid to the needs of disabled people.**

(Part 1 Policy)

- 6.44 In principle, cyclists should be able to share the roads with other traffic in a safe way and modifications to the existing highways will be carried out to ensure this as far as possible. This could include marked out cycle lanes, advanced stop lines at traffic lights and other measures. Where modifications to existing roads and junctions are proposed for environmental or traffic reasons, facilities to take cyclists along a direct and safe route will be provided. Cyclists can use all the City's bus lanes and will therefore also benefit from the bus priority measures referred to in Policy AM 4. In some parts of the City, the use of quiet residential roads will be adequate for cyclists. These will not need to be marked on the road but will be suitably signed.
- 6.45 There are some locations, particularly crossing the Ring Road, where the needs of cyclists are best met in conjunction with the needs of pedestrians but it has to be recognised that pedestrians and disabled people need a degree of protection even from cyclists. A separate "lane" may be possible on some schemes on the footway while in other places a white line to the appropriate specification will be adequate. Crossing the Ring Road is referred to in more detail in Policies CC 42 to 46.
- 6.46 The promotion of new cycle routes is referred to in more detail in Policy AM 14.
- 6.47 Main cycle routes will be signed as part of their implementation but there will also be a need to provide signing showing safer routes at a more local level. Making maps of safe cycle routes available will encourage both regular and occasional cycle use.

#### **AM 13: CYCLING IN NEW DEVELOPMENTS**

**The needs of cyclists must be incorporated in the design of new developments and highway schemes to ensure their safety and convenience. This will include the provision of secure cycle parking facilities.**

- 6.48 Specific provision for cyclists needs to be included in new developments. Modification of some existing restrictions on cycle use also needs to be considered, while taking account of pedestrian safety. Developers will be required to provide safe and convenient routes in new developments and, as cycle theft is very common, the provision of secure cycle parking facilities will be required in appropriate developments. Standards for cycle parking will be included in Supplementary Planning Guidance.

#### **AM 14: CYCLE ROUTES**

**A City-wide network of cycle routes will be developed including schemes for local areas. Priority will be given to routes:**

- **from the City Centre to Binley;**
- **from the City Centre to Eastern Green;**
- **which form part of the Sustrans national network; and**
- **which link to existing or proposed cycle routes outside the City.**

- 6.49 Routes through Foleshill and linking the City Centre to the University of Warwick have been introduced as well as shorter stretches of cycle paths provided in conjunction with developments. These will be linked into a City-wide network which will also include local routes which may be part of "Safer Routes to School" exercises or may arise through developments or highway schemes.
- 6.50 New routes to be promoted will include one along Far Gosford Street and Binley Road to the east which should serve employers and Coventry University students in particular. To the west, a route building on the existing route to Earlsdon and the provisions that have been made through the construction of the Coventry Business Park will be extended to Eastern Green. Sustrans, a cycling charity, are developing a national network of cycle routes which includes the towing path of the Coventry Canal. A route along Holyhead Road and through Allesley Park will lead towards Meriden and Solihull and connect with a route provided by Solihull MBC while the existing Kenilworth Road route will be extended into Warwickshire.



## Roads

### AM 15: ROADS

The City Council will promote and encourage new roads and road improvements where they will :

- assist economic regeneration;
- improve safety;
- enhance transport efficiency; and
- satisfactorily address environmental impacts.

(Part 1 Policy)

- 6.51 The main thrust of City Council policies is intended to support public transport developments and provision for pedestrians and cyclists. There are, however, still a number of locations where road improvements and new construction can be justified to deal with existing problems or provide access to developments.
- 6.52 A small number of road improvements are required to complete the Strategic Highway Network in the City. These can reduce the risk of accidents, congestion and pollution in residential and commercial areas. The opening of Phases 1 and 2 of the North-South Road has already had this effect in the north of the City. The opening of the Road has also allowed an opportunity to improve public transport provision along Foleshill and Longford Road. New roads are also required to open up new areas for job creating industrial development or for housing.
- 6.53 The Strategic Highway Network has been agreed at a Regional level and is shown on Text Map AM 1. Part of this consists of "Trunk Roads", the M6, A45 and A46, which are the responsibility of the Highways Agency. Walsgrave Road is part of the Strategic Highway Network including the length through the Ball Hill Major District Centre which creates road safety and congestion problems. Because of this and because the North-South Road does not link with Walsgrave Road directly, it will be necessary to consider using Binley Road as an alternative. The continued designation of Holyhead Road similarly will need to be considered in the light of congestion close to the Ring Road and the opportunity to reroute traffic to Allesley Old Road and Spon End after the latter area is improved.
- 6.54 Since the 1993 Plan was adopted, Phases 1 and 2 of the North-South Road have been completed, a number of other improvements to radial routes have taken place and accesses have been provided for new developments.
- 6.55 Phase 3 of the North-South Road has been the subject of a detailed study which has considered the effects on traffic, air quality, ecology, economic development and planning. Its conclusions are:
- traffic flows on Humber Road, London Road and Sky Blue Way will all decrease if the road is built (and will all increase if it is not built);
  - traffic flows will decrease on roads in the southern part of Foleshill if the road is built but will increase on the remainder of the North-South Road and some roads linked directly to it;
  - delays on the Binley Road roundabout will increase but delays on other junctions will decrease;
  - existing concentrations of pollutants are all well below current air quality standards and improvements in vehicle design will reduce overall pollutant levels;
  - there will be no significant pollution problems either from traffic on the new road or from increased traffic on existing roads;
  - the entire area affected by the scheme is of sufficient nature conservation value to be worth consideration for formal designation;

### AM 16: HIGHWAY AUTHORITY ROAD SCHEMES

A programme of schemes shown on the Proposals Map is proposed for implementation during the Plan period including:

- 1 North-South Road Phase 3 (Binley Road to Stivichall/Cheylesmore Bypass);
- 2 Spon End and Butts improvement (in the form of a Bus Showcase scheme);
- 3 Hearsall Lane/Earlsdon Avenue junction improvement (in the form of a Bus Showcase scheme); and
- 4 Tamworth Road/Long Lane junction improvement.

- there would be moderate to severe ecological impact through the loss and fragmentation of habitat and an impact on certain scarce species but there are opportunities for mitigating the ecological impact and compensating for the habitat loss;
- general accessibility for companies operating in the inner city area and at Peugeot's Stoke Plant would be improved, and new investment would be more likely;
- residents' accessibility to jobs in the south of the City would be improved; and
- construction would complete the pattern of new roads in the City.

It is considered that the benefits to traffic and general accessibility outweigh the ecological considerations (see paragraph 8.63). Alternative alignments which may cost less than the "traditional" one are also being investigated.

6

- 6.56 The Spon End and Butts improvement is still considered essential to provide a safe and convenient route into the City from the west which will aid the development of the Coventry Business Park and other areas. It will now take the form of a Bus Showcase scheme which will improve facilities for both public transport and cycling. The Hearsall Lane/ Earlsdon Avenue junction improvement is also part of this scheme. The improvement of this route will ultimately allow Holyhead Road to be downgraded and enable environmental improvements at its eastern end close to the Ring Road to take place.
- 6.57 The improvement of the Tamworth Road/Long Lane junction is required because of the continued high traffic flows at this point and the very sub-standard visibility which contributes to an accident problem. The detailed design of the proposal should also help to reduce speeds along Tamworth Road.
- 6.58 Other minor schemes may be promoted to solve a particular localised problem. These are likely to take place within the existing highway boundary and are not, therefore, specifically identified.

#### AM 17: OTHER ROAD SCHEMES

Other road schemes shown on the Proposals Map will be supported at:

- 1 A45/A46 Toll Bar Roundabout improvement;
- 2 Keresley Strategic Regeneration Site link road;
- 3 Railway crossing at Canley Station; and
- 4 Railway crossing at Tile Hill Station.

- 6.59 Levels of congestion at the A45/A46 junction at Toll Bar roundabout have increased and the Highways Agency, as Highway Authority for these roads, has proposed a short term solution of installing traffic lights with the longer term possibility of a grade-separated interchange.
- 6.60 The provision of an access road for the development of the Keresley Strategic Regeneration Site is required to enable job creating developments to take place while avoiding the need for heavy vehicles to travel through residential areas.
- 6.61 As part of the modernisation of the West Coast Main Line railway, the future of Canley and Tile Hill level crossings are being considered. At Canley, because of the road improvements carried out to develop the Coventry Business Park site, it is considered that a full road crossing is unnecessary. A combined pedestrian and cycle crossing facility will, however, be required if the crossing is to be closed. At Tile Hill, it is considered that there is still a need for a full road crossing which will need to be a flyover in view of land levels.
- 6.62 Highway improvement lines are identified in conjunction with all road schemes to protect both the City Council's position in the implementation of schemes and the position of owners and potential owners who can be given a known level of security. Blight will be minimised through a regular review of the progress of schemes and the City Council will seek to help those affected by blight from highway schemes by allowing the advance purchase of such properties.

## Car Parking

### AM 18: CAR PARKING

Appropriate levels of car parking will be required to serve the needs of users of developments avoiding causing congestion for others.

Maximum standards are set out in Supplementary Planning Guidance.

**In non-residential developments, 1 space suitably designed, located and reserved for “orange badge” holders should always be provided and, where 20 or more spaces are to be provided, 5% should be suitably designed, located and reserved for “orange badge” holders.**

(Part 1 Policy)

- 6.63 In order to provide reasonable convenience for car users and to avoid on-street parking which can be both dangerous and unsightly, an adequate provision of car parking is desirable, provided as close as possible to places where people want to go. This needs to be balanced by a concern that over-providing car parking can encourage and create congestion, especially at peak hours and a recognition that parking restrictions can be a part of “demand management” for road space. Policies AM 18 and 19 do not apply in the City Centre.
- 6.64 In the light of PPG 13, it is considered especially important to note that the standards set out in Supplementary Planning Guidance are maxima and that, where an area is or can become accessed by a choice of means of transport or where there are particular design problems to be dealt with, a reduction in provision will be considered.
- 6.65 Disabled people need special provision in many locations. “Orange Badge” holders must have an adequate number of properly designed, conveniently located and reserved car parking spaces.

### AM 19: CAR PARKING IN DEFINED CENTRES

**In defined Centres, new car parking will be required to be publicly available and will be the subject of separate Supplementary Planning Guidance.**

**Separate agreed provision may also be appropriate for major developments such as universities and hospitals.**

- 6.66 In some of the defined Centres referred to in the Shopping Chapter, there is already adequate car parking provision in the form of City Council controlled public car parks or car parking provided through a development. In these Centres, the provision of separate car-parking areas will generally not be required as it will lead to inefficient use of space. Publicly available provision will instead be sought.
- 6.67 In a small number of major developments where control is exercised by a single body, an agreed approach to car parking with detailed requirements will be agreed. This approach is already in place at the University of Warwick and may be appropriate for other major sites as an element of “green commuting”.

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### AM 20: OFF-STREET CAR PARKING AREAS

**Existing off-street car parking areas should be retained and the provision of new off-street car parking areas on suitable sites will be encouraged in areas where there are problems with on-street parking.**

- 6.68 In older residential areas, which were not designed to accommodate the current or projected levels of car ownership, environmental and traffic problems can be caused by parked cars in the street. Where suitable sites exist, it may be possible to provide off-street car parking areas where local residents request them. Existing provision in these areas should be retained unless a proposal which includes their replacement is agreed.

## Freight

6.69 All the City's freight currently travels by road and there are only limited opportunities for a transfer to rail freight. Rail freight can, however, offer significant advantages in terms of speed, the avoidance of congestion and environmental impact. Connections with Europe through the Channel Tunnel are already beginning to expand.

beyond. There would also be the possibility of achieving rail freight access to the Foleshill Gasworks site were the site to be developed for employment uses.

6.73 The City Council will support applications for grant aid under the Railways Act 1993.

## Road Safety

### AM 21: ROAD FREIGHT

Routes for Heavy Goods Vehicles which minimise impact upon residential amenity will be defined.

Proposals for bases and other facilities for heavy goods and other commercial vehicles will be considered on the basis of:

- the need for the facility;
- compatibility with nearby uses; and
- compatibility with other Plan policies.

### AM 23: ROAD SAFETY

The safe movement and free flow of traffic will be promoted and encouraged in order to reduce road accidents, improve the quality of the environment and safeguard all types of highway user. This will be achieved by:

- specific improvements to highway infrastructure to remedy or alleviate identified sources of hazard, conflict and congestion; and
- requiring that new developments have safe and appropriate access to the highway system, together with satisfactory on-site arrangements for vehicle manoeuvring, by means which avoid danger or inconvenience to pedestrians, cyclists or drivers.

6.70 Heavy goods vehicles create more than their fair share of noise, air pollution and general disturbance to the environment. The City Council, in conjunction with the Chamber of Commerce, the Freight Transport Association and operators will define routes which should avoid making the situation worse.

6.71 Bases and other facilities for heavy goods and other commercial vehicles can also be a particular source of nuisance in or close to residential areas. The City Council will continue to use its powers under the Planning and Highways Acts to control bases and operations to protect the City's environment.

6.74 The reduction of road accident levels remains a major priority for the City Council. Although an underlying theme of this Plan is to reduce dependence on motor vehicles, they will remain a major means of transport during the Plan period. The free flow of traffic can help reduce pollution and, properly managed, the attractiveness of the City as a place in which to live, work, play, invest and visit. However, the convenience of motor vehicle users should not be at the expense of those travelling on foot or by bicycle. In considering proposals for new development attention will be given not only to its design and immediate means of access, but also to whether it is in a suitable location in relation to the wider highway system in view of the nature and level of traffic likely to be generated. Consideration will also be given to the impact of proposed access and manoeuvring arrangements on neighbouring users and in particular the amenity of residents.

### AM 22: RAIL FREIGHTING AT KERESLEY

The retention and use of rail freighting facilities will be required in the development of the Keresley Strategic Regeneration Site to avoid road traffic nuisance and should be considered at other locations.

6.72 The Keresley Strategic Regeneration Site described in Policy OS 2, is still rail connected and the City Council will require the use of this connection in any large scale development because of the site's relatively isolated nature and the need to avoid heavy traffic through the Keresley area and