Network and Demand Management

Highway resilience and journey time reliability are essential to supporting the needs of local businesses and the economic prosperity of the city. Coventry's existing highway network generally copes well with traffic incidents and peak flows; however, congestion still exists in some areas during the peak period.

Evidence shows that a large proportion of existing peak car traffic consists of trips which start and finish within the city and are over relatively short distances, often less than two miles. As a priority, sustainable modes of travel will be promoted to reduce single occupancy car use for short journeys. However, it is recognised that as the city grows and the population and the 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:

- Transport Assessments;
- Travel Plans;
- Car parking standards; and
- Urban Traffic Management and Control.

Transport Assessments - New developments will need to be considered on a case by case basis to determine the accessibility requirements by all transport modes, the anticipated levels of traffic generated and the impact this would have on the highway network. Transport Assessments will be required for larger developments which create significant additional trips on the network and will be used to determine the severity of the impact, including congestion and road safety, and the appropriate type and level of mitigation required.

Travel Plans - Travel Plans play an essential role in encouraging sustainable transport and flexible and agile working practices to support the management and generation of traffic associated with trip attractors such as local businesses, schools, universities, hospitals, railway stations and new residential developments. They are the first step in mitigating transport related issues before implementing physical road infrastructure measures.

Travel Plan support can be provided by the Council and TfWM on the cheapest and most sustainable ways to travel including journey planning, ticket advice and any travel support.

Travel Plans should be updated regularly and monitored to maximise their effectiveness against agreed objectives and targets. Where applicable, these should be closely linked to Transport Assessments to act as a monitoring tool and action plan.

Car Parking – The provision of car parking can influence:

- The generation of traffic and the potential for congestion.

- Occurrences of inappropriate on-street parking which can:
  - Block access routes for emergency, refuse and delivery vehicles;
  - Block footways preventing access for pedestrians;
  - Impact negatively on the street scene; and
  - Reduce visibility for all users at junctions causing safety issues.
- The ability to encourage sustainable transport modes.
- The visual impact of car parking on the built environment

New developments will therefore be expected to provide appropriate levels of car parking in order to address these issues. Local car parking standards are set out in the Local Plan appendices. They have been developed based on NPPF criteria, locally determined accessibility criteria and benchmarking of other Local Authorities.

Detailed standards have been developed for areas outside of the city centre including car parking standards for new residential and business development. The provision of car parking in the city centre will be determined on a site-by-site basis. The objective of this approach is to discourage the excessive provision of private car parking in the city centre because:

1) Adequate levels of publically available car parking are already provided across the city centre.
2) The city centre is highly accessible compared to other parts of the city, so can be easily accessed by more sustainable non-car modes of transport.
3) Development in the city centre is proposed to be of a much higher density; but this would not be achievable if high levels of private parking are provided.

The car parking standards also include requirements for the provision of electric car charging and cycle parking infrastructure.

Proposals for publically available car parking in the city centre are set out in the CCAAP. This proposes a plan, monitor and manage approach to the provision of public car parking to ensure that a consistent and appropriate supply of parking is maintained to support new development proposals without having an unsustainable oversupply. This includes proposals to replace some existing surface level car parks with multi-storey car parking.

Urban Traffic Management Control (UTMC) - The on-going development of the UTMC system combined with the application of Intelligent Transport System (ITS) technologies will continue to be used to manage traffic on the highway network. Any new traffic control infrastructure required to support new developments must be compatible with, and where appropriate, link into the established UTMC network.

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.