

Walking and Cycling

Walking and cycling offer a range of benefits, for example, they are highly cost effective, do not emit carbon or harmful pollutants which affect air quality, and do not contribute significantly to road traffic congestion. Perhaps the most significant advantages which are offered by these active travel modes are the physical and mental health benefits. However, approximately 60% of all trips in the city are currently made by car, yet only 2% are made by bicycle.

Coventry has a reasonably well-developed cycling and walking network which has benefitted from recent initiatives including the city centre public realm programme and the Cycle Coventry project. These schemes have helped to make a positive contribution towards the creation of an environment which encourages sustainable and active modes of travel. The Council will build on the successes and momentum gained from these projects and intends to implement additional phases of them in tandem with the growth of the city.

The expansion of safe cycling and walking networks will be complemented by 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 SUE sites. Further guidance will be set out in the Coventry Connected SPD.

Cycling

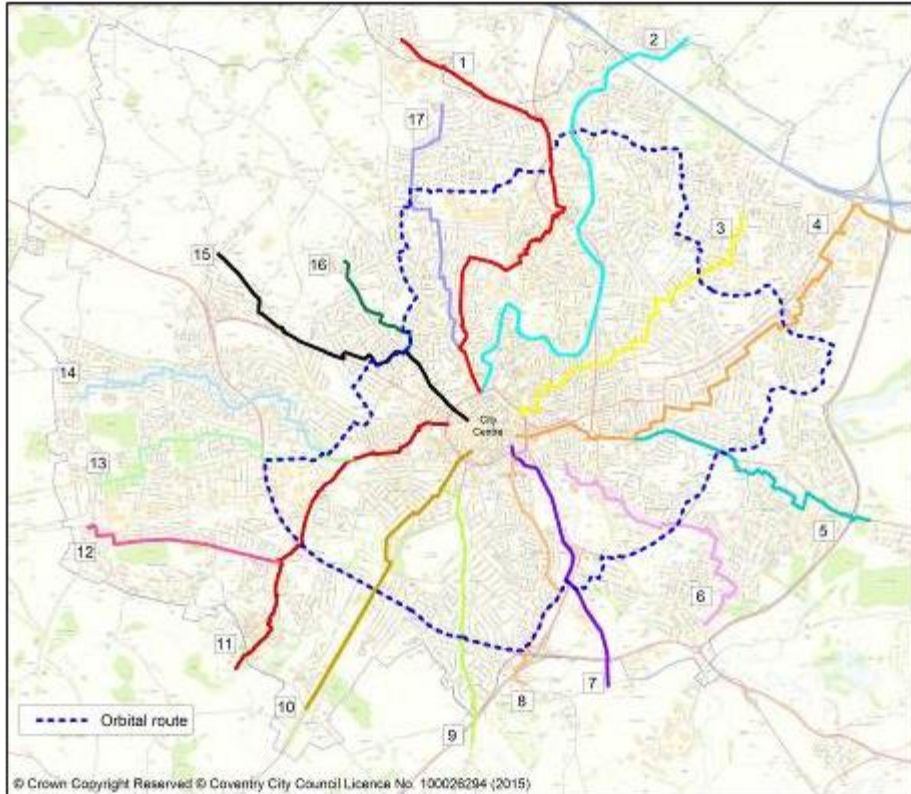
The first phase of the Cycle Coventry project helped local people to take up cycling through the delivery of seven new cycle routes in the north and south west of the city which were supported by a package of training and practical support. This has helped to deliver the first stages of the wider Cycle Coventry cycle network which is made up of 17 strategic cycle routes linked by an orbital route.

The West Midlands Cycle Charter also aims to raise cycling levels and deliver change. The charter sees cycling as playing an important role in addressing the challenges the West Midlands face, which include reducing congestion, carbon and pollution, supporting economic growth and employment, tackling obesity and creating places where people want to live, work, learn, shop and do business.

The Cycle Charter also supports a Metropolitan Cycle Network which will be integrated with local cycle networks.

Opportunities will be sought to deliver additional phases of the network as part of new development proposals. For larger developments, financial contributions may be required which support the enhancement of cycle routes on the wider highway network which are consistent with the IDP and local cycling strategy. High quality cycle parking should also be provided at new sites and along the wider public transport network at interchanges and stations.

Figure 10.3 - Proposed Cycle Coventry Cycle Network



New developments must consider the needs of cyclists and where appropriate, provide dedicated high quality, safe and direct cycle routes and infrastructure which integrate with the established cycle network. This may require the upgrading of existing cycle facilities to a more appropriate standard which is relative to the scale of development. For example, the widening of existing cycle routes and footways, the addition of street lighting or new/upgraded priority crossings.

In accordance with the Manual for Streets, cyclists should generally be accommodated on the carriageway in areas with low traffic volumes and speeds. Dedicated off-carriageway infrastructure will be required alongside more heavily trafficked routes and at intersections. Opportunities will also be sought to develop cycle routes through areas of greenspace which provide opportunities for leisure cycling and direct quiet routes to surrounding areas and amenities. Other supporting measures such as advanced stop lines, directional signage and lighting form an important part of the cycle network and will be expected to be integrated into all major development proposals.

Cycle parking, in combination with shower/changing and clothing storage facilities are an essential part of supporting the needs of cyclists and should be catered for. Cycle parking standards are set out in the car parking standards in Appendix 5. The Coventry Connected SPD includes a local strategy for cycling which includes guidance on requirements for cycle route provision, and other supporting infrastructure requirements.

Walking

In addition to being healthy and sustainable, walking is perhaps the cheapest and most accessible mode of transport and forms at least part of every journey. Development proposals which are expected to generate additional trips on the transport network must consider the needs of pedestrians and where appropriate provide convenient and safe pedestrian routes to and through the site which link seamlessly to the existing pedestrian route network.

The type of provision should be determined based on the expected level and speed of traffic and the location and type of development proposal. In many circumstances off-carriageway footways will generally be the preferred option. However, in quieter residential areas, within the city centre and areas where the ratio of pedestrians to traffic is high it may be appropriate to provide shared pedestrian / vehicle surfaces which encourage higher levels of interaction between different travel modes. On more heavily trafficked routes, pedestrian priority measures such as controlled crossing points will be required to make walking as safe and convenient as possible.

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

