



Transport

Background Paper

November 2024



Contents

1. Introduction	3
2. Policy context and evidence base.....	4
3. Background information - Current Travel Patterns	10
4. Background information – Current improvement plans.....	13
5. Suggested approach at Issues and Options and the evidence base.....	16
6. Summary of key issues raised by respondents at Issues and Options	17
7. How policy has changed to address the evidence and comments received.....	20

1. Introduction

This transport background paper in relation to the Accessibility policies in the Local Plan sets out the context and reasons for the policy position the Council is taking as part of its 'Regulation 19' (Proposed Submission) consultation. The Council completed its 'Regulation 18' (Issues and Options) consultation between July and September 2024. This paper summarises the key issues raised by respondents at the Issues and Options stage and considers the implications of the proposed changes for the city's transport network, as set out in the consultation material. The changes are summaries in the sections below and relate to both:

- the overarching policies which govern the types of the development which are likely to be permitted in the city, and
- the size, type and location of development that is planned on specific sites.

Sections 2 – 4 of the paper provide background information on transport in Coventry. This includes summaries of current national, regional and local policy in relation to transport (section 2), of current travel patterns in the city (section 3) and of the Council's existing plans to improve the city's transport network (section 4).

Section 5 – 7 concern the proposed changes to the Local Plan, setting out the proposals at Issues and Options, consultation responses, and resultant proposed changes to policy.

2. Policy context and evidence base

The table below provides a high-level summary of the existing policy framework relating to transport. It identifies the main national, regional and local plans/strategies which are being considered as part of the Local Plan Review. It also draws together the main themes which emerge following a review of these.

	Key documents	Summary of main themes
National policy (Section 2.1)	<ul style="list-style-type: none"> • National Planning Policy Framework (MHCLG) • Decarbonising Transport (DfT) • Bus Back Better (DfT) • Gear Change (DfT) • Taking Charge (HM Gov) • Future of Freight (DfT) • The Ten Point Plan for a Green Industrial Revolution (HM Gov) 	Decarbonisation – major shift towards public transport, walking, cycling and zero emission vehicles to meet national, regional and local targets to reduce emissions
Regional policy (Section 2.2)	<ul style="list-style-type: none"> • Reimagining Transport: West Midlands Local Transport Plan (WMCA) • #2041 (WMCA Climate Change Strategy) • Strategic Transport Plan (Midlands Connect) • Rail Investment Strategy (WMRE) • Bus Service Improvement Plan (TfWM) 	<p>Economy - boosting the economy, investing in 'green industries' to create jobs and reducing inequality between different areas</p> <p>Public health – improving public health and reducing health inequalities, including by reducing air pollution and increasing rates of physical activity</p>
Local policy (Section 2.3)	<ul style="list-style-type: none"> • Coventry Transport Strategy (CCC) • Sustainability & Climate Change Strategy (CCC) • One Coventry Plan (CCC) • Coventry Health and Wellbeing Strategy (Coventry Health and Wellbeing Board) • Local Air Quality Action Plan (CCC) 	

The rest of this section provides a more detailed summary of these documents.

National policy

The UK Government is legally committed to achieving net zero greenhouse gas emissions by 2050. As transport is currently the single largest source of UK emissions, Government is targeting a major shift in the way that people and goods travel.

Decarbonising Transport: A Better, Greener Great Britain is its strategy to achieve this. The strategy's priorities include encouraging a shift in travel behaviour away from car travel and towards both public and active transport, replacing existing passenger and freight vehicles with zero emission alternatives and establishing the UK as a hub for green transport technology and innovation.

More detailed plans are set out in various further strategy documents focused on specific modes, including:

- *Bus Back Better* – a National Bus Strategy aimed at reversing a long-term decline in levels of bus patronage (outside of London). It includes plans to make services more frequent and more reliable, to better integrate services that are operated by different bus companies and to accelerate the rollout of electric buses
- *Gear Change: A Bold Vision for Walking and Cycling* – a further strategy focused on bringing about a long-term shift towards active travel. Gear Change includes a specific commitment to ensure that by 2030 half of all journeys in towns and cities will be made by walking and cycling
- *Taking Charge: The Electric Vehicle Infrastructure Strategy* – sets out plans to remove access to charging infrastructure as a barrier to the take up of electric vehicles. The strategy envisages that by 2030 recharging will be more convenient than refuelling at a petrol station and that there will be at least 300,000 public charge points in the UK
- *Future of Freight: A Long-Term Plan* – a further strategy which includes plans decarbonise the freight industry.

As well as enabling the UK to achieve its goal of being Net Zero by 2050, these changes also form a key part of the Government's economic strategy. In November 2020 the Government published *The Ten Point Plan for a Green Industrial Revolution*, which sets out plans to invest both to boost the country's economic recovery, following

the Covid-19 pandemic, and to tackle climate change. The key transport priorities included in that plan are accelerating the shift to zero emission vehicles and promoting public transport, walking and cycling.

Finally, the National Planning Policy Framework (NPPF) also includes specific guidance on how Local Authorities should promote sustainable transport when developing their planning policies.

The first stage of the Local Plan Review process was undertaken in summer 2023 when the 'Regulation 18' ('Issues and Options') consultation was held between 18th July and 29th September. It should be noted that at this time the NPPF was the version published on 20th July 2021, and it was this version under which the consultation documents had been prepared.

Since then, further versions of the NPPF have been launched, in September and December 2023. Then also at the time of writing a new NPPF was being consulted on, released in July 2024. The Regulation 19 Plan has been prepared under the December 2023 NPPF, however, regard has been had to any potential forthcoming changes which might have implications for plan-making and this is also referenced in the narrative set out in this paper.

In summary, the NPPF suggests that Councils should:

- Support an appropriate mix of land uses (across an area and within larger scale sites) to minimise the need to travel
- Focus significant development in areas where people can travel sustainably
- Give first priority to pedestrian and cycle movements and provide for attractive and well-designed walking and cycling networks
- Facilitate access to high quality public transport
- Ensure the impacts of development on the transport network (e.g. congestion, capacity) can be mitigated to an acceptable degree and in a cost-effective way
- Enable plug-in and other ultra-low emission vehicles to be charged in safe, accessible and convenient locations
- Provide for any large-scale transport facilities that are needed in the area.

Regional policy

The statutory duty to produce a Local Transport Plan (LTP) covering Coventry sits with the West Midlands Combined Authority (WMCA), rather than with Coventry City Council. WMCA's LTP, *Reimagining Transport in the West Midlands*, focuses on addressing five 'motivations for change'. These are:

- Tackling the climate emergency
- Reducing transport inequality
- Reducing physical inactivity
- Enhancing local communities & places
- Building a strong inclusive economy.

The LTP makes clear that achieving these goals will require a significant change in travel behaviour, as current levels of car travel are not sustainable. This is also reinforced by WMCA's Climate Change Strategy, *#WM2041*, which sets a target for the region to achieve net zero status by 2041 (nine years earlier than the current national target).

Other regional plans and strategies of note include:

- Midlands Connect's *Strategic Transport Plan* – covering the East and West Midlands, this sets out plans to invest in the region's road and rail network to create a 'fairer, greener and stronger' transport system
- West Midlands Rail Executive's (WMRE) *Rail Investment Strategy* –sets out their priorities for investment in the rail network over the next 30 years
- TfWM's *Bus Service Improvement Plan* – this sets out plans to improve bus services across the region over the next 5 years, including by transitioning to electric buses, freezing fares and improving ticketing and passenger information.

Local policy

At a local level, WMCA's LTP is supported by Coventry City Council's own *Coventry Transport Strategy*. Although it is not a statutory duty for the Council to develop its own Strategy, this has been developed alongside the WMCA's LTP. It is intended to

closely align with it and to set out how Coventry will deliver the LTP's vision at a local level. It was approved by Members in December 2022.

The Strategy sets out plans to significantly reduce current levels of car travel, including by substantially improving the city's public transport network and by creating a more suitable environment for walking and cycling, as well as embracing new forms of transport (such as drones and micro-mobility) and accelerating the transition to zero emission vehicles.

The strategy is intended to achieve four overall objectives:

- Supporting the city's economic recovery and enabling long-term growth
- Delivering a sustainable, low carbon transport system
- Ensuring equality of opportunity
- Maximising health and wellbeing and reducing health inequalities.

A more comprehensive summary of the key measures that are included in the Transport Strategy is provided in section 4 of this paper. However, it should be noted that it is explicitly linked to the current Local Plan and contains several transport schemes that are specifically intended to enable planned development to take place, and to ensure that travel demand arising from this can be met in a sustainable way.

These include, for example:

- The Keresley Link Road, which passes through the planned Sustainable Urban Extension in the North West of the city
- The Coventry South Transport Package, which focuses on the London Road corridor and will improve bus and cycle access to planned developments in the South of the city including the proposed Gigafactory
- New cycleways connecting the proposed Sustainable Urban Extensions in Keresley and Eastern Green to the city centre, and other key locations such as Tile Hill Railway Station.

The Transport Strategy is also closely aligned with several other local strategy documents. These include:

- *Sustainability and Climate Change Strategy* – this covers the period up to 2030, by which time the city aims to have reduced greenhouse gas emissions by 55 per cent relative to 1990 levels. This is an interim target as the Council and its partners work towards achieving net zero
- *One Coventry Plan* - this sets out the Council's overall priorities and the way in which we will work to achieve these
- *The Coventry Health and Wellbeing Strategy, MARMOT Strategy* – a strategy developed jointly by the Council and its partners to improve public health overall and to reduce health inequalities between different parts of the city. It aims to achieve three objectives - ensuring that people are healthier and independent for longer, that children and young people fulfil their potential and that people live in connected safe and sustainable communities.
- *The Local Air Quality Action Plan (LAQAP)* – this sets out the specific measures which the Council is implementing to ensure that concentrations of air pollution do not exceed current legal limits (as is currently the case at one location). These include new cycle infrastructure, junction improvements and traffic management measures, aimed at relieving specific congestion hotspots which are associated with high concentrations of air pollution.

3. Background information - Current Travel Patterns

This section provides a summary of the way in which people and goods currently travel to, from and around the city. It shows that, in contrast to the goals set out in national, regional and local strategies, car travel currently remains the dominant form of transport in Coventry.

Furthermore, while the take-up of electric vehicles is accelerating, these currently make up a small proportion of all vehicles and there has also been an increase in the number of goods vehicles on our roads over recent years. The picture in relation to public transport, walking and cycling is also mixed. Although the Council and its partners have begun investing in improvements, there are still not enough people regularly using these modes, while public transport services in particular have been adversely affected by the Covid-19 pandemic.

Car travel

As noted above, evidence suggests that Coventry is currently a city that is largely dominated by car travel. For example:

- Both the total number of cars owned by Coventry residents and the number of cars per household have been increasing steadily over the long-term
- Regular counts of private and public transport trips into the centre of Coventry show that between 2011 and 2021 light vehicles (including cars and taxis) consistently accounted for around 75 - 80 per cent of trips
- Data from the Council's regular household survey suggests that, both before and during the Covid-19 pandemic, around 70 per cent of commuter journeys made by Coventry residents were made by car (either as a driver or as a passenger)
- The Council's household survey also shows that residents believe that car is the easiest way to travel with, in 2021, 85 per cent of respondents agreeing that it was easy to get around Coventry that way.

While there were substantial falls in the number of people travelling during the Covid-19 pandemic, car travel did not fall as sharply as other modes during lockdowns and was quicker to recover afterwards. By June 2021, the total number of cars on the

city's roads had reached pre-Covid levels, albeit with less pronounced peaks during the morning and afternoon 'rush hours'.

Congestion is therefore still common on the parts of the city's road network, while the high volume of car trips also contributes heavily to the city's carbon footprint, creates air pollution and leads to around 500 casualties from road traffic accidents every year.

Government statistics show that, while the number of electric vehicles in Coventry is increasing rapidly, they remain a small minority of the total. At the end of 2023 there were approximately 2,200 battery electric vehicles registered to addresses in the city.

Public transport

The city is served by four railway stations (Coventry, Tile Hill, Canley and Coventry Arena) and has good rail connections to London and Birmingham. Prior to the Covid-19 pandemic, passenger numbers were increasing steadily, with the Office of Rail and Road estimating that there were more than 9 million entries and exits across the city's 4 stations in 2019/20. However, local services to Leamington, Kenilworth and Nuneaton currently only run once per hour, while the city has no direct rail links to the East Midlands at all.

The city also has an extensive network of bus services. This is largely based on a series of radial routes which connect the city centre to various residential and employment centres, while longer distance services also connect it to neighbouring conurbations and National Express coach services provide connections to other UK-wide destinations. Prior to Covid-19, levels of patronage had remained broadly consistent in recent years, with over 250 million bus journeys being taken annually across the West Midlands.

However, the radial nature of the city's bus network also means that many passengers need to travel into the city centre to change buses. This often leads to longer journey times that make bus services uncompetitive compared to travelling by car. Some services were also lost, or frequencies reduced in the aftermath of the Covid-19 pandemic, when demand for public transport dropped significantly.

Furthermore, disabled residents, particularly wheelchair users, have raised concerns about difficulties accessing services.

In 2023 a new form of 'On Demand' bus service was launched in the city.

Walking and cycling

Although Coventry is a relatively compact city, the number of people walking and cycling for local journeys is not as high as it could be. While data from the Council's household survey suggests that many residents walk when escorting children to school (42 per cent) or travelling to their own place of education (31 per cent), in 2021 only 9 per cent of commuters travelled to work on foot.

Levels of cycling are particularly low, accounting for only around 1 per cent of journeys into the centre of Coventry and between 1 and 4 per cent of residents' journeys when they are commuting, escorting children to school or traveling to their own place of education. A lack of convenient and safe routes for cyclists is recognised as a barrier to higher levels of uptake. In 2021 only 52 per cent of residents agreed that it was easy to travel around Coventry by bike. This is significantly fewer than the number who felt it was easy to walk, drive and travel on public transport.

Freight

Over recent years there has been an increase in the number of goods vehicles on our roads, especially light goods vehicles. This is in keeping with national trends driven by the increasing use of home delivery services, which accelerated during the Covid-19 pandemic.

Heavy goods vehicles account for around 2 per of journeys into and out of the centre of Coventry. However, higher volumes can be observed in some parts of the city, depending on the nature of the local businesses that are located there. The use of local roads by heavy goods vehicles is a frequent complaint from local communities.

4. Background information – Current improvement plans

This section provides an overview of the Council's existing plans to improve Coventry's transport network, as set out in the recently adopted Coventry Transport Strategy. In summary, these plans are intended to bring about a significant change in current travel patterns by substantially improving the city's public transport network, by creating a more pedestrian and cyclist friendly environment and by accelerating the transition to zero emission vehicles.

It is important to note that the Transport Strategy will be kept under regular review and that it is recognised that review of the Local Plan may ultimately lead to some changes/additions being made to the below.

Public transport

The Transport Strategy sets out plans to deliver a step-change in the city's public transport system by delivering:

- A first-of-its-kind in the world Very Light Rail system - a new form of mass transit, similar to trams seen in other cities but with smaller, electric powered vehicles
- More frequent rail services to Nuneaton, Kenilworth and Leamington
- New, direct rail services to the East Midlands
- Exploring the potential for additional railway stations, and making further improvements to existing ones
- The first all-electric bus fleet in the country, by 2025
- A more accessible public transport network, including delivering the commitments set out in our Transport Charter for People with Disabilities, such as increasing the number of spaces for wheelchair users/passengers with prams and pushchairs on all buses
- Improvements to ticketing, including freezing fares, passenger information, stops and shelters for local bus services.

Greater detail on these plans will be set out in a more Future Public Transport Network Plan, which is currently in development.

Walking, cycling and micro-mobility

The Transport Strategy also sets out plans to create a substantially improved environment for pedestrians and cyclists and to support the rollout of new forms of micro-mobility by delivering:

- A network of safe, segregated cycleways
- A safer and more pleasant environment for pedestrians, particularly in the city centre and around other local neighbourhood centres
- New Liveable Neighbourhoods, residential areas where through traffic is discouraged to improve the environment for pedestrians and cyclists, developed with residents
- A programme of School Streets, where temporary road closures at pick and drop off times make it easier for pupils to walk and cycle to school
- Further expansion of the WM Cycle Hire scheme
- E-scooters, if legalised, to be safely incorporated into our transport system.

Greater detail on these plans will also be set out in a new Local Cycling and Walking Infrastructure Plan (LCWIP), which is also currently in development, and a separate E-scooter Policy (in the event that these are legalised).

Car travel

The Transport Strategy also contains the following specific measures relating to car travel:

- Targeted improvements to the road network, such as junction improvements and new roads, where these are needed to enable homes and workplaces to be built or to reduce air pollution and congestion. Specific examples of this include:
 - The Keresley Link Road
 - Various improvements to major junctions on the M6, A46 and A444
 - Various further highway improvement schemes as part of the Council's LAQAP, including the recently delivered improvements at Spon End and Ring Road Junction 7. These changes, which are aimed at reducing air pollution at several pinch points, also include planned improvements in the Holyhead Road area
- Further expansion of the public network of electric vehicle charge points

- Local businesses supported to switch to electric vehicles
- Further expansion of 'car clubs'/car sharing services
- Roads, pavements and cycleways maintained to a high standard
- Further rollout of average speed cameras to improve road safety
- Better management of the highway network, and preparation for driverless cars.

Greater detail on these plans will also be set out in a series of more detailed documents. These are a Future Highway Network Plan, an Electric Vehicle Charging Infrastructure Strategy, a Transport Design Guide and an updated Parking Strategy.

Other measures

Finally, the Transport Strategy also contains the following additional measures which relate to emerging transport options and plans to encourage behaviour change

- Exploring the use of parcel lockers and freight consolidation centres, where goods are transferred to/from a zero-emission vehicle for the first/last part of their journey, to reduce reliance on home delivery
- Exploring the potential for drones to be used to transport goods or passengers in the future
- Engaging with local schools, businesses and residents to support sustainable travel options
- Encouraging sustainable travel via incentive schemes, such as providing 'mobility credits' to residents moving into new housing developments.

5. Suggested approach at Issues and Options and the evidence base

It was suggested for the Accessibility policies to be updated to reflect the latest national, regional and local policies, guidance and strategies and the Council's latest emphasis on prioritising walking and cycling and sustainable transport modes. This includes the latest and emerging sustainable travel modes and the latest strategies produced by the Council, WMCA / TfWM and the government. These suggested updates included:

- how Electric Vehicle Charing (EVC) can be better supported;
- whether parking standards should be more nuanced in terms of the distinction inside and outside the ring road and as part of the strategy to reduce overall levels of car travel and to promote more sustainable alternatives;
- to introduce a mechanism to secure mobility credits to secure more active and sustainable modes of travel;
- to strengthen the wording to promote cycling and walking to better reflect the higher priority which the Council is now placing on them;
- updates on the latest sustainable and active travel modes, such as Very Light Rail and automated travel modes;
- updates to the latest rail strategies and latest government freight strategies such as strategies to reduce certain HGV movements.

6. Summary of key issues raised by respondents at Issues and Options

Policy AC1 – Accessible Transport Network

With regards to the question seeking responses on the reviewing of this policy, the majority supported the proposed changes. Those that disagreed sought for consideration of those living in more rural areas with more inadequate public transport and also appreciation that some people cannot or do not want to cycle. There were also comments that there was too much focus on methods of transportation that have not been well-established. It was also commented that e-scooters need to be included in policy and a coherent and strategic approach needs to be taken.

Policy AC2 – Road Network

Comments were requested on a mechanism to support the provision of Electric Vehicle Charging Points (EVCP). There was broad support for more EVCP with the aim to change people's behaviour. Although, there was also several objections to the proposal, including complaints over road schemes and comments that the proposals are overly onerous as well as being covered by Building Regulations and the potential for the proposals to not be proven to be viable. There were other comments which covered the need to ensure that the proposal is proportionate to developments and that active and passive spaces should be sought instead of offsite contributions.

Policy AC3 – Demand Management

There was broad support with regards to the question requesting comments on whether parking standards should reflect the strategy to reduce overall levels of car travel and promote more sustainable alternatives. However, other comments stated that a flexible approach should be taken, on a site-by-site basis that reflect local characteristics and acknowledge that car ownership is unavoidable. Comments also highlighted that change will only happen when sustainable modes of transport are safe, reliable, convenient and cost effective.

With regards to the question requesting feedback on a more nuanced approach to parking levels, which considers the nature of the development and the site context,

there was broad support for a range of factors to be considered. However, there were comments that removing on-site parking should be evidenced by existing and future movement patterns to avoid increases in on-street parking. It was also commented that consideration should be given to improved green corridors and networks between rural communities and key destinations.

A further question requested feedback on a mechanism to secure mobility credits as part of planning permissions. Responses indicated that the mechanism needs to be evidenced, proportionate, flexible, resourced and well implemented to as not to render development unviable. Moreover, comments suggested that the proposal will only work if there are reliable bus services and investment in sustainable modes of transport that are easy to use and access, especially for older and younger people.

Policy AC4 – Walking and Cycling

A further question was asked which proposed that the wording in every part of this policy is strengthened to better reflect the higher priority which the Council is now placing on promoting walking and cycling, as well as including specific requirements for this. There was broad support for this proposal, however there was comments that it needs to be part of a strategic multi-modal integrated transport system which includes cycle schemes and consideration of the needs of those physically unable, people doing multiple trips as well as the increase in e-scooters and e-bike delivery services.

Policy AC5 – Bus and Rapid Transit

Comments were requested on the review of this policy to include progress on Very Light Rail and for the experience of bus travel to be improved for all users. Comments highlighted recognition that bus services need to be improved and indicated that people are looking to travel around the city to shops and services and not just into the city centre. However, it was commented that the approach should not just focus on Very Light Rail and improved bus services must be better considered for areas with high deprivation.

Policy AC6 – Rail

Comments were requested on the review of this policy to reorder policies to reflect the importance of sustainable transport. There was broad support for this proposal, but NUCKLE (Nuneaton, Coventry, Kenilworth and Leamington Spa rail upgrade) requires additional stations to be delivered to address Coventry's through traffic issue.

Policy AC7 – Freight

With regards to comments on the review of this policy, there was broad support for the proposed changes. However, responses indicated that this also needs to be dealt with at the sub-regional level and that M6 junction improvements are imperative and the impact on existing communities and air quality needs must be considered. Moreover, comments indicated that the standards for distances between industrial buildings and dwellings along with buffers and bunds should be introduced.

7. How policy has changed to address the evidence and comments received

The majority of responses supported the proposed changes at Issues and Options and the Accessibility policies have been updated in line with these, as well as in accordance with the evidence and new research set out above.

The policies now reflect the latest national, regional and local policies, guidance and strategies produced by the Council, WMCA / TfWM and the Government. These include reference to the National Design Guide, National Model Design Code, TfWM Local Transport Plan (LTP), the emerging Local Cycling and Walking Infrastructure Plan (LCWIP) and the Council's Transport Strategy. The policies are also updated to reflect the latest HEDNA evidence, which comprises the most up to date need figures.

The changes to the Accessibility policies emphasis the Council's priority to walking and cycling and sustainable transport modes, and to reduce the dependence on the private car. While the majority of responses received at the Issues and Options consultation supported reducing the dependence on the car, many comments caveated this by saying that car ownership is unavoidable and change will only happen if there is a reliable, safe and affordable public transport service and there is investment in sustainable modes of travel that are easy to use and access by all.

Comments raised also made the point that public transport needs to be part of a strategic multi-modal integrated transport system that includes cycle schemes, but also that not everyone can or wants to cycle. Therefore, consideration needs to be given to those physically unable, people doing multiple trips and the increase in e-scooters and e-bike delivery services. As a result, the emphasis on sustainable travel modes and the priority for walking and cycling is strengthened throughout the Accessibility chapter.

The changes to the policies incorporate initiatives the Council will support as part of development proposals, such as the liveable neighbourhood principles, street greening and pavement widening, traffic calming measures, speed reductions,

expanding segregated cycleways, mechanism to secure mobility credits, and the introduction of temporary road closures around schools at pick up and drop off times. Such initiatives will be combined with the requirement for sustainable travel modes to be fully integrated into the design and placemaking of developments so that active travel is a real long-term alternative and so the pedestrian and cycle experience is improved.

The sustainable travel modes the Accessible policies now reference include Very Light Rail, as a new Council priority since the adoption of the current Local Plan, and emerging technologies such as autonomous delivery, demand responsive transport and micro-mobility.

The updated policy wording includes support for new bus and rapid transit networks that link communities and different parts of the city, which responds to Issues and Options comments that asked for improved bus services that link people to shops, employment areas and services around the city that are not just in the city centre. The wording recognises that the planning system cannot provide new routes directly, but it was considered important to show active support for them and which new development proposals could take account of.

The updated wording also requires pedestrian and cycle improvements to be appropriate for all abilities and needs, including wheelchair accessible routes, and for these to be integrated seamlessly into established networks. Cycle infrastructure, such as cycle parking also now includes a requirement for the provision of children's bikes and larger bikes such as cargo bikes. Accessible and safe routes into the city centre have been brought over to Policy AC4 from the City Centre Area Action Plan (AAP), particularly improvements to crossing the ring road at certain junctions.

The changes to the policies have emphasised the requirement to support the provision and integration of intelligent mobility infrastructure, such as Electric Vehicle Charing (EVC), including rapid charging points, car club schemes and new bicycle hire infrastructure.

Following the proposed deletion of the AAP as a document in its own right, public car parking provision has now been included in policy AC3. This incorporates the need for development to have regard to the strategic approach and need in the City Centre, which includes support for the redevelopment of surface level car parks and for any new car parking to be accommodated in a multi-storey format. This is intended to be balanced with the promotion of public transport use, cycling and walking and to incentivise sustainable travel through the provision of Mobility Credits.

Since the adoption of the current Local Plan, Demand Response Transit buses are now used widely in the city and Policy AC5 has been updated to reflect this and provide support for it. The policy also includes support for the development of mobility hubs.

In terms of rail, the current policy priorities are still supported, such as the NUCKLE improvements, but Policy AC6 has been updated to include support for further electrifications of rail lines and support for improved routes to the East Midlands given the local and regional emphasis for this.

Given the changes to the logistics industry and the requirements for warehousing and distribution centres since the adoption of the current Local Plan, Policy AC7 has been updated to strengthen the consideration of the location of B8 use developments, HGV movements and of onsite driver welfare facilities. Support for sustainable delivery methods such as e-bikes, cargo bikes and autonomous delivery are now included in Policy AC7.

Comments received at Issues and Options on Air Quality are included in the Environmental Management chapter, though the updated wording to policy AC7 to limit HGV movements within the urban area would contribute to improving air quality. Air quality is also picked up in updated wording in Policy AC1 where support will be given to street and public realm improvements, particularly where these improvements result in safer and more accessible spaces and which increases biodiversity and where air quality, noise and green and blue infrastructure are improved.