

strategy for the economic regeneration of the City. It is currently proposed that the existing Metro line will be extended from its terminus to serve the bus and railway stations by an on-street route. It would then continue to New Cross Hospital, Wednesfield and into Walsall Borough. As details of this and other proposed extensions to the Metro are brought forward, the Council will seek to protect land required for the Metro system from alternative development and will support compatible development adjacent to the proposed routes. All Metro proposals will be brought forward through the Local Transport Plan.

14.10 Provision for Pedestrians

Policy AM9: Provision for Pedestrians

All new developments will be required to provide attractive, direct, safe and convenient routes for pedestrians that integrate with existing pedestrian thoroughfares, desire-lines, public transport facilities, car parks, and other local services. Walking should be given at least equal consideration with the other modes of transport when designing new development and be given greater priority in the City, Town, District and Local Centres and other areas heavily used by pedestrians e.g. schools.

14.10.1 People walking to or within a development site should be able to access all buildings safely and conveniently, without having to cross service areas and car parks. Pedestrian routes through a development site should be clear and obvious and provide good links to the existing pedestrian network and to bus stops and car parks.

14.10.2 The needs of pedestrians require careful analysis, and should be paramount in development layouts. Key questions that should be addressed are:

- Should priority be given to pedestrians?
- Do pedestrian routes connect the places where people want to go?

- Are routes direct, and are crossings easy to use?
- Are routes attractive, well lit and safe?
- What is the quality and width of the footway and is it free from obstructions?
- How easy is it to find and follow a route?
- Are there surface treatments and signs to guide pedestrians?

14.10.3 The main considerations for a safe and attractive walking environment are:

- People prefer to walk along streets where they are overlooked and can be seen by drivers, residents and other pedestrians;
- If segregated footpaths are provided, they need to be well connected and overlooked by houses and other occupied buildings;
- Measures that slow traffic and give priority to pedestrians help them to feel safer and encourage more pedestrian journeys;
- Well-designed shared surfaces avoid conflicts of movement, yet encourage other activities to take place;
- Footpaths should lead where people want to go rather than follow a preconceived geometry;
- Footpaths in new developments should be positive, direct and barrier-free.

14.10.4 Walking is the link between other modes of transport and a form of transport in its own right representing almost a third of all journeys undertaken. National statistics show that people now walk less as part of their daily routine and that the population is generally leading less active lives. Walking can be an important part of the solution to reduce traffic congestion problems as well as encouraging a more active and healthy lifestyle.

14.10.5 Increasing the number of people on the streets can improve security and help reduce the fear people have of crime and personal security. It is also an important part of promoting public transport use. A poorly lit area along the route or at the bus stops could result in the choice to travel by car or taxi rather than to walk or use public transport, or could lead to the abandonment of the journey completely.

14.11 Provision for Cyclists

Policy AM10: Provision for Cyclists

All new development will be required to provide attractive, direct, safe and convenient routes for cyclists that link with the existing or proposed cycle route network, public transport and local services. Developers will also be required to provide secure, covered parking facilities for bicycles, particularly within new housing development and, for large employment development, to provide showers and changing facilities for cyclists.

14.11.1 Within new developments cyclists should be provided with clear, direct, and convenient routes. Provision for cycling should be considered as an integral part of the overall site layout including the provision of adequate cycle parking.

14.11.2 We cycle less in Britain than in many other European Countries, evidence suggests this is not so much due to topography and climate but because cycling appears to be unsafe and inconvenient. Cycle routes and parking are frequently included as an afterthought and are often inconvenient and therefore underused.

14.11.3 The high ownership of bicycles and interest in cycling in the UK mean that there is an enormous potential for increased levels of cycle use. In addition, the majority of journeys are less than 8km (5 miles) in length and a distance considered suitable for travel by bicycle and well within most people's ability. An increase in cycling can make a significant contribution to solving the problems of traffic congestion and improving local accessibility and personal health. There has been significant progress in the development of cycling schemes and traffic management to improve safety for cyclists in Wolverhampton in recent years and all new development should enhance this provision.

14.11.4 Cycle storage space should be provided within new housing developments.

Communal, secure cycle storage can make owning and using a bike easier and more attractive. Important factors that need to be addressed to encourage more people to cycle for some journeys include personal safety, secure storage for bicycles, links with public transport and the location and detailed design of new development.

14.11.5 Cycle Parking Standards and guidance on the provision of 'trip-end' facilities such as secure cycle parking, storage lockers and showers will be included in a Supplementary Planning Document.

14.11.6 The road-space given to cyclists on the highway and new access to development must ensure that conflict with other road users is prevented. Although segregation may be required for safety reasons, cyclists should not be completely segregated from other road users as this leads to actual or perceived loss of personal security and safety. Any segregated paths shall have continuity, specifically with regard to side entrances and road junctions. Specific measures for cyclists that may be included within new highway schemes include special surface treatment for cycle paths, advanced stop lines, and priority measures at roundabouts, traffic signals and other road junctions. Wherever possible, new routes should link with the wider City cycle network.

14.12 Park and Ride

Policy AM11: Park and Ride

Provision will be made for new park and ride facilities and existing sites protected which serve Wolverhampton and the wider sub-region. For Strategic Sites serving the sub-region they should:

- a) Be close to major radial routes and located to provide maximum benefits to motorists and public transport provision;

- b) Where possible, include secure cycle parking and changing and toilet facilities to allow cyclists to make use of the service;
- c) Be designed to attain a high standard of community safety as outlined in policy D10 and provided with CCTV and security patrols;
- d) Provide a high quality environment incorporating landscaping.

Sites to serve a more local need may be smaller and will be considered on their own merits and in accordance with PPG13, the Local Transport Plan and the wider transport strategy.

14.12.1 Wolverhampton is a sub-regional centre and many people travel into the City for the purposes of work, shopping, education and leisure. The journeys associated with this contribute to the congestion seen on radial routes serving Wolverhampton City Centre during morning and evening peak periods. The provision of high quality park and ride facilities can intercept some of these journeys, reducing the level of congestion. These sites should be close to the main access routes to the City Centre, well signed and well-served by a dedicated or high frequency public transport service. Bus priority measures will be implemented to further support the development of these sites.

14.12.2 A number of sites will be required to serve a more strategic and sub-regional role. These should be located near the main radial routes into Wolverhampton and allow easy access to the rail network either via a new railway station, Midland Metro Stop or via a high quality bus link to the rail network. These will need to be located on the periphery of Wolverhampton, or beyond the City boundary, and consultation with the Highways Agency regarding their effect on the Trunk Road network will be required. The regional study looking at the need for new strategic park and ride sites has been completed. This defines the characteristics required for such sites to be successful and identifies some sites

to serve the conurbation. One of these sites is at Brinsford, to the north-east of Junction 2 of the M54, which lies within South Staffordshire District. The development of a site at Brinsford is supported in principle by the City Council and would serve Wolverhampton City Centre as well as other destinations. Development of such Green Belt sites will only be permitted where more sustainable, alternative, non-Green Belt sites have been exhausted in line with the provision of PPG2 as amended by PPG13 Annex E.

14.13 Parking and Servicing Provision

Policy AM12: Parking and Servicing Provision

Provision of maximum levels of car parking, minimum levels of disabled car parking and of cycle parking, motorcycle parking and servicing for new developments should be provided in accordance with the details of this Policy. Detailed provision should:

- a) Comply with the City's demand management, traffic reduction and car parking policies and targets;
- b) Reflect existing and potential availability of alternative modes of travel thereby assisting to increase modal choice; and
- c) Address safety and amenity issues in accordance with policies elsewhere in the Plan.

Car Parking

The Council will be flexible in the application of parking standards. The following maximum standards should be applied unless the applicant has demonstrated that a higher level of parking is needed. Where appropriate this should be through a Transport Assessment which also demonstrates what measures are being taken to manage travel demand so as to minimise demand for car parking. Notwithstanding the application of maximum parking standards, developments will be required to meet their own transportation needs with no detriment to pedestrian safety and the safe and free flow of

road traffic. Within or on the edge of Wolverhampton City Centre, Bilston Town Centre and Wednesfield Village Centre non-residential parking should generally be below the maximum standards and provide parking to serve the Centre as a whole. A higher level of parking may be permitted where the Council is satisfied that it is consistent with its strategy for managing car parking and it will be made available to serve the Centre as a whole.

Land Use	Maximum Standards	Notes
Residential	To be applied with due regard to PPG3's aim of a maximum of 1.5 spaces per residential unit across the whole authority.	Provision for social housing and for housing for the elderly should reflect lower car ownership rates expected among these social groups. Provision for sheltered housing should take account of any warden or staff parking requirements
- Highly Accessible Locations	1 space per unit plus 0.25 visit or spaces where communal provision	Defined as Wolverhampton City Centre, Bilston Town Centre and Wednesfield Village Centre and any other location which, in the opinion of the City Council, is highly accessible i.e. within easy walking distance of a railway station, tram stop or high level bus service *
Retail - below 1,000 sq m	1 space per 22 sq m	
Food Retail - 1,000 sq m & above	1 space per 14 sq m	As per PPG 13 Annex D
Non Food Retail - 1,000 sq m & above	1 space per 20 sq m	As per PPG 13 Annex D
Assembly & Leisure (Use Class D2)		Where considered appropriate by the City Council separate coach parking should also be provided
Cinema and Conference Facilities - 1,000 sq m & above	1 space per 5 seats	As per PPG 13 Annex D
Stadia - 1,500 seats & above	1 space per 15 seats	As per PPG 13 Annex D
Other D2 uses - 1,000 sq m & above	1 space per 22 sq m	As per PPG 13 Annex D
Other D2 uses not specified	1 space per 5 seats or 1 space per 10 sq m	
B1 Uses including Offices		
- below 2,500 sq m	1 space per 50 sq m	
- 2,500 sq m & above	1 space per 30 sq m	As per PPG 13 Annex D
Higher & Further Education		
- below 2,500 sq m	1 space per 2 staff + 1 space per 5 students	
- 2,500 sq m & above	1 space per 2 staff + 1 space per 15 students	As per PPG 13 Annex D

Within the above, all figures relate to gross floorspaces.

- As a guide, easy walking distance is generally no more than 400m from a railway station or tram stop or 300m from a bus stop, at an easy gradient and along a direct and well lit route. A high level bus service will generally mean one or more services which together provide access within 15 minutes journey time to Wolverhampton City Centre, Bilston Town Centre or Wednesfield Village Centre. They should generally have a frequency in each direction of six buses or more per hour during peak hours and daytime plus three buses or more per hour during evenings and on Sundays.

Disabled Car Parking

All car parks, whether public or private, including those serving residential developments, should make provision for disabled car parking. This should be provided in accordance with the Council's Supplementary Planning Guidance on Access and Facilities for People with Disabilities, or any replacement Supplementary Planning Document.

This provision should be in addition to any applicable maximum standards and there will be no maximum disabled parking standards. In general, minimum provision should be 5% of capacity on sites up to 200 spaces and 2% plus 6 spaces on sites providing over 200 spaces. Where existing disabled car parking provision is affected by development proposals it should be retained or replaced in a suitably accessible location, unless it is demonstrated that there is no longer a need for such provision.

Motorcycle Parking

All car parks, whether public or private, including those serving residential developments, should provide secure and convenient parking for motorcycles and other Powered Two Wheelers (PTWs).

This provision should be in addition to car parking. There will be no maximum motorcycle parking standards. In general, provision should be two spaces on sites up to 200 spaces and 2% on sites providing over 200 spaces.

Cycle Parking

There will be no maximum cycle parking standards and detailed standards will be published in a Supplementary Planning Document.

All residential development should provide ground floor storage suitable to provide secure cycle parking for each unit. For housing this may be incorporated within garages or utility rooms, for flatted development in separate secure storage, preferably within the building. Cycle parking will not be required for sheltered housing for the frail elderly, but for retirement homes for the active elderly some provision should be considered.

All developments providing employment should provide covered and enclosed cycle parking for staff which is accessible and secure and, on major employment sites, showering and changing facilities.

All developments which will attract visitors, either as customers or in another capacity, should provide covered visitor cycle parking conveniently located and in a position which enables informal surveillance. Such a location will normally be adjacent to a main entrance and can be incorporated under entrance canopies.

Servicing and Operational Requirements

Within residential layouts adequate provision should be made for refuse collection, removal vans and delivery vehicles to operate and manoeuvre without obstruction.

Within all non-residential layouts adequate provision should be made for refuse collection and for operational and service vehicles to operate and manoeuvre within the site without obstruction. Servicing of commercial premises from the highway will only be acceptable for small-scale developments where it can be carried out without an adverse affect on safety and the free flow of traffic.

- 14.13.1 Car parks should be designed to maximise vehicle and personal security and have regard to lighting, landscaping and layout. The adoption of "Secured by Design" standards is encouraged wherever possible.

14.13.2 The Council will also encourage the redevelopment of car parks to other uses in appropriate locations such as the City Centre (see Policy CC5), Bilston Town Centre and Wednesfield Village Centre or other centres where redevelopment will be of benefit, where compensatory provision can be made within the new development or where the loss of car parking would not harm the vitality and viability of the centre or cause parking problems elsewhere.

14.13.3 The Council's current demand management, traffic reduction and car parking policies and targets are to be found within the Local Transport Plan and Regional Transport Strategy.

14.13.4 The manner in which car parking is arranged has a fundamental effect on the quality of the development. Vehicles should not be allowed to dominate the space or to inconvenience pedestrians. Parking on the front of a development should be avoided as this detracts from the design of the development, restricts informal surveillance and generally presents an unattractive image.

14.13.5 In residential areas, a very careful balance has to be struck between the expectations of car owners, in particular the desire to park as near to their houses as possible, and the need to maintain the character of the overall setting. Where car parking is provided in courts or squares then adjoining buildings should overlook the site.

14.13.6 In commercial developments the best way to alleviate the effect of large parking areas is to ensure that they are designed as an integral part of the landscape treatment and managed communally. This also ensures that pedestrian movement is not determined and restricted by vehicular movement requirements and conflict between pedestrians and vehicles is minimised.

14.13.7 The Council would encourage the redevelopment of any car parks where this is important for the regeneration of

the City, in particular Wolverhampton City Centre, Bilston Town Centre and Wednesfield Village Centre. Alternative compensatory provision of short stay car park spaces may be required to serve these Centres where this is considered necessary. The shared use of car parks as part of a development will also be considered to serve the wider needs of these Centres.

14.14 Development of Freight Facilities

Policy AM13: Development of Freight Facilities

Facilities to aid the movement of freight will be encouraged through:

- The improvement of the highway to assist the movement of commercial vehicles to employment sites and access to the Strategic Highway Network;
- Routing of commercial vehicles to prevent any loss of amenity of residents;
- The assessment, strengthening and renewal programme for bridges and structures to provide for the general introduction of 44 tonne lorries;
- Where appropriate, the retention of employment development sites adjacent to railway lines for development that requires a rail connection;
- The protection of redundant rail lines and rail heads where it is considered, following consultation with the rail industry, that they have potential to provide rail freight facilities.

14.14.1 Improvements to be Strategic Highway Network will aid the movement of commercial vehicles between the City Centre, the main commercial and employment centres of the City, and the Regions trunk road and motorway network. There will be an overriding need to protect the amenity of local residents and reduce the impact of freight and commercial traffic on local communities.

14.14.2 The programme to strengthen bridges and structures to provide for the general introduction of 44 tonne lorries is well advanced but further work is still required, particularly on those structures not in the ownership of the City Council. The Council will work with all interested parties to complete this strengthening and renewal programme.

14.14.3 A minority of goods are moved by rail but there is potential for the modal shift of freight from road to rail. The Council will therefore encourage the construction of new sidings and rail freight facilities where environmental amenity considerations allow and, where appropriate, sites with potential for rail access will be retained for development that requires a rail connection.

14.15 Minimising the Effect of Traffic on Communities

Policy AM14: Minimising the Effect of Traffic on Communities

In traffic sensitive areas, traffic management and traffic calming will be promoted in order to relieve the adverse effects of traffic on existing residential communities.

14.15.1 The Council will continually monitor the harm created by the intrusion of motorised traffic in existing residential areas. Traffic sensitive areas, where the greatest road safety, social and environmental problems are identified, will be prioritised for future improvement. As funding becomes available local residents

will be consulted so that the most appropriate traffic management improvement schemes may be implemented. In designing improvement schemes the needs of emergency services, public transport and cyclists will be considered to ensure their effective and safe operation. The Council will continue to work with local schools to minimise the impact of the school run on the

local area through measures such as 'School Travel Plans' and 'Safer Routes to School'.

14.15.2 A combination of traffic management measures will be used in the design of improvement schemes. These will include:-

- Traffic calming;
- Parking restrictions;
- 0 mph speed restriction zones;
- 'Streetscape' design;
- 'Home Zones'; and/or
- Road Closures.

14.16 Road Safety and Personal Security

Policy AM15: Road Safety and Personal Security

All development proposals should be designed and implemented to contribute towards improving road safety and personal security, in accordance with the West Midlands Local Transport Plan objectives and the Road Safety Plan for Wolverhampton.

14.16.1 The Government's Road Safety Strategy "Tomorrow's Roads: Safer for Everyone" emphasises that a major improvement in road safety can only be achieved if all agencies involved in road design, building and motor manufacture, traffic regulation and enforcement work in partnership. Wolverhampton has adopted the Government's national targets for casualty reduction by the year 2010 of:

- 40% reduction in the number of people killed or seriously injured in road accidents;
- 50% reduction in the number of children killed or seriously injured and
- 0% reduction in the slight casualty rate (expressed per 100 million vehicle kilometres).

14.16.2 Techniques that will be employed to meet these targets will include engineering, education, training and enforcement in accordance objectives detailed in the Road Safety Plan and the

West Midlands Local Transport Plan. The Wolverhampton Road Safety Plan monitors progress towards the National target. The Wolverhampton Road Safety Plan also sets out the programme of safety schemes to be implemented in the City and outlines the education, training and enforcement policies. Local Safety schemes will complement the work on safer routes to school, the policies for walking and cycling, traffic management and public transport.

14.16.3 All schemes will be subject to a road safety audit in accordance with the Road Safety Act 1988 and guidance contained within the Institute of Highways and Transportation (1996). These aim to avoid the introduction of new safety problems and to identify opportunities to address current safety concerns. Developers will also be expected to adhere to the detailed standards of safety contained within the DETR Design Bulletin number 32 - "Residential Roads and Footpaths" (1992) and its companion guide - "Places, Streets and Movement" (1998) for all residential development proposals.

14.16.4 Wolverhampton Council regards the provision of a safe and secure environment as one of their highest priorities. Actual and perceived safety and security is an important factor in people's choice of mode of transport, particularly their use of public transport or the decision to walk or cycle or indeed whether to travel at all. Child road safety audits, in line with the Government's strategy "Tomorrow's Roads - Safer for Everyone", will be undertaken to ensure safety issues are addressed. In addition, Safer Routes to School schemes will address safety issues for children and parents on journeys to and from school.

14.7 General Aviation

Policy AM16: General Aviation Facilities

There is considered to be no potential for the development of airports or airfields within the City. Any proposal for a helipad or heliport will be considered against the following criteria:

1. Evidence of need;
2. Proposed surface access and its effect on the transportation network;
3. The environmental impacts;
4. Relevant policies in the Local Transport Plan and Regional Transport Strategy.

14.17.1 As a largely urban area with the majority of its open land either designated as Green Belt or in active use such as recreation, Wolverhampton is considered to have no potential for the development of airports or airfields. However, there is growing demand for aviation, and restrictions on the use of airports and airfields may lead to proposals for helipads or heliports within the City. Such facilities could meet business, recreational, training or emergency needs and assist in the regeneration of the City.

14.17.2 Any proposal should demonstrate the existence of such need, including the need for any operational or support services on the site. It should also be acceptable in terms of the proposed surface access. The proposed highway access should be suitable for the purpose and not have a negative effect on highway safety or the free flow of traffic. The likely demand for access by means other than private vehicle should also be considered. Any proposal should also not have a detrimental effect on the environment, including wider considerations such as climate change. There should not be an adverse effect on the amenity of surrounding areas, either through noise from helicopters, surface traffic generated by the proposal, or any other means.

14.17.3 Any proposal should be in accordance with any relevant transportation policies as contained in the Local Transport Plan and Regional Transport Strategy.