

improvements in the form of a bond will be required. In the event that the Travel Plan objectives are not being met, the bond monies will be used to provide the necessary infrastructure. In exceptional circumstances, should a developer be unwilling to commit to including an Action Plan within the Travel Plan, or the development proposals are at such a preliminary stage that it is unrealistic to draw up a list of measures, then it will be necessary to secure the outcome of the Travel Plan through a developer contribution.

5.3.8 New development should be planned in such a way that reduces the need to travel and prioritises the movements of pedestrians and cyclists and other sustainable transport uses.

5.3.9 Development which does not address its impact on the transport network and provide evidence it has taken account of all potential users e.g. walkers, cyclists and vehicles will be resisted particularly where users groups include children, elderly and those with disabilities.

5.4. Parking

5.4.1 Parking provision in new development should be designed to meet the expected demand generated by the development. There needs to be a balance so that there is not an over provision of parking that would result in inefficient use of land, whilst at the same time avoiding potential on-street parking congestion caused by under provision. The Council currently uses the Cumbria Development Design Guide, to determine the level of parking for new development. The NPPF (2012) sets out the factors that local planning authorities should take account of if they decide to adopt their own parking standards.

Policy I6: Parking

Proposals for new developments will be required to provide evidence to demonstrate that adequate parking provision has been provided in consultation with the Local Highways Authority and in accordance with the parking standards in the Cumbria Development Design Guide or any update to it.

In areas suffering from significant on-street parking problems, greater provision will be sought where possible, or alternative arrangements will be required. When applying parking standards each site should be assessed on its own merits and, if a developer can

demonstrate to the satisfaction of the authority that their proposed parking provision is sufficient, the Cumbria Development Design Guide can be relaxed in favour of the demonstrated proposal.

The design of on and off site parking provision will be safely accessible and appropriate to the streetscene and character of the local area. Consideration should be given to Policy C3a (Water Management) and Policy DS6 (Landscaping).

5.5. External Transport Links

- 5.5.1 The Furness economy depends on longer distance connections to West Cumbria, and the rest of the UK by road and railway. The Local Transport Plan (LTP3) for Cumbria is a statutory document that sets out how transport, including train services and roads, will be improved and managed. LTP3 states that the County Council will work with the Department for Transport and nuclear industry development bodies to secure journey time reliability improvements to the A590, A5094, and A595, and improvements to services along the Furness and Cumbria Coast rail lines. Working with Highways England the County Council will aim to secure the required improvements to the A590 to enable new development to come forward in Barrow and South Lakeland, particularly in light of development proposed at Ulverston and Swarthmoor.
- 5.5.2 The A590 is important to the economic success of South Cumbria, providing Barrow and a number of towns and villages along its length with a direct link to the M6 motorway. This trunk road between Barrow and the M6 is however isolated in parts with few suitable diversion routes and large parts of the route are single-carriageway. This means that traffic incidents and highways maintenance works can lead to significant delays for traffic.
- 5.5.3 There are also concerns with the A595, which forms the key strategic link to the West coast of Cumbria. The route is single carriageway, particularly south of Sellafield, and is very poorly aligned in places. For significant stretches of the route there are no alternatives, and the poor journey time reliability could potentially hinder economic growth in Barrow. The route is also one of the most dangerous in Cumbria. There is a need to make the route safer whilst improving journey time reliability.