

## Infrastructure 11

- d. ensures links with green infrastructure including Public Rights of Way and, where feasible, wider cycle networks;
- e. makes a positive contribution, where appropriate, to the restoration of former railway lines by retaining existing embankments, cuttings, bridges and related features;
- f. incorporates, where feasible, facilities for secure bicycle parking and for charging plug-in and other ultra-low emission vehicles;
- g. accommodates, where appropriate, the efficient delivery of goods and supplies; and
- h. considers the needs of people with disabilities by all modes of travel.

### 11.4 Highway Safety (POLICY INF4)

#### Policy INF4

##### HIGHWAY SAFETY

Development will be permitted that:

- a. is well integrated with the existing transport network within and beyond the development itself, avoiding severance of communities as a result of measures to accommodate increased levels of traffic on the highway network;
- b. creates safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoids street clutter and where appropriate establishes home zones;
- c. provides safe and suitable access and includes designs, where appropriate, that incorporate low speeds;
- d. avoids locations where the cumulative impact of congestion or other undesirable impact on the transport network is likely to remain severe following mitigation; and
- e. has regard, where appropriate, to the Manual for Gloucestershire Streets or any guidance produced by the Local Highway Authority that may supersede it.

## 11 Infrastructure

### 11.5 Parking Provision (POLICY INF5)

#### Policy INF5

##### PARKING PROVISION

1. **Development will make provision for residential and non-residential vehicle parking where there is clear and compelling evidence that such provision is necessary to manage the local road network. Provision will be in accordance with standards and guidance set out at Appendix F.**
2. **Proposals for public car parks will be permitted where the development:**
  - a. **is essential for maintaining the functionality of retail centres as defined by Policy EC7 and demonstrably serves the retail centre as a whole; and**
  - b. **is located within or at the edge of the retail centre and is of a scale, layout and design that is in keeping with the size and character of the retail centre.**

**11.5.1** The strategic context for transport planning in the District is set out in the Gloucestershire Local Transport Plan (LTP) prepared by the County Council as Local Highway Authority. A central objective of the LTP is to deliver a "resilient transport network that enables sustainable economic growth providing door to door travel choices". The LTP puts forward a long term policy structure for local transport delivery including a set of scheme priorities. Key LTP priorities for Cotswold District are categorised as short term (2015 - 2021), medium term (2021 - 2026) and long term (2026-2031), and are contained within the "North Cotswolds Connecting Places Strategy" and the "South Cotswolds Connecting Places Strategy". The priorities include:

- Working with Highways England to progress the A417 Missing Link scheme;
- Improvement for Moreton-in-Marsh railway bridge including pedestrian and vehicle access;
- Ongoing bus stop improvement programme;
- Kemble railway station improvements;
- Cirencester Town Centre transport package linked to development proposals;
- Highways improvements for Tetbury town centre;
- Cycle access and infrastructure improvements between South Cerney and Cirencester, Tetbury and Kemble, and at Cotswold Water Park and Fairford.

**11.5.2** The LTP also contains the Local Highway Authority's policies on:

## Infrastructure 11

- Buses - to improve travel choice by working with bus operators to provide economic and social benefits directly to bus users, and indirectly through freeing up road space for the benefit of highway users;
- Cycling - to encourage modal shift away from the private car, support sustainable economic growth, enable community connectivity, conserve the environment and improve community health and wellbeing;
- Freight - to encourage smarter use of the existing road network, including the use of technology-based and operational solutions, to support sustainable economic growth, enable community connectivity and improve health and wellbeing through improved air quality and carbon emission reduction;
- Highways - providing the right connections to facilitate economic growth, ensuring the highways network serves all communities, commuters and travellers linking them to job opportunities and services. This balanced against pressures to reduce car dependency and reduce highway transport's contributions to CO2 emissions and other adverse environmental impacts;
- Rail - whilst the County Council has a limited role in respect of investment in rail, its long-term vision for rail is for more frequent, faster passenger services accessed by modern station facilities. In achieving this it seeks infrastructure, service and station improvements; and
- Thinktravel - the aim of this programme is to inform, educate and inspire people to make journeys in a smarter, more sustainable way. The strategy supports measures that include:
  - providing people with information about their existing travel options;
  - improving public transport services and walking and cycling facilities;
  - providing new options and support re-thinking in travel behaviour to reduce the need to travel;
  - using technology and the concept of intelligent mobility to improve customer journey experience and employ new vehicle technologies.

As Local Highway Authority, the County Council manages and maintains the local road network, supports non-commercial passenger transport services, and promotes safe and sustainable travel. The Local Transport Plan (LTP) is prepared by the County Council and sits alongside the Local Plan. In respect of the transport effects of development the Local Plan and the LTP need to be read in conjunction with each other. The latest draft of the LTP is available on the County Council website.

**11.5.3** The transport impact of new development should be fully assessed to ensure that development proposals are safe, well connected to the existing movement network (including, where appropriate, the rail network) and minimise damage to amenity. The NPPF supports the need to avoid adverse impacts through development and to mitigate them where they may occur. It requires the response to be proportionate. Development should be refused on transport grounds only where the residual cumulative impacts are severe. "Residual" here means after mitigation measures have been applied.