

- l. Improve and upgrade the North Fylde Railway Line and the South Fylde Railway Line; and
- m. Integrate different modes of transport, to ensure a comprehensive and coherent sustainable transport network.

All planning applications for developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, prepared in accordance with the Planning Practice Guidance.

### Justification

- 12.55 There are opportunities within Fylde to improve the provision of routes for cyclists and pedestrians. Many of these are identified in the Lancashire Rights of Way Improvement Plan. Further improvement is required to provide safe and convenient footpaths and cycleways in urban, suburban and rural areas. For many journeys, cycling offers an alternative mode of transport to the car. Traffic on main roads discourages cycling but a growing network of cycle routes with both on-road lanes and off-road cycleways (such as those along canal towpaths) can make cycle journeys safe and convenient.
- 12.56 The adopted Fylde Coast Highways and Transport Masterplan, July 2015 proposes the creation of a Fylde Coast Cycle network which will build on work already undertaken between Fleetwood and Starr Gate and in St Annes, as well as the Blackpool Explorer routes and initiatives that are underway such as Blackpool Green Corridor initiatives. Key to the network will be the completion of the Fylde Coastal Way, which will ultimately be part of a high standard multi-user route linking the Guild Wheel around Preston to the (Morecambe) Bay Cycle Way. Whilst much of this route is already off-road, LCC will work towards ensuring that the whole length of the Way is a family-friendly, long distance route, suitable for all users.
- 12.57 The Climate Change Act, 2008 commits the UK to an 80% reduction in carbon emissions by 2050. In order to help meet this target, Fylde has an obligation to reduce carbon emissions caused by transport. Policy T4 seeks to address the transport carbon footprint by encouraging public transport use, improved public transport facilities, low carbon transport infrastructure and creating opportunities for walking and cycling wherever possible. **Performance Monitoring Indicator 14, in Appendix 8**, sets out a target / policy outcome of a reduction in road traffic congestion through modal shift away from car use to alternative forms of transport. This will be measured by the percentage use of different modes of transport, i.e. by assessing the annual method of travel to work data.

### Parking Standards

- 12.58 The Framework (paragraph 39) encourages councils to set local parking standards for residential and non-residential development, taking into account:
- the accessibility of the development;
  - the type, mix and use of development;
  - the availability of and opportunities for public transport;

- local car ownership levels; and
- an overall need to reduce the use of high emission vehicles.

Councils should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.

### Policy T5

#### Parking Standards

Car parking should, wherever possible, be provided on site so as to ensure there is no detrimental effect on highway safety.

A flexible approach to the level of car parking provision will be applied, dependent on the location of the development concerned.

### Justification

- 12.59 The Council is aware of the need to manage car parking on all new developments. Local circumstances need to be taken into account when setting local parking standards. The standards set will be for the provision of the minimum number of parking spaces on a site.
- 12.60 The Council will prepare a Supplementary Planning Document (SPD) on parking standards, which will set out local minimum standards which will need to be applied to all new developments in Fylde. The SPD will be prepared and issued for consultation in 2017

## CROSS CUTTING THEMES IN CHAPTER 12

### Promoting Health and Wellbeing

Well planned transport infrastructure can provide better walking and cycling facilities and more efficient interchange between modes of transport benefiting health and wellbeing. Walking and cycling are good forms of exercise increasing cardio-vascular activity and reducing the risk of heart related diseases. There are lottery funded 'cycling for health' schemes in Fylde.

### Achieving Good Design

High quality design of new infrastructure and the expansion and integration to existing infrastructure can make places more accessible and functional. The layouts of new developments should be designed to include safe and secure pedestrian routes and cycleways linking with local services, including public transport connections, so as to enable necessary longer trips.