

Policy DM32: Sustainable Transport, Traffic and Highway Safety

- 1. All development proposals will be required to actively encourage sustainable travel in line with Policy DM33: Sustainable Transport Infrastructure, and by prioritising the needs of sustainable transport modes in accordance with the following street user hierarchy:
 - a. pedestrians;**
 - b. cyclists;**
 - c. public transport users;**
 - d. special vehicle service (including taxi's, deliveries and servicing needs); and**
 - e. other motorised transport;****
- 2. Development proposals that will generate significant amounts of traffic should be accompanied by a Transport Assessment and should be located where the need to travel will be minimised, and is in a location that is readily accessible by a variety of transport modes. Development proposals that generate significant amounts of traffic will be required to provide a travel plan that sets out the means by which the developer will encourage users to adopt more sustainable modes of travel. Proposals should not give rise to an increase in traffic volumes that exceed the capacity of the local or strategic transport network, and they should not cause harm to the character of the surrounding area.**
- 3. All development proposals will be required to meet the local parking standards¹¹⁰ in order to provide sufficient space for parking and help to encourage greater use of public transport, cycling and walking. The Council may seek to apply the local parking standards flexibly where specific circumstances are justified. Where parking proposals exceed local standards the Council will expect contributions to be made towards local transport infrastructure to help mitigate impacts of the scheme.**
- 4. Inclusive design for all users will be a key principle throughout all levels of the street user hierarchy. Development will be required to meet the following criteria:
 - a. ensure that the safety of highway users is properly taken into consideration and that any new development would not have an adverse impact on highway safety¹¹¹;**
 - b. enable ease of access to, around and within a development for all potential users including those with impaired mobility;**
 - c. maintain and develop the existing network of rights of way and other routes with established public access, contributing to the network of green infrastructure through appropriate planting and 'greening' along such routes as the canal towpath;**
 - d. detailed design should reflect best guidance and local guidance. There should be a view to rationalise or improve signage and street furniture and****

¹¹⁰ The Council's local parking standards are set out in the Development Management Guidance Note 8: Car parking, access standards and transport assessment/travel plan thresholds.

¹¹¹ Core Strategy Policy HC3 details specific requirements for the design of residential roads.

- remove unnecessary street clutter in the vicinity of the site;
- e. contribute towards creating activity and natural surveillance and thereby contributing to an attractive and safe environment for pedestrians, cyclists, and the wider community, and;
- f. encouraging travel by other modes of transport through protecting and improving connectivity between places, especially through walking and cycling networks, including along the canal towpath.

Policy DM32: Policy context and relationships

Local Plan (1996) policies to be replaced	-
Core Strategy (2012) policy links	T1: Improving Connectivity T2: Cycle and Footpath Networks HC3: The Design of Residential Roads
NPPF paragraph links	29-41.
Key documents of relevance / guidance	<ul style="list-style-type: none"> • Planning Practice Guidance • DfT Draft Cycling and Walking Investment Strategy (2016) • Lancashire County Council Transport Plan 2011-2021 (LTP3); • East Lancashire Highways and Transport Masterplan; • Infrastructure and Planning, LCC (2016) • Manual for Streets & Manual for Streets 2; • Development Management Guidance Note 8

Sustainable Transport Modes

- 8.7 Attractive and safe development proposals are planned and designed in such a way that prioritises movement by walking and cycling and contribute towards creating an environment that is also easy to move around in. Development proposals are expected to take account of the Council's movement hierarchy outlined above and current best practice guidance including relevant Department for Transport documents
- 8.8 Providing a network of permeable and legible streets with direct routes, in particular for pedestrians and cyclists as part of a new development, can help to encourage walking and cycling by minimising distances and aiding way finding. In this way, higher footfall and levels of active travel movements are encouraged to promote natural surveillance and minimise opportunities for anti-social behaviour. The Council expects new development to be designed to be safe and accessible to all and will resist proposals for 'gated developments

Transport Assessments and Travel Plans

- 8.9 It should not be assumed that where a proposal accords with the relevant local parking standard it is automatically acceptable in terms of the longer term transport

implications of the development. Applications for development with significant transport implications should demonstrate the measures they are taking to minimise the need for parking within the scheme. Where the transport infrastructure is not sufficient to support the level or type of development proposed it is necessary to consider the provisions of Policy DM33: Sustainable Transport Infrastructure

8.10 The Government is seeking to raise awareness of the impacts of travel decisions and promote the widespread use of travel plans amongst businesses, schools, hospitals and other organisations. Local authorities are expected to consider setting local targets for the adoption of travel plans by local businesses and other organisations and to set an example by adopting their own plans. The Council's thresholds for both Transport Assessments and Travel Plans are set out in Development Management Guidance Note 8.

8.11 Although there is no standard format or content for travel plans, their relevance to planning lies in the delivery of the following sustainable transport objectives:

- reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling
- reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
- more environmentally friendly delivery and freight movements, including home delivery service

8.12 The Council will expect Travel Plans to be submitted alongside planning applications which are likely to have significant transport implications, including those for:

- all major developments comprising jobs, shopping, leisure and services
- smaller developments comprising jobs, shopping, leisure and services which would generate significant amounts of travel in, or near to, air quality management areas, and in other locations where there are local initiatives or targets set out in the development plan or local transport plan for the reduction of road traffic, or the promotion of public transport, walking and cycling. This particularly applies to offices, industry, health and education uses;
- new and expanded school facilities which should be accompanied by a school travel plan which promotes safe cycle and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities;
- where a travel plan would help address a particular local traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds; and
- where increased levels of pedestrian and/or vehicular usage at a level crossing are anticipated

8.13 Where travel plans are to be submitted alongside a planning application, they should be worked up in consultation with the local authority and local highway authority.

They should have measurable outputs, which might relate to targets in the local transport plan, and should set out the arrangements for monitoring the progress of the plan, as well as the arrangements for enforcement, in the event that agreed objectives are not met. This would be addressed through a legal agreement between the relevant parties and the Council under s.106 of the Town and Country Planning Act¹¹².

Highway Safety

- 8.14 Highway Safety is fundamental to the design of the highway network and no development should have a negative impact on highway safety. Effective traffic management is essential to the safe and free flow of movement on the highway network. It can improve accessibility and potentially reduce congestion by understanding flows of traffic at peak and non-peak periods. Where it is necessary for the developer to undertake improvements to the highway network to facilitate the safe and smooth movement of traffic, or incorporate pedestrian, cycle or public transport improvements, these works will be secured through the use of appropriate planning conditions and legal agreements.

Car parking

- 8.15 This policy integrates the Council's Car Parking Standards (set out in full in Development Management Guidance Note 8). The standards set out the parking provision that the Council expect to see in new developments to ensure that new developments provide the right balance of car parking, adequate to meet the development's needs whilst helping to minimise use of the private car and encourage sustainable transport use.
- 8.16 In line with the Government's ambition that Local Authorities remove 'maximum' parking standards from Local Plans, the Council will seek to apply standards flexibly. Where specific circumstances are justified (e.g. location/market specific factors) parking provision may be agreed above locally defined standards. However, in these circumstances the expectation is that the developer will pay additional contributions towards local transport infrastructure schemes to help offset any adverse impacts of the proposed scheme.

Highways and Design

- 8.17 A range of development of a variety of scales can have a potential impact on the existing road networks and there needs to be an understanding of the cumulative impact of development on existing highway networks when a development is being considered. The Council will expect this to be covered within the Design and Access Statement and/or Transport Statement accompanying development proposals.
- 8.18 The quality of the public realm and street scene is a critical element in creating successful town centres, neighbourhoods and places that are attractive for people to

¹¹² This would normally include an administrative charge imposed by the Highway Authority that reflects the cost of preparing, implementing and monitoring the travel plan.

live in, work and visit¹¹³. Improving the attractiveness, legibility and safety of routes and facilities for pedestrians and cyclists will ensure that more journeys are undertaken on foot or by bike thus easing the pressure on the Borough's public transportation network. Policy HC3 of the Core Strategy expects new residential roads to be designed in accordance with the principles set out in the Manual for Streets with the aim of reducing vehicle speeds to no more than 20mph.

¹¹³ Manual for Streets, Department for Transport 2007