

12. take account of and support local strategies to **improve health, social and cultural wellbeing** for all, and deliver sufficient community and cultural facilities and services to meet local needs.

The NPPF contains a section of guidance on travel and transport (on pages 9 to 11 of the document). The main points of this section are summarised below:

The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Government recognises that different policies and measures will be required in different communities.

- Local Plans should support a pattern of development which, where reasonable, facilitates the use of sustainable modes of transport.
- Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment.

**Transport Statements / Transport Assessments** should be used to support developments that generate significant movement.

**Location of major movement generators** - Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for electric and ultra-low emission vehicles; and
- consider the needs of people with disabilities by all transport modes.

**Travel plans** - All developments which generate significant amounts of movement should be required to provide a Travel Plan.

**Balance of land uses and mix of uses** – should be the aim in planning policies so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. For larger scale residential developments in particular, planning policies should promote a mix of uses to provide opportunities to undertake day-to-day activities including work on site. Particular within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

**Parking** - If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility; and the type, mix and use of development;
- public transport availability and potential, local car ownership levels;
- an overall need to reduce the use of high-emission vehicles.