

# Our Foundations for a Sustainable Future: Improving the Environment We Live In 8

## Policy ENV 4

### Promoting Sustainable Travel

#### Strategic transport

The Council will support those strategic transport schemes as outlined in the most up-to-date versions of the Local Transport Plan and the East Lancashire Highways and Transport Masterplan. In addition, the Council will lobby for, and support the following strategic transport schemes:

- Provision of a strategic road link towards Yorkshire (the A56 villages bypass)
- Reinstatement of the Colne to Skipton railway line.

In supporting these schemes this policy will protect the route of the former Colne-Skipton railway for future transport use.

#### Development accessibility and managing travel demand

Proposals should follow the settlement hierarchy approach in Policy SDP2 and minimise the need to travel by ensuring they are developed in appropriate locations close to existing or proposed services. Consideration should be given to locating new housing, employment and service developments near to each other to give people the opportunity to live and work within a sustainable distance.

Proposals for new development should have regard to the potential impacts they may cause to the highways network, particularly in terms of safety and the potential to restrict free flowing traffic, causing congestion. Where an adverse impact is identified, applicants should ensure adequate cost effective mitigation measures can be put in place. Where the residual cumulative impacts of the development are severe, planning permission should be refused.

New developments should comply with the existing maximum car and cycle parking standards until they are replaced in the Pendle Local Plan Part 2: Site Allocations and Development Policies.

Travel demand should be managed in accordance with programmes and initiatives established by the Council's partner organisations. New developments should, wherever possible, exploit opportunities for walking and cycling by connecting to existing pedestrian and cycle routes. Where appropriate new links should be provided to help increase connectivity and close gaps in the network. The provision of new or improved public transport systems may be required to increase accessibility levels. A CIL charge may be sought to help finance these options.

For major developments applicants should submit a travel assessment to highlight any potential impacts of the development on the existing transport network. A travel plan (including green travel options) may be required to indicate what measures will be taken to reduce and mitigate any negative impacts.