

8. TRANSPORT TOPIC AREA

8.1 The movement of people and goods is key to the vitality of North Wiltshire. Transport needs, however, must be balanced against their impact on the environment of the District's towns, villages and countryside. Careful planning, by shaping the pattern, scale and location of development, can influence transport choices in sustainable ways.

8.2 To this end and in line with Government Guidance the transport objectives of the Local Plan are to:

- Promote more sustainable transport choices for both people and moving freight.
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.
- Reduce the need to travel especially by the car.

T1 MINIMISING THE NEED TO TRAVEL

New development should be designed and located to minimise the need to travel whilst being accessible by cycling, walking and public transport. Housing developments should be accessible to jobs, education, health facilities, shopping, leisure and local services. Proposals will be permitted provided they meet these sustainable transport requirements.

8.3 To demonstrate their transport sustainability new developments will be required to produce Transport Assessments and Travel Plans (Policy T2) to the satisfaction of North Wiltshire District Council, Wiltshire County Council and the Highways Agency. Reducing parking through maximum parking standards, discounted to take into account accessibility will also be required (Policy T3). Full provision and priority access for cyclists, pedestrians and public transport users will be required along with measures to improve road safety and enhance the environment (Policy T4).

T2 TRANSPORT ASSESSMENT & TRAVEL PLANS

Transport Assessments are required to identify the impact of a development on the transport network and Travel Plans are required to set out sustainable forms of travel to and from a development. Proposals that demonstrate no adverse impact will be granted planning permission. All planning applications above the thresholds detailed in Appendix 4 will be required to submit a transport assessment and travel plan.

For planning applications below the thresholds North Wiltshire District Council reserve the right to require a transport assessment and/or travel plan if there are access and/or parking issues.

8.4 The impact of new development on transport networks can be considerable. Not just on highway and junction capacity but also for cycle, pedestrian and public transport movements. Planning applications will be accompanied by a transport assessment clearly setting out how traffic is generated by the development and what measures are required to mitigate their impact (Policy T 4). It will not be acceptable for developers to solely propose measures to improve highway and junction capacity.

Transport Assessments will follow Government Guidance.

8.5 Travel Plans will be given varied weight in a planning decision, depending on the degree to which it can be secured through a planning condition or planning obligation and the extent to which it materially affects the acceptability of the development proposed. Travel plans should promote cycling, walking, public transport and car sharing. Travel plans should reduce traffic speeds, improve road safety and personal security, and include more environmentally friendly delivery and transport movements.

8.6 Plans will include targets, monitoring programmes and where appropriate enforcement measures should targets be missed. Proposals to minimise freight movements should also be included. Planning applications for new development must ensure a minimal reliance on car borne trips.

8.7 Unacceptable development will not be permitted because of the existence of a transport assessment or a travel plan.

T3 PARKING

Planning applications are required to provide levels of car, cycle and disabled parking in accordance with the Countywide standards set by the Highway Authority.

8.8 The provision of parking spaces in new developments influences people's choice of mode of transport. Over provision of spaces encourages the use of the car adding to congestion and environmental problems. By limiting the number of spaces and including proposals for cycle, walking and public transport access (Policies T2 and T4) car use can be reduced.

8.9 Reducing the number of spaces required enables the more efficient use of land, allows for the development of sites where providing parking would be difficult and focuses development on sites providing access for those without use of a car.

8.10 Appendix 3, Countywide standards, therefore, sets out maximum levels of parking spaces for a range of developments. The standards recognise that some locations, for example town centres, will have a higher level of accessibility by cycle, walking and public transport than others and thus require fewer parking spaces. The number of spaces then required will be calculated in accordance with the Highway Authority's methodology.

8.11 Developers may propose a level of parking provision below the maximum standards identified in Appendix 3. This may lead to an increase in on street parking and associated problems. Under such circumstances developers will be expected to fund the implementation and enforcement of on street parking controls and other traffic management measures (Policy T4).

T4 CYCLING, WALKING AND PUBLIC TRANSPORT

Planning applications are expected to make appropriate provision and give priority access for cyclists, pedestrians and public transport users. Measures must improve road safety, enhance the environment and assist the access and movement of persons with a disability or impairment.

8.12 The key to reducing car use is making cycling, walking and public transport a safer, more attractive, reliable and convenient alternative. It is important that new development

is not just located where access by cycling, walking and public transport is possible but that provision is made to improve and give priority to those links.

8.13 Packages of measures are expected to include a range of the following:

- Bus shelters, laybys, bus boarders and timetable cases.
- Support for new/extended bus services.
- Bus priority measures.
- Cycle parking, lockers and shower/changing facilities.
- Links to and completion of routes on Cycle Network Plans, with down-lighting.
- Other cycle lanes, advanced stop lines, cycle activated signals.
- Contributions towards providing new railway stations and public transport interchanges.
- Safe routes to schools, shops, pubs, bus stops and other local facilities
- Pedestrian crossing facilities.
- Safe and convenient pedestrian routes with down-lighting.
- Cycle, pedestrian and public transport links to adjoining developments and town centres.
- Public rights of way.
- 20 mph zones, “Home Zones” and other traffic calming/management measures.
- Implementation and enforcement of on street parking controls.
- “Quiet Roads” networks on country lanes.

8.14 The mobility needs of all categories of disabled persons must be considered in any development and provided for in the list of measures above.

8.15 Well designed traffic calming and management measures can improve the quality of local neighbourhoods, enhance the street environment and improve road safety.

T5 SAFEGUARDING

Development affecting public rights of way, cycle and pedestrian routes will only be permitted where satisfactory provision, in terms of safety, attractiveness and convenience, is made to retain or divert the existing or proposed route. Land for the following transport proposals is safeguarded on the proposals map:

**Chippenham Bus Station
Corsham Railway Station
Cotswold Water Park Eastern Spine Road
Dualling of A350, North of Chippenham
Frogwell to Bumpers Farm Bus only link
Local Transport Plan Cycle Network Plans
Pockeredge Farm, Peel Circus, Local Distributor Link Road
Purton Railway Station
Spring Quarry Access Road
Swindon and Cricklade Railway
Swindon North Distributor Road
Thames and Severn Canal
Wilts and Berks Canal
Wootton Bassett Railway Station**

8.16 To ensure the future implementation of transport schemes the land necessary for their construction is safeguarded from inappropriate development.

T6 FREIGHT

Planning applications involving the significant movement of freight by road must be in locations easily accessible to the network of strategic and local lorry routes as identified in Wiltshire County Council's Local Transport Plan. Sites which use or have the potential to use the rail network for the movement of freight will be encouraged.

8.17 The efficient transport of goods is essential for the economy of North Wiltshire. Nonetheless there are increasing concerns, particularly over heavy goods vehicles, about the impact on the local environment. To balance the needs of freight movement and the environment a network of strategic lorry routes based on a box comprised of the M4, A303, A34, A36/A46/A350 has been drawn up as part of Wiltshire County Council's Local Transport Plan. As 85% of all freight traffic on Wiltshire roads has some business in the County there are considerable lorry movements off the Strategic Network so a supporting network of local lorry routes which minimise environmental damage has been devised.

8.18 The movement of freight by rail can substantially reduce lorry movements. Whilst rail can not serve all movements, developments generating substantial freight movements will be required to consider locations that can be served by rail.