

Improving accessibility

POLICY CS8 – IMPROVING ACCESSIBILITY

Priority will be given to providing the users of new development with a range of travel options other than the private car. The following principles will be applied in the consideration of planning applications and formulation of other Local Development Documents:

1. **Accessibility.** New development proposals which generate significant demand for travel will be more favourably considered the nearer they are located to existing and proposed public transport infrastructure and existing facilities and services. Developments which are car dependent or promote unsustainable travel behaviour will not be supported
2. **Off-site mitigation.** All new development proposals of a sufficient scale will be required to contribute financially or in kind to the schemes set out in Policy CS7 and the Infrastructure Delivery Plan, as appropriate, and other physical off-site local transport improvements as may be necessary to make the scheme acceptable
3. **Provision and Promotion of sustainable travel options.** All new development proposals of a sufficient scale will be encouraged to reduce greenhouse gas emissions, travel demand and support travel by means other than the private car, particularly to significant destinations such as educational establishments, hospitals, rail stations, bus interchanges and employment areas. This will be achieved through
 - the provision of, and integration of walking, cycling and public transport infrastructure into the local network
 - providing mixed use developments in appropriate locations
 - the active promotion of a Green Travel Plan approved by the Council
 - the provision of shower and changing facilities for use by staff in commercial and business premises
 - contributions to bus services, and other initiatives such as commuter and car clubs and community transport projects, as appropriate; and

- access to high speed broadband and installation of electrical sockets, storage and sufficient space in dwellings such that allows homeworking
- provision of facilities for charging plug-in or other ultra low emission vehicles.

The Council will expect early implementation of sustainable travel infrastructure and initiatives in the construction and occupation of major schemes

4. Parking and vehicular access for new development.

Car parking and vehicular site access should be well integrated and situated so it supports the street scene and does not compromise walking, cycling, public transport infrastructure and highway safety.

All new development proposals will also be required to provide safe & secure cycle parking facilities in accordance with the Council's standards.

- 7.16 This policy seeks to ensure that emerging DPDs, SPDs, Area Action Plans, Development Briefs, Concept Statements and development schemes all have regard to the need to improve transport infrastructure in accordance with Sustainable Community Strategy objectives.
- 7.17 National policy encourages development that is located where everyone can access services or facilities on foot, bicycle or public transport, rather than having to rely on access by the car, while recognising that this may be more difficult in rural areas.
- 7.18 New development that generates the need to travel will be required to contribute financially or in kind to the strategic transport infrastructure set out in Policy CS7.
- 7.19 Contributions may also be used to support sustainable travel measures that may be promoted by the Council and other partners from time to time (including those that may arise from Neighbourhood Development Planning), such as:
- revenue support to maintain, improve and expand community transport and demand responsive transport services in the urban and rural areas
 - revenue to establish a community car club scheme
 - revenue and capital towards improvements in real time passenger information
 - capital towards bus priority measures to ensure reliable and punctual bus services and
 - revenue and capital to support access to health facilities arising from the new configuration of acute and community hospitals.
- 7.20 All but the smallest householder applications will be expected to consider, provide information on and a strategy for the minimisation of private car based travel. In addition to the measures set out in criterion 3, other innovative measures that reduce the CO2 footprint of transport at the point of use, such as charging points for electric vehicles, will be welcomed.

- 7.21 Development proposals should consider the integration of direct and attractive walking and cycling routes with the wider network as a primary objective of high quality urban design. These routes should also take advantage of and integrate with existing and proposed Green Infrastructure, and vice versa where appropriate.
- 7.22 Parking remains an important part of demand management and an issue that will be kept under review. Inadequate or poorly designed residential parking can add to congestion, hinder bus and emergency services and have a negative impact on quality of life. Lower parking standards may be more appropriate as elements of the strategic transport infrastructure are implemented. Consequently, the Council is preparing a Residential Parking Standards SPD in accordance with the timetable set out in the LDS adopted in 2012.

Delivery

- 7.23 This policy will be delivered through the development management process, the JLTP and working with partners. The car parking standards will be reviewed through SP.