

Local Development Framework Briefing Paper Local Transport Plan



Devon County Council's Advice to Local Planning Authorities

This is one of a series of briefing papers prepared by Devon County Council to assist the preparation of Local Development Documents.

To view this, and other briefing papers, see <http://www.devon.gov.uk/ldf-briefing-papers>

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Local Planning Authorities are requested to take the following matters into account in preparing their Local Development Frameworks and other documents:

- 1. Acknowledge and take forward the long term priorities for transport strategy and the objectives and targets for transport set out in the Local Transport Plan [LTP]. Transport strategies for Exeter, Barnstaple, Newton Abbot, towns villages and rural communities; sustainable tourism, recreation and leisure will also need to be promoted in policies and proposals. LDFs should have regard to the principles and key issues outlined in section 1, including the need to secure developer contributions towards investment in sustainable transport.**
- 2. Through their core strategies and core strategy diagrams:**
 - a) *indicate strategically important infrastructure [existing and planned]; include policies that secure the longer term role of the strategic route network and protect former transport corridors such as rail and canal routes for future transportation.***
 - b) *set out how the development strategy supports the integration of transport and land use; focuses development and locates traffic generating uses at locations that offer modal choice and maximise accessibility, does not exacerbate existing transport and congestion problems, and supports demand management measures; and***
 - c) *promote the development of sustainable communities by identification and development of comprehensive networks of pedestrian, cycle and high quality, high frequency public transport routes which link residential areas, main employment centres, town centres, education and other facilities.***
- 3. Tackling Traffic Congestion/Improving Air Quality by promoting demand management; land allocations that make a positive contribution to sustainable transport and alleviation of current transport problems; allocating land for infrastructure such as park and ride sites; and, requiring transport impact assessments as part of the planning application process.**
- 4. Delivering Accessibility – Improving accessibility by focussing development at those locations that offer the greatest accessibility to jobs, services and facilities; provision of locally based services through development opportunities; design of new development so as to assist the servicing of the site by public transport and the extension and enhancement of walking and cycling links; measures to meet the needs of the mobility impaired; and, require accessibility assessments for development that generates substantial trips.**
- 5. Making Roads Safer – Ensure appropriate highway measures are secured as part of new development, to reflect the priority needs of pedestrians and cyclists and the requirement for sympathetic design; support “secured by design” standards in the construction of other transport related infrastructure.**
- 6. Improving Recreation, Leisure and Tourism/Promoting Health & Well Being**

Support and extend the public rights of way network, including the strategic bridleway network, particularly in relation to cross border links with Dorset, Somerset and Cornwall; Complete and promote circular walks, and routes that will improve the links between town and countryside; safeguard the proposed route of the National Cycle Network and facilitate its completion where opportunities arise; promote travel planning at visitor attractions that generate significant trips
- 7. Improving Public Spaces – Identify priorities for investment in the public realm to raise the quality of public spaces, contribute to regeneration and reinforce local distinctiveness.**

Introduction

The County Council as the Transport Authority for Devon is responsible for the preparation of the Local Transport Plan [LTP] 2006-2011. This briefing paper sets out LTP matters the County Council requests Districts to address in the preparation of their Local Development Frameworks [LDFs].

The purpose of this advice is to ensure is to ensure the overall philosophy underlying the LTP is reflected in LDFs, where the movement of goods and people are planned and provided for through an integrated approach to travel that:

- Supports a sustainable development strategy
- Meets the social and economic needs of all sectors of the community in a way which improves safety, reduces the need to travel, minimises environmental impact and minimises the use of resources.

The Local Transport Plan and associated documents can be viewed on http://www.devon.gov.uk/devon_local_transport_plan.htm.

Devon County Council Guidance on LTP Matters

1. Principles and Key Issues to Address

In preparing Core Strategies and other Local Development Documents, Local Planning Authorities policies and proposals should:

Context – Contribute to achieving the longer term priorities for transport strategy, which can be summarised as:

- Promoting the coordination of land use and travel planning
- Managing travel demand
- Promoting sustainable travel and modal choice
- Developing more effective and integrated transport and freight networks
- Identifying an integrated approach to transport investment in each part of Devon
- Minimising the impact of transport on the environment

The LDF should also contribute to the achievement of the LTP 5 year objectives and targets:

- Tackling traffic congestion
- Delivering accessibility
- Making roads safer
- Improving air quality
- Improving recreation and leisure
- Promoting health and well-being
- Improving public spaces.

Accessibility – Adopt an approach to settlement planning that maximises accessibility and supports innovative solutions to transport that deliver improved accessibility in rural areas.

Transport Strategies - Incorporate the relevant aspects of LTP strategies for Exeter; Barnstaple; Newton Abbot; towns villages and rural communities; and sustainable tourism, recreation and leisure. These aim to manage travel demand and improve the local environment. These strategies should be reflected in LDFs and are the subject of separate briefing papers.

Alternatives and Options for Development - Carefully consider the options and alternative locations for development in relation to their impact on transport networks, infrastructure and travel and take account of the potential for development to improve sustainable travel. Such impacts should be carefully considered as part of the options and issues stage of LDFs.

Improving Infrastructure - Include measures to safeguard planned transport infrastructure and to require developer contributions where new transport services and infrastructure are needed.

Safeguarding Infrastructure - Safeguard the strategic transport network to ensure its role in securing wider connectivity and supporting economic competitiveness is not compromised, including the protection of former transport corridors such as rail and canal routes for future transportation use whenever justified.

Transport Investment: Secure developer contributions towards sustainable transport measures [see also LDF Briefing Paper on Developer Contributions].

2. Core Strategy

The core strategy should:

- Reflect the strategic priorities outlined above and indicate strategically important infrastructure [existing and planned] on the key diagram and any core strategy inset diagrams. Core strategies should also contain a policy to secure the longer term role of the strategic route network for long distance traffic
- Set out a development strategy that:
 - Supports the integration of transport and land use
 - Seeks to focus development and locate traffic generating uses at locations that offer modal choice and maximise accessibility.
 - Does not exacerbate existing transport and congestion problems
 - Supports demand management measures
- Promote the development of sustainable communities by development of comprehensive networks of pedestrian, cycle and high quality, high frequency public transport routes which link residential areas, main employment centres, town centres, education and other facilities.

Other issues, set out below may also be reflected in either core strategies or local development documents, depending on the characteristics of the District concerned.

3. Tackling Traffic Congestion/Improving Air Quality

Policies and proposals in LDFs should recognise the role that development can play in alleviating the impact of traffic on the environment. They should promote:

- Demand management – for example, through travel planning, car parking policy; provision of integrated walking and cycling routes; planning obligations
- Land allocations that can make positive contributions to sustainable transport and enable positive solutions to existing problems
- Measures to bring forward land for appropriate infrastructure, such as park and ride sites; planned improvements to the highway network; and
- Require transport impact assessments as part of the planning application process

4. Delivering Accessibility

The dispersed nature of Devon's settlement pattern makes delivery of sustainable transport options difficult and securing access to jobs, services and facilities for many rural communities is an issue. Policies and proposals in LDFs should promote:

- Development at those locations that offer the greatest accessibility to jobs, services and facilities by walking, cycling and public transport.
- The provision of locally based services through development opportunities
- The design of new development so as to assist the servicing of the site by public transport and the extension and enhancement of walking and cycling links.
- Ensure the accessibility needs of the mobility impaired are considered as part of the development process; and
- Require accessibility assessments for development that generates substantial trips

5. Making Roads Safer

Policies and proposals in LDFs should:

- Ensure appropriate highway measures are secured as part of new development, to reflect the priority needs of pedestrians and cyclists and the requirement for sympathetic design
- Support "secured by design" standards in the construction of other transport related infrastructure

6. Improving Recreation, Leisure and Tourism/ Promoting Health and Well-Being

The opportunity to improve health and well being through promotion of walking and cycling should be secured through LDF policies and proposals that:

- Support and extend the public rights of way network, including the strategic bridleway network, particularly in relation to cross border links with Dorset, Somerset and Cornwall
- Complete and promote circular walks, and routes that will improve the links between town and countryside
- Safeguard the proposed route of the National Cycle Network and facilitate its completion where opportunities arise
- Promote travel planning at visitor attractions that generate significant trips

7 Improving Public Spaces

Measures to support transport and movement impact on the public realm. LDFs should identify priorities for investment in the public realm to raise the quality of public spaces, contribute to regeneration and reinforce local distinctiveness.

More advice on planning for the urban realm is given in the Briefing Paper 'Design and Urban Realm'.

Key Structure Plan Policies

TR1: Devon Travel Strategy	TR10: Strategic Road Network and Roadside Service Areas
TR2: Coordinating Land Use/Travel Planning	TR11: Safeguarding Transport Networks
TR3: Managing Travel Demand	TR13: Ports
TR4: Parking Strategy, Standards and Proposals	TR14: Airports
TR5: Hierarchy of Modes	TR15: Freight Distribution Network
TR6: Network Integration	TR16: Travel Investment Priorities
TR7: Walking and Cycling	TR17: Strategic Network Investment Proposals
TR9: Public Transport	ST4: Infrastructure Provision

Appropriate Statistics

- The average distance travelled per person per year in the South West region is 10,900km of which 9,700km are travelled by car (Source: National Travel Survey, Department for Transport).
- In 2001 the population of Devon was 704,499, living in 298,574 households. Only 57,046 (19%) of those households did not have a car. (Source: 2001 Census).
- In 2001 370,000 cars were owned in Devon. (Source: 2001 Census)
- In 2004/05 there were 18.2 million bus passenger journeys in Devon (BVPI 102)
- 41% of respondents found they had difficulty accessing or interpreting travel information. 72% of respondents without access to a car experienced problems accessing social and leisure activities (“Young People and Transport in Rural South Devon”, Dr Zoe Harris, 2004).
- In North Devon 64% of unemployed respondents highlighted transport as a reason for not being able to obtain a job (“Study of the Transport Needs of Young People in North Devon District Area”, 2003, Nicholas Curley)
- The main transport difficulties experienced by young people were access to after school activities, access to weekend leisure opportunities and meeting friends. (Devon Big Voice Reloaded Questionnaire 2004)
- 31% of people without a car have difficulties travelling to their local hospital, compared to 17% of people with a car. Nationally over 1.4 million people say they have missed, turned down, or chosen not to seek medical help over the last 12 months
- There were 3,219 recorded casualties on Devon’s roads in 2004: 37 deaths, 245 serious injuries and 2937 slight injuries
- Devon is making good progress towards the national targets for road casualty reduction. In 2003 it ranked 3rd amongst the 33 other shire counties in terms of the number of people killed or seriously injured per 100,000 people.
- The casualty record within Exeter is among the lowest of any urban area in Britain.
- The December 2004 Devon County Council “Citizens Survey” found respondents felt that travelling in Devon was safer than other parts country and only 3% felt it was more dangerous.
- 86% of the Devon tourist/visitor attractions responding to the “Discover Devon Naturally” survey were aware of the public transport routes which serve their business and 58% promote that information. 59% of the businesses responding are willing to consider reducing the cost of admission to people arriving on foot, bicycle or by public transport.
- At 10.4% Devon has a higher number of people aged over 75 years than the national average which is 7.5% (Census 2001)
- Between data recording exercises in 1994-1996 and 2000-2002 there was a 3% increase in the proportion of adults in Devon who were obese. (Source: Health Surveys for England 1994 to 2002)