

## LP29 - Safe, Sustainable and Active Transport

### Policy background and explanation

- 16.09 This policy has aims to ensure accessibility for all and to deliver sustainable development. It also seeks to provide a suitable policy framework for more detailed considerations of planning around transport and accessibility.
- 16.10 The National Planning Policy Framework states that developments that will generate significant amounts of traffic should provide a travel plan, to set out measures to facilitate sustainable modes of transport. SCC have produced new guidance for Travel Plans, for use as a material planning consideration. Furthermore, the National Planning Policy Framework, paragraph 34 states that:- 'Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).'
- 16.11 With regards to home to school transport contributions, these are already being secured through the planning process, where relevant to the development. This is done in accordance with the Department for Education (DfE) publication 'Securing developer contributions for education' (April 2019), which should be read in conjunction with the Planning Practice Guidance (PPG) advice on planning obligations (revised March 2019). It is therefore appropriate for the policy to require development contributions to provide for home to school transport where necessary.
- 16.12 The health benefits of 'Active Transport' are widely understood and supported, as such Sport England have published 'Active Design' which seeks to promote sport and physical activity in new and existing developments, to create an active environment, through designing and adapting where we live to encourage activity in everyday lives. The Councils have also published a Local Cycling and Walking Infrastructure Plan (LCWIP), which identifies opportunities for cycling and walking improvements at a local level.
- 16.13 Development should have regard to the most recent County Council Rights of Way Improvement Plan.

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- 1) All developments will be required to demonstrate safe and suitable access for all and must prioritise sustainable and active transport and maximise the opportunities to utilise these modes in accordance with the transport hierarchy. Where possible, active travel is to be tied in with the green infrastructure network to support net environmental gains.**

- 2) Development will be expected to contribute to the delivery of sustainable transport strategies for managing the cumulative impacts of growth, whilst protecting and enhancing the Public Rights of Way network.**
- 3) All development should be informed by the relevant parking guidance<sup>40</sup>, with adequate access for servicing and emergency vehicles.**
- 4) Where necessary, development will be expected to provide home to school transport contributions.**
- 5) Development proposals that are expected to, or likely to cause a significant increase in transport movements must:**
  - a) Be supported by a transport statement and if appropriate a transport assessment<sup>41</sup>; and**
  - b) Provide a travel plan informed by the relevant County<sup>42</sup> / National Guidance to mitigate the highway impact of development and maximise sustainable transport modes.**
- 6) Significant impacts on highway safety or the function of the highway network must be mitigated. Impact on highway safety must not be unacceptable and the residual cumulative impacts on the road network must not be severe.**

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<sup>40</sup> Currently the Suffolk Guidance for Parking (updated May 2019)

<sup>41</sup> Indicative thresholds: a transport statement will be required for residential developments between 50 and 80 dwellings and a transport assessment should accompany residential developments of over 80 dwellings, however other circumstances will also be considered. Non-residential development will be considered on a case by case basis. The scope of transport statements and assessments should extend across administrative boundaries of the LPA where it is appropriate to do so.

<sup>42</sup> <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/>