

Section 14: Transport and Communications

- 14.1 An effective transport network enables people to access work, services, leisure and other facilities in an efficient and safe way. It also enables the efficient movement of goods, materials and information. It is, therefore, an important element in supporting economic growth and the growth of sustainable communities.
- 14.2 Transport policies have an important role to play contributing to this and also contributing to wider sustainability, environmental (including heritage) and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Planning policies and decisions should support a pattern of development which, where reasonable to do so, facilitates the use of more sustainable modes of transport, thus supporting reductions in greenhouse gas emissions and reducing congestion to levels below that which may otherwise be expected without such policies.
- 14.3 The transport policies of this Local Plan are consistent with the strategic themes of the City of York Council Local Transport Plan 3: 2011-2031 (2011) that are:
- provide quality alternatives (to the car),
 - provide strategic links,
 - implement behavioural change,
 - tackle transport emissions, and
 - improve public streets and spaces.

Policy T1: Sustainable Access

Development will be supported where it minimises the need to travel and provides safe, suitable and attractive access for all transport users to and within it, including those with impaired mobility, such that it maximises the use of more sustainable modes of transport.

This will be achieved by:

- a. ensuring developments that can be reasonably expected to generate significant traffic movements are supported by frequent high quality public transport linking them to York's City Centre and other key destination, as appropriate; and
- b. requiring development proposals to demonstrate
 - i. There is safe and appropriate access to the adjacent adopted highway.
 - ii. There are safe and appropriate links to local services and facilities, the surrounding walking, cycling and public transport networks (including, where appropriate, the Public Rights of Way (PRoW) network), and that these integrate into the overall development.
 - iii. They provide suitable access, permeability and circulation for a range of transport modes whilst giving priority to pedestrians (particularly those with impaired mobility), cyclists and public transport services.

- iv. They create safe and secure layouts for motorised vehicles (including public transport vehicles), cyclists, pedestrians that minimise conflict.
- v. They provide sufficient convenient, secure and covered cycle storage, ideally within the curtilage of new buildings.
- vi. New roads or accesses through the development restrict access for, or otherwise discourage general motor traffic.

Where development is to be supported by frequent high quality public transport linking them to York City Centre or other key destination, developers will be required to ensure the provision of such new services or enhanced existing services, as necessary, from first occupation of the development for a period of up to 10 years, or five years after last occupation, whichever comes sooner. For all development, public transport services should be within reasonable safe walking and cycling travel distance of all parts of the development.

In applying this policy it is recognised that in some circumstances developments will not be able to achieve these criteria (for example, in heart of foot streets area), so they can, subject to sufficient justification of effective accessibility (including taxis) being submitted by a developer, be relaxed. Also some developments may be of a sufficient size to warrant a higher degree of accessibility than would otherwise be required for its location.

See also Policy DP3, D2, DM1 and ENV1

Explanation

- 14.4 Careful choice of location and layout of new development, combined with appropriate design and management measures, including adequate provision for pedestrians, cyclists and users of public transport in all new development, can help to reduce the dependence upon private cars, providing a safer, and more sustainable (and in the case of walking and cycling, a more healthy) alternative means of travel for most members of the community either for leisure or more functional purposes. The layout and design of development will need to balance safety, convenience and attractiveness whilst addressing potential conflict between the different modes of transport.
- 14.5 Roads providing a new direct vehicular through route will generally not be supported, as these are likely to attract car traffic from more major roads. However, controlled through access for buses and cycles is encouraged and through routes that offer sufficient deterrent to general car traffic may be supported. Where any new through-route for all traffic is proposed, it is important that the potential impacts are minimised.
- 14.6 Developments likely to generate significant traffic movements include, but are not limited to
 - strategic housing allocations (i.e. sites over 5 ha);
 - new 'garden village' settlement;
 - strategic employment locations;
 - other residential development sites that are over 5 ha; and
 - residential development sites that are under 5 ha, but have more than 200 dwellings.

- 14.7 Public transport (particularly buses) has a crucial role to play in meeting York’s transport needs and embedding sustainable travel patterns from an early stage. This is particularly important for new settlements, urban and sub-urban extensions and development on the city’s edge where key services and employment centres are not often within walking distance of housing.
- 14.8 Guidance on the distance to public transport and the level of service provision for it to be considered high quality and accessible will be contained in a forthcoming ‘Sustainable Transport for Development’ Supplementary Planning Document (SPD).
- 14.9 The frequency criteria for public transport (as stated in the SPD) shall generally apply for the peak-hours of movement to and from the development and, for non-residential development, the main hours of operation of the resulting use. Outside of these peak periods a reduction in frequency may be supported, subject to suitable levels of access being maintained. In terms of public transport accessibility, appropriate contributions for off site improvements to ensure safe and convenient access to bus stops will be required as necessary.
- 14.10 The requirement to ensure the provision of public transport services from first occupation of the development for a period of up to 10 years, or five years after last occupation, whichever comes sooner, shall apply unless the developer can demonstrate
- this is not a viable option in terms of practicality and cost - in such cases the developer should set-out the proposed level of public transport provision and the duration of this provision, together with a justification for this; or
 - such new services or enhanced existing services will become commercially viable within a shorter timeframe.
- 14.11 All development should be fully accessible to all groups within the community. However, people with mobility impairments (including sensory impairment), are often precluded from playing a full and independent role in society by the inaccessibility of land, buildings, transport and other facilities.
- 14.12 Lack of sufficient safe, covered and convenient storage space for cycles in new development, particularly in residential development, can deter people from owning and using a cycle. Development will be expected to be in accordance with the advice contained in the Council’s ‘Sustainable Transport for Development’ SPD.
- 14.13 The design of new car parks should take full account of the requirements of people with limited mobility. In particular, disabled parking bays should be located as close as possible to either the facility concerned or the principal pedestrian route from the car park, and sufficiently generous space must be provided at these bays to accommodate wheelchair users. Further details are contained in the Council’s ‘Sustainable Transport for Development’ SPD.
- 14.14 The National Planning Policy Framework (2012) (NPPF) requires that development should be designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles. This is consistent with the Low Emission Strategy (2012). Unless it can be demonstrated that it would undermine the viability of developments, a