



Craven Local Plan Examination

Matter 11

Appendix 4

**PROPOSED MODIFICATION:
SUGGESTED NEW POLICY INF7: SUSTAINABLE
TRANSPORT AND HIGHWAYS**

Matter 11 – Transport (Suggested Policy INF7, Policy INF4
and ENV12)

Hearing Day 7 – Friday 19th October 2018 (Week 2)

September 2018

PROPOSED MODIFICATION TO THE CRAVEN LOCAL PLAN: SUBMISSION DRAFT

ADDITIONAL POLICY AND EXPLANATORY TEXT

(Updated to include the conclusions of the Skipton traffic modelling report, Sept 2018 (Appendix 1 to this hearing statement), the Councils responses to Matter 11, Issue 1)

DRAFT POLICY INF7: SUSTAINABLE TRANSPORT AND HIGHWAYS

The minimisation of greenhouse gases and congestion, and the provision of safe and accessible travel facilities will be supported by maximising the opportunities for travel by sustainable transport modes; avoiding severe residual cumulative impacts of development relating to transport; and the design of safe and convenient access to transport facilities. This will be achieved through:

- a) working in partnership with the local highway authority, other authorities, local enterprise partnerships, transport providers, developers and local groups to implement Policies SP5 (Site SK140), ENV3 i to l), ENV11 and 12, INF4e) and SP2 c) of the Local Plan and:
 - a. promote a sustainable and improved transport system which is safe, reliable, and convenient and
 - b. improve transport connectivity with the rest of North Yorkshire, the wider Leeds City Region, Lancashire, Cumbria and Greater Manchester.
- b) maintaining a pattern of growth which reflects the spatial strategy and settlement hierarchy set out in Policy SP4 of the Local Plan.
- c) ensuring that all developments maximise opportunities to travel by non-car modes of transport through the location and design of new developments and developer contributions for off-site transport facilities, including securing access to transport facilities by walking and cycling.

- d) ensuring all developments that generate significant amounts of movement are supported by appropriate sustainable travel assessments, such as a Transport Statement, or Transport Assessment and a Travel Plan as reasonably required by the local highway authority, North Yorkshire County Council.**

- e) providing safe, suitable and convenient access to all development sites for all modes of transport and all people, including vulnerable users of the highway, and wheelchair-users, people with limited mobility and people with other disabilities.**

- f) ensuring that the residual cumulative impact of traffic generated by developments on the highway network is mitigated and where new development necessitates the provision of new or upgraded infrastructure, including safety measures and pedestrian and cycle connectivity:- this is to be developer funded.**

- g) securing tariff style developer contributions for the highway improvements necessary to mitigate the cumulative impact of the level of growth planned for the town of Skipton up to 2032 which are fairly and reasonably related in scale and kind to the relevant development. The relevant development will be those greenfield residential site allocations in this Local Plan in or adjacent to the built up area of Skipton.**

EXPLANATORY TEXT

- 1 The National Planning Policy Framework (NPPF) states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. The Council will continue to work closely with all relevant stakeholders to maximise opportunities to travel by non-car modes of transport and secure a safe and efficient transport network for the benefit of local and regional businesses, tourism and the community as a whole.

- 2 Paragraphs 2.3 to 2.18 of this Local Plan set out the Sub- Regional Economic and Transport Context of the plan area and reference the relevant bodies who the Council are working with on sub regional connectivity issues. The plan's accompanying Infrastructure Delivery Plan (Appendix C) sets out the various transport infrastructure initiatives currently being pursued by the Council and other relevant stakeholders. The Council will continue to work closely with the local highway authority, North Yorkshire County Council, to agree appropriate

transport proposals to accommodate and facilitate growth and seek to develop appropriate funding packages to ensure that development proposals provide for appropriate sustainable transport opportunities and adequate highway improvements. The North Yorkshire County Council Local Transport Plan 2016-2046 (LTP4) (2016) and Strategic Transport Prospectus (2015) provide the local highway authority's strategic, policy and planning transport documents.

- 3 Policy SP2 c) of this plan supports enhanced connectivity with the rest of North Yorkshire, the wider Leeds City Region, Lancashire, Cumbria and Greater Manchester; the provision of pedestrian and cycle links to enhanced public transport facilities; and protects the original double track route of the Skipton to Colne railway line for future transport use. The latter is marked on the plan's policies map and is similarly protected in the Pendle District Local Plan.
- 4 One of the core planning principles of paragraph 17 of the National Planning Policy Framework (NPPF) is to "actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable." The Craven Local Plan Policy SP4 seeks to achieve this pattern of growth through its focussing of future development in the town of Skipton which has good rail and bus links. After Skipton, the market towns of Settle and Bentham will accommodate a relatively high level of growth and are well related to the rail network, as well as having bus services connecting them with the surrounding countryside and other settlements in the District.
- 5 New development has the potential to provide opportunities for travel by non-car modes of travel and these opportunities should be maximised, through the planning application process, whatever the size of development. It is important that pre-application work for any size of development involve discussions with the local highway authority, North Yorkshire County Council, on all transport aspects of an emerging planning application.
- 6 Paragraphs 32 and 36 of the NPPF identify the important role played by transport assessments, or transport statements, and travel plans in assessing and mitigating the negative transport impacts of development and promoting sustainable development. Travel Plans will therefore be required for all developments which generate significant amounts of traffic and will play an important role in identifying how the development might contribute to:
 - encouraging sustainable travel,
 - lessening the traffic generated and its detrimental impacts,
 - minimising carbon emissions and their associated impacts on climate change,
 - creating accessible, connected, inclusive communities,
 - improving health outcomes and quality of life,

- improving road safety, and
- reducing the need for new development to increase existing road capacity and provide new roads.

- 7 North Yorkshire County Council as the Local Highway Authority has set out guidance on a range of transport issues, including advice on transport assessments and travel plans, in a document called Interim Guidance on Transport Issues (2015). This Guidance sets out the indicative thresholds at which transport statements, transport assessments and travel plans are likely to be required for different types of development. Early pre-application discussions should take place with the local highway authority on the applicability of these indicative thresholds to a given development proposal. The provision of a safe, suitable and convenient access to new development sites should also be agreed with the local highway authority during pre-application discussions.
- 8 To avoid severe adverse cumulative residual impacts of development on the transport network, traffic generated by all developments on the highway network should be mitigated and where new development necessitates the provision of new or upgraded infrastructure, developer delivery of the mitigation or contributions, as appropriate, will be required in accordance with Policies SP12 and INF1 of the Local Plan.
- 9 Traffic modelling of the impact of Local Plan proposals for the town of Skipton (Modelling Highway Impacts of Submission Draft Plan Developments in Skipton: Jacobs, September 2018) has been undertaken by Craven District Council. This document concludes that the town's growth proposals can be satisfactorily accommodated by the highway network, subject to the provision of two junction improvements. The traffic modelling evidence has established that all the mitigation measures proposed can be accommodated within existing highway land; as such there is no third party land purchase costs associated with delivering the mitigation. Based on similar road widening schemes elsewhere in North Yorkshire, a preliminary cost for construction would be as follows:

Junction 1 A65/Gargrave Road/A629/A59	=	£300,000
Junction 4 A6131/A65	=	£170,000
Total	=	£470,000

- 10 The above cost estimates for the 'civils' construction works need to be increased to include contingency sums for items which have not been included in the estimate. Percentage contingency sums have been added for:-

traffic management:	15%,
contractors' expenses including preliminaries and site compound	10%
design and supervision costs	15%

- 11 Given some uncertainty around the works at this early preliminary stage of design, an additional allowance of 10% has made for contingencies together with the industry standard 44% Optimism Bias uplift, as a further contingency sum.
- 12 From a desk study of the statutory undertakers services under and on the likely land take area for mitigation, there are no major re-alignments or relocations required. Applying the contingencies stated above, there is a preliminary total works cost of £1.1million. This cost can be met through the collection of developer funding from the development of five greenfield residential site allocations in the local plan. A sum of £1,500 per dwelling will be collected from these developments through Section 106 legal agreements.
- 13 The plan's highway modelling and viability evidence base referred to above demonstrates that developer contributions for these junction improvements:
 - are necessary to make the cumulative impact of growth in Skipton acceptable in planning terms and that they
 - would be directly related to development in Skipton and
 - would not threaten the viability of larger scale greenfield residential development in Skipton (100 dwellings or more).