

5. TRANSPORTATION

Background

5.1 Planning Policy Guidance Note 13: Transport (PPG13) sets out the Government's latest policy guidance on planning and transport. The objectives of the guidance are to integrate planning and transport at the national, regional, strategic and local level, in order to:-

- b) promote more sustainable transport choices for both local people and for moving freight
- c) promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
- d) reduce the need to travel, especially by car

5.2 The Regional Spatial Strategy for the East Midlands (RSS8) incorporates the Regional Transport Strategy for the region. This Strategy aims to ensure that land use planning and transport planning are fully integrated in order to steer new development to more sustainable locations, reduce the need to travel and enable journeys to be made by more sustainable modes of transport.

5.3 Amber Valley is covered by two Local Transport Plans; the Derby Joint Local Transport Plan, which covers that part of the Borough within the Derby Sub-Area (as defined in the Derby and Derbyshire Joint Structure Plan), with the remainder of the Borough being covered by the Derbyshire Local Transport Plan. The current version of these Local Transport Plans set out comprehensive proposals for transport over the period 2001-2006, together with indicative proposals for the period 2006-2011. The next version of the Local Transport Plans will set out proposals for the period 2006-2011.

5.4 The adopted Derby and Derbyshire Joint Structure Plan provides more detailed policy guidance on transport issues. It emphasises the need for new development to be located where it can minimise the need to travel and where it can be well-served by public transport. The Joint Structure Plan also refers to the provision of new transport infrastructure, including both public transport and major road schemes.

Issues And Policies

The Impact Of Development On The Transport Network

5.5 The volume and type of traffic created by development is a major source of concern to both the Borough Council and Derbyshire County Council, as the Highway Authority. It is crucial that all development proposals can demonstrate that satisfactory access can be provided from the transport network and that any increase in traffic generation can be satisfactorily accommodated on the network. Conditions will need to be placed on planning permissions, or provision made through Section 106 Agreements (see policy LS5).

5.6 Traffic congestion is considered to be one of the most pressing problems in the Borough and traffic management initiatives will be required, in conjunction with development proposals, to address this problem. A range of potential mitigating measures will need to be considered on a site by site basis, against circumstances and opportunities. Any schemes will need to have regard to the needs of pedestrians, cyclists and public transport users, as well as car users, in order to minimise the impact of development on the existing transport network

5.7 Despite the increasing numbers of households with access to a car, a significant proportion of the Borough's population remain dependent on public transport, predominantly buses, but also taxis, private hire vehicles and rail services. There is therefore a need to ensure that wherever possible, the Borough Council can secure improvements to public transport services and facilities, in conjunction with development proposals, where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a wider package of measures. This could include upgrading facilities at existing railway stations and the provision of new bus shelters. Greater contributions are likely to be necessary for development in locations away from town centres and major transport interchanges, than in conjunction with central sites.

5.8 PPG13 advises that transport assessments be undertaken where development proposals would generate significant demand for additional journeys by car. Such an assessment should provide details of measures to improve access to development by different modes of transport, to reduce the need for parking and to mitigate the impact of transport.

TP1 In considering all development proposals, the Borough Council will require that:-

- a) satisfactory access can be obtained to the transport network**
- b) any additional traffic movements likely to be generated by the development can be satisfactorily accommodated on the transport network**

Development proposals that would generate significant demand for additional journeys by car will need to be accompanied by a transport assessment and where appropriate, a travel plan. The assessment will need to identify the transport implications of the proposals and give details of the measures proposed to mitigate their impact, including traffic management and improvements to public transport.

The Borough Council will impose conditions on planning permissions or seek to enter into Section 106 Agreements with developers, including where appropriate through the implementation of a travel plan to ensure implementation of the proposed measures including, where appropriate, financial contributions towards improved access by public transport

Walking And Cycling

5.9 In order to reduce dependency on the car and encourage more people to undertake journeys on foot or by cycle for commuting or leisure purposes, there is a need to develop a comprehensive network of footpath and cycleway routes across the Borough. This will include the maintenance and enhancement of the existing footpath and bridleway network, together with the establishment of new routes. There is an opportunity to secure the provision of or financial contributions towards such measures in conjunction with development proposals.

5.10 Priority needs to be given initially to the development of strategic multi-user routes, including those promoted by Sustrans (the national organisation promoting sustainable transport), linking the main centres of population and employment along the Derwent Valley, the Erewash Valley and the routes of the former Cromford Canal and Ripley railway. These routes have the most potential to reduce car dependency for journeys to work and for other key purposes. The routes shown on the Proposals Map are indicative and the Borough Council will negotiate and consult on detailed routes as they come forward for development. Priority will be given to separating pedestrians and cyclists from vehicular traffic, wherever possible. The Borough Council will seek to develop further routes in the future, in order to establish a comprehensive footpath and cycleway network.

TP2 The Borough Council will seek to develop a comprehensive footpath, cycleway and bridleway network throughout Amber Valley, with priority given to the development of the strategic multi-user routes, as shown on the Proposals Map

TP3 The Borough Council will seek to enter into Section 106 Agreements with developers to secure enhancement of the footpaths, bridleways and cycleways, or a contribution towards enhancement as appropriate, where the proposals would provide an opportunity, or create a need, related to the development proposed

Proposed Pedestrian Priority Area

5.11 There is potential within Heanor town centre for further pedestrian priority measures, although this will be dependent on the completion of the A608 Heanor Inner Relief Road (policies TP13-14).

TP4 The Borough Council will safeguard the area shown on the Proposals Map within Heanor Town Centre against development proposals which would prejudice the implementation of a scheme of pedestrian priority measures, to be prepared on completion of the Heanor Inner Relief Road

Rail Freight

5.12 PPG13 states that local planning authorities should seek to identify sites and routes which could support the development of infrastructure for the movement of freight by rail. It also suggests that opportunities for rail freight can be secured by locating proposals for new development adjacent to railways. Transport Policy 7 of the Joint Structure Plan seeks to encourage a shift in freight transport away from road to rail, in order to reduce the impact of transport on the environment, particularly in relation to lorry movements. Where new business, industrial or any other form of development generating freight transport is proposed adjacent to existing railway lines, it would therefore be appropriate to incorporate suitable facilities within the development to enable transportation of freight by rail. Any proposals for housing development adjacent to railways would not be covered by this policy.

TP5 Where development generating the movement of freight is proposed adjacent to existing railway lines, the Borough Council will seek to maximise the transportation of freight by rail including, where appropriate, the provision of suitable facilities in association with the development

Car Parking

5.13 PPG13 sets out national maximum parking standards for various forms of land use and development. It advises that in locations either readily accessible to public car parking provision, or which are well served by public transport, car parking provision in conjunction with development should be significantly below the maximum standard. PPG13 also suggests that local authorities consider the need for more rigorous maximum standards in their areas, where this could help to reduce dependency on the car for travel. Work has been undertaken at the regional level within the East Midlands to consider how parking standards for employment uses (use classes B1, B2 and B8) could be effectively used as part of a package of measures to manage the demand for travel. This has led to the introduction of maximum parking standards in the Regional Spatial Strategy for the East Midlands (RSS8).

5.14 The parking standards in the adopted Local Plan (1994), which were agreed by Derbyshire County Council and accepted by the Borough Council for the purposes of development control, have been amended to become maximum rather than minimum standards. This was intended as an interim measure pending revised Government guidance. There is a need now to reflect the both the latest guidance in PPG13 and the proposed maximum parking standards in RSS8.

TP6 In considering development proposals, the Borough Council will have regard to the maximum parking standards set out at Appendix 3. Where development is proposed in locations which are either readily accessible to public car parking provision, or are well-served by public transport, the Borough Council will seek to secure levels of additional private car parking provision significantly below the maximum standards

5.15 Many of the older housing areas within Amber Valley have a high dependency on on-street parking, as a result of insufficient off-street provision, leading to problems of traffic congestion. There is also a growing conflict between residents and shoppers in relation to on-street parking adjacent to the Borough's town centres. There is a need to secure, wherever possible, the provision of additional off-street parking to resolve these existing problems.

5.16 In order to sustain the vitality and viability of the Borough's town centres, it is also critical that sufficient car parking provision is available to shoppers and other town centre users, in locations where access to shops and other uses is easily available. There is a need to monitor the demand for and availability of public car parking provision in each town centre to identify the need to either manage existing provision more effectively, or to secure additional provision.

Park And Ride Facilities

5.17 PPG13 refers to the potential benefits of park and ride schemes in helping to promote more sustainable travel patterns and to improve the accessibility and attractiveness of town centres. It advises that any schemes should be developed as an integral part of the planning and transport strategies for an area and included within a local transport plan. The current Local Transport Plans covering Amber Valley make no specific reference to the provision of park and ride schemes within the Borough, although there may be opportunities to incorporate such schemes within major new development proposals. The Borough Council would need to be satisfied that any scheme would make a positive contribution towards a more sustainable pattern of journeys, as well as being located and designed in such a way as to be consistent with other policies in the Local Plan. Park and ride facilities will also need to be designed to provide security, including for cycles as well as cars and motorcycles.

TP7 Planning permission will be granted for the provision of new park and ride facilities, where this would contribute to more sustainable travel patterns, providing that the proposals:-

- a) would not lead to a significant increase in the number of journeys by car**
- b) are of a scale and design appropriate to the locality**

- c) **incorporate suitable facilities to enable use by disabled people, and access by a range of means of transport, including walking, cycling and motorcycling**

Any proposals within the Green Belt will also have to satisfy the criteria in policy EN2

Disused Transport Routes

5.18 PPG13 makes reference to the need to protect former transport routes for either potential future passenger and freight movement, or for the provision of new footpath and cycleway links, in order to widen transport choice. Within Amber Valley, there are disused railway routes between Duffield and Wirksworth and between Derby and Coxbench. There is also a need to safeguard the route of the former Cromford Canal.

TP8 The Borough Council will protect disused transport routes, as shown on the Proposals Map, from any development which could prejudice either their future potential for re-opening, or their development as multi-user routes

Highway Improvements

5.19 There is a long-standing commitment to securing the completion of the A608 Heanor Inner Relief Road, in order to relieve problems of traffic congestion and open up opportunities for further pedestrian priority measures in the town centre (policy TP4). Although no specific provision is made in the 2006-2011 Derbyshire Local Transport Plan to the implementation of the scheme, it is referred to as one of a number of future projects anticipated in the period 2006-2011. It is therefore appropriate to continue to safeguard land in the Local Plan for the future completion of the scheme.

5.20 There is also potential to secure financial contributions in conjunction with new development in the Heanor/Langley Mill area. In particular, new housing development required to meet the requirements of the Joint Structure Plan will have a significant impact on the existing highway network and there will be a need to secure improvements to the network to offset this impact.

TP9 The Borough Council will safeguard land from any development that could prejudice the completion of the A608 Heanor Inner Relief Road, as shown on the Proposals Map

TP10 The Borough Council will seek to secure financial contributions towards the completion of the A608 Heanor Inner Relief Road, as shown on the Proposals Map (policy TP9), in conjunction with development proposals within the Heanor/Langley Mill area, where it can be demonstrated that the proposals would have a significant impact on existing problems of congestion on the transport network

5.21 The potential to use the existing vehicular access to Alfreton Leisure Centre in conjunction with any future expansion or redevelopment proposals is severely limited, in terms of highway safety. The former bus depot on King Street provides an opportunity to secure an improved access and should be safeguarded from any development which could prejudice this opportunity.

TP11 The Borough Council will safeguard land from any development that could prejudice the provision of a new vehicular access from the A61, to serve Alfreton Leisure Centre, as shown on the Proposals Map

5.22 The provision of a comprehensive mixed use development scheme at Cinderhill, Denby (policies ER2 and H1b) will require a new junction on to the A38, The need for a new junction is considered to be essential, to provide a direct access from the strategic highway network which will attract new business and industrial development, and to offset the impact of additional traffic movements on both existing and proposed residential areas. The provision of the new junction will need to be phased in conjunction with development.

5.23 The principle of a new A38 junction will need to be included as part of a transport assessment in conjunction with development proposals, to demonstrate that it would not have a detrimental effect on the safety and free flow of traffic on the A38 and that suitable mitigation measures can be identified and implemented.

TP12 In conjunction with proposals for a comprehensive mixed-use development scheme at Cinderhill, Denby, as shown on the Proposals Map (policy ER2), the Borough Council will require the provision of a new junction on to the A38 subject to the proposals demonstrating that they would not have a detrimental impact on the safety and free flow of traffic on the trunk road network

5.24 There is a longstanding commitment to securing the completion of highway improvements along the A610 between Ripley and Langley Mill, including a by-pass for Codnor. This would secure a high quality east-west route between the A38 and the M1, helping not only to relieve traffic congestion on the existing highway network, but also improving the accessibility and attractiveness of the Borough for business. Although no specific provision is made in relation to the scheme in the 2006-2011 Derbyshire Local Transport Plan to the implementation of the scheme, reference is made, in relation to future projects, to the need for improvements along the A610 corridor to tackle existing traffic problems. It is therefore appropriate to continue to safeguard land in the Local Plan for the future completion of the scheme

TP13 The Borough Council will safeguard land from any development that could prejudice the future provision of a new A610 link road between Ripley and Langley Mill, including a Codnor by-pass, as shown on the Proposals Map

Roadside Facilities

5.25 The provision of leisure facilities often creates a related demand for a variety of additional facilities, which may often be physically divorced from the leisure facility itself. This may include catering establishments, petrol stations or other similar roadside facilities which are important in supporting existing leisure attractions within the Borough. There is a need, however, to ensure that these roadside facilities are located close to existing urban areas in order to have a minimal impact on the environment.

TP14 Planning permission for the development of roadside catering establishments, petrol stations or other roadside facilities will only be granted within existing settlements, or exceptionally within the countryside where it can be demonstrated that there is a need for the facilities. All proposals will need to satisfy the criteria in policies LS1-4