



## 2.0 Transport Planning

## 2.1 General

### 2.1.0

Consideration must be given to transportation issues at the outset and at every stage of the design process. This applies to both new (greenfield) sites and developments within existing infrastructure (brownfield).

## 2.2 Local Transport Plan

### 2.2.0

As previously mentioned in section 1.4, Swindon Borough Council's Local Transport Plan (LTP) is a five year transport strategy. The main objectives of the LTP and the strategy for achieving them are outlined in Section 1.4.

#### Section 1.4

The LTP is the framework for transport planning and decision making. It places the emphasis on providing more transport choice, and reducing travel by car.

All development within the Borough should take into account The aims of the LTP.

Ways in which this may be achieved are:-

- Promotion of alternative means of travel through the implementation of Green Transport Plans
- Improving accessibility to all forms of public transport
- Considering the needs of pedestrians and cyclists
- Provision of Bus Priority Measures
- Management of parking supply
- Creating designs that reduce the speed of traffic

## 2.3 Green Transport Plans

### 2.3.0

Developers/Agents may be required to develop 'green transport plans' in line with the Revision of PPG13 and the Swindon Local Transport Plan.

### 2.3.1

The draft PPG13 (October 1999) clause 67 states:-

Under certain circumstances some or all of a green transport plan may be made binding through either conditions attached to a planning permission or through a related planning obligation. They may have a variety of names (such as green travel plans, company travel plans and school transport plans) and can vary in content and objectives. However, their relevance to planning lies in delivery of sustainable transport objectives, including:

- reductions in car usage (particularly single occupancy
- journeys);
- increased use of walking, cycling and public transport;
- reduced traffic speeds and improved safety particularly for
- pedestrians and cyclists; and
- more environmentally friendly delivery and freight movements,
- including home delivery services.

Where green transport plans are to be submitted alongside a planning application, they should be worked up in consultation with the local authority and local transport providers. They might be designed for the applicant only, or be part of a wider initiative, possibly organised by the local authority, involving other developments in the area.

The following table should be used as a guide to determine when a green transport plan will be required.

Use	Threshold above which standards applies (Gross floorspace)
Food Retail	1,000 m <sup>2</sup>
Non Food Retail	1,000 m <sup>2</sup>
Cinemas and conference facilities	1,000 m <sup>2</sup>
D2 including leisure	1,000 m <sup>2</sup>
B1 including offices	2,500 m <sup>2</sup>
Hospitals	2,500 m <sup>2</sup>
Higher and further education	2,500 m <sup>2</sup>
Stadia	1,500 seats

Although some sites will not require a green transport plan, a 'transport statement' may be required. Further guidance can be obtained from the Borough's Transport Planning Group.

### 2.3.2

Examples of what could be contained in a Green Transport Plan are :-

- The plan's aims and objectives
- An audit of existing travel patterns and facilities for existing developments - quantified and described. Examples of the type of issues this should cover are:-
  - mode of travel figures
  - existing car parking patterns, both on-site and off-site (e.g. side roads and public car parks)
  - pedestrian facilities
  - cycle parking
  - access to bus stops and public transport provision
  - lockers for cyclists, joggers etc.
- Targets by mode for 2, 4 and 5 years to include:-
  - walking
  - cycling
  - 2-wheel motorised vehicles
  - car sharing
  - public transport
- Firm projects which are, or will be put in place to achieve the targets, e.g.
  - discounted public transport tickets
  - tele-working and home working
  - car-sharing register
- Monitoring procedures including reporting back to Swindon Borough Council on progress at 2, 4 and 5 year stages.

### 2.3.4

Green transport plans need to be individually tailored to meet the requirements of individual developments.

### 2.3.5

In most circumstances green transport plans will be contained within a Section 106 agreement, and therefore, if necessary, will be enforceable.

Section 106 of Town & Country Planning Act 1990  
See also Section 8.5.1

## 2.4 Accessibility

### 2.4.0

If people are to be encouraged to use alternative forms of transport to the car, it is paramount that good access is provided for all

In terms of access in the built environment consideration should be given to the following groups:-

- The wheelchair user.
- People requiring walking aids.
- Blind or partially sighted people.
- People who are deaf or hard of hearing.
- Those with youngsters in pushchairs.
- Older people and those with limited mobility.

See also section 5.9

### 2.4.1

It is fundamental that decisions regarding accessibility are made at the outset of any development scheme, to ensure that facilities are provided in the right place.

## 2.5 Pedestrians and Cyclists

### 2.5.0

When designing new developments, designers are encouraged to consider the needs of cyclists and pedestrians, and shift the balance from motorists to more vulnerable road users.

See pedestrian and cycle checklist in Appendix 1.0

### 2.5.1

- Consideration should be given to any obvious **destinations** residents may wish to access, i.e. schools, shops, leisure centres, and pedestrian/cycle friendly links should be provided.
- Consideration should be given to the need for crossing facilities.
- Crossing facilities should be conveniently located to any existing cycletracks, footways, bus stops, schools and shops.

### 2.5.2

Clear and adequate destination signing should be provided on cycle/pedestrian routes.

### 2.5.3

To encourage greater use of buses, consideration should be given to the provision of a good pedestrian/cycle network to bus stops. Ensure that any route is well lit and direct.

## 2.6 Bus Priority Measures

### 2.6.0

The penetration into new developments by public transport should be subject to dialogue with bus operators and the Transport Development Control Team during the framework planning process. Guidance on the design of bus priority measures is given in section 3.19

Section 3.19

## 2.7 Management of Parking Supply

### 2.7.0

For parking standards see section 5.8

Section 5.8

## 2.8 Restraining the Speed of Traffic

### 2.8.0

Guidance on layouts that are designed to restrain traffic speeds without the requirement of features such as islands and humps, is given in section 5.6.2.

In some instances the use of physical measures such as islands and humps will still be required, and guidance on this can be found in section 5.6.3.

Section 5.6.2 & 5.6.3