

## 6.2.1 Transport and accessibility

### Policy TA1

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#### Transport and accessibility

The Council is seeking to develop a sustainable and high quality transportation system which makes sustainable travel the first choice when travelling, thereby meeting the accessibility needs of everyone and promoting Torbay's economic competitiveness, whilst reducing the need to travel and the environmental impact of travel.

This will be achieved through:

1. Promoting development in locations that are easily accessible and safely reached by foot, cycle, public transport, sustainable transport or car;
2. Ensuring that the most sustainable and environmentally acceptable modes of transport are promoted as an integral part of developments, having regard to the following hierarchy of sustainability:
  - (i) walking;
  - (ii) cycling;
  - (iii) public transport;
  - (iv) car sharing;
  - (v) low/ultra low emission vehicles; and
  - (vi) private (high emission) transport.
3. Improving road safety, quality of life and equality of access for all, minimising conflict between road users and prioritising the transport hierarchy.
4. Ensuring that development is designed so that the use of cars is reduced wherever possible and residents have adequate access to employment, retail and community facilities within safe walking and cycling distance and via close proximity to bus stops, served by frequent bus services. Layouts should contribute to a connected network of footpaths, cycle routes and green infrastructure identified in the Green Infrastructure Delivery Plan. Employment proposals should seek to maximise the opportunities for sustainable transport of freight.
5. Incorporating, in new development, appropriate levels of car and cycle parking (see Policy TA3) that is well designed, integrates with other public space uses and does not dominate the built environment;
6. Reducing the impact of signage and transport infrastructure within the street scene, to avoid proliferation of unnecessary clutter or harm to the historic features.
7. Minimising the effect of development upon Air Quality Management Areas (AQMAs).

[View interactive map \(Broadband connection recommended\)](#)

## Explanation:

### 6.2.1.1



The Council is committed to sustaining and enhancing the transport system across the Bay, prioritising the most sustainable modes of transport, ensuring the free flow of movement on the highway network and encouraging a modal shift away from the private car. Active travel, specifically walking and cycling, has significant health as well as environmental benefits. The transport hierarchy ensures that as much emphasis as possible is given to the most sustainable modes of transport, but also to ensuring there is a choice of transport options for all. There is also a need to acknowledge that car ownership is likely to remain high, and therefore the implementation of policies to encourage walking, cycling and public transport is not intended to penalise car ownership.

**6.2.1.2** Accessibility is vital to creating sustainable communities where services, employment and facilities are provided within easy walking distance of homes. Equally important is the need for good transport connections within the Bay and the wider sub-region.

**6.2.1.3** It is important that future development makes an appropriate contribution to delivering these transportation goals, minimises the scale of impact on the highway network and contributes to improved accessibility and a healthy living environment. Where development does not include proposals for encouraging sustainable modes of transport, this may indicate that the proposal is unacceptable.

**6.2.1.4** Air Quality Management Areas (AQMAs) have been designated in Hele, Torquay and Brixham Town Centre and are shown on the Policies Map. These areas are characterised by high levels of nitrogen dioxide caused by emissions from road transport, due to low vehicle speeds arising from localised congestion. Action Plans will be prepared by the Council for both AQMAs.

## Policy TA2

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### Development access

All development proposals should make appropriate provision for works and/or contributions, to ensure an adequate level of accessibility and safety, and to satisfy the transport needs of the development. Consideration will be given to the hierarchy of sustainable transport and the need to create a connected network of green infrastructure identified in the Green Infrastructure Delivery Plan. All such works shall seek to maintain or enhance the physical features that contribute to the character of the area.

#### Accessing the highway network:

Schemes which require new access to/from the highway network will be supported where they:

1. Provide vehicular and pedestrian access to a safe standard, including a satisfactory standard of visibility;
2. Maintain an acceptable network capacity or provide suitable mitigation for any negative impact on capacity;

3. Contain high quality provision for non-car modes of transport, proportional to the scale and type of development;
4. Enhance public and/or community transport, cycling and pedestrian infrastructure, proportional to the scale and type of development;
5. Are essential to access the schemes and can demonstrate significant environmental, safety or economic benefits; and
6. Do not impact on the wider network, by causing / adding to congestion for example, and
7. Provide for safe turning / manoeuvring of vehicles within the site, particularly for commercial development.

In particular, new access points to the Major Road Network and the District Distributor Road Network (shown on the Policies Map) will not be permitted where there is an unacceptable impact on road safety, and on the function and operational efficiency of the Networks.

**For major developments:**

A good standard of access for walking, cycling, public and private transport should be provided in major development schemes. This will include measures for emergency service vehicles, waste collection vehicles and public transport vehicles to access the site in a way that would not disrupt the service they provide. Additionally, secure covered bicycle parking and changing facilities (e.g. in commercial developments) should always be included. Consideration must be given to the need to make appropriate provision of facilities for disabled persons (levels, signage, parking bays etc).

A Travel Plan is required for all major developments likely to have significant transport implications, setting out how at least 30% of the potential users can gain access by foot, cycle or public transport, and how this will be monitored.

[View interactive map \(Broadband connection recommended\)](#)

**Explanation:**

**6.2.1.5** It is an important principle that new development should integrate with the surrounding area in terms of its connectivity and should be accessible by a wide range of means, including (but not exclusively) the private car.

Development should ensure that people wishing to gain access to the site can do so by a choice of sustainable travel modes, ensuring that potential users can either walk or cycle safely and conveniently to and from the site. Safe, free flowing and well maintained vehicular access throughout development is a vital element of a high quality development.

**6.2.1.6** Development proposals that require new access provision, and are likely to have an impact on the major road network, will be permitted where the proposal does not significantly reduce capacity on the road network or impose delays to essential services. Where development proposals are likely to have an impact on the distributor road network, they will be permitted where the development does not unacceptably increase traffic congestion or create difficulties for public transport, cyclists and pedestrians, or where public transport or highway improvements can be made to accommodate any impact.

Fleet Walk, Torquay; Victoria Street, Paignton and Fore Street, Brixham are subject to pedestrian priority measures. However they are also form important town centre routes with service and access requirements and their status in the highway network will be kept under review.

**6.2.1.7** It is important that new developments provide a satisfactory standard of access to the wider highway network. For the majority of the network, visibility should accord with national guidance, for example the Manual for Streets and Design Manual for Roads and Bridges. Developments which have direct access to principal roads and high speed roads should accord with national standards, unless agreed otherwise. Schemes should protect or replicate features of landscape importance such as hedgerows, trees and townscape where this is compatible with the technical requirements noted above. Any additional cost of providing replacement features should be included at the outset of the proposal.

**6.2.1.8** A Travel Plan is a key way to assist the management of the transport needs of an organisation or major development. It requires clear (SMART)

targets for the use of the various travel options, with deadlines by when these will be achieved. Provision must reflect the transport hierarchy and be made to encourage the use of walking, cycling, public transport, and car sharing; and to reduce the level of traffic generation with appropriate provision for disabled users. Educational establishments will need additionally to consider the requirements for pupil/student and parent access.

## Policy TA3

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### Parking requirements

The Council will require appropriate provision of car and cycle parking spaces in all new development. The loss of on-street or public parking provision will be a material consideration in planning applications, with additional weight being given to loss of provision in those areas where there is congestion and/or heavy use of public or on-street spaces.

Extensions to, or sub-division of, houses or flats must not result in the net loss of parking provision to below the standards set out below, **unless in town centre locations with good travel infrastructure, where alternatives may be considered.**

Development proposals will be expected to meet the guideline requirements as set out in Appendix G.

[View interactive map \(Broadband connection recommended\)](#)

#### Explanation:

**6.2.1.9** Greater flexibility on levels of provision has been provided in town centres, where there is more opportunity to make journeys through walking and cycling. Changes of use will be particularly scrutinised to ensure they do not result in localised parking problems or harm an area's character, or undermine economic viability. Restrictions on the provision of car parking are sometimes used as a demand management tool. High traffic generating uses, particularly out of town developments requiring a Travel Plan, will need to examine how parking provision can affect the way people choose to travel. Levels of car parking provision should also take into account peak and seasonal effects, particularly the additional tourist demand during summer months. The layout and design of car parks should reflect the scale and character of the area; they should be accessible and safe with careful consideration to the pattern and scale of buildings and open spaces in the vicinity. They should positively contribute to the urban environment with appropriate hard and soft landscaping, surface materials and street furniture.

**6.2.1.10** The standards reflect a balance between ensuring that the levels of car parking generated by any type of development are met on-site and therefore overspill and the proliferation of on-street parking is limited, with the need to ensure that the consideration of sustainable transport is fully embedded into the design for new developments. The Local Plan recognises that many people will own motor vehicles and seeks to provide alternatives to car use rather than seeking to inconvenience ownership. The Plan therefore requires residential development to provide adequate on-site parking where possible, but these requirements should not dominate the site's appearance. Whilst courtyard parking may be acceptable, consideration will be given to the likelihood of its use. In broad terms, the provision of adequate and appropriate residential parking should be safe, convenient and discrete so that vehicles do not obstruct the highway or dominate the street scene.

**6.2.1.11** Torbay Council will take a site-specific approach taking into account the above considerations. Where minimum requirements are expressed, significant deviations above these minimums will need to be fully justified to ensure this does not lead to an unacceptable reliance on car based travel and or harmful social or environmental impacts.