

# Securing Cycling Improvements through the Planning Process

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# Introduction

- Our role and approach
- Key policies, legislation and guidance
- On-site improvements
- Off-site improvements
- Summary
- Q&A

# Our Role

- Statutory consultee not decision making authority
- Substantive response to each application within 21 days
- Consulted upon approximately 3500 applications per annum
- Secure both on and off-site cycle improvements
- Improvements come through negotiating S106 agreements, highway works delivered by developers (S278 works) and through on-site improvements

# National Planning Policy Framework

- NPPF sets out the Government planning policies at a national level
- Presumption in favour of sustainable development runs through the NPPF
- This means, *"... approving development proposals that accord with an up-to-date development plan without delay..."*

# NPPF Section 9 Promoting Sustainable Transport

- *“Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account ...”*
- *“... provide for high quality walking and cycling networks and supporting facilities such as cycle parking ...”*
- *“Safe and suitable access to the site can be achieved for all users”.*

# Paragraph 109 NPPF

- *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact upon highway safety, or the residual cumulative impacts on the road network would be severe."*

# Community Infrastructure Levy Regulations

- Came into force in 2010
- CIL seen as a replacement for Section 106 agreements
- Regulation 122 of CIL regulations, all planning obligations must:
  - be necessary to make the development acceptable
  - directly related to the development ; and
  - be reasonably related in scale and kind

# Other policies & guidance

- District Local Plans and other local planning policies
- Neighbourhood Plans
- Better planning, better transport, better places CIHT
- WSCC Walking & Cycling Strategy
- WSCC Road Safety Audit Policy
- Emerging LCWIPS
- IAN 195/16
- Local Transport Note 2/08



# On-site improvements

- Secure cycle parking
- Shower and locker facilities
- Travel Plans – Cycle to Work Scheme, vouchers for first occupiers towards sustainable transport modes including cycle equipment
- Inter-connected and permeable layouts which encourage cycling (20mph/low speed and low vehicle flows)

# Off-site improvements

- On-street cycle parking
- On-road cycle lanes
- Bridleways and off-road cycle routes
- Junction improvements that incorporate cycle facilities
- Sometimes its also what we decide not to do ....

# Design Guide

- Seeking to encourage developers to provide the additional facilities that make cycling more attractive and help to remove barriers to cycling.



# Summary

- Planning policy (NPPF) and legislative (CIL regs) context is key
- Any request for contributions must accord with regulation 122 of the CIL regs
- WSCC are seeking both hard physical measures and softer promotional measures through the planning process to help encourage cycling and remove the barriers to greater take up in cycling