Good Practice Advice for Developing
Travel Plans

Contents

1.   Introduction

1.1   This guide describes how Clackmannanshire Council uses the planning process to secure travel plans to improve and promote sustainable transport as part of any proposed development.

1.2   This guidance is applicable to all new development proposals and to existing developments requiring planning consent to expand, relocate or change use. This guidance can also be used to help existing businesses develop travel plans independently for their own benefit.

1.3   Clackmannanshire Council's Traffic and Transportation Team are responsible for securing and assessing travel plans required as part of the planning process. The decision making process will take full account of the advice from this team.

1.4   This guidance outlines relevant planning and transportation policies, explains what a travel plan is and sets out the Council's requirements and procedures for developing, securing, auditing and monitoring travel plans.

1.5   If you have any questions about travel plans after reading this guidance, please contact the following department:

>   Traffic and Transportation, Principal Transportation Planner
>   Kilncraigs, Greenside Street, Alloa, FK10 1EB
>   roads@clacks.gov.uk or 01259 450000

1.6   This document was published in December 2008, version 1.

2. What is a Travel Plan?

2.1 In recent years the number of vehicles using our roads has been increasing, of particular concern is the number of single occupancy trips i.e. cars with only one person in them. This is leading to increased congestion, noise, air pollution and community severance. In order to address this problem Clackmannanshire Council is promoting the use of travel plans.

2.2 In a society over-dependent on the car for both long and short journeys, a travel plan is essentially a package of measures aimed at increasing choice whilst reducing reliance on the private car in favour of alternative sustainable modes. The role of a travel plan is to promote travel choice by increasing the awareness and relative advantage of transport alternatives to the car, particularly walking, cycling and public transport.

2.3 A travel plan can address all of an organisation's travel needs or just specific elements. The most common types of travel to be addressed include:

- Travel to work
- Travel on company business
- Travel by visitors/customers
- Company vehicles
- Delivery vehicles
- Residential Travel Awareness

2.4 Clackmannanshire Council will usually request a travel plans for proposed developments which are likely to attract or generate significant numbers of trips or visits. These travel plans are generally requested as part of the planning application and may require a Section 75 Agreement to regulate

their future implementation. However the Council is also eager to encourage existing businesses to consider implementing travel plans. A travel plan can bring about a range of benefits, including:

- Reduce the need for costly additional parking or expensive maintenance work
- Reallocate parking spaces for other commercial needs
- Encourage more sustainable modes of travel thus improving the health and wellbeing of staff and improving the environment
- Improve accessibility to the site for all staff and visitors
- Improve the local environment for the community
- Reduce road casualties by reducing the volume of vehicles on the road
- Improve corporate image

2.5   For new residential developments, travel packs can be used to set out measures which may act as an incentive for house purchasers to chose a particular development or to use non-car modes for certain journeys. In many cases house purchasers are new to an area and are not aware of the local facilities and services available. These travel packs do not contain any monitoring requirements that would be required in a travel plan.

2.6   Clackmannanshire Council recommends the use of the documents **The Essential Guide to Travel Planning** and **'Choose Another Way: your practical guide to creating a Travel Plan for your organisation'** for any organisations interested in preparing a travel plan. These are available on the Department for Transport website and the Scottish Government website respectively at:
http://www.dft.gov.uk/pgr/sustainable/travelplans/work/essentialguide.pdf
http://www.scotland.gov.uk/Publications/2008/06/23093233/6

3.   When is a Travel Plan Required?

3.1   The decision to request a travel plan or a travel pack (for residential developments) is influenced by the scale of development and the surrounding transport network.   Developers who apply for planning permission, which in the opinion of the Council, are of a significant size or will have a significant impact on the surrounding transport network will be required to submit a travel plan.

3.2   In cases where an extension to an existing site, a change of use or relocation is sought then a travel plan may still be required.   In developments which are phased the need for a travel plan will be based on the final size.

3.3   As a guide the following table sets out the threshold for the preparation of a travel plan in support of a planning application. This is in line with the thresholds for developing a transport assessment, as defined in Transport Assessment and Implementation: A Guide.

Land Use	Threshold
Food Retail	1,000m^2 GFA
Non-Food Retail	1,000m^2 GFA
Cinemas and Conference Facilities	1,000m^2 GFA
Leisure Facilities	1,000m^2 GFA
Business	2,500m^2 GFA
Industry	5,000m^2 GFA
Distribution and Warehousing	10,000m^2 GFA
Hospitals	2,500m^2 GFA
Education	2,500m^2 GFA
Stadia	1500 Seats
Housing	100 Units

Threshold based on size or scale of land use

3.4   The Council reserves the right to request a travel plan or a travel pack for development proposals which may fall below the above criteria where deemed appropriate, for example where the location or nature of the development could be of a sensitive nature.

3.5   If an applicant is in any doubt about the requirement for an assessment, it is recommended that clarification be sought from the Council's Roads and Transportation Service.

3.6   The requirement for a travel plan or travel pack will normally be secured through planning conditions and/or a Section 75 Agreement. Travel plans must not be seen as simply a paper exercise and the implementation of any travel plan will be monitored by Clackmannanshire Council. The Section 75 Agreement, if used, will include conditions and a financial bond to ensure that failure to deliver the agreed measures/outcomes, within the control of the developer, can be remedied.

3.7   Developers should note that the Council will not permit unacceptable development, just because a travel plan is proposed.

4. Policy on Travel Plans

4.1 In 1998 the Scottish Executive produced the Integrated Transport White Paper 'Travel Choices for Scotland'. A revised white paper 'Scotland's transport future' was produced in June 2004, outlining proposals to improve transport throughout Scotland. These national policies aim to promote economic growth, social inclusion, improved health and protection of the environment through a safe, integrated, effective and efficient transport system.

4.2 Specific policies that are relevant to transport assessments at national, regional and local level are:

- **Scottish Planning Policy 17 - Planning for Transport (SPP17)**
  This sets out the Government's objectives for development proposals to promote more sustainable travel choices and sets out maximum parking standards.

- **Planning Advice Note 75 - Planning For Transport (PAN75)**
  Accompanies SPP17 and sets out advice on good practice on promoting sustainable travel choices in developments including travel plans.

- **Clackmannanshire and Stirling Structure Plan (approved 2002)**
  Policy TR1 'Integrated Transport' seeks to ensure appropriate developer responsibility for Transport Assessments, with appropriate mitigation of adverse impacts and the preparation and implementation of green transport plans. Section 75 agreements (or other legal agreements) will be used where appropriate. Policy TR2 of the Draft Alteration to the Structure Plan introduces a requirement for developers to contribute to the delivery of the Local Transport Strategy and such contributions sought will be

commensurate with the scale of development, its transportation and people impacts.

- **Clackmannanshire Local Plan**

  Policy INF2 indicates that new developments should be located where they are capable of being conveniently and safely accessed by all modes.

- **SEStran Regional Transport Strategy**

  This document has not yet been approved by the Scottish Ministers, but it aims to ensure that major trip generating sites are located in areas well served by public transport, walking and cycling.

- **Clackmannanshire Council Local Transport Strategy**

  Sets out the vision in Clackmannanshire for improving the transport network, with a particular emphasis on sustainable travel and improving access for all.

5. Clackmannanshire Council's Travel Plan Process

Pre-application Discussions

5.1 Early and ongoing discussions with the Council's Development Services, throughout the process is recommended. The purpose of these discussions is to establish the requirements and scope of the travel plan and to prevent additional or abortive work from arising later in the application process.

Full Travel Plan or Travel Plan Framework

5.2 If a travel plan is required the developer should establish from the Council whether a travel plan framework will be sufficient prior to the determination of the application. Travel plan frameworks are generally acceptable to the Council where a development is speculative or where the end user is not known. Particularly when a site will be sold off or used in parcels by different users. In all other cases a full travel plan should be developed. Where appropriate a Section 75 Agreement should be entered into.

5.3 The travel plan framework will still require the developer to set out a clear commitment to implementing a travel plan and a package of measures. It should also contain where possible targets, which are linked to the estimated trip generation rates and/or modal split projections contained in the transport assessment. If no transport assessment is being prepared the anticipated person trips rates may be requested as part of the travel plan. The framework should have the same aims and structure as a full travel plan, but with less detail on how the measures will be implemented.

5.4 If a travel plan framework is considered appropriate, a full travel plan will usually have to be submitted to and agreed by the Council before work

can start on site. A Section 75 Agreement will often be required, therefore any delay in submitting and agreeing the full travel plan with the Council may delay occupation of the site.

Planning Application Process

5.5   In order to ensure that the planning application is progressed as quickly as possible, developers are encouraged to submit a travel plan or travel plan framework with their planning application. Delays in the submission of the travel plan may affect the timescale for determining the planning application.   The acceptability of the travel plan will be a material consideration in determining the planning application.

5.6   If an extension to an existing site is proposed and a travel plan already exists, the existing travel plan will require to be revised in accordance with the proposed development.

Travel Plan Implementation

5.5   The travel plan will require to be implemented no later than the first occupation of a completed development or extension. In the case of residential developments, information should be provided to potential buyers prior to the occupation of the first house or flat, in order to inform new residents of travel opportunities and nearby facilities at as early a stage as possible.

5.6   In phased developments the travel plan may be implemented over a period of time. This is useful where there is not the critical mass at first occupation to support some measures i.e. bus services. In these cases the period for implementing the travel plan will require to be set out in the travel plan and agreed with the Council.

5.7   The planning consent and the travel plan are linked to the site and not the occupier, therefore if the site is sold on or an occupier changes, the implementation of the travel plan will require to continue. It may however be appropriate for the travel plan to be revised to address the needs and operation of the new occupier. Should this be required, the revised travel plan should remain broadly in line with the objectives of the original plan and be agreed with the Council.

5.8   Where there are multiple occupiers or the development is speculative, the travel plan should set out how the measures would be applied. It is recommended that the involvement in the travel plan is stated as a condition of occupation in the term of the lease or sale. This would not be applicable to occupiers of residential developments.

Auditing and Monitoring

5.9   Clackmannanshire Council require all travel plans to operate for the lifetime of the development. For most commercial developments this is generally defined as a period of ten years. In the case of residential developments the period for the implementation of a travel pack would only apply until the first occupation of the final unit. Other developments would require to contact the Council's Roads and Transportation Service for further guidance.

5.10   To enable the Council to audit the performance of the travel plan, the developer or site occupier must submit monitoring reports. These reports should evaluate the success or otherwise in meeting the obligations and targets set out in the travel plan. The Council will consider the information contained within these reports and may request a meeting to discuss

further measures required or amendments to the travel plan to achieve the targets in the plan or possibly a revised target.

5.11 The developer or occupier is responsible for undertaking the monitoring of the travel plan and submitting the report to the Council. The most commonly accepted approach is collecting data through staff travel surveys. Alternatively the Council may accept data from other sources such as traffic counts of car park surveys. The data collected must represent all users of the site and be comparable over the period of the travel plan. Monitoring reports are generally required on an annual basis.

5.12 The Council would at the end of the auditing and monitoring period encourage organisations to continue promoting sustainable travel and the travel plan as a benefit to staff and the organisation.

Securing and Enforcing Travel Plans

5.13 The Council will often require developers to enter into Section 75 Agreements to secure travel plans for larger and more complex developments. These legal agreements will generally contain a financial bond linked to remedial actions the Council can implement in the event of failure.

5.14 In smaller and less complex developments, which generate less vehicle borne trips, the Council will normally use planning conditions to secure travel plans.

6. How to Produce a Travel Plan

Commercial Developments

6.1 This section is intended to assist developers in producing travel plans to support planning applications. This advice in general and in no way replaces the need to have early discussions with the Council or to seek appropriate professional advice. Developers should tailor their travel plan to meet the needs of the proposed development and end occupiers, whilst keeping in line with the objectives of the Council.

Executive Summary

6.2 it is advisable to set out a clear commitment to the travel plan, detailing senior/board level support and summarise the main objectives and aspects of the plan.

Timescales

6.3 In the case of a travel plan framework, the timescale for the development of a full travel plan should be clearly stated. In a full travel plan the key milestones or dates should be included, these could include the following:

- Date of first occupation
- Details on any phasing
- Details of what measures would be implemented and when
- Dates for monitoring surveys/data collection

Background

6.4 A description of the proposed development, including a site location plan should be provided. Additional information on numbers of people using the site and measures already in place (if an existing development). It is often very important to estimate the number of people trips the development will generate and/or cumulative parking demand in order for the Council to assess the travel plan.

Objectives

6.5 It is important to state what the travel plan is trying to achieve, linking these to the broader goals of national, regional and local policy.

Targets

6.6 Targets should be set to measure the success or otherwise of the travel plan. These should therefore be linked to the objectives and the measures aims at achieving these. Any targets should be SMART (Specific, Measurable, Achievable, Realistic and Timed).

Monitoring

6.7 The travel plan should clearly state what information will be gathered in order to monitor the success or otherwise of the travel plan. This should set out what information or data will be collected, from whom and how often. It is generally recommended that the travel plan be reviewed and amended on an annual basis, using the monitoring results to steer the future direction of the travel plan.

Travel Plan Measures/Actions

6.8   The travel plan should set out clearly how the developer aims to achieve the objectives through a package of measures.   This should give occupiers of the development an overview of the travel options and other measures that are available.   This may require to be a separate information leaflet targeted at specific groups such as staff, visitors or residents.   Some examples of the types of measures which a travel plan may include are contained in Appendix A.

6.9   The measures should cover a wide variety of modes i.e. walking, cycling, public transport etc.   The most successful travel plans contain a mixture of incentives – the 'carrots' and disincentives - the 'sticks'.

Marketing

6.10   It is important to identify how the travel plan will be marketed to staff, visitors, customers etc.   A travel plan that people are unaware of will not achieve its objectives or meet any targets.   The people who will contribute to the success of the travel plan must be made aware of the measures or actions contained within it.

Residential Travel Packs

6.11   Travel packs for residential developments are aimed at advising new residents to an area of the travel opportunities available locally and show routes and locations to essential services such as doctors, schools and shops, especially by sustainable modes.

6.12   The setting of targets and monitoring is not considered appropriate for residential developments.   However in the case of developments phased

or constructed over several years, residential travel packs should be updated and re-issued to all residents at key stages until the whole development is complete and occupied.

6.13 Further information on the preparation of residential travel packs is contained in Appendix B or can be discussed with the Council's Roads and Transportation Service.

Travel Plan Coordinator

6.14 An individual should be appointed by the developer or occupier as the travel plan coordinator. This person is critical to the success of the travel plan. The coordinator is responsible for implementing, promoting and monitoring the travel plan.

6.15 The travel plan coordinator can be a full or part time post, based on the size of the organisation. The person appointed must have the necessary authority, time, aptitude and commitment to carry out the duties of the travel plan.

6.16 The travel plan coordinators details and contact information should be provided to the Council and updated with any changes of personnel. On multiple occupancy sites a single coordinator should be appointed to cover the whole site.

6.17 In residential developments it is not always necessary to appoint a travel plan coordinator, however the developer will require to appoint a person or organisation to develop the residential travel pack and update this as necessary. It is generally recommended that the sales office for the site distribute the travel plan as part of the house buyers information. The

sales staff should be aware of the contents of the travel pack in order to answer any questions that may arise from purchasers.

Appendix A - Travel Plan Measures (examples)

The travel plan should always be tailored to meet the demands and needs of an individual development. The following list, whilst not exhaustive, will provide a useful starting point for selecting travel plan measures. It is vital that the package of measures selected have the full support of the occupiers of the development and that they are coordinated by the Travel Plan Coordinator and/or a management group which can review the travel plan annually.

Incentives (Carrots)

- The provision of safe and secure cycle parking
- The provision of clothes drying, showering and changing facilities for cyclists
- Promotion of local bus / train services
- Car share scheme
- Provision of secure parking and changing facilities for motorcyclists
- Subsidy of public transport season tickets for staff
- Develop a sustainable servicing and delivery strategy
- Safety audits on identified safer routes for pedestrians
- Travel information for visitors
- Timing of local bus services to suit work hours
- Rerouting of bus services to service the developments main sites
- Flexible working hours, including compressed hours
- Implement home working where appropriate
- Make available low cost or interest free loans for the purchase of bus passes or cycles
- Provide pool cars or cycles for business travel
- Introduce mileage payments for cycling or car sharing on company business
- Make available a payment for the surrender of a parking space
- Set up a travel user group
- Physical infrastructure improvements on walking and cycle routes to the development
- Incentives for diesel or small fuel efficient vehicles
- Public transport facilities i.e. bus shelters, timetables, easy access
- Links from the development to bus stops, schools, employment sites, walking and cycling routes

Disincentives (Sticks)

- Restricting provision of staff car parking spaces
- Introducing parking permits or parking charges
- Removal of essential car user / company cars

Appendix B – Residential Travel Packs

A travel plan for a residential development should include the following:

- Safer Routes to Schools

- Walking and cycling routes to local facilities i.e. health services, post office, shops, library

- Location of facilities available on site i.e. post box, playparks, recreational paths

- Access to public transport i.e. closest bus stop and service information, closest rail station and facilities available (car/cycle parking)

- Cycle paths through development and linkages to other paths

- Walking routes through the development

Good design of the site at the masterplanning stage can positively influence how people travel. The following are examples of design measures that encourage walking, cycling and public transport use:
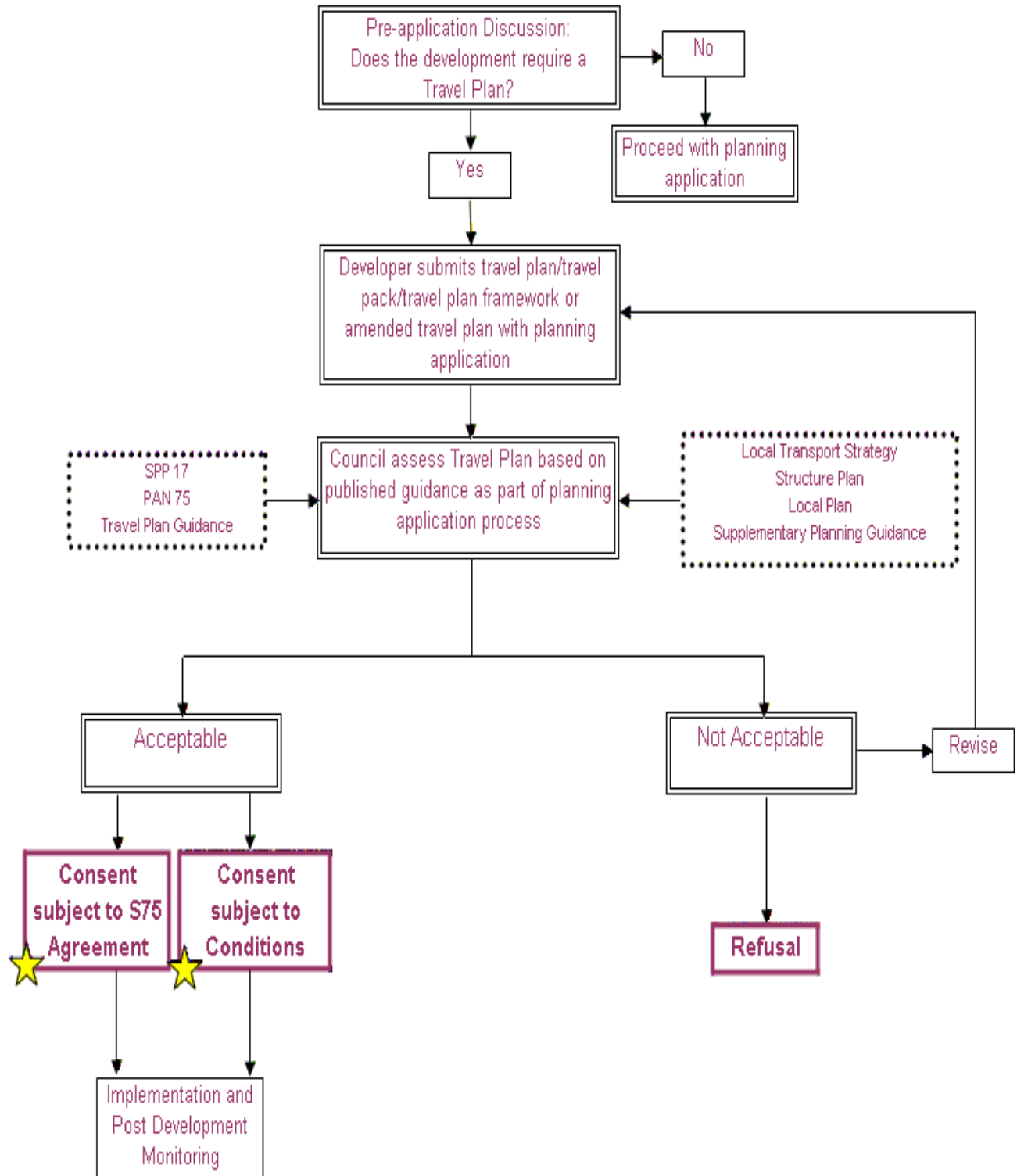
- Large developments should try to design the internal road layout in order to allow service buses to access the site without the need for turning

- Adequate off street parking allows residents to safely park the car at home during the day and use alternative modes to travel to work and for leisure.

- The provision of visitor parking using lay-bys can encourage car sharing and makes streets safer as it can eliminate long rows of parked vehicles which are a road safety concern for young children

It is generally accepted that a pedestrian will walk for approximately 20 minutes and cyclists will travel between 30 and 40 minutes to access jobs and services. To have a site considered highly accessible then the following criteria requires to be met:

- 400m distance to bus stop

- 800m distance to railway station

- 1600m distance to local facilities

Appendix C – Travel Plan Process Map

The Travel Plan Process

Pre-application Discussion:
Does the development require a Travel Plan?

→ No

Yes

Proceed with planning application

Developer submits travel plan/travel pack/travel plan framework or amended travel plan with planning application

SPP 17
PAN 75
Travel Plan Guidance

Council assess Travel Plan based on published guidance as part of planning application process

Local Transport Strategy
Structure Plan
Local Plan
Supplementary Planning Guidance

Acceptable

Not Acceptable → Revise

Consent subject to S75 Agreement

Consent subject to Conditions

Refusal

Implementation and Post Development Monitoring

Appendix D – Further Guidance

The following publications give guidance and advice relating to the preparation of transport assessments:

- Scottish Planning Policy 17 – Planning for Transport
  (Scottish Executive – August 2005)

- Planning Advice Note 75 – Planning for Transport
  (Scottish Executive – August 2005)

- Transport Assessment and Implementation: A Guide
  (Scottish Executive – August 2005)

- The Essential Guide to Travel Planning
  (Department for Transport – March 2008)

- Choosing Another Way – Your practical guide to creating a Travel Plan for your organisation
  (Scottish Government – June 2008)

- Clackmannanshire and Stirling Structure Plan
  (Clackmannanshire & Stirling Councils – March 2002)

- Clackmannanshire Local Plan
  (Clackmannanshire Council)

- Scotland's National Transport Strategy
  (Scottish Executive – December 2006)

- Clackmannanshire Local Transport Strategy 2006 - 2009
  (Clackmannanshire Council – October 2006)

- Travel Plans – An Overview
  (Scottish Executive – 2002)

Appendix E – Extracts from Planning and Transport Policy

Scottish Planning Policy 17 (SPP17) states that when assessing development proposals:

"A framework for delivering better integration of transport and land use planning will be a key policy tool. Significant travel generating uses should be located to support more sustainable travel patterns, with specified non-car mode shares. Such a framework will consist of:

- *Location policy, ensuring development has regard to national, structure and local plan requirements, and controlling the location of significant travel generating uses;*
- *A set of maximum parking standards for specified uses;*
- *Transport Assessment methodology ensuring that proposed development incorporates maximum feasible sustainable transport access and forming the basis for planning conditions or agreements or for refusing consent; and*
- *The use of Travel Plans (also known as Green Transport Plans) and planning agreements to promote sustainable development end users.*

Planning consent should not be granted for significant travel generating uses in locations:

- *where immediate links to walking and cycling networks are not available or cannot be made available;*
- *where access to public transport networks are further than 400 metres by walking;*
- *which would encourage reliance on the private car;*
- *which would be likely to have a detrimental effect on the capacity of the strategic road and/or rail network; or*
- *where a Transport Assessment does not include any satisfactory mechanism for meeting sustainable transport requirements."*

Planning Advice Note 75 (PAN75) states that:

"Travel plans are documents that set out a package of positive and complementary measures for the overall delivery of more sustainable travel patterns for a specific development. Their ability and success in influencing travel patterns is dependent upon the commitment of the developer and occupier of a development. Travel plans should be implemented to encourage a shift in transport mode for those travelling to and from a development. "

"Travel plans have been demonstrated to be applicable to a wide range of establishments, such as schools, businesses, hospitals and airports, and their various travel requirements, for example staff travel, customers/visitor travel, business travel and freight and logistics. These should be specifically consider travel for those whose mobility is impaired. For residential land uses, travel plans may set out measures which will be used as an incentive to house purchasers to use non-car travel modes, but setting targets is generally not practicable for this land use. Sustainability in housing should come through design in relation to walking, cycling and public transport networks."

"It is recommended that the appropriate use of travel plans should be determined by considering the potential contribution a development can make to sustainable travel. All applications meeting the threshold for a transport assessment should require a travel plan; development below the threshold may nevertheless contribute to sustainable travel. As planning applications can be submitted as detailed or outline it is also recommended that travel plans should also follow a two stage process. A travel plan framework should be agreed at the planning application stage."

Clackmannanshire and Stirling Structure Plan Policy TR1 Integrated Transport states:

"The Structure Plan supports the objectives and targets of the Local Transport Strategies. In the preparation of Local Plans, assessment of development proposals and the further development of transport strategies, and working with neighbouring councils as appropriate, the Councils will seek to:

1. *Reduce the need to travel by requiring developments which generate a large number of trips to locate within or adjacent to town centres. Where this is demonstrated not to be appropriate, development will require to be located in areas which have good public transport access and additionally may have access to the major road network, and are supported by appropriate local facilities;*
2. *Improve transport choice and accessibility through the promotion of alternatives to the car including cycling, walking and public transport whilst seeking to improve road and personal safety.*
3. *Sustain and enhance town and local centres through comprehensive traffic management and clear parking policies.*
4. *Ensure appropriate developer responsibility for transport assessments, with appropriate mitigation of adverse impacts and the preparation and implementation of green transport plans. Section 75 agreements (or other legal agreements) will be used where appropriate.*

5. *Reduce Environmental Impact through appropriate monitoring and management of air quality, noise pollution and congestion."*

Policy TR2 states:

"The Councils will promote a wider choice of transport by –

1. *Requiring developers to consider provision for public transport, pedestrian and cycle access as part of any development proposal in order to ensure that new development integrates with and where possible enhances the wider transport network linking key services and facilities;*
2. *Requiring developers, where appropriate, to contribute to the cost of providing and operating public transport services and facilities as part of a managed approach to their transport needs;*
3. *Encouraging a shift from road borne to rail freight through management of freight movements on the existing road network, the location of freight generating activities close to existing and proposed rail facilities and by requiring developers, where appropriate, to contribute to the cost of such facilities;*
4. *Promoting integration between all transport modes including a comprehensive park and ride strategy; and*
5. *Reducing the need for trunk roads and other through routes to be used for short local journeys.*
6. *Only supporting new roads schemes identified in the Development Plan and those which positively contribute to the integrated transport strategy.*
7. *Exploring the opportunities for greater use of the Forth and Alloa Harbour in the context of the Millennium Canal Link."*

Clackmannanshire Local Plan Policy INF2 Integration of Transport and Development Proposals states:

"New developments should be located where they are capable of being conveniently and safely accessed by public transport, foot or cycle as well as by private vehicle. Exceptions to this policy will be acceptable only where the overall planning benefits of development would outweigh any accessibility disbenefits which would result."

Policy INF4 Development Standards states:

"New development will only be permitted where provisions of the Council's Development Roads Guidelines and Specifications can be fully met, including vehicle parking and turning facilities. Provision in excess of the Maximum Parking Standards will not normally be supported.

Development proposals that are likely to significantly affect traffic flows will require Transport Assessments to be carried out by an independent consultant for submission with a planning application. Parking, roads, footpaths and cycleways in all new developments should conform with, and contribute to, the Council's Local Transport Strategy objectives. Each development will be assessed to take account of its appropriate local context. Under certain circumstances, the Council may accept a contribution (commuted payment) towards the provision of public parking spaces nearby in lieu of parking within the curtilage of a development."

Clackmannanshire Local Transport Strategy 2006 – 2009 aims to:

"integrate land use and transport planning to reconcile development and sustainability" .

Policy TB1 states that:

"All larger commercial developments will be required to prepare a travel plan demonstrating initiatives aimed at reducing reliance on the private car for travel to work. Other developments will be required to show how the site will minimise the need to travel by car."

Policy W2 states that:

"All development proposals will require to provide good quality pedestrian routes, which are direct, safe and accessible by all. This will include the introduction of speed reduction measures, 20mph zones and pedestrian priority schemes through innovative layout design."

Policy W3 states that:

"Developments will not be supported where an existing footpath or cycle route will be lost, unless a replacement path is found to the satisfaction of the Council."

Policy C4 states that:

"New commercial and residential developments will be required to provide appropriate facilities for cyclists including secure parking and links to nearby cycle routes."

Policy V4 states that:

"All new developments shall provide facilities for motorised two wheelers. Larger developments shall provide secure lockers for accessories, shower and changing facilities."

Policy PT5 states that:

"All new developments will be encouraged to locate in areas with good levels of accessibility to alternative modes of travel. This will be particularly important to those developments that generate a significant amount of traffic, including schools, hospitals, offices and retail developments."

Policy PT6 states that:

"New housing will only be supported where there are existing links to public transport or where the development can support new services or remove the need for subsidy to existing services."

Policy F3 states that:

"The Council will not permit any development which requires commercial servicing to adversely impact on local roads, pedestrian or cycle paths and traffic calming schemes."

Policy ST4 states that:

"Developers of new residential areas will be expected to provide safer routes to each of the nearest primary and secondary schools in the catchment."

Policy MI1 states that:

"Developers will be encouraged to ensure that all transport facilities are fully accessible and that footways follow the most convenient routes to important destinations. Development sites should be fully integrated into the surrounding urban area."

Policy DC1 states that:

"Proposed developments will require a transport assessment to be submitted in support of all major sites. Smaller sites will be required to submit a transport statement to indicate the likely levels of traffic the development will generate and any proposed mitigation measures."

Policy DC2 states that:

"The Council will work with developers to resolve transportation issues at the planning and construction stages. Particularly, liaison will be expected at an early stage to avoid unnecessary inconvenience to either party. The development of travel plans will inform many of the infrastructure decisions."

Policy TM1 states that:

"New residential developments will require to give due consideration to the incorporation of natural traffic calming features into the site master plan to give pedestrians equally priority with vehicles and to reduce speeds."

Policy P1 states that:

"All new development will require to adhere to the parking standards set out in the Clackmannanshire Council Development Roads – Guidelines and Specification document. In areas with high accessibility to alternative modes, the Council will seek to further restrict the number of spaces."

Policy M5 states that:

"Developers will require to design new infrastructure in accordance with the Council's roads guidelines to assist in ease of maintenance and road safety."

Note: These are extracts from the policy documents and developers or their consultants are advised to consult the full versions of the documents prior to developing a transport assessment.