

MOVING ABOUT WORKING GROUP

POSSIBLE TRANSPORT AND CYCLING POLICIES

To ensure Stonehouse is accessible and people can get around easily and conveniently by foot, mobility scooter, bicycle, public transport and private motorised transport, encouraging more sustainable travel and a consequent reduction in traffic congestion.

Sustainability and the transport hierarchy

A sustainable transport system needs to tackle the increase in private motorised traffic and its effects on congestion, health and social inequality, and move towards more sustainable means of travel such as walking, cycling and public transport. Walking and cycling routes can also double as wildlife corridors.

Hence the policies in this chapter aim to achieve:

A more sustainable environment by:


1. Improving air quality
2. Reducing carbon dioxide emissions
3. Providing corridors for wildlife alongside footpaths and cycleways

A more sustainable and healthier community by:

1. Encouraging active travel, hence improving the health of the population
2. Improving access to health facilities
3. Ensuring access for emergency vehicles
4. Improving access to community facilities and to the canal, improving quality of life and social cohesion
5. Improving access for wheelchairs and buggies, improving quality of life for people with mobility difficulties and for young families

A more sustainable economy by:

1. Facilitating access to the town centre, thus helping local businesses
2. Reducing congestion on the roads and facilitating access to the industrial estates

Travel Hierarchy - sustainable transport and connectivity	
Consider First  Consider Last	Pedestrian
	Cyclist
	Public transport users
	Specialist Service Vehicles (Emergency Services, Waste etc.)
	Other motor traffic
Include: ➤ Direct networks for walking, cycling and public transport to links which lead to the key services, facilities, workplaces and leisure opportunities in and beyond the town;	

➤ **Street and pedestrian/cycling routes that are attractive and well lit, via active frontages providing natural surveillance and good visibility**
Any necessary supporting facilities

POLICY 1

Development proposals which result in the closure or diversion of public footpaths, bridleways and cycle paths should protect the existing rights of way network and its ambiance. Where they are routed or realigned through new development, they should be designed as part of landscaped wildlife corridors rather than being routed along estate road pavements as part of the highway network and should be accessible to all including wheelchair users.

Development proposals which seek to remove cycle parking will only be supported where either:

- i) adequate replacements are provided; or,
- ii) it is demonstrated that the existing provision is surplus to requirements.

The provision of additional cycle parking will be supported at public transport nodes (such as Burdett Road station), and at community, education and social facilities (such as the Childrens' Centre, schools, doctors' surgeries and community halls).

Development proposals for the improvement of pedestrian and cycle access which better connect the locations and routes identified below, either by improving existing links or creating new ones, will be supported: