

Summary of the NPPF on Cycling

Looking at NPPF requirements in relationship to cycling (a sustainable form of transport),

NPPF requires planning to:

- actively manage the patterns of growth for cycling
- balance the transport system in favour of cycling
- give priority to pedestrian and cycle movements
- give people a real choice of how to travel
- take account of whether opportunities for cycling have been taken up
- locate development where the need to travel is minimised and the use of cycling can be maximised
- protect and exploit opportunities for cycling
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
- identify and protect sites and routes which could be critical in developing cycling infrastructure to widen transport choice
- act as a creative exercise in finding ways for cycling to enhance and improve the places in which we live our lives.

NB Although NPPF says that “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe,” a “residual” impact is one that remains AFTER NPPF requirements to give priority to pedestrian and cycle movements have already been followed.

References within the NPPF for the above statements:

Introduction, 17, Core planning principles

Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: ...**actively manage** patterns of growth to make the **fullest possible use** of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable

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Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The **transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel**. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

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All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

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Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

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Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Ministerial forward

In order to fulfil its purpose of helping achieve sustainable development, planning must not simply be about scrutiny. Planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives.