

Chapter 7

TRANSPORT

The South Somerset Local Plan (SSLP) was adopted on 27 April 2006 and “saved” until 26 April 2009 pending the preparation of replacement Local Development Framework (LDF) documents.

The Government Office for the South West have agreed to extend most Policies and Proposals beyond the 3 year saved period”.

Policies that have not been extended are struck through in the text. For ease of reference these are:

Chapter 6: Utilities	Policy EU1	Renewable Energy
	Policy EU2	Wind Turbines
	Policy EU5	Flooding
Chapter 10: Housing	Policy HG5	Replacement Dwellings in the Countryside
	Policy HG13	Sites for Travelling Show People
	Policy HG14	Sites for Travelling Show People

A number of **Proposals** have also not been extended as they have already been implemented or have Planning Permission and are under construction. These are:

Chapter 12: Area East	Proposal ME/CACA/3(ii)	Torbay Road, Castle Cary
Chapter 13: Area North	Proposal HG/SOME/4	The Mill House, Sutton Road, Somerton
	Proposal HG/SOPE/2	Land at Lightgate Lane, South Petherton
	Proposal TP/SOME/5	Widening of Cartway Lane, Somerton
	Proposal TP/SOME/6	Pedestrian Priority in West Street, Somerton
	Proposal CR/FIVE/1	Land at existing playing field, Fivehead
Chapter 14: Area South	Proposal HG/YEOV/2	Former Factory site, west of Larkhill Road, Yeovil
	Proposal HG/YEOV/3	Former Jewsons Yard, Newton Road, Yeovil
	Proposal ME/YEOV/6	Land east of Buckland Road, Pen Mill, Yeovil
	Proposal CR/BRYM/3	Land at Abbey Farm, Yeovil
Chapter 15: Area West	Proposal HG/CHAR/2	Land off Lower Touches, Chard
	Proposal HG/ILMI/1	Land north of Summervale Medical Centre, Wharf Lane, Ilminster
	Proposal MU/ILMI/2	Land off Shudrick Lane, Ilminster

CHAPTER 7: TRANSPORT

INTRODUCTION

- 7.1 Transport is a major planning issue in its own right by way of its relationship with new development and land-use. Government guidance and Structure Plan policies stress the importance of reducing the need to travel. In Chapter 2, the Local Plan Strategy explains how the pattern of development can fundamentally influence travel demands. In addition to influencing the location of future developments, the Local Plan is also concerned with examining improvements to the existing highway network to enable people to move safely and easily by foot, by cycle, by public transport and by the private car. Interestingly, a public opinion survey, undertaken by the District Council in June/July 1997, suggested that local residents would appreciate improvements to public transport and greater encouragement for people to cycle and walk.
- 7.2 Transport patterns are currently dominated by the private car. This is particularly true of South Somerset where car ownership is amongst the highest in the country. This high level of car ownership corresponds with the dispersed population of a rural community. There have been considerable benefits that widespread car ownership has brought, giving many people greater access to a wide range of facilities and activities. However, car and lorry dominance has also brought about traffic related problems of road safety, air pollution, congestion, and noise nuisance. Moreover a car based society compromises accessibility for those who do not have access to a private car either for reasons of poverty, ill health, or age (this applies to the elderly and to those who are under 17).
- 7.3 The environmental nuisance emanating from inefficient and excessive use of motor vehicles is becoming increasingly recognised both at national and international level. There is growing pressure for these problems to be tackled at a local level. This localised approach to tackling environmental transport problems is core to Local Agenda 21. The Local Plan reflects central government guidance and emerging advice as expressed in the Planning

Policy Guidance Note 13 (Transport). This advice is reflected in the Local Plan Guiding Principles contained in Chapter 2 which underpin the policies and proposals in the plan.

- 7.4 The Local Transport Authority is the Somerset County Council. Its policies and five-year programme for expenditure are contained in the Somerset Local Transport Plan (LTP): July 2000. Prior to the LTP the County Council is presently preparing a series of transport studies for the five towns in South Somerset namely Chard, Crewkerne, Ilminster, Yeovil and Wincanton. The town transport strategies have developed integrated land use and transport proposals which are part of the adopted Local Transport Plan and have, where appropriate, found expression in the district wide Local Plan.
- 7.5 South Somerset District Council is responsible for the provision and management of most off-street public car parks and, as planning authority, is concerned that development proposals do not conflict with transport and environmental objectives, and road safety considerations.

LOCAL PLAN OBJECTIVES

- 7.6 The Local Plan contains policies and proposals which are designed to implement and complement the strategic aims of the County Council through the following objectives:
1. To promote alternative modes of transport to the private car;
 2. To minimise the need to travel by locating new services, employment opportunities and residential development in existing centres, thereby enhancing the vitality of these centres and maximising opportunities for walking and cycling;
 3. To improve road safety;
 4. To make provision for all transport users including the mobility impaired.

However, resources are very limited and proposals in a Local Plan must reflect an assessment of priorities, taking into account

competing claims for those resources, and what is realistically achievable in the plan period.

POLICIES

Planning Obligations

- 7.7 In order to move towards a more sustainable environment developments will be examined on the basis of their transport requirements. Likely generated travel flows should include all modes of transport rather than merely concentrating on car borne traffic, which has historically been the case. In Chapter 2 the concept of planning obligations is explained, and through such mechanisms these wider transport requirements can be met. Policy ST10 of this plan sets out the District Council's policy with regard to seeking planning obligations, and Structure Plan Review Policy 49 sets out the transport requirements of new development.
- 7.8 Large scale developments will require a **Transport Impact Assessment** in order to ascertain the likely impact to the highway infrastructure, considering all appropriate modes of transport. Transport impact assessments will be required to include a travel audit detailing all existing transport facilities in the locality. 'Guidelines for Traffic Impact Assessment' published by the Institute of Highways and Transportation provides useful guidance on the scale and nature of sites which would normally require impact assessments. However, in the light of emerging government advice, in certain circumstances proposals below the Institute of Highways and Transportation's thresholds may be required to undertake a Transport Impact Assessment. These circumstances could include proposals which are likely to create a travel demand which differs fundamentally to those expected in the existing car parking guidelines. Planning obligations will then be sought to fund various measures to reflect the site's transport requirements.
- 7.9 Other commercial developments will be subject to an **Accessibility Profile** explained later in the chapter. The profile assesses the site's present level of accessibility. This approach calculates a reduction in car parking provision to reflect alternative modes of transport

available in that location. A contribution is then sought for improvements to other modes of transport, at a level which reflects the reduction in parking provision.

Pedestrians

- 7.10 Although the District's road system has been extensively adapted to accommodate the needs of vehicles, the needs of pedestrians have in the past been relatively neglected. Pedestrian Priority schemes, the improvement of existing footways and the construction of new footways can make towns and villages less intimidating for pedestrians, improve the quality of street environment, and consequently encourage even greater use by pedestrians.
- 7.11 Substantial pedestrian priority measures have now been introduced into Yeovil with some elements still to be completed. Crewkerne has also introduced such measures and other towns such as Chard are set to implement pedestrian improvements. It is important however that any pedestrian priority measures, improvements to existing footways and the construction of new footways, whether in towns or villages, should take account of all users including the mobility impaired. The implementation of the LTP schemes listed in Policy TP8 below will be safeguarded so as to assist in achieving, among other things, improvements to existing pedestrian facilities.

New Development and Pedestrian Provision

- 7.12 It is important that the needs of pedestrians are met in new developments. The needs of pedestrians are recognised in Structure Plan Review Policy 42. Footpath networks should be maintained and enhanced wherever possible and the needs of pedestrians, such as the provision of dropped kerbs and provision of adequate crossing facilities, should be met. Similarly, the needs of cyclists should also be taken into consideration through the provision of measures such as cycleways, advance stop lines, toucan crossings etc. Measures such as dropped kerbs improve access for all, including the mobility impaired. This can be particularly significant to wheelchair users to whom obstructions such as bollards and poorly

dropped kerbs can be a real problem; as a result access points should be designed sympathetically to accommodate use by people with manual or electric wheelchairs.

Policy TP1

Where required, new development will make provision for the improvement and provision of facilities for pedestrians and cyclists, including:

1. Shared and exclusive footpaths, footways and cycleways; and
2. Links with and extensions to the existing footpath and footway network.

The design of the above must take account of the need to provide for all users including the mobility impaired.

Travel Plans

- 7.13 In order to achieve more sustainable travel patterns and economic efficiency, Revised Planning Policy Guidance Note 13: Transport (2001) included an expectation of Local Authorities to consider setting local targets for the adoption of Travel Plan(s) by local businesses and other organisations.
- 7.14 The Local Transport Plan sets out targets for completing Travel Plan(s) and as a result widening travel choices in Somerset's Towns. The countywide target has been set at increasing the number of organisations with Travel Plans from 3 to 30 within the period 2001-2006. The South Somerset district target has been set to achieve the completion of Travel Plans for 8 major employers within Yeovil by 2006. As a result, this target will be supported by the District Council, as this **Statement of Intent** indicates:
- 7.15 **The District Council will aim to complete 8 Travel Plan(s) for and in conjunction with major employers in Yeovil by 2006.**
- 7.16 Paragraph 89 of Revised PPG 13 states that it is considered appropriate for a local planning authority to require applications to be accompanied by a Travel Plan(s) aimed at delivering sustainable transport objectives, (or for a developer to submit a Travel Plan(s) to accompany a planning application) in respect

of certain development proposals. Paragraph 89 applies to "major", and smaller developments (where the development plan identifies specific targets, although not in the case of South Somerset), and where the Travel Plan(s) would help address a particular local traffic problem associated with the proposed development, which might otherwise have to be refused on local traffic grounds. The thresholds for "major" development are set out in "Annex D of PPG 13.

Policy TP2

The following development proposals will not be permitted unless accompanied by a travel plan:

- All major developments comprising jobs, shopping, leisure, and services;
- Smaller developments comprising jobs, shopping, leisure and services which would generate significant levels of travel in, or near to, air quality management areas, and in other locations where there are local initiatives or targets set out in the development plan or local transport plan for the reduction of road traffic, or the promotion of public transport, walking or cycling;
- New and expanded school facilities which should be accompanied by a school travel plan;

For other developments, a travel plan should be submitted where it will help address a particular local traffic problem associated with the development proposal which might otherwise have to be refused on local traffic grounds.

Cycling

- 7.17 The District Council recognises that cycling offers a number of positive benefits. It is an energy efficient mode of transport, is virtually pollution free, does not cause congestion and is one of the best forms of aerobic exercise. Furthermore cycling, like walking, is an ideal mode of transport for short journeys, particularly suited to small towns and villages. However, cycling is presently an under-utilised transport mode and only accounts for a small percentage

of all trips. Cycling may be made more attractive as a mode of transport by providing safer routes, secure parking spaces and changing facilities. The 2001 Census indicated that only 4% of journeys to work throughout the District were undertaken by pedal cycle. However, with the provision of improved facilities this figure could rise significantly during the plan period. It is acknowledged as part of the plan's sustainable development objectives that those who live closer to their employers are more likely to consider cycling to work than those in more dispersed rural areas. The National Cycling Strategy (1996) sets a target to quadruple the number of cycle trips by the year 2012. Indeed the Highway Authority has a target to increase the current percentage of trips by cycle within the county by 10% by the end of 2011 (Somerset Local Transport Plan, March 200). Furthermore the County Council has identified the need to improving cycling facilities in Policy 44 of the Somerset Structure Plan Review.

- 7.18 There are clear environmental benefits in encouraging cycling and reducing the level of use of motor vehicles. The District Council has been working in partnership with local businesses and cycling groups to promote cycling. These co-operative activities have proved very effective and the District Council intends to continue to support such initiatives. Furthermore the County Council is presently producing a Countywide Cycling Strategy, in response to the initiatives detailed in the National Strategy (1996).
- 7.19 Through the land use planning system, the Local Planning Authority will seek to improve facilities for cyclists where these can be justified and will take into account the needs of cyclists when considering future land uses. The implementation of the LTP schemes listed in Policy TP8 below will be safeguarded so as to assist in achieving, among other things, improvements to facilities for cyclists.
- 7.20 New developments will be required to make provision for the improvement and provision of cycleways in accordance with Policy TP1.

Cycle Parking

- 7.21 Secure cycle parking is necessary to allow cyclists to park closely to their destinations and to encourage people to cycle into shopping centres and to work etc. The provision of cycle stands in suitable locations will be encouraged and it will be a requirement that all proposals involving commercial development, or facilities to which the public will have access, should incorporate measures for the safe parking of bicycles. Such provision should be of a good quality and appropriately located. The following standards have been calculated following investigations of established practice elsewhere. This approach reflects the advice of the Cycling Tourist Club and aims to improve on the level of provision of cycle parking throughout the District. These standards will be revised when the County Council, in conjunction with the local planning authorities, produces a Countywide Standard.

Policy TP3

Proposals for new commercial developments, or for facilities to which the public will have access, and which would result in an increase in travel demand, should make provision for a minimum level of secure bicycle parking as follows:

Shops (Use Classes A1, A3)

1 space per 200 sq. m. gross floor area.

Offices (Use Classes A2, B1)

1 space per 35 sq. m. gross floor area.

Industry (Use Classes B1, B2, B8)

1 space per 40 sq. m. gross floor area.

Secondary school (Use Classes D1)

1 space per 5 students

Provision of secure cycle parking for other land uses will be considered on their merits.

Safer Environments for New Developments and Existing Residential Areas

- 7.22 Government research indicates that about one-quarter of all road accidents occur in residential areas and a high proportion of these involve child pedestrians. To achieve a reduction in accidents to pedestrians and cyclists, the road layouts in new residential development should

be designed to exclude or discourage through traffic, reduce vehicle flows and restrain vehicle speeds. This would be achieved by designing traffic calming and highway safety measures into estate road layouts. Such schemes must be designed sympathetically so as to facilitate safe use by buses and cyclists.

7.23 Whilst the main objective of traffic calming measures is to slow vehicular speeds, it is important that measures adopted do not compromise the character of settlements. Therefore the District Council will encourage innovative designs that avoid unnecessary visual obtrusion and provide opportunities for environmental enhancement. The implementation of the LTP schemes listed in Policy TP8 below will be safeguarded so as to assist in achieving, among other things, a reduction in accidents to all road users and the provision of opportunities for environmental enhancement.

7.24 Design guidance advice is available from Design Bulletin 32, Residential Roads and Footpaths Layout Considerations (HMSO), The Design of Residential Areas (South Somerset District Council), and Estate Roads in Somerset Design Guidance Notes (Somerset County Council). Developers of sites are responsible for the provision of traffic calming measures.

Policy TP4

Proposals for new residential roads will be required to be designed so as to minimise risk of accident particularly to pedestrians and cyclists.

Safer Routes to Schools

7.25 Journeys to schools represent a significant proportion of car trips throughout the district. This is particularly noticeable in Yeovil where an estimated 7% of car journeys in the peak hour were either to or via a local secondary school (source: Yeovil Town Transport Study). As this figure does not include junior schools the figure for journeys to all schools would be even more significant. In order to encourage a more sustainable alternative, measures to make walking and cycling to school safer should be supported, as expressed in this *Statement of Intent*:

- *The District Council will support measures to provide safer routes to schools.*

Public Transport

7.26 South Somerset presently has a very low public transport usage, largely as a result of the District's dispersed population. The 2001 Census showed that 1.9% of journeys to work in South Somerset were by bus, and only 0.5% by train. However, there are opportunities for public transport patronage to increase particularly within the District's towns. Indeed the preliminary work associated with the Yeovil Town Transport Study identified improved public transport provision as an essential part of the Yeovil Strategy. In order to encourage a greater use of public transport a safe, comfortable, frequent, and swift service is required. This is recognised in Structure Plan Review Policy 45 which emphasises the importance of bus priority measures. The implementation of the LTP schemes listed in Policy TP8 below will be safeguarded so as to assist in achieving, among other things, the provision of Bus Priority measures to serve the district's Towns. Initiatives which facilitate a more efficient public transport system will be supported by the District Council. In the case of Yeovil, the Yeovil Town Transport Study identified possible park and ride sites for the town which are unlikely to be operational within the plan period. Park and ride is a desirable long term objective which is supported by the District Council.

7.27 The location of future development plays a crucial part in achieving sustainable development in public transport terms. Not only is the proximity of a service vital but also the range of the services, enabling people to use bus and rail services to get to their required destinations. Structure Plan Review Policy 49 requires proposals for development to be compatible with existing transport infrastructure or to provide for improvements to infrastructure.

Policy TP5

Developments which are likely to generate significant levels of travel demand will only be permitted where they are currently accessible to a choice of means of

transport other than the car, including public transport, or where those means can be provided to satisfy the development's needs. Where these other means of transport need to be provided, then this provision will need to be secured, by the time the development is occupied, by condition or agreement with the developer. Elsewhere, the provision of improved public transport services and facilities for cyclists and pedestrians, appropriate in scale to the development and in accordance with the relevant standards, will be a material consideration in the determination of planning applications.

7.28 Notwithstanding the environmental and safety concerns outlined above, South Somerset has specific problems related to accessibility. As the District is predominately rural in character, the population is thinly dispersed. Residents often rely on services and employment opportunities in locations which are not served by commercial public transport operators. Moreover, transport patterns are often so diverse that they would be unprofitable for a conventional bus operator to provide. As a result many people in the District are dependent on the services provided by the voluntary sector or subsidised by Councils. Continued provision of voluntary sector and other socially necessary bus services will be supported by the District Council, as this *Statement of Intent* indicates:

- ***The District Council will continue to support community transport initiatives and socially necessary bus services.***

Freight Traffic

7.29 The majority of freight traffic is presently moved on road by heavy goods vehicles. The excessive transit of goods by road is unsustainable and can also compromise road safety. Transporting goods by rail is a better option; however opportunities to move freight by rail are limited. The rail network within South Somerset is sparse, with only three main lines crossing the district i.e. Exeter- Waterloo line, Exeter-Paddington line, and Bristol - Weymouth line. As the District has relatively limited rail provision any opportunities for safeguarding land for facilitating more efficient use of the rail network must be taken.

Non-Residential Parking Provision

7.30 The availability of vehicle parking fundamentally influences the choice of transport mode for a particular journey. Historically, local plans have been strictly tied to parking guidelines. Indeed, the District Council has adopted vehicle parking guidelines as supplementary planning guidance. Although parking guidelines are a material consideration to be taken into account in the determination of a planning application, they alone do not adequately reflect the individual nature of particular sites in a sustainable context. In the past local plans have referred to minimum car parking requirements. However, in order to reduce the dependency on the private car, an understanding of both essential operational/servicing requirements and maximum staff/visitor parking requirements is needed. Such an approach, based on need, aims to limit the amount of parking accommodated in new developments and so avoid over provision.

7.31 The operational/servicing requirement includes accommodation for parking/unloading of vehicles which HAVE TO drive to the development. Such vehicles are likely to include service, delivery, and collection vehicles which are essential to the basic operation of the business. It is important that such provision is kept to as low a level as is practicable. To ascertain the appropriate level of essential parking/unloading provision the applicant will be requested to advise the planning authority of their specific operational needs.

7.32 Non-operational provision (staff/visitor parking) would include those who do NOT HAVE TO drive to the development. Such spaces, which are not essential for the servicing and operation of the business, would include staff and visitor parking. In order to encourage use of other forms of transport it is desirable that such parking provision is limited.

7.33 In order to ascertain an appropriate level of staff and visitor vehicle parking for new developments, sites will be assessed by means of an Accessibility Profile (see Table 7.2). The accessibility profile will result in attributing a ranking to a site on the basis of how accessible the site is by various modes of

Table 7.1: Non-Residential Parking Provision

TABLE 7.1: NON-RESIDENTIAL PARKING PROVISION		
USE	NATIONAL MAXIMUM PARKING STANDARD 1 space per square metre of gross floorspace unless otherwise stated	THRESHOLD ABOVE WHICH STANDARD APPLIES (gross floorspace)
Food retail	1 space per 14 m ²	1,000 m ²
Non food retail (Garden centres - includes exterior areas used for the sale and display of goods.)	1 space per 20 m ²	1,000 m ²
Cinemas and conference facilities	1 space per 5 seats	1,000 m ²
D2 including leisure	1 space per 22 m ²	1,000 m ²
B1 including offices	1 space per 30 m ²	2,500 m ²
Higher and further education	1 space per 2 staff + 1 space per 15 students (total number of students rather than full-time equivalent figures)	2,500 m ²
Stadia	1 space per 15 seats (in addition to satisfactory coach parking provision)	1,500 seats

Table 7.2: Accessibility Profile Scoring

TABLE 7.2: ACCESSIBILITY PROFILE SCORING		
<i>Pedestrian Links</i>	Site with direct and safe pedestrian access to local services and/or residential areas within 200m.	2
	Site with direct and safe pedestrian access to local services and/or residential areas between 200m-400m.	1
	No direct and safe pedestrian access.	0
<i>Cycleway Links</i>	Site Access by Cycleway	2
	Cycleway within 200m	1
	No Cycleway within 200m	0
<i>Bus Service</i>	Half Hourly Bus Service within 200m	2
	Half Hourly Bus Service within 400m	1
	No Half Hourly Bus Service within 400m <i>See Map 1 for more information.</i>	0
<i>Public Car Parking</i>	Public Car Park within 200m	2
	Public Car Park within 400m	1
	No Public Car Park within 400m	0

Table 7.3: % Reduction in Maximum Provision following Accessibility Profile Total

TABLE 7.3:% REDUCTION IN MAXIMUM PROVISION FOLLOWING ACCESSIBILITY PROFILE TOTAL	
Accessibility Profile Total	% Reduction in parking
8	40
7	35
6	30
5	25
4	20
3	10
2	0
1	0
0	0

transport. Application of this profile ranking will then guide and allow for standards lower than the maximum levels set for such developments by Revised PPG13, Annex D, at Table 7.1 above. Where the accessibility profile is below 6, commuted sums will be sought to improve the accessibility of the site. These sums should be proportionate to the scale of development proposed and the extent of its accessibility. A score of 6 represents the average level of accessibility in the designated Yeovil Town Centre. The aim of this is to avoid creating “perverse incentives” to develop outside town centres and to avoid unfair competition in the form of out of town developments with greater parking provision.

- 7.34 Many people with mobility difficulties are dependent on the use of the private car in the absence of public transport which caters for their needs. Therefore it is important that good quality parking provision is made with level access and compacted surfaces. Parking for people with disabilities should be provided in accordance with proposed policy at between 3-6% of overall parking requirement. This range is based on initial work by Somerset County Council (draft Car Parking Standards 1994) and standards set by the Institute of Highways and Transport (1991). For smaller scale developments, less than the threshold sizes given above, the amount of parking will be guided by the Joint Structure Plan Policy 48. The parking standards in the plan will be subject to revision on the publication of Somerset County Council's county wide parking strategy.

Policy TP6

For new non residential developments non operational parking will be provided at the maximum level indicated in table 7.1.

For smaller scale developments parking provision should be no more than necessary to enable the development to proceed.

Reductions in this requirement may be appropriate following the assessment of the accessibility profile for the proposed site and will be encouraged in accessible locations.

Where the accessibility profile total is below 6, commuted sums will be sought to improve the accessibility of the site.

Provision of 3-6% parking spaces for the disabled will be required as part of the overall parking requirement

Parking Provision in Residential Areas

- 7.35 It is now desirable to achieve lower levels of parking in association with development than has generally been achieved to date. This applies to residential as well as non residential parking standards. PPG3 advises that new developments which result, on average, in more than 1.5 off street parking places per dwelling are unlikely to reflect the Government's emphasis on securing sustainable residential environments.
- 7.36 Significantly lower levels of parking will be allowed for developments in locations such as town centres with good general accessibility, or developments which provide housing for people whose demand for parking is less than for family housing. This might include sheltered or affordable housing, student or single person housing. Conversions where off street parking is less likely to be successfully designed into a scheme can also benefit from lower levels of parking. There may be opportunities in town centres to provide car free developments and these will be given consideration where the site is highly accessible by means other than the private car.
- 7.37 In recognition of the fact that many rural areas are dependant on the private car for transport, and that there is a complicated relationship between poverty and transport options, average parking standards in the villages should be higher than in the towns. As most development will be centred on the towns this will still result in average parking standards for the district at around 1.5 per dwelling as advised in PPG3.

Policy TP7

Off street parking provision for new residential developments will be provided at the following maximum levels

Town Centres
1 parking space per dwelling

Towns and Rural Centres
1.5 parking spaces per dwelling

Villages and Countryside
2 parking spaces per dwelling

Where the development is for housing types with less demand for parking than family housing, or where individual locations are particularly accessible, provision will be expected to be substantially below the required maximum.

Local Transport Plan Schemes

7.38 The Somerset Local Transport Plan was adopted by the County Council in July 2000. The document provides the Vision, Objectives and Priorities for transport in the county for the period 2001 to 2006 and the Major Schemes (over £5m) for the period to 2011, and is the basis for capital funding bids. The LTP also sets out the general actions, and where sufficiently progressed, the detailed schemes that it proposes to implement in order to achieve the LTP's objectives. In line with PPG 12: Development Plans, those LTP schemes, which are identified as firm proposals with a reasonable degree of certainty of proceeding within the plan period should be reflected in the appropriate development plan, and are listed in the policy seeking to safeguard their future implementation. The schedule contained in Policy TP8 is not exhaustive in its coverage of LTP schemes because those LTP schemes omitted from the schedule are either not sufficiently advanced to be locationally defined or are not considered to have direct land use implications. On this basis, such schemes cannot be considered to satisfy the requirements of PPG12 regarding clarity and are therefore not included in the schedule. The omission from the schedule of a particular LTP scheme in no way indicates whether or not that scheme will be implemented. Further information concerning each scheme may be found in the corresponding part of the Local Transport Plan 2001-2006.

Policy TP8

Development which would prejudice the provision of the following local transport plan schemes will not be permitted.

Schedule of Transport Schemes *Main LTP ref.*

East

Transport Interchange Improvements
Memorial Hall Bus Terminal,
Wincanton *Town Strategy*

Transport Interchange Facilities at Bus Stops,
Ilchester *Main Document*

North

Langport Economic Regeneration Scheme,
in Town Centre and Safe Routes to School Issues, Cycleways and HGV Management within town. *Main Document*

Transport interchange facilities at bus stops,
South Petherton,
and Martock *Main Document*

South

Access improvements,
The Borough, Yeovil *Town Strategy*

Improved passenger facilities, Bus Station, Yeovil *Town Strategy*

Cycleway scheme,
St. Michael's Avenue
Sherborne Road via Southville,
Yeovil *Main Document*

Cycleway Scheme, Westfield Road and ASL on
Preston Road, Yeovil *Main Document*

Cycleway Scheme, Preston Grove and Grove Avenue,
Yeovil *Main Document*

Cycleway Scheme,
West Coker Road to
Lysander Road, Yeovil *Main Document*

West

Transport Interchange,
Crewkerne Station *Town Strategy*

Off Road Cycle Route,
Blacknell Trading Estate
to A30, Crewkerne *Annex 1
Local Cycling
Strategy*

Cycleway Scheme, Ashlands
Road to A30, Crewkerne
Cycleway Scheme, Ashlands Road
to A356, Crewkerne

Expansion of Chard Junction
freight facility, Chard
Junction *Town Strategy*

New Transport Interchange,
Boden Street, Chard *Town Strategy*

Cycleway Scheme, Summerlands,
Ilminster *Town Strategy*

Rear Servicing of Town Centre Premises

- 7.39 The loading and unloading of goods across footways in the main streets can create traffic problems and be inconvenient to pedestrians. It is acknowledged that the opportunity to secure

improvement to the existing situation by the creation of rear service yards is very limited and would normally be prohibitively expensive for the District Council to finance. However, some limited opportunities for rear servicing do exist and should be seized whenever the opportunity arises, as this *Statement of Intent* indicates:

- *The District Council will seek by negotiation the rear servicing of existing town centre premises when development of town centre premises is proposed.*

Trunk Roads

- 7.40 A number of improvement schemes for the A303 trunk road are in the course of preparation by the Highways Agency and are therefore indicated on the relevant inset maps. They are the Sparkford – Ilchester and Ilminster by-pass improvements.

Policy TP9

Proposals for development which would prejudice the provision of the following improvements to the A303 trunk road will not be permitted:

1. Sparkford – Ilchester improvements
2. Ilminster by-pass improvements



