

Cardiff Replacement LDP Examination

Transport

Action Point HS12.1

Council to consider Policy T1 to ensure it clearly sets out what is required and the basis on which schemes would be considered against it. The amended policy should be tested to ensure it is clear that proposals contrary to its objectives would be refused.

Review to include: -

- (a) Replacing ‘the Council will support developments that incorporate:’ with a stronger phrasing to make clear what proposals must/should do & as a consequence, what the effect of failing to meet individual criteria would be;*
- (b) Criterion vii – determine whether ‘integrate’ and ‘existing’ are sufficiently clear and appropriate.*
- (c) Criteria ii and v – check overlap*
- (d) Across policy – reference to specific WG strategies & Orders and Council White Papers, to consider whether it is necessary to specify these given they may change over the life of the plan and consider whether alternative wording identifying the importance of key policy and strategies may be more appropriate without specifying individual items.*

Council Response

Minimising the need to travel by car is an important planning requirement and in compliance with national policy. However, planning permission is granted taking account of the overall application. It would not be appropriate to apply a binary pass/fail test on car use alone nor any other specific transport measure. Therefore, it is suggested that Policy T4 Managing Transport Impacts is swapped over with T1 along with the associated explanatory text.

H12.1(a) Rewording of Policy T1 [to be swapped with T4] paragraph 1. Insert “Developments are required to encourage modal shift and be easily accessible by walking and cycling by virtue of their location, design and provision of on and off site sustainable transport infrastructure. Support for walking and cycling include provision for” and insert list (i) to (ix)

Also delete the statement at the end of the list, “The Council will also support developments that promote the change to more sustainable modes and innovative measures to overcome existing barriers to active travel and sustainable transport.”

Reason: it is repetition of what is in the list.

H12.1(b) delete “vii. Integrate with existing active travel Infrastructure” as this is repetition of “iii. Connections and extensions to the Cardiff Cycle Network and recreational walking routes outlined in the Transport White Paper and Active Travel Network Map.”

H12.1(c) delete (ii) as (v) is a more comprehensive description (Please note this was previously amended by [ID04](#)).

H12.1(d) It is suggested that there is a catch-all statement in the document rather than removing very relevant and important references, “National, regional and local policies, strategies and guidance may be updated, replaced or superseded and the relevant documents would become the relevant references.”

These changes would result in Policy T4 (formerly T1) reading as follows (additional text shown underlined).

T4: PRIORITISING WALKING AND CYCLING

Planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport as detailed in Llwybr Newydd: the Wales transport strategy 2021.

Developments are required to encourage modal shift and be easily accessible by walking and cycling by virtue of their location, design and provision of on and off site sustainable transport infrastructure. Support for walking and cycling include provision for: To enable people to access employment, essential services and community facilities by walking and cycling the Council will support developments that incorporate:

- i. High-quality, sustainable design that makes a positive contribution to the distinctiveness of communities and places following Welsh Active travel design guidance**
- ~~ii. Permeable and legible networks of safe, convenient and attractive walking and cycling routes that establish cohesive wayfinding;~~**
- iii. Connections and extensions to the Cardiff Cycle Network and recreational walking routes outlined in the Transport White Paper and Active Travel Network Map.**
- iv. Measures to minimise vehicle speed to 20mph on urban streets and spaces where pedestrians will be present following Welsh Governments order and strategy to give priority to pedestrians and cyclists;**
- ~~v. Safe, convenient, direct and attractive walking and cycling connections to existing developments, neighbourhoods, schools, jobs and services forming part~~**

~~of a sustainable neighbourhood~~ Urban streets and spaces that are designed to minimise vehicle speeds and give priority to movements by pedestrians and cyclists;

- vi. Supporting facilities including, signing, secure cycle parking and, where necessary, shower and changing facilities;
- ~~vii. Integrate with existing active travel infrastructure;~~
- viii. Improve safety for pedestrians and cyclists through design, and;
- ix. Integrate placemaking and net zero initiatives as part of the design and construction of active travel infrastructure.

~~The Council will also support developments that promote the change to more sustainable modes and innovative measures to overcome existing barriers to active travel and sustainable transport.~~