



Infrastructure and Planning

Annex 1 Highways

September 2017

This document sets out Lancashire County Council's approach to considering the potential impact of proposed developments upon the highways infrastructure within the local area of the development.

- 1.1 Management of the transport network including bus provision is a function of Lancashire County Council in its role as Highway Authority. It is responsible for all adopted roads in Lancashire other than trunk roads (which are the responsibility of Highways England); it is responsible for the safety, maintenance, management and development of the highway network, and determines whether to adopt a road (take responsibility for its ongoing maintenance).
- 1.2 The transport system in many parts of Lancashire is under pressure. This is the result of an intense level of development, limited capacity for all modes of transport, and general traffic growth. Further development could make these problems worse if measures are not taken to make better use of the existing network, introduce extra capacity, and provide additional services.
- 1.3 Local transport funding from central government could address the resulting funding gap. Government funding comes from various sources (in addition to conventional Local Transport Plan capital settlements and the Local Growth Fund). Typically however, none of these address the specific impacts of new development, except perhaps in the small number of designated growth areas. Instead, funds are directed at inherited transport problems resulting from economic progress and previous development activity, or at large scale projects designed to deliver growth.
- 1.4 When consulted on planning applications, or Local Plans¹, Lancashire County Council will provide an assessment of the proposed developments² potential impacts on the highway network, with regards to highway capacity, design standards and the continued safe operation of the highway. Conditions or developer contributions may be agreed to offset any unacceptable impacts identified through the assessment process.
- 1.5 Responses will be informed by the Local Transport Plan 2011-2021 and the areas Highways' and Transport Masterplan.
- 1.6 Lancashire County Council will work with the District council, through the plan making and planning application process, to ensure proposed developments are located sustainably in areas that minimise the need to travel and maximise the opportunity to use sustainable modes of transport, in line with the National Planning Policy Framework. Lancashire County Council will comment on the accessibility and design of proposed developments with a view to making a potentially unsustainable development sustainable.

¹ Local Plans offer the opportunity to identify and support a pattern of development that minimises trip generation at source and encourages the use of sustainable modes of transport, reducing the impact on the highway network and the need for remedial works.

² Where house styles are not yet determined, we will use the default position of all houses being 3-bedroomed houses for the purposes of trip generation. Sensitivity tests may be required to establish the robustness of this approach, subject to local travel conditions.

1.7 In seeking to make an unacceptable development acceptable, conditions or developer contributions will be used, where appropriate, to deliver the following types of investment, including but not limited to:

- promoting the use of sustainable transport modes to retain or free up capacity within the highway network, for example through the preparation and implementation of a Travel Plan³ or by providing for the establishment of a new bus service where there currently is not one;
- ensuring safe access and egress;
- minimising development-related impacts such as traffic congestion;
- providing or contributing towards capacity enhancement measures;
- providing for connections or works to Council owned SuDS infrastructure as part of the drainage scheme for the proposed development;
- providing and/or enhancing links for cyclists and pedestrians to access local services, education and employment locations⁴; and
- providing and/or enhancing street lighting, traffic systems
- providing and/or enhancing public rights of way connecting new developments to existing service centres or public transport infrastructure.

1.8 It is likely that s106⁵ or s278's will be used to facilitate the measures described above⁶, though CIL, where collected, will be expected to be the primary source of developer contributions towards capacity enhancement measures.

³ Travel plans may be required through policy in the development plan, and planning permission granted on the condition that one is prepared and implemented. Lancashire County Council can provide assistance with respect to Travel Plan support, promotion, monitoring and evaluation. This can include advice and guidance on travel plan development, assistance with survey design, access to the Lancashire County Council car sharing website, journey planning service, assistance with promoting events, accessibility planning services, provision of leaflets and maps, monitoring and surveys. Funding for this assistance can be delivered through a developer contribution, or through a normal service commissioning process.

⁴ This will provide both a public health benefit and a congestion reduction effect.

⁵ It may also be appropriate to require time limited developer contributions towards the maintenance of a road, to offset impacts of the development, where the access road will be used predominantly by the proposed development (particularly if the development is heavily served by HGVs). Developers should expect to find commuted sums applied for future maintenance of special features including but not limited to bridges, drainage features and decorative materials.

⁶ For clarity, we intend to apply S278 agreements to all identifiable works in the highway, and S106 agreements to any contributions to projects and to Travel Plan contributions.