

Transport and Infrastructure

Policy SP26: Delivering sustainable transport

1. New development will be expected to support sustainable transport and improve accessibility in South Tyneside. The needs of pedestrians, cyclists, bus and rail users, should be prioritised to reduce the need for travel by private vehicle.
2. Where appropriate, new development will be supported by a Transport Statement or Transport Assessment and a Travel Plan
3. New development should promote sustainable transport and accessibility by:
 - i. Delivering or facilitating sustainable transport modes, including public transport, footpaths and cycle routes that are fully integrated into existing networks
 - ii. Having regard to the walking and cycling networks as defined in the Local Cycling and Walking Infrastructure Plan (LCWIP) by ensuring that development has suitable active travel links to the wider network and protecting the integrity of strategic cross-boundary cycling and walking routes
 - iii. Provide or contribute towards the provision of new and/or improved sustainable travel infrastructure where the predicted number of additional trips will lead to a cumulative increase in car-based trips
 - iv. Where appropriate, improve locations that are less attractive to pedestrians, cyclists, and equestrians, including crossing points at roads
 - v. Ensure sufficient conveniently sited and secure cycle spaces are provided
 - vi. Protect and where possible enhance access to Public Rights of Way including the King Charles III England Coast Path National Trail. Proposals that would result in the loss of, or deterioration in the quality of, existing Public Rights of Way will not be permitted unless equivalent alternative provision of a suitable standard is made. Where diversions are required, new routes should be direct, convenient, and attractive, and must not have a detrimental impact on environmental or heritage assets.
4. Development shall be designed to meet the needs of public transport users by ensuring:
 - i. Road layouts include direct, convenient, and safe bus routes that are not obstructed by on-street parking
 - ii. Bus priority measures are implemented, where appropriate
 - iii. All new homes and commercial development are located no more than 400m from a bus stop
 - iv. Bus stops shall have appropriately designed shelters, good pedestrian access and be open to public supervision
 - v. Demonstrate how they have sought to maximise opportunities to improve accessibility to Metro stations.
5. To ensure the needs and impacts of private vehicles are met, new development proposals should:
 - i Mitigate impacts on the strategic and/or local highway network arising from the development itself, or the cumulative impacts of development, through the provision of, or contribution towards, necessary and relevant transport improvements, including those secured by legal agreement
 - ii. Implement appropriate road safety solutions where applicable
 - iii. Ensure that sufficient vehicle parking spaces will be provided in accordance with the Council's parking standards