



Transport and Infrastructure: Local Plan Review Topic Sheet

Introduction

This is one of a number of short topic sheets that have been prepared as part of our early conversations with communities on the Local Plan Review. It is designed to provide some key facts and highlight issues around transport, infrastructure and services that we will need to consider in reviewing our Local Plan. It is hoped that it will prompt discussions and enable people to join in the conversation.

Some key facts and issues:

- **39% of households have 2 or more cars**, which is much higher than across the North West as a whole. This figure increased by more than 4% between 2001 and 2011.
- In South Lakeland **12.3% of people walk to work** and 1.8% cycle which is higher than the across the North West as a whole and the proportion increased a little between 2001 and 2011.
- **45% of people travel to work by private vehicle** and this increased by 4% between 2001 and 2011.
- In South Lakeland the **average travel time to 8 key services is 25.9 minutes by public transport/walking, 22.1 minutes by cycle and 12.5 minutes by car**. The average figures across England are 18 minutes by public transport, 15 minutes by cycle and 11 minutes by car.
- **Over 1.5 million passengers entered and exited railway stations in South Lakeland Local Plan area in 2017-18**. Over 580,000 of these were at Oxenholme station on the west coast mainline.
- **In 2018/19 £257,277 of Community Infrastructure Levy (CIL) receipts were received**. CIL is a charge on new development that developers pay to the Council to help fund infrastructure.
- **Parish/Town Councils received £34,876 of CIL income in 2018/2019**.
- **Local Growth Funding has been directed to highways improvements** in Kendal (£3.4 million) and Ulverston (4.6 million) A590 junctions. Schemes in Kendal are largely complete, whilst Ulverston's are at various stages.



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- Funding is being directed towards a **new roundabout at Cross-a-Moor, Swarthmoor** to aid delivery of housing in Ulverston and Swarthmoor. Design work has commenced.
- Investment has been directed towards **new flood defences** along the River Kent in Kendal.

What does our existing Local Plan say about transport and infrastructure?

- It seeks to direct development to those locations that have ready access to sustainable modes of transport.
- It promotes active travel (walking and cycling) within new developments, and connections to surrounding services and facilities.
- It ensures that new development can be accessed safely and that the transport network has the capacity to accommodate it.
- It allows for new development where the infrastructure needs it may generate will be provided can be demonstrated (electricity/gas, surface and foul water disposal).
- It specifies where improvements to infrastructure may be needed to support development, utilising Section 106 agreements, Community Infrastructure Levy and other sources of funding to deliver it, in conjunction with delivery partners.

What does this mean for the Local Plan Review?

- We need to consider the range of impacts new development may have on infrastructure provision in the district. This will be achieved through undertaking assessments of current levels of provision, talking to our infrastructure delivery partners and identifying what is needed.
- We need to use information about infrastructure to help determine the development strategy; where best to direct new development, to ensure it can be supported by the infrastructure needs it may generate.
- We need to identify how infrastructure needed to support the development strategy can be delivered, being clear about the needs associated with different types of development in different locations and the role developer contributions can play in providing it.
- We need to ensure allocation sites can be accessed safely and have sustainable modes of transport to services and facilities.
- We need to understand local community infrastructure needs and how, through policies and site allocations, we can support their delivery.



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- We need to have policies in place that will ensure that infrastructure needed to support new development can happen in an appropriate manner, taking account of new technologies and challenges that may arise from the climate crisis, for example by renewable energy provision, broadband and flood risk management.

