

Policy 31**Relieving Congestion**

Any new development likely to be a significant generator of travel:

- a** - should be located in positions accessible or capable of being made accessible by a range of transport modes, including public transport, walking and cycling;
- b** - will require the submission of a Transport Assessment, setting out the impacts of their development on the local transport network (and strategic road network where applicable) and the mitigation measures proposed to deal with the impacts;
- c** - will, where necessary, be required to enter into an agreement to submit and implement acceptable Travel Plans, Construction Logistics Plans, and Delivery and Servicing Plans;
- d** - will need to incorporate or contribute to improvements to the highway network including traffic management measures that limit the significant impacts of the development and are designed to be sensitive to the surroundings; and
- e** - encourages walking and cycling through the provision of suitable facilities (see Policy 33 Access for All).

Supporting Text

4.0.10 Development proposals that are likely to have significant transport implications will be assessed for their impact on all modes of travel. The assessment should reflect the scale and likely impact of the development and propose appropriate measures to improve access by public transport, walking, and cycling in order to reduce the need for car based trips and parking.

4.0.11 The National Planning Policy Framework (NPPF) supports the promotion and facilitation of sustainable transport. It notes the need for the transport system to be balanced in favour of sustainable transport modes and to give priority to pedestrians and cyclists. New developments should take up opportunities for sustainable transport to reduce the need for major transport infrastructure.

4.0.12 Plans and decisions should also ensure developments that generate a significant movement are located where the need to travel will be minimised and the use of sustainable transport modes maximised. However, in some cases it may be necessary to strike a balance between need and availability of suitable sites. Development for town centre uses will be required to take a sequential test where appropriate (see Policy 91 Proposals for Main Town Centre Uses).

4 Getting Around (Transport and Accessibility)

4.0.13 Proposals should be assessed for access to the site by all modes of transport, taking into account journey times, public transport frequency, quality, safety and access for disabled people. The Council will require Transport Assessments for large residential development that may have a significant traffic impact on existing residential areas.

4.0.14 Traffic management measures will be required to be in place through encouraging appropriate measures within development proposals, primarily through the levels of parking provision, appropriate contributions to public transport, fostering alternative methods of travel and the provision of Travel Plans.

4.0.15 A Travel Plan will normally be required to ensure that methods of reducing the number of visits by car are thoroughly explored and implemented. Travel Plans should set objectives for reducing car usage, increased walking, cycling and public transport use, improvements in safety features, environmentally friendly freight movement and delivery services. These will usually be made binding by attaching conditions on the relevant planning permission or through a Section 106 agreement. However, a development proposal will not in itself be made acceptable by the provision of a Travel Plan.

4.0.16 The Council also maintains a list of traffic congestion “pinch points” on the road network as a means of identifying potential traffic schemes to reduce congestion. Subsequently allowing new development close to these locations could further exacerbate the conditions and potentially be contrary to the broader transport policies of the Council.

4.0.17 All Transport Assessments, Travel Plans, Construction Logistics and Servicing Plans should be developed in line with TfL guidelines.

Policy 32

Road Safety

The Council will consider the potential impact of any development on road safety and will ensure that it is not significantly adversely affected.

Supporting Text

4.0.18 Road safety considerations need to influence design of any development. Where a proposal may have a detrimental effect on the safety of all users, measures to remove that potential risk should be agreed with the Council. Where a proposal is situated in a location with an existing road safety problem, the applicant would be expected to fund any necessary mitigation to resolve the difficulty as far as possible within the development and/or contributing to broader off-site solutions.