

## 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.

## Policy 33

### Access for All

The Council will:

- a** - require that proposals are designed to ensure ease of access and movement for people with disabilities, both physical and sensory;
- b** - consider the potential impacts on people with disabilities, and pedestrians and will seek provision of crossing facilities, designated routes and other improvements to the pedestrian environment as appropriate;
- c** - consider the potential impact on public transport services and their users, and will seek provision of and contributions to, suitable infrastructure improvements and other facilities, including highway works and bus shelters, services and railway station improvements where such works are necessary and related in scale and kind to the proposed development; and
- d** - where appropriate, developments may be expected to contribute towards the cost of implementation of the strategic transport schemes either through the Community Infrastructure Levy (CIL) or S106 Agreements.

### Supporting Text

**4.0.19** The policy is designed to promote ease of access to all parts of the Borough and all new development. Consideration will be given to the needs of wheelchair users in design of all road alterations. Dropped kerbs at road junctions, for example, do much to enable ease of movement. The design of pedestrian areas, extensions to footways, fully accessible bus stops, installation of street furniture, landscaping schemes and other alterations will take the needs of people with disabilities into account. The Council recognises the differing needs of both physical and sensory disabilities.

**4.0.20** New development can make significant improvements to facilitate safe and convenient direct cycle routes and implement secure cycle parking facilities, with the Mayor's Cycling Vision for London an agreed approach for developers to take. It also requires similar implementation of walking routes. Contributions towards Mayoral cycle route programmes may be sought.