

5.23.2 The policy aims to ensure that new development makes provision for access for all people by a choice of means of transport and will not generate significant, and unacceptable, impacts on road safety, congestion or air quality. The Council will always wish to promote walking, cycling and public transport as an alternative to the car. As such, the Council will expect new development to be accessible - or to be made accessible - by all modes of travel. This will include the incorporation of new infrastructure into development, including such things as cycle parking, bus shelters and the creation of new links and routes. The design and layout of development should take account of the needs of cyclists and pedestrians. Where necessary, developments will also be required to contribute to the provision of new or improved sustainable public transport services.

5.23.3 It is likely that the levels of growth needed in the City will lead to an increase in car use and congestion in some areas. The Council will continue to try to manage this and create the most efficient transport network possible, making the best use of the existing network and considering capacity improvements where this is the appropriate option. It will continue to require on and off-site mitigation and resist development that has an unacceptable impact on road safety, congestion or air quality.

5.23.4 In order to understand the transport impacts of development proposals and what mitigation may be required, the Council may require the submission of a proportionate Transport Assessment. The scope of this should be agreed with the Council in advance of any application being made. This will assist in the timely consideration of applications. In some cases, the Council may also require the submission of a Travel Plan. A Travel Plan is a package of measures to encourage alternatives to single-occupancy car-use and promote sustainable travel. These can apply to both employment and residential development and will typically include initiatives such as car sharing, discounted public transport tickets, cycle parking and personalised journey plans. These not only help to reduce the impact of development, but can also promote more healthy choices. The Council will continue to work with local employers and developers to promote the use of sustainable travel options across the City.

5.23.5 In considering applications for new development, the Council will also consider the implications for rail safety and rail operations. In particular, it will consider the implications for level crossings in the City, taking into account Network Rail's objective of eliminating level crossings wherever possible throughout the network. Level crossings represent the biggest single risk to rail operations on the network. First preference for access across an existing railway line will be for bridging or diversion.

5.23.6 When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. The Council has identified Air Quality Management Areas (AQMA) relating to the emission of nitrogen dioxide from road traffic. The impact on AQMAs will be taken into account when considering applications and measures which would reduce the potential for emissions or which would reduce the impact encouraged.

5.23.7 There are a number of disused transport routes within the City which have the potential to be reused as footpaths, cycleways or bridleways. While most are already in use or proposed as recreational routes, development which might prejudice this, or any future re-use, would have to be considered very carefully.

5.23.8 The protection of existing or proposed public rights of way (as defined in the 'Rights of Way Improvement Plan') helps promote walking as part of the Council's commitment to 'active travel'. Where proposals might impact on Public Rights of Way, they will only be permitted where alternatives can be secured which are at least as safe, convenient and attractive as those being replaced.

5.23.9 The Council recognises that parking is an essential facility for many developments and, particularly for commercial development, is an important factor in making the proposal attractive to end users. It is important, however, that the level of parking provided does not undermine the Council's commitment to sustainable transport.

5.23.10 Appendix C sets out parking standards that should be used as a guide for all non-residential development in the city. These have been carried forward from the City of Derby Local Plan Review (2006) and should be used until reviewed as part of the 'Part 2' document. The standards are expressed as a maximum level and are considered a reasonable starting point for considering what may be a suitable level of parking for commercial development. However, the Council will consider whether there are any circumstances, either related to the nature of the site or the development, which would warrant a higher level of provision. This assessment would consider issues including the accessibility of the location and the potential for shared facilities.

5.23.11 Residential parking will be calculated on case-by-case basis. Appropriate levels of residential parking are dependent on a number of factors including car ownership levels, the size and type of housing, accessibility to services and the amount of off-street parking available in an area. Taking a case-by-case approach to residential parking is more appropriate than applying a city-wide standard, as the different schemes can have significantly different characteristics and needs.

