

# Policy INF1: Transport Network

- 1. Developers should provide safe and accessible connections to the transport network to enable travel choice for residents and commuters. All proposals should ensure that:**
  - i. Safe and efficient access to the highway network is provided for all transport modes;**
  - ii. Connections are provided, where appropriate, to existing walking, cycling and passenger transport networks and should be designed to encourage maximum potential use;**
  - iii. All opportunities are identified and taken, where appropriate, to extend and / or modify existing walking, cycling and public transport networks and links, to ensure that credible travel choices are provided by sustainable modes.**
- 2. Planning permission will be granted only where the impact of development is not considered to be severe. Where severe impacts that are attributable to the development are considered likely, including as a consequence of cumulative impacts, they must be mitigated to the satisfaction of the Local Planning Authority in consultation with the Highway Authorities and in line with the Local Transport Plan**
- 3. Developers will be required to assess the impact of proposals on the transport network through a Transport Assessment. The assessment will demonstrate the impact, including cumulative impacts, of the prospective development on:**
  - i. Congestion on the transport network;**
  - ii. Travel safety within the zone of influence of the development;**
  - iii. Noise and / or atmospheric pollution within the zone of influence of the development;**
- 4. Where appropriate the Local Planning Authority may require applications to be accompanied by a Travel Plan that has full regard to the criteria set out in the NPPF.**

***This policy contributes towards achieving Objectives 1, 2, 3, 4, 5, 6, 7 and 9.***

## ***Explanation***

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| <p><b>5.2.6</b> All development influences travel patterns either through new trips on the network or the re-routing of existing trips. This may occur on a micro-level by providing a single access point onto the highway network, or the macro-level where a range of infrastructure improvements are required to provide a range of travel choices for a Strategic Allocation.</p>                                                                                      | <p><b>5.2.8</b> The need to mitigate the impact of car-based travel in respect of road congestion, health and atmospheric pollution is a key objective of the NPPF. It underpins the requirement in the NPPF for development that generates significant amounts of movement to be supported by Transport Statements or Transport Assessments. Proposals should fully consider measures, where feasible, to encourage individuals to walk or cycle for appropriate short distance trips (less than three miles) or use passenger transport for longer distance journeys. The impact on passenger transport services needs to be considered to ensure site sufficient capacity exists on services and / or car-parking facilities at rail stations.</p> |
| <p><b>5.2.7</b> The desired outcome from all development remains a safe and efficient transport network where people feel safe and they have a reasonable variety of travel choices. The degree of choice must be realistic in relation to the proposed development in terms of use, affordability and ongoing maintenance. Policy SD4 sets out the approach to sustainable travel modes and choice in new development in regards to masterplanning, design and layout.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**5.2.9** The Local Planning Authority may require a site-wide travel plan to be submitted with proposals to address sustainable transport strategy for a development. Travel plans are a useful tool when considering how best to mitigate the impact of car-based transport and to promote a shift towards more sustainable modes. Travel plans will be expected to conform to the guidance set out in the NPPF and the PPG. They should form long-term management strategies to put in place measures to actively manage the transport impacts of development and promote and encourage sustainable travel. This should take into account all journeys likely to result from a development. Travel plans will be expected to identify specific outcomes, targets and measures and set out clear future monitoring and management arrangements.

**5.2.10** Where known air or noise quality issues exist and a significant increase in car-based travel is expected from a development, all relevant environmental assessments must be completed as part of the planning application process. Particular issues exist at congested junctions within urban areas and on routes with a high volume of slow-moving traffic. Gloucester, Cheltenham and Tewkesbury have declared five Air Quality Management Areas (AQMAs) under Section 83 of the Environment Act 1995 where Nitrogen Dioxide (NO<sub>2</sub>) exceedances occur due to traffic-related emissions.

### *Delivery*

**5.2.11** The policies will be implemented through the development management process.

**5.2.12** The County Council has provided a number of useful documents which provide advice for developers.

These are all available through Gloucestershire County Council's website ([www.gloucestershire.gov.uk](http://www.gloucestershire.gov.uk)) and are periodically updated and amended to ensure they remain fit for purpose.

- **The Transport Implementation Strategy (TIS)** - this strategy sits alongside the JCS providing important explanation and guidance on implementation for decision makers interpreting policies in the JCS, particularly INF1 and transport elements of policies SD4 (design) and SA1 (Strategic Allocations);
- **Local Transport Plan 2015-2031** – provides an overview of the strategic context of the transport network within the county, setting out strategy, policies and investment priorities. The LTP is a living document which will be updated and amended to reflect changing policy at the national and local level. This would enable the LTP to be responsive to any significant transport infrastructure needs that may arise through the JCS plan period, including future reviews;
- **Local Developer Guide 2013** – provides a brief overview for developers on the type of infrastructure considerations that should be taken into account when making a planning application;
- **Manual for Gloucestershire Streets and its appendices** – provides guidance to developers, their consultants and design engineers, local planning authorities, Parish and Town Councils and the public, on how new development within Gloucestershire can contribute towards the provision of a safe and sustainable transport network within the County.