

needed to support its funding by, amongst others, Highways England.

3.92 As set out above there are issues around the provision of car parking in new development. The Council believes that there are opportunities to take a more locally focused approach to car parking standards across the District. It is therefore proposing to develop specific residential car parking standards for Epping Forest District. These parking standards will be developed based on:

- an understanding of differing levels of car ownership across the District;
- the different levels of current and future access to services and facilities across the District; and
- making better use of land through widening the use of 'unallocated' car parking within larger developments and looking at the need for providing on-site garage provision.

Until such time as those standards are adopted, planning applications will use Essex County Council's adopted Parking Standards as the starting point. Where practicable and within 400m of a railway station, the Council will seek reduced car parking, including car free, development.

3.93 Some of the issues raised through consultation are not within the remit of the Local Plan to address. These include matters such as:

- the differential pricing between rail and London Underground services;
- the issues arising from the down time of barriers at rail crossings; and
- the impact of existing HGVs on the local road network.

3.94 The Council recognises that these are important issues that need to be addressed wherever possible and will continue to pursue these matters with partners including Essex County Council, Network Rail and the Train Operating Companies and Transport for London.

## Policy T 1 Sustainable Transport Choices

- A. The Council will work in partnership with relevant stakeholders to promote a safe, efficient and convenient transport system which will:
- (i) build on the District's strategic location, through improvements to strategic road and rail connections and other public transport networks to the wider area;
  - (ii) promote transport choice, through improvements to public transport services and supporting infrastructure, and providing coherent and direct cycling and walking networks to provide a genuine alternative to the car and facilitate a modal shift;
  - (iii) provide opportunities to improve access to the two Town and four Small District Centres and rail stations by all modes of transport and ensure good integration between transport modes;
  - (iv) manage congestion, seek to reduce journey time and maintain consistency in journey times;
  - (v) promote and improve safety, security and healthy lifestyles; and
  - (vi) improve the efficiency of the local highway network.
- B. Development should minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to services and support the transition to a low carbon future.
- C. Development proposals will be permitted where they:
- (i) integrate into existing transport networks;
  - (ii) provide safe, suitable and convenient access for all potential users;
  - (iii) provide on-site layouts that are compatible for all potential users with appropriate parking and servicing provision; and
  - (iv) do not result in unacceptable increases in traffic generation or compromise highway safety.
- D. Development proposals that generate significant amounts of movement must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a Travel Plan. Development proposals which generate a significant number of heavy goods vehicle movements will be required to demonstrate by way of a Routing Management Plan that no

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies.