

Policy D12: Sustainable Travel

POLICY D12: SUSTAINABLE TRAVEL

- 1. Development proposals that prioritise access for active and sustainable travel modes including walking, cycling and access to public transport services, will be supported. Proposals utilising the Healthy Streets approach will be considered favourably. Where appropriate, opportunities to increase water-based transport will also be supported.**
- 2. Development proposals that are likely to generate significant levels of travel demand will be permitted, provided that:**
 - a) the site is, or will be made, accessible to people who walk or wheel and people who cycle;**
 - b) the site is located where convenient public transport services exist or there is a commitment by the developer and public transport providers to deliver such service;**
 - c) any new or improved road access and the traffic generated would not have any unacceptable environmental implications nor significantly prejudice the safety, function and capacity of the road network;**
 - d) local and strategic transport improvements will be provided, where necessary, to support the development and mitigate adverse impacts on the safety, function and capacity of the transport network;**
 - e) Transport Statements or Transport Assessments are submitted in support of the planning application to evaluate transport impacts and to demonstrate that suitable transport improvements will be provided which meet the needs of the development and mitigate any adverse impacts; and**
 - f) a Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development.**

EXPLANATION OF POLICY D12

Public transport, cycling and walking, and water-based transport (Points 1, 2a and 2b of Policy D12)

- 2.363 To support the delivery of Hampshire County Council's (HCC) Local Transport Plan 4 (LTP4), it is important that walking, cycling and access to public transport services is prioritised in all development.

- 2.364 Safe access should be provided for people who walk, cycle or wheel. Priority, where practical, should be given to pedestrian and cycle movements through the delivery of appropriate measures which should be designed and constructed in line with the appropriate national and local technical standards and strategies (including Local Transport Note 1/20¹⁴¹). Proposals utilising the Healthy Streets¹⁴² approach will be considered favourably (see also Policy D9).
- 2.365 The Council has worked with HCC to prepare two Local Cycling and Walking Infrastructure Plans (LCWIPs). These are promoted by the Department for Transport and consider barriers and opportunities for improving walking and cycling in a local area, and in particular, what key routes need to be improved. Going forward they will play an important role in securing funding for active travel projects. One LCWIP focusses on the A32 corridor into Fareham, while the other looks more broadly at the Borough. The latter one includes as an appendix an extensive list of potential projects for improving active travel infrastructure, including new walking and cycling routes, and improved street furniture such as benches, water fountains and signage. The Gosport LCWIP and the Council's own living list of cycling and pedestrian improvements are available online¹⁴³. Where appropriate, developments should seek to deliver active travel priorities highlighted in the LCWIP and Living List. Both are applicable when determining planning applications.
- 2.366 The Council will require that new development which is likely to generate significant levels of travel demand is sited in locations that are effectively and conveniently served by public transport. Locations that are not currently well served by public transport may be acceptable when improvements to public transport are included as part of the overall development scheme or as part of proposals in HCC's area transport strategies and area action plans or arising from other funding opportunities. Early discussions should be held with public transport operators to ensure that where required, any new or improved services will be available upon the occupation of a development.

Water-based transport

- 2.367 Where appropriate, the Council will support opportunities to increase water-based transport. This includes supporting the existing Gosport ferry which plays an important role in linking Gosport with Portsmouth and national rail services. Further opportunities could include pedestrian ferry routes linking between sites in Gosport's waterfront area such as Priddy's Hard, Royal Clarence Yard, Gosport Waterfront and the Haslar Peninsula.

¹⁴¹ www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

¹⁴² www.healthystreets.com

¹⁴³ Gosport LCWIP: www.hants.gov.uk/transport/strategies/transportstrategies GBC Living List: www.gosport.gov.uk/GBLP2042

Road improvements (Point 2c of Policy D12)

- 2.368 It is important that any new road or access point onto the existing highway is constructed to a satisfactory standard which provides appropriate and safe access for vehicles, people who walk or wheel and people who cycle.
- 2.369 To aid safety, and help avoid congestion on principal routes within the Borough, where a new access from a Classified Road is proposed, such access will only be permitted where it is sufficiently demonstrated that road safety would not be adversely affected nor would the access affect the free flow of traffic (see Policy DE3).
- 2.370 Developers will be required to have regard to national and local standards and their successor documents on the scale, type, design and location of highway works including:
- the latest Manual for Streets (Department for Transport);
 - Companion Document to Manual for Streets (HCC, 2010);
 - Highway Construction Standard Details (HCC)¹⁴⁴.
 - the Healthy Streets approach.

Transport improvements associated with new development (Point 2d of Policy D12)

- 2.371 Where a development is likely to impose additional burdens on existing transport infrastructure the developer will be required to contribute to improvements to enable the travel demands generated by the development to be accommodated. Developer contributions for off-site improvements will be secured either through legal agreements and/or the Community Infrastructure Levy. Planning obligations secured through legal agreements will be particularly applicable for major development schemes.

Transport Statements, Transport Assessments, and Travel Plans (Point 2e-f of Policy D12)

- 2.372 As required by the NPPF, all applications generating significant levels of travel demand will need to be accompanied by a Travel Plan, Transport Statement and/or Transport Assessment. The scope of any such requirements must be agreed with HCC as the highway authority and GBC.
- 2.373 The latest thresholds for requiring a Transport Statement and/or Transport Assessment are set out by HCC online¹⁴⁵. Further guidance can also be sourced in the Department for Transport guidance 'Travel Plans, Transport Assessments and Statements'¹⁴⁶. It should be noted that there may be particular circumstances where a Transport Statement or Transport Assessment is required for a smaller development.

¹⁴⁴ www.hants.gov.uk/transport/developers/standard-details

¹⁴⁵ www.hants.gov.uk/transport/developers/transportassessments

¹⁴⁶ www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

- 2.374 The relevant document should assess and illustrate accessibility to the site by all modes and the likely modal split of journeys to and from the site. It should give details of the proposed measures to improve access by public transport and walking and cycling, to mitigate the impact of motorised vehicles and to maximise the opportunities for sustainable travel and provide accessibility for all people. It should identify highway improvements necessary to prevent congestion and maintain a safe and efficient highway network.
- 2.375 Travel plans will be required for developments which generate significant levels of traffic. The thresholds for requiring a Travel Plan for various land uses are set out by HCC¹⁴⁷. Travel Plans will detail measures that will reduce dependence on the car, encourage and facilitate the use of alternative modes for journeys to and from work, and help protect amenities for the local community. Travel Plans shall include performance targets and details of measures and funding to deliver, monitor and review them. The scope of Travel Plans should be agreed with HCC and secured by a Section 106 Agreement.

¹⁴⁷ www.hants.gov.uk/transport/developers/travelplans/travelplanrequired