

## **POLICY PSP11 –TRANSPORT IMPACT MANAGEMENT**

**Development proposals which generate a demand for travel, will be acceptable where:**

- 1. appropriate, safe, accessible, convenient, and attractive access is provided for all mode trips arising to and from the proposal; and**
- 2. any new or improved bus stops meet the Council's adopted standards and the appropriate national guidance; and**
- 3. residential development proposal(s) are located on:**
  - i. safe, useable walking and, or cycling routes, that are an appropriate distance to key services and facilities****and then**
  - ii. where some key services and facilities are not accessible by walking and cycling, are located on safe, useable walking routes, that are an appropriate distance to a suitable bus stop facility, served by an appropriate public transport service(s), which connects to destination(s) containing the remaining key services and facilities; and**
- 4. commercial development is located on safe, useable walking routes, that are an appropriate distance to a suitable bus stop facility, served by appropriate public transport services, linking to major settlement areas; and**
- 5. appropriate on-site loading, unloading and waiting facilities are provided for commercial developments; and**
- 6. it would not generate traffic that would:**
  - i. create or contribute to severe congestion;**
  - ii. severely impact on the amenities of communities surrounding access routes (local network to strategic road network);**
  - iii. have an unacceptable effect on highway and road safety;**
  - iv. harm environmentally sensitive areas; and**
- 7. any new transport related infrastructure provided in relation to the proposal would not create or exacerbate traffic congestion or have an unacceptable effect on highway and road safety; and**
- 8. unobstructed emergency vehicle access is provided; and**
- 9. potentially significant transportation impacts are accompanied by an appropriate Transport Assessment and where necessary a Travel Plan.**

- 5.18 In accordance with the NPPF and as set out in Core Strategy Policy CS8 the Council promotes healthy vibrant communities with walking and cycling access to key services and facilities to meet day-to-day needs, and sustainable transport access to all developments by all residents and employees of all abilities.
- 5.19 Appropriate levels of parking for all vehicles are set out in PSP16 and associated schedules.
- 5.20 A failure to meet provision 3 or 4 will be considered on balance with other objectives in the development plan and NPPF, along with the degree of harm arising such as number of car dependent journeys that might arise and residents that would be without sustainable access to facilities and services. Information on how development proposals meets provision 3 and 4 should respond to the guidance and distance guidelines in the following supporting text and be included in the transport assessment where required, or planning/sustainability statement.
- 5.21 When considering provision 3 or 4 the quality of routes to key services and facilities, or bus stop(s) from a proposal site must be safe for use by the mobility impaired and all members of a community. Details of the route safety and quality used to access services and facilities, and or bus stops should be included in any transport assessment or planning statements.
- 5.22 Provision 3 requires residential development to be within an appropriate walking and cycling distance of key services and facilities. The Council considers key services and facilities and the starting point for what constitute an appropriate distances to be those set out in the table below. Provision 3 (ii) is explicit that public transport access to key services and facilities is suitable to access “some”, e.g. just major employment opportunities or supermarket facilities, rather than the majority or all of the key services and facilities. It is intended that greater weight will be given to the requirement for accessibility by walking and cycling, and then public transport, reflecting provisions within the NPPF on creating sustainable communities with local access to services and facilities, but recognising public transport forms a sustainable mode of access. Bus and rail usage will remain low if local access to service and facilities remains limited and therefore provides little incentive to reduce car use and ownership.
- 5.23 The distances do not consider route quality and are set out based on an “as the crow flies” basis from the proposal site to services and facilities. Individual circumstances on the ground, including route safety, direction and lack of any dedicated cycling or walking facilities, may result in key services and facilities becoming inaccessible despite falling within the appropriate walking and cycling distances. Conversely high quality, safe routes or dedicated walking and cycling routes may facilitate access to key services and facilities from proposal sites, which are beyond the appropriate distances below. Therefore in applying the policy, consideration will also be given to distances as travelled and any evidence submitted in support of longer walking or cycling distances to access services and facilities.

Key Services and Facilities	Appropriate Walking and Cycling Distances
Retail (comparison) shops and services and/or Market towns and Town Centres (Defined in policy CS14 of Core Strategy)	<b>1,200 Metres</b>
(Weekly) Superstore or supermarket	
(Day to day) Smaller food (convenience) shops	
Local health services	<b>800 Metres</b>
Pharmacy	
Dedicated community centres (defined by South Gloucestershire Council)	<b>800 Metres</b>
Post Offices	<b>800 Metres</b>
Public Houses	<b>800 Metres</b>
Secondary school	<b>3 Miles</b>
Primary school	<b>2 Miles</b>
Major employers Designated Town Centres and Safeguarded Employment Areas (Defined in Policy CS12 of Core Strategy)	<b>2,000 Metres</b>

5.24 Policy provision 3(ii) requires residential development to be located where it is an appropriate distance to a suitable bus stop, served by an appropriately frequent public transport service connecting to destinations containing key services, facilities and employment opportunities. An appropriate distance to a bus stop, required by 3(ii) will normally be 400metres, as set out in the governments adopted best practice guidance on transport and pedestrian infrastructure, “Inclusive Mobility”. For bus stops served by Metrobus services an appropriate walking distance would be between 400 and 800 metres, reflecting the increased frequency of services, and dedicated bus routes on Metrobus routes. Longer walking distances to bus stops will be considered where supporting justification is provided, and requirement for safe and useable route quality to the bus stop is satisfied. An “Appropriate public transport service(s)” as a minimum means:

- i. Individual or combined services, total journey time under 1 hour; and
- ii. at least 5 services a day during the week, 3 at weekends, to and from the destination; and
- iii. during the week; one service arriving at the destination before 9am, and one leaving after 5pm.

5.25 The larger the development proposal and, or the larger the reliance on public transport to access key facilities and services, the more frequent and extensive a bus service will be required, in order to avoid a reliance on private car journeys.

5.26 For the purpose of meeting provisions of 3(i) the following range of destinations contain the required range of key services, facilities and employment opportunities:

- i. Town Centres as designated in Core Strategy Policy CS14; or

- ii. Cribbs Causeway and Longwell Green out of centre retail areas; or
  - iii. Town centres within neighbouring local authorities.
- 5.27 In addition to this list, outside of designated town centres, employment opportunities are present in Safeguarded Employment Areas, defined in CS14 and Enterprise Zones, set out in PSP26 and shown on the Policies Map. Public transport connections to these locations, are only likely to satisfy the need for access to employment opportunities.
- 5.28 Other destinations served by appropriate public transport will be considered where evidence is provided that the range of facilities and services and employment opportunities are present. In assessing access to public transport consideration will be given to the viability of existing services.
- 5.29 The Council will ensure that all the transportation implications of any development site are fully examined and that where necessary an appropriate Transport Assessment or Statement is undertaken and submitted with the application.
- 5.30 All such assessments must give consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval. Particular attention must be paid to addressing the safety and congestion issues arising from the traffic associated with any development. Development will be expected to incorporate or contribute to traffic management/calming measures, on and off site, where improved safety and environmental enhancement are required as a result of the development. This is because the NPPF states that safe access by all people is essential and that minimising congestion is fundamental to sustainable economic growth. Furthermore, safety and congestion issues can have consequential effects on the environment and other local assets.
- 5.31 When considering their development proposal the developer should take full account of the needs of pedestrians, cyclists, public transport, emergency and service vehicles when considering access requirements. Where conflicts are identified between these different types of road user, the resolution of such conflicts will be achieved taking into account the needs of different users. For example pedestrians will generally have priority over car traffic.
- 5.32 Developers will also be expected to fund the provision of any infrastructure required to provide access to their site by all modes of transport, as well as making appropriate contributions to any off-site works, wherever materially detrimental impacts are identified. Any on-site infrastructure must be designed to discourage un-necessary vehicular trips and through traffic.
- 5.33 This will include provision for access by public transport, cycling and walking. Should new or improved bus stops be required, then these must meet the Council's adopted

Bus Shelter Design and Procurement Process document or its subsequent replacement and/or conform to the appropriate national guidance.

- 5.34 It is recognised that transport proposals may have consequential impacts in relation to air and noise pollution. These potential impacts are addressed in Policy PSP21 - Environmental Pollution and Impacts. Impacts on residential amenity should have regard to the potential unacceptable impacts set out in PSP Policy 8 - Residential Amenity.

### **Delivery**

- 5.35 The Council in partnership with developers, will deliver this policy through development management.