

5 Core Policies

Transport

Policy CS 13

Transport

Development that generates a transport impact will be required to:*

- Reduce the need to travel.
- Improve and promote opportunities for healthy and safe travel.
- Improve travel choice and facilitate sustainable travel particularly within, between and to main urban areas and rural service centres.
- Demonstrate good access to key services and facilities.
- Minimise the impact of all forms of travel on the environment and help tackle climate change.
- Mitigate the impact on the local transport network and the strategic road network.
- Take into account the West Berkshire Freight Route Network (FRN).
- Prepare Transport Assessments/Statements and Travel Plans to support planning proposals in accordance with national guidance⁽⁷⁰⁾.

*Development proposals may not need to fulfil each bullet point. The supporting text below clarifies the types and scale of development which will be required to meet the specific parts of this policy.

Explanation of the Policy

5.82 West Berkshire Council is a unitary authority, and as such is both the Local Planning Authority and the Local Highway Authority for the District. The Council is responsible for producing both the Local Plan and the Local Transport Plan (LTP) which specifically addresses transport issues; and there are strong links between these two forward planning documents. An Infrastructure Delivery Plan identifies the key infrastructure projects required to support the delivery of the Core Strategy, and infrastructure that is critical to the delivery of the Core Strategy is set out in Appendix D. The LTP is supported by an Implementation Plan which sets out how schemes and initiatives will deliver the LTP, and this will be updated annually.

5.83 The provision of a sustainable transport network to serve the communities of West Berkshire is essential for improving accessibility, enhancing economic vitality, protecting the environment, and promoting quality of life. The policy therefore seeks to encourage sustainable travel in order to achieve these goals, and to minimise the impact on the strategic and local road network.

5.84 Reducing the need to travel reflects the Council's desire to plan for people to live in places where there are local facilities and services, whether these are fixed or mobile (development that is in accordance with the settlement hierarchy in ADPP1 will help to achieve this). Reducing the need to travel also reflects the changing nature of technology and how this facilitates working from home and access to services through the



70 [Guidance on Transport Assessment](#) (Department for Transport and Communities and Local Government, May 2007) available to view at www.dft.gov.uk

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world wide web. The policy seeks to encourage and facilitate the best use of technology to enable a reduction in travel. All development will be required to demonstrate how it will reduce the need to travel.

5.85 Road safety in West Berkshire is a key consideration for all development. Particular focus should be given to the safety of pedestrians, cyclists, equestrians, and other vulnerable road users. These active travel modes benefit people's health and are promoted through the LTP. Safer travel also has links to West Berkshire's Community Safety Strategy and the personal safety element of travel. All development will be required to show how it promotes safer and healthy travel.

5.86 Improving travel choice is a key way of working towards a modal shift away from single occupancy car use in favour of more sustainable travel (walking, cycling, bus and rail travel, car sharing). Improving sustainable travel choice within and between the main urban areas and rural service centres of West Berkshire and key destinations in neighbouring authorities will help to facilitate regular journeys for example to work and education. All development will be required to show how it improves travel choice and reduces the use of single occupancy cars.



5.87 The nature of West Berkshire poses a significant challenge for accessibility to key services and facilities. Residential development should seek to demonstrate good accessibility by:

- locating where there is already good access to key services and facilities;
- contributing towards improving connections between communities and key services and facilities.

5.88 The quality of the environment is a key factor in the attractiveness of West Berkshire, and the part that changing travel behaviour can play in reducing carbon emissions is recognised in the Council's Climate Change Strategy. West Berkshire's air quality is strongly linked to transport, so where air quality becomes a cause for concern, the Council will seek to manage it through transport related measures. All development will be required to demonstrate how it minimises the impact of travel on the environment and helps to tackle climate change.

5.89 The Council is responsible for the local highway, cycle and walking, and public right of way networks. The Highways Agency is responsible for the strategic road network (SRN) which, in West Berkshire, comprises the M4 and the A34. All development proposals will be required to demonstrate that they do not adversely affect these networks or that they can mitigate the adverse impact. Where a Transport Assessment for a significant development illustrates that there will be an impact on the capacity of the SRN, the developer will need to undertake detailed traffic modelling in accordance with national guidance. Developers will need to work with the Council and the Highways Agency to establish a suitable mitigation package. Junctions that are likely to require such attention during the life of the plan up to 2026 are (but not exclusively):

- Junction 12 of the M4.
- Junction 13 of the M4.
- A34 / A343 junction.

5.90 The Council has established a preferred Freight Route Network (FRN) for West Berkshire which identifies a hierarchy of routes that should be used for freight movements to, through and within the District. Development which results in freight movements, including construction traffic should take into consideration the FRN.

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5.91 Transport Assessments / Statements and Travel Plans are vital to support planning proposals so that the impact of the proposed development can be assessed and mitigated. All development which meets the thresholds set out in national guidance will be required to prepare the appropriate Transport Assessments / Statements and Travel Plans.

5.92 Standards for parking provision will be related to levels of accessibility. The basis for this will be established through the Local Transport Plan, and subsequently a Supplementary Planning Document (SPD) will be prepared.

Delivery and Monitoring

Implementation will be through the development management process with production of Transport Assessments, Statements and Travel Plans, and through implementation of the Local Transport Plan.

The following indicators will be monitored in the AMR:-

- Accessibility of new residential development.
- Sustainable travel to schools.