

Matter 19 – Transport policies

Question b. Is section 2 in Policy PLP 21 justified and sufficiently flexible to allow for mitigation or improvements in the highway network? Is the council's proposed modification SPMM23 necessary to ensure that the policy is sound?

Policy PLP 21 Highway Safety and Access ensures that development proposals demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. It also outlines that developments will only be permitted if the residual cumulative impacts of development are not severe.

The policy also specifically refers to the consideration of impacts on the strategic road network (SRN), which is welcomed. Highways England would therefore suggest that Policy PLP 21 is justified and sufficiently flexible for ensuring the continued safe operation of the SRN.

We have reviewed proposed modification SPMM23 and would suggest that it does not impact on the soundness of Policy PLP21.

Question c. In what circumstances would Transport Assessments or Transport Statements be sought, as referred to in Policy PLP 21?

A Transport Assessment (TA) or Transport Statement (TS) should accompany any development proposal that is likely to have a traffic impact on the surrounding highway network.

For developments that are predicted to have an impact on the SRN, the applicant should refer to Highways England guidance *The strategic road network – planning for the future*, which is a guide to working with Highways England on planning matters. The planning application should also refer to the Department for Transport *Circular 02/2013 – The strategic road network and the delivery of sustainable development*. This document sets out the way in which we will engage with communities and developers to deliver sustainable development.

Circular 02/2013 states that development proposals are likely to be wholly acceptable if:

- They can be accommodated within the existing capacity of a section (link or junction) of the SRN; or
- They do not increase demand for use of a section that is already at full capacity, taking account of any travel plan, traffic management or capacity enhancement measures that may be agreed.

The scope of assessments for the TA or TS should be agreed in pre-application discussions with us and based on the guidance noted above.

The document should demonstrate how the proposals will reduce the need to travel, especially by car, and how accessibility by all modes of travel will be improved. A robust trip generation, distribution and assignment exercise should be undertaken and an assessment of the likely impact of residual trips on the SRN should be made.

If necessary, appropriate and proportionate mitigation measures should be identified.