

## **SUSTAINABLE TRAVEL AND TRANSPORT**

Draft NPF4 seeks to support development that minimises the need to travel unsustainably and prioritises walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. It supports the best use of existing infrastructure and the assessment of development proposals using National Transport Strategy 2 sustainable travel and investment hierarchies.

### **Local Development Plans should:**

- aim to reduce the need to travel unsustainably by prioritising locations for development that can be accessed by sustainable modes;
- be informed by an appropriate and effective transport appraisal.

**Development proposals should** put people and place before unsustainable travel, and :

- should include a transport assessment if they are likely to generate a significant increase in the number of person trips and will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations;
- will only be supported where it is demonstrated that the existing transport infrastructure has the capacity to accommodate it without adverse impacts on safety or operational performance of the strategic transport network further investments in the network are required to make the proposal acceptable, the cost of these are met by the developer;
- if a new junction on a trunk road is required, this will only be acceptable where significant prosperity or regeneration benefits can be demonstrated;
- significant travel generating uses should not be supported at locations which would increase reliance on the private car, and where
  - direct, easy, segregated, safe walking, wheeling and cycling links to local facilities are not available
  - access to local facilities via public transport would involve walking or wheeling more than 400 metres
  - the Transport Assessment does not identify satisfactory ways of meeting sustainable transport requirements
- should demonstrate how the development will provide for and prioritise sustainable transport, integrate transport modes, facilitate access by reliable public transport, and provide electric, hydrogen and other zero-emission charging points in safe and convenient locations;

- should be supported where they would improve, enhance or provide active travel infrastructure or public transport and multimodal hubs; and
- should supply safe and convenient cycle parking to serve the development unless it can be demonstrated that existing nearby provision is sufficient.

## **Responses to the Position Statement**

There was support for integrating land use and transport and for directing development to locations that reduce the need to travel and which are well served by sustainable transport options. There was support for embedding the NTS2 sustainable travel hierarchy in NPF4.

There were suggestions that development in car-dependent locations should be restricted, and that developments that give precedence to active travel as well as prioritising connections to public transport. Respondents commented on the potential for the development of 20 minute neighbourhoods and support for town centres.

## **Policy changes**

The proposals in Draft NPF4 build on the spatial strategy outlined in SPP and referenced in NPF3 by expanding, and giving detail on, the strategy of supporting development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport. References in SPP to the need for transport appraisals to be carried out by developers have been re-emphasised in Draft NPF4. Also, proposals will now need to demonstrate how they provide for and prioritise transport in line with the NTS2 hierarchies.