

Gedling Borough Council

Response to Matter 14

Transport

Issue 14a: Promotion of Sustainable Transport Modes

Q1. Do Policies LPD 57 to LPD 61 promote sustainable transport modes and ensure new developments would not have a severe impact upon highway safety in accordance with national policy?

- 14.1 Yes. Officers have been liaising closely with Nottinghamshire County Council Highways on transport matters through the preparation of the Local Planning Document. County Highways have not raised any concerns in relation to Policies LPD 57 to LPD 61, such that it is concluded that the policies will promote sustainable transport modes and ensure new developments would not have a severe impact upon highway safety in accordance with national policy. It is confirmed that Policies LPD 57 to LPD 61 encourage and support sustainable transport modes with the priority given to the encouragement of non-motorised forms of travel. In this way it is hoped that developments will generate as little as possible additional car traffic in the interests of highway capacity and safety.
- 14.2 The Report of Consultation on the Local Planning Document (**LPD/REG/07**) explains that an informal transport topic workshop took place to assist in identifying preferred policy options for development management policies. Paragraph 2.19 of that document explains that the transport policies were drafted taking into account feedback received through the workshop and were then shared with Nottinghamshire County Council Highways for further comments and amendments made as appropriate.

Issue 14b: Car Parking Requirements for New Developments

Q2. Should the Plan make reference to the parking requirements for new developments? [Policy LPD 57]

- 14.3 Yes, it is important that the Plan make reference to the parking requirements for new developments in order to ensure that new development is supported by the appropriate level of parking provision to accommodate demand.

Q3. Are the parking requirements for residential and non-residential developments clearly defined in the Plan?

- 14.4 The Council's response to the Inspector's Initial Questions dated 22nd November 2016 (**EX/08**) confirms on pages 4 and 5 that it is now intended that Policy LPD 57 (Parking Standards) cross refer to the standards which will be provided in an additional appendix to the Local Planning Document. This appendix will set out the parking standards for residential and non-residential developments.
- 14.5 Proposed Modification reference **MM65** listed in the Schedule of Changes made Post Submission (**EX/09b**) refers to this change.

Q4. Should reference be made to the SPD in Policy LPD 57?

- 14.6 The Council's response to the Inspector's Initial Questions dated 22nd November 2016 (**EX/08**) confirms on pages 4 and 5 that in order to accord with Regulations 5 and 6 of the 2012 Regulations and paragraphs 153 and 154 of the National Planning Policy Framework, it is intended to include the parking requirements in a separate appendix rather than to cross refer to the Supplementary Planning Document in Policy LPD 57 itself. However, reference to the Supplementary Planning Document on Parking Provision for Residential Development continues to be made in the supporting text.

Q5. Should the parking standards for residential and non-residential developments be set out in an appendix to the Plan as suggested in proposed MM65? If so, why?

- 14.7 See above. It is considered appropriate to provide the standards as a separate appendix rather than adding them to the policy due to their length.

Q6. What is the justification for the parking requirements set out in the appendix to the Plan as suggested in proposed MM65?

- 14.8 In terms of the residential parking standards, the methodology adopted by the Parking Provision for Residential Developments Supplementary Planning Document projects forward existing data on car ownership levels within Gedling Borough and then derives appropriate parking standards based on this assessment of future levels of car ownership. This approach is based on the assumption that new housing will have similar car ownership characteristics to the existing housing stock in the area. The methodology is based on that used by the County Council 'Residential Car Parking Research for Nottinghamshire – Highway Development Control Guidance' February 2010, which was in turn based on the CLG document 'Residential Car Parking Research' 2007, which provides guidance on how to estimate car parking demand for residential developments.
- 14.9 The data on existing car ownership levels is taken from the 2001 Census data and has been examined to assess the impact of the following factors affecting car ownership levels:-

- Type of dwelling proposed (i.e. houses or flats);
- Size of dwelling proposed (i.e. total number of rooms); and
- Location of dwelling (i.e. whether it is in a 'built up' or 'rural' location, which will influence accessibility to alternative transport provision).

14.10 Levels of car ownership collected through the 2001 Census have been broken down by house tenure, type and size. In order to predict future levels of car ownership, the 2001 Census data is projected forward using the TEMPRO model. TEMPRO is a computer program prepared and issued by the Department for Transport and has been used to derive car ownership levels in 2026. The model takes account of population forecasts, household formation, employment factors and long term changes in the economic climate in order to forecast future levels of car ownership.

14.11 The Parking Provision for Residential Developments Supplementary Planning Document was adopted in May 2012 following a period of consultation.

14.12 Non-residential parking standards are contained in the 6C's Design Guide, which deals with highways and transportation infrastructure for new development in areas for which Derby City Council, Derbyshire County Council, Leicester City Council, Leicestershire County Council, Nottingham City Council and Nottinghamshire County Council are the highway authorities. All six authorities have adopted the design guide as policy, Nottinghamshire County Council adopting the guide in 2009. The guide is based on a document originally developed by Leicestershire County Council called 'Highways, transportation and development'. All Nottinghamshire Local Planning Authorities have adopted the 6C's Design Guide approach for non-residential parking standards.

Issue 14c: Local Transport Schemes

Q7. Will the local transport schemes come forward during the Plan period? [Policy LPD 60]

14.13 Nottinghamshire County Council's Transport and Highways Committee, at its meeting on 21 September 2016, considered a report to review major transport schemes in Nottinghamshire and endorsed the recommendations to retain and formally safeguard a number of transport schemes through the Nottinghamshire Local Transport Plan 2011-2026 (**LPD/TRA/05**). These schemes include those listed under Policy LPD 60 (a) and (b) with the exception of the Robin Hood Line. Paragraph 14.5.10 of the Local Planning Document states that the Robin Hood Line is already operating as a recreational line. The County Council aims to deliver all the safeguarded schemes in Gedling Borough within the timescale of the Gedling Local Plan i.e. by 2028. The annual review of the Local Transport Plan by the County Council is designed to identify and retain only those schemes which are likely to be delivered within the Local Transport Plan period i.e. by 2026. The County Council's Transport and Highways Committee report of 21 September 2016 and Appendix 2 are available at the County's webpage (see Item 5):

<http://www.nottinghamshire.gov.uk/dms/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/3920/Committee/491/Default.aspx>.

Q8. What evidence is there to support the protection of the local transport schemes? [Policy LPD 60]

- 14.14 The Nottinghamshire County Council Transport and Highways Committee report dated 21 September 2016 (see link provided under question 7) identifies 34 transport schemes within the County that either already had a route safeguarded or would require a protected route. These schemes were reviewed to identify current scheme priorities and funding commitments, to establish whether schemes meet current strategic policy objectives and aims, and to establish whether any schemes could be abandoned.
- 14.15 The list of schemes under review is listed in Appendix 2 to the County Council report, which also identifies potential funding sources for each of the projects and, where funding is approved, the likely timescale for delivery of the scheme. Schemes that have been previously abandoned by the County Council have not been reconsidered as part of the review with the exception of the new river crossing east of Nottingham due to the renewed interest in this scheme from other local authorities.
- 14.16 34 schemes were assessed (including 6 in the Gedling Borough area) on their likely ability to deliver the County Council's strategic aims, particularly those relating to supporting economic growth, tackling climate change and reducing congestion through promoting modal shift. Given the majority of funding for such schemes would be sought from the Local Growth Fund an assessment of each scheme's ability to deliver the Strategic Economic Plan objectives of the Local Enterprise Partnerships was also included in the assessment. Each scheme was also assessed to determine its affordability, its value for money, its feasibility and its likely public acceptability. A summary of the results is given in Appendix 2 of the Transport and Highways Committee report (see web link provided under question 7).
- 14.17 The list of schemes for safeguarding protection from otherwise prejudicial development includes those transport schemes listed under Policy LPD60 (a) and (b).

Q9. What is the timetable for the completion of the Gedling Access Road? [Policy LPD 60]

- 14.18 The timetable for the delivery of the Gedling Access Road is subject to the successful completion of the statutory planning process which includes allowance for a Public Inquiry. Subject to a satisfactory outcome then it is expected that GAR will commence construction in March 2018 and be completed and fully open to traffic in March 2020.
- 14.19 The key milestones to delivery are as follows:-
- Spring 2017 – Submit Full Business Case to the D2N2 Local Enterprise Partnership;

- Spring 2017 – Publish Compulsory Purchase Order;
- Summer 2017 – Local Enterprise Partnership conditional funding approval;
- Winter 2017 – Public Inquiry;
- Spring 2018 – Secretary of State's Decision;
- Spring 2018 – Commence construction; and
- Spring 2020 – GAR complete and open to traffic.

Q10. Should the Plan include the provision of a park and ride site at Leapool Island? [Policies LPD 59 and LPD 60]

14.20 Policy LPD 60 safeguards a number of transport schemes including the A60 Leapool to Sherwood Express Busway, as explained under questions 7 and 8 above. The provision of a park and ride site at Leapool Island is an integral component of this scheme. Whilst the provision of a park and ride site at Leapool Island is not required as specific mitigation for the housing allocations included in the Local Planning Document, Nottinghamshire County Council have recently reaffirmed a commitment (Transport and Highways Committee Report 21 September 2016) to develop and deliver this scheme as part of the Local Transport Plan for Nottinghamshire before 2026.

Conclusion

14.21 The transport policies in the Local Planning Document promote sustainable transport modes and ensure new developments do not have a severe impact upon highway safety in accordance with national policy.

14.22 It is considered that parking requirements for new developments should be included in the Local Plan in order to ensure that new development is supported by the appropriate level of parking provision to accommodate demand.

14.23 The County Council aims to deliver all the local transport schemes in Gedling Borough as set out in Policy LPD 60 within the timescale of the Gedling Local Plan i.e. by 2028. It is expected that the Gedling Access Road will be completed and fully open to traffic in March 2020.

Further Proposed Changes

14.24 No further proposed changes are being put forward at this stage.