

Policy T2

Sustainable Movement

New development proposals, proportionate to their scale, location, type, and local context, including proximity to services, facilities, and transport, will be expected to demonstrate the following principles:

Development Design and Transport Integration

1. Major development proposals must consider the impact on the wider transport network and contribute to meeting the wider transport needs generated by the impact of development in the area. Development should consider the Infrastructure Delivery Plan, Local Transport Plan, Local Cycling and Walking Infrastructure Plans, and, where needed and viable, contribute to the delivery of proposals.
2. All residential and non-residential development proposals, except for minor proposals such as extensions, small-scale internal alterations, or other works that do not materially affect site access, layout, or transport demand must:
 - a. Prioritise transport in the following order in the development design: walking and wheeling, cycling, public transport, shared transport, private vehicle unless site-specific constraints clearly justify an alternative approach; and
 - b. Provide maximum flexibility in travel mode choices, ensuring inclusive access for all users and supporting walking, wheeling, cycling, and shared transport options.

Walking, Wheeling and Cycling

3. All residential and non-residential development proposals, except for minor proposals such as extensions, small-scale internal alterations, or other works that do not materially affect site access, layout, or transport demand, should demonstrate how they link to the existing cycling and walking network within the development's vicinity, particularly to nearby services and facilities.
4. Major development proposals should seek to improve the existing cycling and walking network, where feasible and proportionate, to enhance connectivity, safety, and accessibility for active travel.
5. Major developments should take account of, and where possible include direct and convenient connections to, the routes in the Local Cycling and Walking Infrastructure Plans, ensuring integration with the wider active travel network through thoughtful site design.
6. Comply with the latest government guidance for any walking, wheeling and cycling routes when new routes are constructed as a part of the development.

Other Transport Modes

7. Major residential and mixed-use development particularly those in more urban locations, should consider providing shared or rental transport schemes - such as car clubs, bicycles, e-bikes, or other similar initiatives.
8. Make suitable provision for electric vehicle charging infrastructure, including active charging points, passive provision, for example, cabling and electricity capacity, or other emerging technologies, in accordance with national standards.
 - a. For residential development with communal or shared parking, greater provision than the national standards is encouraged to support future demand; or
 - b. For non-residential development, publicly accessible electric vehicle charging is encouraged. Rapid charging provision is encouraged for high-turnover or destination sites, such as supermarkets and leisure centres, to support user convenience and future demand. Greater provision than the national standards is encouraged to support future demand.