



This guide note sets out the information that you need to consider before writing a transport policy for your neighbourhood plan. The local and national planning policy that your policy needs to be in conformity with and ideas for what your transport policy could cover.

Introduction

Developing a neighbourhood development plan (NDP) offers your community an opportunity to review, assess and identify key transport links and issues in the area.

A good network of footways, footpaths and bridleways can be a valuable asset to a community, offering easy access to local amenities and the countryside. Sometimes there is a lack of awareness within the community around what is on their door step and awareness raising of transport options and links is a key area which could be developed as a policy in your NDP.

Prior to writing a transport policy consideration should be given to existing strategic policy and a full assessment of the local transport options and provision should be conducted. Your transport policies must be clear and focussed on the desired outcomes, whilst also being supported by evidence. Be inclusive and consider access requirements for all members of your community, where possible. Some of the solutions that your NDP work identifies will lead to policies in the plan – others may be priorities for infrastructure or projects that are delivered outside the planning process, but contribute to the whole picture of traffic management in your parish. These could be added to a list of ‘Community Actions’ as an appendix to your NDP.

Policy and guidance document

Connecting Cornwall: 2030

Cornwall’s strategic local transport plan which aims to support and develop sustainable transport options alongside mitigating the impacts associated with the growth in housing and employment identified in the Cornwall Local Plan Strategic Policies 2010-2030. The [Connecting Cornwall evidence base](#), developed to support the objectives, can be used by NDP groups to inform their own transport policies.

National Planning Policy Framework 2018 (NPPF)

Section 9 of the NPPF requires development proposals to consider the impacts of development on the transport network. Priority should be given to pedestrian and cycle networks and public transport in the assessment of new development proposals.

Cornwall Local Plan Strategic Policies 2010-2030 (CLP)

Policy 27 seeks to ensure that all new development proposals provides safe and suitable access to the site for all people, delivers walking and cycling routes with links to public transport and safeguards land which is identified for strategic transport schemes. It is recognised that the majority of housing will be directed to the main towns where existing public transport links can be supported and developed.

Opportunities for NDP transport policy

An assessment of existing transport links and movement patterns should be a key consideration at the early stage of developing a NDP. Understanding the way in which transport links are used by your community will enable you to develop meaningful policies which are supported by evidence.



Sometimes there can be a small missing link which acts as a barrier to walking or cycling, such as a missing piece of footway or a suitable location to cross a road. The following points can be considered in the assessment of the different modes of travel available in your community.

Walking

- Is the footway provision adequate and does it provide safe and continuous routes connecting residential areas to key destination points, such as local bus stops, local amenities and schools? In some villages/hamlets it is common for there not to be any footways – in these locations there might be other options to consider such as the construction of build outs or raised tables to manage down vehicular speeds or the introduction of 20mph zones, resulting in a safer walking environment.
- Is the lighting adequate in order for walking to feel like a practical option both in the winter and summer months?
- Are dropped kerbs required to assist and identify the most appropriate crossing points? All users must be considered when assessing routes to ensure access for all where possible and practical.
- Is there adequate signage which clearly defines the routes available?
- Should a way marking map be provided, for example outside the village shop, which outlines the network of walking and cycling options available and where they connect outside of the community? Would a leaflet be more useful?

Cycling

- Is there adequate cycle parking provided at key locations within the community? Beach car parks are an example where this type of infrastructure could be used to encourage more cycling trips for leisure purposes, especially where there is a high demand for car parking.
- Is there adequate information within the community relating to the local cycle networks and links?
- Could cycle routes be provided to link the community to existing wider networks, such as the National Cycle Network (NCN)? <https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/cornish-way/>

Bus and rail

- Is there sufficient information available regarding bus and rail timetables within the community?
- Is there a bus shelter available?
- Where development is proposed in the NDP, are there simple and convenient walking routes available to the local bus stops (if available)?



Car sharing

- Would the community be interested in setting up a local car sharing scheme? Understanding the community's levels of car ownership can be a useful indicator in terms of how successful and attractive a car share scheme would be.
- Do wish to promote the county wide www.carsharecornwall.com scheme to the community?

Congestion

The NPPF refers to the 'residual cumulative impacts on the road network' and that this impact would need to be 'severe' for an objection to be considered on highways grounds. Alternative forms of transport should always be considered and sustainable transport links built into plans early on in their development.