

Development Control

LTP4 Policy Response Framework

LTP4 policy positions ST2; MS6 – road safety audits and assessments

(LTP3 policy positions RS25; LUT8)

New roads constructed by developers

Developments should not adversely affect road safety. We will work with the local planning authority and developers to achieve this.

We expect developers to:

- Ensure the access to their development is safe
- Include a safe network of roads, pedestrian and cycle routes within the development
- Construct new roads, pedestrian and cycle routes within the development to specified safety standards
- Contribute or deliver off-site improvements where development impacts require mitigation through adherence to planning and/or highway agreements as appropriate.

The County Council will carry out or require road safety audits or assessments on all new schemes and alterations to the existing road network proposed by ourselves or others. The aim of an audit/assessment will be to recommend improvements to the overall safety of the scheme to the designer.

Our procedures are based on and should be read in conjunction with current DMRB guidance on Road Safety Audit work. These procedures also reflect the Chartered Institution of Highways and Transportation (CIHT) Road Safety Audit guidelines.

LTP4 policy position MS6 – school travel plans

(LTP3 policy position CTB2)

The County Council has a statutory duty to promote the use of sustainable travel and transport. This applies to children and young people of compulsory school age who travel to receive education or training in a local authority's area. WCC will work with schools and developers to produce, implement and review School Travel Plans to reduce car use and increase use of healthy and sustainable modes of travel for journeys to school.

School Travel Plans set out a package of practical measures or initiatives aimed at improving safety on the journey to school and encouraging use of more healthy and sustainable modes of travel to school. As well as helping to reduce peak hour congestion, School Travel Plans can also help to improve safety and the environment around schools.

LTP4 policy position MS6 – walking to school

(LTP3 policy position W2)

The County Council will encourage more walking journeys to school by improving safety on routes to schools, improving infrastructure to make journeys to school more direct and attractive, working with schools to develop and implement promotional initiatives and providing road safety training and education. School travel plans will form an integral part of this approach.

Increasing the amount of walking to school has the potential to provide considerable benefits in terms of reducing congestion.

Walking to and from school on a regular basis also provides children with a regular source of physical activity and helps contribute to a healthy lifestyle, as well as introducing good travel habits at an early age.

LTP4 policy position MS6 – Improvements to the pedestrian network

(LTP3 policy position W9)

The County Council will encourage measures that enable good accessibility by pedestrians to, from and within new developments and, where appropriate, secure funding from developers towards wider improvements to the pedestrian network.

Land use planning has a central role to play in reducing the need to travel and encouraging more walking. Current land use planning policies aim to reverse the trend for longer journeys and ensure that walking is considered as a prime means of access to new developments. The County Council, in its role as Highway Authority, will aim to ensure that new developments support and encourage walking in terms of accessibility, design and layout and that they improve connectivity with new footways where required.

LTP4 policy positions MS1; MS6 – Transport assessments and transport statements

(LTP3 policy position LUT5)

The County Council will require Transport Assessments/Statements to be submitted to support planning applications where it is deemed appropriate. The information should follow the general guidance on Transport Assessments as published by the Department for Transport. Where significant development is proposed, the County Council will require the use of Micro-Simulation modelling techniques to support the Transport Assessment process. The County Council will also work with applicants to scope the individual requirements for the sites/areas under assessment. For full transport scoping by the County Council applicants should enter into pre-application advice.

This will help to ensure future development helps to improve the local and wider area, instead of increasing congestion and bringing about a detriment to the local transport network.

Warwickshire County Council Modelling Protocol for Development Assessment

Where significant development is proposed WCC require Paramics (or other micro-simulation) traffic modelling to be undertaken to understand the wider implications in terms of increased flows and capacity issues within the area, including the detailed interaction of junctions, queuing and blocking back.

Supplementary Isolated junction modelling, such as Arcady or Linsig, may still be required to support junction specific matters following a micro-simulation assessment.

Isolated junction modelling may also be required where; a junction is not included, or insufficiently calibrated, in an existing microsimulation model, where a development does not meet the threshold for microsimulation modelling or where signalisation of a junction is present or proposed.

We therefore request that developers adhere to the WCC Modelling Protocol for Development Assessment to avoid potential conflicts around assessment approaches, delays or abortive work

WCC Modelling Protocol for Development Assessment has been produced to provide developers with guidance on WCC requirements for the modelling of development sites, in terms of:

(a) Why WCC require micro-simulation modelling and thresholds for different types of modelling requirements

(b) Current WCC model coverage

(c) Guidance on the minimum data requirements that must be submitted to and agreed with WCC prior to undertaking development assessment in WCC's microsimulation models

(d) Information on how WCC models deal with background, committed and Local Plan related traffic growth in Future Year microsimulation models

(e) The minimum requirement for undertaking an assessment of the impact of the developments on the highway network.

(f) Guidance on the outputs of modelling assessments to be shared with TA

<https://www.warwickshire.gov.uk/modelling-surveys/traffic-modelling-development-assessments/1>

LTP4 policy position MS5 – New road adoptions

(LTP3 policy position LUT7)

The County Council will encourage all highway provision in relation to new development to be constructed to an adoptable standard. New roads in residential developments will be constructed as part of a Highways Act 1980 section 38 agreement with the intention to achieve a standard adoptable by the County Council as a public road.

LTP4 policy position MS6 – Maximising funding opportunities from developer contributions

(LTP3 policy position LUT9)

The County Council will seek developer contributions where appropriate for improving the local and surrounding highway and transport network, as well as ensuring new development is not accessed to the detriment of the existing highway. Developers will be required to enter into suitably worded agreements through Section 106 of the Town and Country Planning Act 1990 or any other relevant or superseding legislation.

LTP4 policy position MS6 – Ensuring accessibility for pedestrians, cyclists and to public transport

(LTP3 policy position LUT10)

The County Council, in its role as Highway Authority, will aim to ensure that all development is appropriate in terms of accessibility, design and layout, and that it can contribute to the local area and improve connectivity with new footways, cycleways and public transport where required.