

Transport

249 Bracknell is identified in the South East Plan as a second tier regional transport hub and as such will be a focus for transport investment in the regional context. At the local level the Bracknell Forest Local Transport Plan 2006-2011 (LTP) sets the context for the development of, and the improvement to, transport in Bracknell Forest over the next 5 years. The LTP contains a vision which links into the Core Strategy spatial vision:

To deliver an effective, efficient and sustainable transport system focusing on the needs of those in the local area, providing choice and reducing congestion whilst maintaining the network in an optimum condition; recognising the location of the Borough in the Heart of the Thames Valley.

250 The Sustainable Community Plan identifies 'Improving travel and transport' as a key priority. The policies within the Core Strategy, including the strategic transport policy set out below, will contribute to meeting some of the proposed outcomes of the Community Plan and the LTP including lower levels of traffic congestion and increased opportunities for travel by a range of transport modes.

Transport

251 The Council will continue to plan new growth in the Borough which utilises capacity, but protects the integrity, of the strategic and local transport network. As the Local Planning and Highway Authorities, the Council will use its powers to maintain and improve wherever possible the local transport network. Through the Local Transport Plan 2006-2011², the Council will continue to identify priority transport schemes and monitor progress on delivery of such schemes over time. Where necessary, the Council will safeguard existing facilities and land that contributes to the operation or development of a strategic transport network.

252 With both the M3 and M4 motorways, and several well-used A-class roads running alongside or through the Borough, it is important that this road network be effectively managed. The local bus network is not well enough developed to provide a strong alternative for public transport to the car. As such, the Council will continue to work with the bus operators to try and improve this whilst also effectively managing the road network to meet local and wider needs.

253 Whilst there are good rail links to Reading, London Waterloo and through the Blackwater Valley on to Gatwick Airport, the Borough would benefit significantly from better links to Heathrow Airport. To effect this, Bracknell Forest Borough Council works with a group of local authorities as part of the Airtrack Forum. This group is promoting along with British Airports Authority (BAA) the creation of a continuous rail link through to Heathrow which calls at Bracknell town centre. This scheme has been identified as a regional priority that would provide major benefits for the businesses and residents of Bracknell Forest.

254 The Council will also seek to promote sub-regional connections and strategic transport modelling to ensure a joined-up approach. Developments that place additional burden on any aspect of the transport network which serves Bracknell Forest will be required to provide contributions towards mitigating the impact of the development.

² The *Local Transport Plan 2006-2011* has been submitted to Government and includes strategies and schemes for the Borough between 2006 and 2011. These plans must be reviewed annually and updated every 5 years.



Policy CS23: Transport

255 The Council will use its planning and transport powers to:

- i. reduce the need to travel;
- ii. increase the safety of travel;
- iii. maintain and where possible improve the local road network;
- iv. provide improved access to key services and facilities;
- v. promote alternative modes of travel;
- vi. secure the reliable movement of goods through the Borough;
- vii. enhance sub-regional connectivity to and from the Borough;
- viii. promote travel planning;
- ix. make representations and bids for funding major transport infrastructure to help deliver the Core Strategy and Local Transport Plan schemes.

Implementation

256 This policy will be implemented through:

- The determination and monitoring of planning applications and appeals;
- The implementation of the Council's Local Transport Plan, including the Borough's Accessibility Strategy;
- Subsequent policies and guidance in further Local Development Documents.

Transport and New Development

257 A key consideration in the determination of planning applications will be the impacts created by new development on the Borough's transport infrastructure. As such the Council will require developers to submit transport assessments or transport statements outlining the impacts of the development and the package of measures that will be put forward to mitigate against unacceptable impacts.

Policy CS24: Transport and New Development

258 Development will be permitted where mitigation against the transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the submission of a transport assessment or transport statement³, and where appropriate:

- i. contributions towards local public transport and strategic transport improvements;
- ii. contributions to transport modelling work;
- iii. the implementation of works to the highway;
- iv. the provision of new and the improvement of existing pedestrian and cycle routes;
- v. the provision of travel plans to promote sustainable travel patterns for work related trips; and
- vi. the entering into of freight or bus quality partnerships with the local authority and/or third parties.

Implementation

259 This policy will be implemented through:

- The determination and monitoring of planning applications and appeals;
- Partnership working with relevant authorities, transport operators and other public services;
- Travel Plans (including targets, incentives for compliance and adequate funding streams);
- Subsequent policies and guidance in further Local Development Documents.

³ Threshold criteria definition contained in the "Guidance on Transport Assessments" March 2007 (DCLG/DfT)