

**Proposed
Submission**



Vale of Aylesbury Local Plan

2013 - 2033

November 2017

Extract

- 7.20 Subject to information forthcoming, any line for the Oxford to Cambridge Expressway may need to be included as a safeguarded line in the VALP as it progresses through to adoption. Implications of the route for growth in Aylesbury Vale will be taken into account in an early review of the Plan.

T2 Protected Transport Schemes

Planning permission will not be granted for development that would prejudice the implementation of existing or protected transport schemes including the implementation of the East West Rail project including new stations and twin tracking to the south of Aylesbury.

The Council will continue to work with High Speed 2 Ltd with the aim of influencing the design and construction of the route through Aylesbury Vale to minimise adverse impacts and maximise any benefits that arise from the proposal. Subject to being within the provisions of the Act, the implementation of HS2 will also be expected to:

- a. deliver high-quality design to protect local communities and the environment
- b. prevent or reduce prejudicial effects on road safety or on the free flow of traffic and to preserve sites of archaeological or historic interest or nature conservation value
- c. ensure that community and other benefits are fully realised.

T3 Supporting transport schemes

The Council will actively support key transport proposals including those identified in both the Aylesbury Transport Strategy and Buckingham Transport Strategy.

The route for the Oxford to Cambridge Expressway has yet to be agreed. The scheme is supported by the Council and once the agreed route is confirmed and further information is made available the scheme route will be protected in any review to the VALP.

Delivering transport in new development

- 7.21 New development will be required to evidence that there is sufficient capacity in the transport network to accommodate the increase in demand to travel as a result of the development. Where a new development is likely to have significant transport implications (see relevant DfT guidance for thresholds), a transport assessment and travel plan will be required and submitted in support of the planning application for the development.
- 7.22 The sustainability of new development is based on the ability of proposals to be accessible by a choice of means of transport to existing services such as: employment provision, education, retail, healthcare, and leisure facilities. Accessibility issues are particularly important for those without access to a car. At the local level this should include encouraging walking for trips under two miles, and encouraging cycling for trips within a five-mile radius. To achieve this, car dominance should be reduced, as supported by both the Manual for Streets and the Local Transport Plan 4 while not impeding access for emergency vehicles and public transport. Opportunities to reduce traffic speeds and introduce level surface street designs for example may help to encourage more walking and cycling and create safer streets.
- 7.23 National guidelines stipulate that upon completion developments should be within a 400m threshold of a bus stop or 800m of a railway station with at least a half-hourly peak hour service provision in order to ensure public transport use is a realistic alternative to the car.