

Supplementary Planning Guidance (SPG)
Planning Obligations

SPG 10e Improvements to Public Transport Infrastructure and Services

1. INTRODUCTION

- 1.1 In negotiating planning obligations in relation to improvements to public transport infrastructure and services the Council will have particular regard to the following: adopted Haringey Unitary Development Plan (1998) Policies RIM 1.1 and TSP 1.4, Haringey UDP First Deposit Consultation (2003) Policies UD 10 and M2, SPG10a and this supplementary guidance.
- 1.2 Supplementary guidance is provided below regarding the following:
- Planning context of this guidance
 - When will planning obligations be sought regarding improvements to public transport infrastructure and services?
 - Types of improvements and agreements
 - Contacts

2. PLANNING CONTEXT OF THIS GUIDANCE

- 2.1 The Council has UDP policies which concern planning obligations and public transport infrastructure and service improvements. These are Policy RIM 1.1 Community Benefit and TSP 1.4 Improving Public Transport to New Development Sites, in the adopted UDP (1998) and Policies UD10: Planning Obligations and CW2: Linking Community Facilities to New Developments, in the First Deposit Consultation UDP (2003). General guidance on planning obligations, the procedures involved and matters that may be included in a planning obligation can be found in SPG 10a: Negotiation, Management and Monitoring of Planning Obligations.
- 2.2 The purpose of transport related agreements are to enable any adverse impacts of a proposed development to be offset and to enhance the physical environment or to contribute towards local transport related facilities.

3. WHEN WILL PLANNING OBLIGATIONS BE SOUGHT REGARDING IMPROVEMENTS TO PUBLIC TRANSPORT INFRASTRUCTURE AND SERVICES?

- 3.1 The circumstances under which Section 106 agreements will be sought are as follows:

- Where a Transport Assessments (SPG 7c), identifies transport related problems and where remedial measures are practicable
- Any development proposal with potential detrimental effects on movement within the borough
- Where sufficient access and public transport options are not available
- Where a development proposal implies:
 - the loss or disruption of pedestrian and cycle routes,
 - increased and unacceptable levels of congestion,
 - the reduced safety of pedestrians and cyclists,
 - the loss of essential parking
 - reduced access to public transport or the overcrowding of public transport facilities.
 - Increased journey times.

4. TYPES OF IMPROVEMENTS AND AGREEMENTS

4.1 The following are matters that may be included in a planning obligation:

- Car free housing
- Public highways improvements and restrictions
- Public transport improvements, including new build facilities
- Management plans such as travel plans
- Cycle and pedestrian route access, provision and improvement
- Disabled access
- Parking measures such as the provision of parking in the development or elsewhere, management of off-street parking and contribution to introduction or maintenance of control of on-street parking.

For details on travel plans see SPG 7b: Travel Plans.

4.2 This list is not exhaustive. Each planning application and Section 106 obligation will be dealt with individually on its merits and restrictions and requirements not on this list may also be required.

5. CONTACTS

5.1 Where it is likely that a contribution will be sought for improvements to public transport infrastructure and services, developers are advised to discuss the issue with the Council's planning case officer at the earliest opportunity.

Additional advice can be obtained from:
Transportation Team – 020 8489 5573.

This SPG has been consulted on as part of the Haringey UDP First Deposit Consultation. As such, it is a material consideration in determining planning applications.