

## 5.1 The Structure Plan states:

*M17 The County Council will seek to minimise the effect of traffic on the highway network, and will encourage the use of rail, barge, pipeline, conveyor and other alternatives to road where this is feasible and beneficial, and would not lead to an increase in the rate of mineral extraction or create transport problems elsewhere.*

*M18 Rapid and convenient access to the primary road network of high quality roads will be sought for minerals traffic in the context of Structure Plan policies T1-T19. Where such access is not directly available the use of other roads will be strictly controlled, and measures such as haul routes, routing agreements and appropriate contributions towards road improvements will be secured before planning permission is granted.*

## 5.2 The County Council wishes to minimise both the direct impact of mineral working and the transport impact over a wider area.

## 5.3 The Council also wants to make sure that where development requires extra transport or other investment the costs of that investment are borne by the development.

## 5.4 The following Structure Plan policies are particularly relevant to these two issues:

*G2 Before proposals for development are permitted the planning authority will require to be satisfied that the capital works directly required to service the development are provided or will be provided.*

*T7 The County Council will take measures to discourage or reduce the use of unsuitable roads by through traffic.*

*T12 Any action which would prejudice the retention of existing rail facilities which could feasibly be reopened to passenger or freight use will be resisted.*

*T15 Generally, where development requires new road building, provision of extra public transport services, or facilities or other transport measures, an appropriate contribution to the cost of such provision will be sought from developers and/or landowners.*

*T16 In considering proposals for development, account will be taken of:*

- (a) the existing transport situation and traffic and car parking management measures;*
- (b) the impact of generated traffic on existing settlements and roads;*
- (c) the requirements of public transport;*
- (d) the likely resource implications for the highway authority;*
- (e) access for pedestrians, cyclists and disabled people;*

- (f) access and the scope to discourage unnecessary use of private vehicles;
- (g) servicing arrangements and the impact of servicing traffic;
- (h) the safety of all highway users.

*T17 Wherever possible, new development should be located where it can conveniently be served by rail or other public transport services. The use of railways will be encouraged also by the siting of rail freight depots in suitable locations and by other means.*

*T18 To encourage lorries to use suitable routes and to restrict them on unsuitable roads.*

5.5 The aim of the road network strategy is to protect the minor road network and encourage traffic, especially heavy lorries, to use the major routes. Transport policies T1 to T3 of the Structure Plan describe the strategy:

*T1 To seek improvements to a network of high quality roads which will serve as the major through routes for through and lorry traffic. The network will comprise; M40, A34 (from Wendlebury to Berkshire), A40 (Wheatley to Gloucestershire), A41 (Wendlebury to Buckinghamshire), A43 (Ardley to Northamptonshire), A420 (Oxford to Wiltshire), the Oxford ring road and an appropriate connection between the A34 and A40.*

*T2 The use of the A44 (from Peartree Hill to Gloucestershire), A418 (Wheatley to Buckinghamshire), A422 (M40 to Northamptonshire), A423 (M40 to Warwickshire and from the Oxford ring road to Berkshire) and A4074 as county inter town routes will be encouraged. On these routes consideration will be given to the building of bypasses for settlements worst affected by traffic but without transferring traffic from the major through route network or strategic routes outside the county.*

*T3 Improvements other than on major through routes will be restricted to those which resolve severe accident or environmental problems or cater for minerals traffic or which support land use policies. Such improvements should not result in the transfer of traffic from more suitable roads or prejudice policies of restraint.*