REGULATION 19 – TRANSPORT SOUNDNESS MATRIX

PP37 & PP38, Langham – Transport

Core issue: whether the Plan demonstrates a clear, evidenced and deliverable sustainable transport strategy for approximately 860 dwellings at PP37 and PP38, including walking, cycling, public transport and necessary highway measures.

Soundness Test	Position	Why the evidence does not demonstrate soundness	What is required
1. Positively Prepared	**UNSOUND**	The Plan identifies transport measures for Langham, including bus provision, the Mobility Hub and cycle connections. However, the evidence does not demonstrate that these measures are sufficiently developed, funded and deliverable to support growth on the scale proposed. Key improvements remain dependent on future schemes and further work.	A realistic, infrastructure-led sustainable transport strategy capable of supporting PP37/PP38, including the necessary walking, cycling, bus and highway infrastructure identified and capable of delivery alongside the development.
2. Justified	**UNSOUND**	The evidence does not sufficiently reconcile approximately 860 additional dwellings with Langham's existing transport conditions, including the rural nature of Langham Lane, limited bus provision, gaps in walking and cycling infrastructure and constraints at local junctions. Proximity to the A12 does not itself demonstrate local transport capacity.	Proportionate, site-specific transport evidence demonstrating that the scale of growth is justified by actual transport conditions, together with a workable package of mitigation addressing the identified constraints.
3. Effective	**UNSOUND**	This is the principal concern. The Plan identifies transport improvements but does not establish sufficiently clear responsibility, funding, delivery mechanisms or phasing for the infrastructure on which PP37/PP38 depends. The proposed Langham–Park & Ride/RTS cycle connection is a substantial future project, while other improvements also require further development.	An ECC-agreed and deliverable transport strategy identifying routes/design, responsible provider(s), funding, delivery mechanisms and clear phasing/occupation triggers so essential infrastructure is available when residents need it.
4. Consistent with National Policy	**NOT DEMONSTRATED**	National policy requires plans to provide for infrastructure necessary to support development and to be positively prepared, justified and effective. The evidence identifies transport improvements but does not sufficiently demonstrate that the infrastructure required to make PP37/PP38 sustainable has been secured and can be delivered at the appropriate time.	Demonstrate that the transport infrastructure necessary to support the allocation has been identified, is deliverable and can be provided in step with planned development, with appropriate funding, phasing and occupation triggers.

MODIFICATION SOUGHT

Modify Policies PP37 and PP38 and the supporting infrastructure framework to require a clear, deliverable and appropriately phased sustainable transport strategy for Langham, including safe walking and cycling connections, public transport and necessary highway measures. For PP37, the strategic cycle connection should continue into and connect with its internal cycle network. Delivery should be secured through identified funding, responsibility and enforceable phasing/occupation triggers.