

Report to Overview & Scrutiny Committee

Monday 21 March 2022

By the Sustainable Transport Task & Finish Group

DECISION REQUIRED



**Horsham
District
Council**

Not Exempt

Final Report of the Sustainable Travel Task & Finish Group

Summary

The Task and Finish Group first met in July 2021. This report summarises work to February 2022 and includes recommendations to implement a highways screening process for planning applications, to improve Policy 41 – Sustainable Transport – in the current draft of the Horsham District Local Plan, and to progress the Horsham LCWIP.

Background Information

1 Introduction and Background

1.1 **Members** Cllrs Ruth Fletcher, Gordon Lindsay, Tim Lloyd, Tony Hogben, Bob Platt, Mike Croker (Chair)

Committee Services Joe Gupwell, Ian Dewar

1.2 **Objectives** *(from the work proposal submitted by Mike Croker and approved by Scrutiny Committee in January 2021 – minute SO/51)*

To examine:

- how HDC assesses the benefits to the local economy, residents, workers and visitors of enabling more walking, cycling and other micromobility modes e.g. mobility scooters, e-scooters
- how well HDC systems, policies and resources meet the emerging sustainable travel requirements of NPPF, CWIS, Gear Change, and the WSCC Walking and Cycling strategy

1.3 Terms of Reference:

The following were agreed at the first group meeting on 21 July 2021:

To consider:

- a) HDC's relationship with WSCC Highways with regard to specifying and implementing sustainable travel infrastructure within Horsham District, including considering the Covid-19 travel lanes and the Horsham LCWIP (Local Cycling and Walking Infrastructure Plan) as examples

- b) How sustainable transport provision proposals are evaluated - as part of strategic planning?
- c) What internal changes would help HDC meet the ambitions of Gear

1.4 **Scope**

The Group agreed to include the following in the scope of their review:

- a) To invite key officers of the WSCC Highways Department to be interviewed at a future meeting.
- b) To review the WSCC Transport Plan and ensure HDC provides a response to the consultation.
- c) To review the Gear Change document that had recently been produced by Government.
- d) To compare sustainable travel policies with and potentially interview other local authorities, in particular Waltham Forest.
- e) To investigate successfully implemented Sustainable Travel schemes across the UK.
- f) To seek relevant advice from Cycling UK, Sustrans, Horsham Cycling Forum, and West Sussex Cycling Forum during the review.
- g) To investigate the impact of West Sussex's Government-funded temporary cycleways.
- h) Investigate how to best accommodate all travel options within the district.
- i) To call in Strategic Planning to a future meeting.

2 Details

2.1 Discussion with HDC Officers

The initial meeting on 25 August with HDC's Senior Projects Engineer and the Head of Strategic Planning established that the LCWIP was essentially directed by Horsham, using WSP consultants. WSCC had formed a county wide group partnership to assist Districts and Boroughs developing LCWIPs, and this group would be evaluating, with the aid of WSP, which schemes should initially be taken forward to the planning stage using central government grants.

The initial 6 proposals from HDC, based on the LCWIP, are shown in Appendix 2. (There appears to have been no member scrutiny of these proposals, and in subsequent discussions several members of the group were critical of the piecemeal approach and low standard of the draft designs. They noted that the more ambitious schemes put forward by Crawley and Chichester create complete routes and that new infrastructure needs to be of sufficient scale and quality to enable people to cycle more complete trips.) The whole group believes that there needs to be focus on delivering a complete scheme (a complete linear route, or possibly a core network in the central area where potential usage is highest).

Funding for implementation would need to be found from CIL, S106, active transport grants and capability funds.

The LCWIP should be kept under review – every 5 years is suggested in the LCWIP itself (Para 9.4) – but it was noted that DfT's Local Transport Note on Cycle Infrastructure Design, LTN 1/20, had come out during the LCWIP's production and would need to be taken into account when considering taking schemes forward.

With regard to the local Covid emergency travel lane in Horsham Town, this had been devised by WSCC Highways with revisions following a meeting with HDC officers and cabinet members. (There seems to have been no analysis carried out at HDC to assess the effectiveness of the scheme, although some WSCC traffic monitoring data can be found in the [report that accompanied the decision made by WSCC's cabinet member in November 2020.](#))

An additional written response to questions regarding HDC's influence on sustainable transport provision was provided by the Head of Strategic Planning (Appendix 3). The improvements, compared with the 2015 HDPF, regarding sustainable transport provision found in the Reg.19 draft Horsham District Local Plan (primarily policy 41) were noted.

A subsequent meeting on 3 November with the Planning Policy Team Leader explored the strategic plans underpinning the District's Local Plan and the extent to which Sustainable Transport Issues were reflected therein. It was established that the transport model used in the Transport Study to inform the Infrastructure Delivery Plan was based on motor traffic: sustainable transport was only considered as a way to ameliorate the effects of increased motor travel on critical (predicted over capacity) junctions at peak times (based on evidence from Oxfordshire).

It was said that a true multi-modal study would have been too expensive. This might be considered symptomatic of the problem with promoting an increase in sustainable travel: currently it's too small to be worth modelling, so it's treated as an ancillary to main development policy, rather than at the heart (which is required by current government policy ie 'Gear Change - A bold vision for cycling and walking' DfT 2020). The current Local Plan delay over the Water Neutrality issue offers time to improve policy 41 further, and this group makes suggestions (Appendix 5).

2.2 Discussion with WSCC Officers

The group had two meetings with WSCC Officers, and wishes to record their thanks for the time and expertise provided by them.

The first meeting, on 15 September, was with the Head of Transport and Network Management, who explained that WSCC Walking and Cycling Strategy had been re-written to help borough and district councils to negotiate their own walking and cycling schemes. Partnership between WSCC, as the Highways Authority, and the Districts and Boroughs was said to be essential for any significant progress on infrastructure measures, as was political will: without the latter little would happen!

The second meeting, on 6 October, was with the County Highways (Development Management) Team Manager and the Transport Planning Policy Manager. WSCC Highways is a statutory consultee on most planning applications, and their advice is always given high weight regarding transport and infrastructure aspects. In order to

improve the knowledge base around highway matters, it was suggested that HDC might investigate the screening method employed by Mid-Sussex DC. HDC's Head of Development & Building Control had a subsequent discussion with the relevant officer at MSDC (see Appendix 4) and this group recommends that the idea be followed up for possible implementation at HDC.

It was also thought that getting LCWIPs adopted as supplementary planning documents would strengthen the case for active travel measures, as would strong planning policies, given that the whole development planning process is essentially policy led, from NPPF section 9 downwards.

3 Conclusions

In the course of discussions with officers, no assessment method(s) of the benefits of sustainable transport to the local economy, residents, workers and visitors has been identified, other than a theoretical numerical reduction in peak motor vehicle traffic at critical network junctions used in the traffic modelling work to support the recent Transport Study.

In contrast, group members have been given a good understanding of how HDC systems, policies and resources meet the emerging sustainable travel requirements of NPPF, CWIS, Gear Change, and the WSCC Walking and Cycling strategy, noting the reliance on disparate funding sources and the ultimate control exercised by WSCC as the Highways Authority.

A constant theme during the group's work was that the most sustainable travel is not travelling at all. Within the constraints of efficient operation, which will include some office / team working, we would recommend that HDC pursue and enable 'home working', in both its own operation and that of others, to reduce pressure on the transport network, as well as reducing its carbon footprint.

With reference to the initial scope of work, of the nine items listed, the following five (*with comments*) were not fully addressed, but the group thought that no further work was required:

- To review the WSCC Transport Plan and ensure HDC provides a response to the consultation. (*The consultation closed before the group had time to assess the plan. HDC's response is [available here](#).*)
- To compare sustainable travel policies with and potentially interview other local authorities, in particular Waltham Forest. (*The group thought that there was sufficient information on-line, and was not minded to visit Waltham Forest.*)
- To investigate successfully implemented Sustainable Travel schemes across the UK. (*Not done in any formal way, although various documents were identified for members to read. It is felt that there is much more for HDC to learn from successful schemes in other Ds & Bs, given the potential influence that Planning has over infrastructure.*)
- To seek relevant advice from Cycling UK, Sustrans, Horsham Cycling Forum, and West Sussex Cycling Forum during the review. (*Not done, although both Ruth Fletcher and Mike Croker are members of Horsham Cycling Forum and West Sussex Cycle Forum.*)

- To investigate the impact of West Sussex's Government-funded temporary cycleways. (*Information on the effect of the temporary cycleways can be found in the [report that accompanied the decision made by WSCC's cabinet member in November 2020](#), where it is concluded regarding the Horsham scheme that:*
 - *Initial data collections of cycle use across these routes indicate that the number of cycle movements across the cycle lanes has remained relatively stable generally and has decreased over some weeks since the introduction of the pop-up cycle lanes, with minimal changes to the total number of vehicle movements through the same areas.*
 - *The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme.)*

The highway matters screening method employed by Mid-Sussex DC for planning applications allows members to use their local knowledge to improve scrutiny by WSCC Highways and this group recommends that this idea be followed up for possible implementation at HDC.

As planning is policy driven it is important that the Horsham District Local Plan is as supportive as possible for Sustainable Transport measures and recommendations have been made to improve the current Reg.19 draft (Appendix 5). Notwithstanding these recommendations, the group note that, even if they are implemented, they consider that Policy 41 needs more focus on implementing the requirements of the NPPF (eg Para.112) and more specific guidance to developers, as suggested in Appendix 6.

It is also recognised that incorporation of the LCWIP as a supplementary planning document, once the HDLP is made, would also strengthen its weight. However, the group thought that the current LCWIP was lacking in several ways connected with the fact that it has yet to reach stages 5 and 6 of the [DfT's technical guidance note](#). (Stages 5 and 6 are concerned with prioritisation of routes into three categories, and incorporation of the LCWIP into planning policy.)

The value of LCWIPs as a strategic approach to identifying cycling and walking improvements and making walking and cycling the natural choice for shorter journeys was recognised. The group thought that other larger settlements within the District could also benefit from having their own LCWIPs.

4 Recommendations

- i. HDC to consider pursuing implementation of a highway matters screening method similar to that employed by Mid-Sussex DC for planning applications.
- ii. HDC to consider:
 - a. the group's recommendations for specific changes to Policy 41 in the draft Horsham District Local Plan as laid out in Appendix 5
 - b. A much stronger emphasis on sustainable transport, as required by NPPF para 112, incorporating themes expressed in Appendix 6, are reflected in the Local Plan and in supporting design and other planning policy guidance.

- c. focussing initial capital investment on a single LCWIP project meeting LTN1/20 standards and of sufficient scale to enable people to cycle more complete trips and to act as a flagship for further routes.
- iii. HDC to pursue and enable policy and measures to reduce the need to travel (especially by private car), including shifting trips from private car to active travel and public transport, reducing trip length and enabling the option of working from home.
- iv. HDC to develop and to support local groups to develop further LCWIPs, especially for larger villages across the District,

Reasons for Recommendations

Recommendation i) will harness local members' knowledge of potential highway issues associated with proposed development, leading to better decisions from the Highways Authority.

Recommendation ii) reflects the group's view that, whilst the draft Reg.19 policy 41 is stronger than that at Reg.18, the changes do not go far enough to enable walking and cycling within Horsham district as a whole. Accordingly, both detailed changes to the current Reg.19 draft and, ideally, a rewrite of Policy 41 to better reflect central government policy, are recommended.

Recommendation iii) concerns HDC's own operation, where the group seeks to encourage further policy changes as part of the 2030 net zero carbon target.

Finally, although the group recognised the funding limitations around LCWIPs, Recommendation iv) should ensure that the LCWIP process follows central government's policy ambitions, avoiding excessive focus on Horsham town.

APPENDICES

Appendix 1: Meeting Notes

Appendix 2: Horsham Schemes for Development

Appendix 3: Mail from the Head of Strategic Planning (26 Oct. 2021)

Appendix 4: Mail from Head of Development & Building Control (23 Nov. 2021)

Appendix 5 – Group suggestions to improve Reg.19 draft Policy 41

Appendix 6: Additional comments regarding policy 41

Wards affected:

The scope and implications of the Group's recommendations are District -wide

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Appendix 1: Meeting Notes

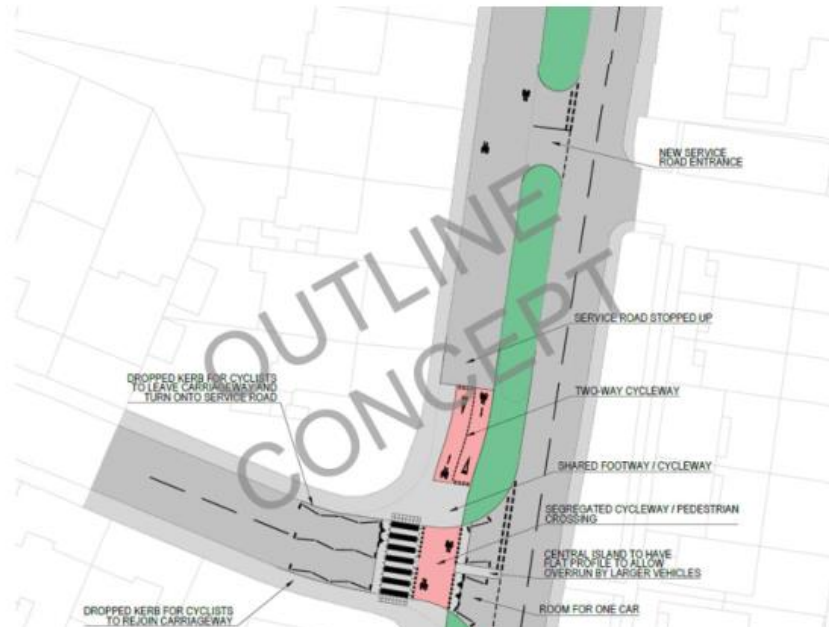
- a) [21 July 2021](#)
- b) [11 August 2021](#)
- c) [25 August 2021](#)
- d) [15 September 2021](#)
- e) [6 October 2021](#)
- f) [3 November 2021](#)
- g) [22 December 2021](#)
- h) [2 February 2022](#)

Appendix 2: Horsham Schemes for Development (mail from Senior Projects Officer, Oct. 2021)

Sketches of these schemes were taken from 'Horsham Schemes for ATF 30-09-21.pdf' dated 31 September 2021

Local Transport Investment Programme (LTIP)

Scheme 1 - Comptons Lane / Bennetts Road – Shared Priority Walking & Cycling Lanes



Scheme 2 - Comptons Lane / Bennetts Road – Shared Priority Walking & Cycling Lanes

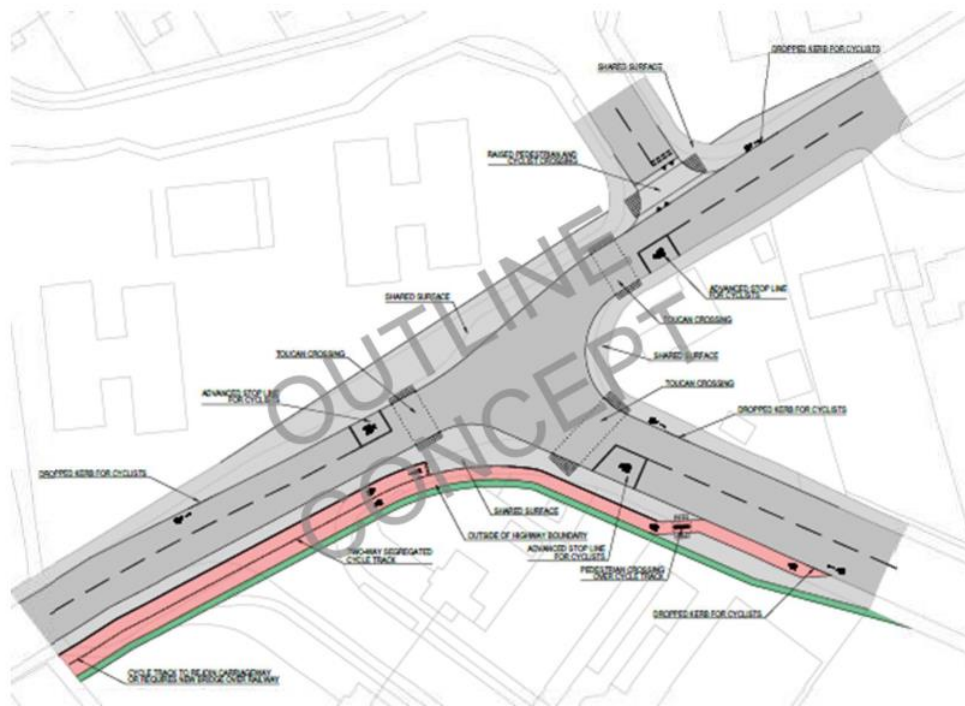


Possible Capability Funding 2021/22 (decision by WSCC T&F Group)

Scheme 3 - Tanbridge / Guildford Road – Shared Priority Walking & Cycling Lanes



Scheme 4 - Wimblehurst Road / Parsonage Road - Junction Signalisation

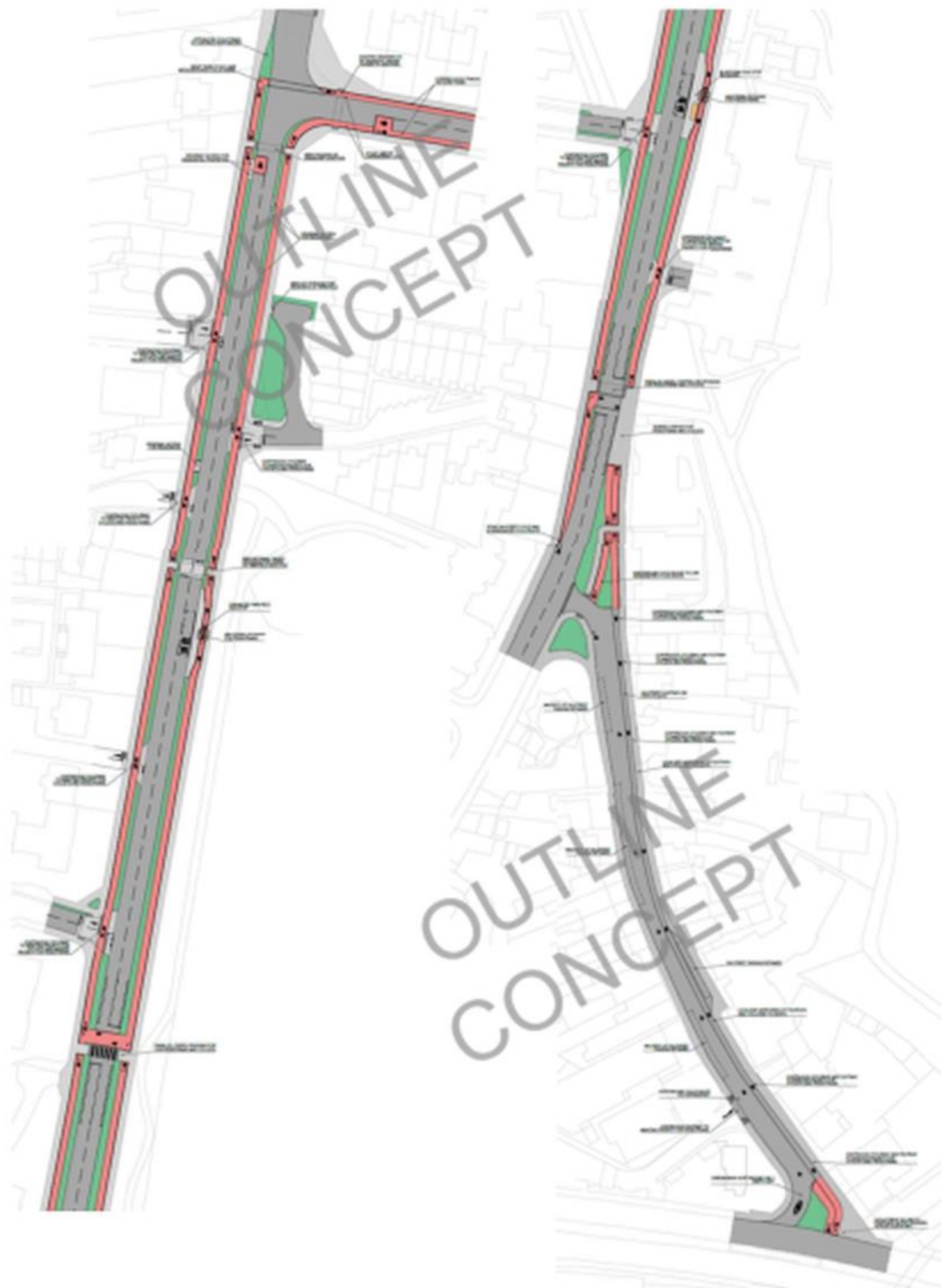


Active Travel Fund 22/23

Scheme 5 - Kings Road / Harwood Road - Gyratory



Scheme 6 – North Parade / London Road – Cycle Corridor



Appendix 3: Mail from the Head of Strategic Planning (26 Oct. 2021)

In planning terms, there are two main ways that sustainable travel proposals are considered – firstly through the Local Plan preparation process, and then secondly at the Development Management stage.

The local plan looks at the impact of development proposals on the transport network firstly without mitigation (worst case scenario, which is based on existing travel patterns / level of public transport use) and then again with mitigation measures. This includes a range of measure to improve sustainable travel which can then be delivered through the policies which are set out in the Local Plan. These have to be tested to ensure that they are financially viable. The delivery of the various mitigation measures are also outlined and costed as far as is possible in the Infrastructure Delivery Plan.

For the Local Plan to be found sound, this work has to be based on evidence, National Planning Guidance and so on. Feedback from WSCC and National Highways (formerly Highways England) as key statutory consultees also set us certain requirements for example in terms of pedestrian / road safety. There are also other limitations –we have to work within the government transport policies / investment strategies of the day. Whilst Local Authorities can lobby for changes where needed / bid for infrastructure investment these are not within our direct control and successful funding bids cannot be necessarily be guaranteed.

From a development management perspective, consideration of sustainable transport measures as part of proposals are set within the context of both our Local Plan policy (currently the HDPF) and the NPPF together with feedback from WSCC as the transport authority. Design is also a key consideration in terms of encouraging sustainable transport (and healthier lifestyles). As you know the current Local Plan was adopted in 2015 and as a consequence some of the requirements and aspirations for sustainable transport provision are now getting out of date – they reflect earlier versions of the NPPF and WSCC transport strategies. The emerging local plan policies are in my view much stronger in terms of setting out our expectations for sustainable transport provision of all types, and the policies make direct reference to documents such as LTN1/20. At the moment the HDPF does not provide a direct policy requirement to enforce its use, which makes setting any requirement by DM much more difficult when assessing applications. They of course can and do raise things with applicants but this is outside the existing policy framework.

Appendix 4: Mail from Head of Development & Building Control (23 Nov. 2021)

In brief I met with Nick (Rogers) at Mid Sussex (DC). His role is essentially Development Management Manager, similar to my role before the restructure.

The RAG rating they use for highways consultations is not linked to sustainable travel but rather any highway safety concerns there may be about a particular proposed development.

With input from members this is rated as green, amber or red. He advised red is only used for very large schemes such as strategic sites where a significant input from Highways is required. Amber is used to highlight some concern over highway safety and ensures that a site visit is carried out by WSCC Highways. Green is used in most cases and indicates there are no known safety concerns and there is considered to be no immediate need for a site visit.

Nick advised this system enables members to input any local concerns and it also enables WSCC Highways to direct their resources to those sites which may need more attention.

If this is considered a useful approach, Cllrs could highlight any amber cases through the weekly list and we could relay this to WSCC Highways. I would need to discuss with WSCC Highways and we would need to ensure the level of amber cases is proportionate and reasonable so Highways will be able to resource site visits.

Appendix 5 – Group suggestions to improve Reg.19 draft Policy 41
(suggested improvements are show in **bold underlined**)

Strategic Policy 41 - Sustainable Transport

10.7 Access and ease of movement are important considerations in good place-making, and therefore also in creating strong, safe and healthy communities. Efficiency of movement is also critical to the local economy, enabling residents to travel to their place of work, and also allowing the movement of goods and services.

10.8 A particular challenge for Horsham District is the high levels of car ownership and car use. Around half of households in the District own two or more cars which is significantly higher than the regional average. Outside the towns, bus services in the District are often limited, and cuts in funding may affect this further in the future. The Arun Valley railway line runs through the District and there are eight stations which have relatively frequent services, with the exception of Faygate, at which very few trains stop. The long-term impact of Covid-19 on travel patterns is not yet known, but many of these stations are normally very well used in peak hours. However, many of the settlements in the east of the District do not have direct access to a railway station.

10.9 There is a growing recognition of the challenge presented by climate change, and the role that transport has to play in attaining net zero carbon. This will include the transition to Electric Vehicles. There is also increasing levels of congestion on the District's road networks and beyond, which is impacting more and more on people's quality of lives and the local environment. In line with national policies, this Local Plan looks to more innovative and sustainable approaches to travel and movement, reflecting the challenges and also the opportunities presented by people's changing lifestyle choices, driven by changes to technologies. This approach provides clear benefits to people's physical and mental health, and promotes social inclusion, for example for the District's growing elderly population.

10.10 Policy 41 supports the wider spatial strategy, which seeks to establish patterns of strategic development that improves opportunities for home working, local journeys within neighbourhoods, walking, cycling and the use of public transport. This includes, where appropriate, supporting Demand Responsive Transport Services to connect our rural communities, and supporting electric vehicle use wherever possible, **including electrically assisted pedal cycles (e-cycles) and scooters.**

10.11 There is an expectation, **driven by central government's 'Gear Change' paper,** that this policy will seek to ensure that sustainable forms of transport are considered in the first instance, with the provision of safe walking and cycling facilities **as a priority.** Options for public transport including access to bus and rail services will need to be considered, and for larger development proposals there is an expectation that mechanisms to increase the uptake of this form of transport will be provided at an early stage of operation. For developments that generate significant amounts of movement, interventions should be documented in a Transport Assessment or Statement submitted in support of the application, and a Travel Plan produced to ensure measures are implemented and sustained. Impacts on the wider strategic road network may also need to be considered.

10.12 The West Sussex Transport Plan 2011-2026 sets out the strategy for guiding future investment in highways and transport infrastructure across West Sussex. It also sets a

framework for considering transport infrastructure requirements associated with future development across the county. The Council will work with West Sussex County Council and other transport and service providers and developers to improve accessibility to key services and facilities and provide an improved and better integrated transport network.

10.13 The following strategic improvements to transport networks are supported by the Council in the medium to long term. All improvements should be designed to provide safe and attractive passage for pedestrians and cyclists **following the guidance contained in LTN 1/20 – Cycle Infrastructure Design, or any future updates.** These will be facilitated primarily by the development of strategic sites, and supported as necessary through further developer funding:

- A 'middle section' Western Crawley Link Road, as part of the West of Ifield development
- A full Western Crawley Link Road (sections of which may be delivered beyond the Plan period)
- Major junction upgrade at Buck Barn (A24) and associated improvements to the A24/B2135 Steyning Road junction
- Main network junction upgrades at Washington Roundabout (A24/A283), Hop Oast Roundabout (A24/B2237) and Moorhead Roundabout (A24/A264)
- Mitigation of junctions at Cowfold (A272/A281), Storrington (A283/B2139) and Pulborough (A29/A283).

10.14 The Council has worked with partners to produce a Local Cycling and Walking Infrastructure Plan (LCWIP). This sets out cycling and walking network plans, and a prioritised programme of improvements for future investment. Policy 41 expects development to have regard to this programme together with any relevant government guidance including LTN1/20.

Strategic Policy 41 - Sustainable Transport

1. Development will be supported provided the following is demonstrated:
 - a) For residential development, the need for travel is minimised through provision in all homes for home working, including bespoke-design space within the home and gigabit capable broadband connection;
 - b) The layout, design and location of facilities and infrastructure maximise the potential for residents and workers to safely and conveniently walk and cycle to meet their day-to-day work, shopping and leisure needs;
 - c) Walking and cycling routes are designed to be attractive, direct and legible, have priority over motorised traffic, and integrated with the existing and wider network;
 - d) Where feasible, provision is made for bus travel and infrastructure within the development, to include as appropriate the provision or improvement of bus stops and weather-proof shelters, information on service schedules, and bus priority over other motorised traffic movement;

- e) All opportunities have been explored to maximise access to passenger rail services, primarily by walking, cycling and bus, but if appropriate by private car including the enhancement of rail station car parking where feasible;
- f) Innovative approaches to sustainable movement and communication are fully considered, including demand responsive rural transport services where scheduled services are not feasible, on-demand cycle, **e-cycle** and scooter hire, and electric bus.

2. Development will be supported where it demonstrates how the priorities and principles set out in **the National Model Design Code**, the West Sussex Transport Plan 2011-26, **Gear Change – A Bold Vision for Cycling and Walking**, LTN1/20 - Cycle Infrastructure Design and the Horsham Local Cycling & Walking Infrastructure Plan (LCWIP), or any subsequent updates have been adhered to. **The design of these facilitates must be in accordance with the National Design Guide and the National Model Design Code or any subsequent updates.**
3. Proposals for major development shall be accompanied by a transport assessment or statement. Where the potential impact of the development on the network is deemed to be significant, or as a result of needing to address an existing local traffic problem, a Travel Plan will need to be prepared. These should be prepared in line with advice from the Local Highway Authority

Appendix 6: Additional comments regarding policy 41

It is recommended that revisions (beyond those already shown in Appendix 5) are made to the current Reg.19 draft to better reflect section 9 of the NPPF. The group recognises that such drafting requires technical expertise beyond their capability, but hopes that the following will explain their concerns.

Background

Decarbonising road transport will be a major challenge, as stated in the recent UK government white paper Decarbonising Transport: A Better, Greener Britain: *'We cannot simply believe that zero emission cars and lorries will meet all our climate goals or solve all our problems'*.

Switching to EVs will remove tailpipe emissions, but this alone will not be sufficient. EVs still cause congestion and also need large areas of paved highway and parking space. They have high embodied carbon and still cause particulate pollution. The greater size and weight of typical EVs risk adding to road danger for those walking and cycling. Electric cars still exclude non-drivers (children, frail elderly, disabled and low income groups) from independent mobility. EVs do not offer the health benefits of active travel. The lower marginal cost of electricity compared with fossil fuel means there is a risk that a shift to EVs may actually lead to an increase the number of miles driven and cause a further decrease in active travel and public transport.

Again from Decarbonising Transport: *'As well as decarbonising private and commercial road vehicles, therefore, we must increase the share of trips taken by public transport, cycling and walking'*.

Sustainability therefore requires policies and projects that make walking and cycling (including micromobility solutions such as electric wheelchairs and mobility scooters) the natural first choice for shorter trips and enable and greater use of public transport. The current policy (HDPF) is not achieving this. We need a step change in policy in the new Local Plan in order to meet the requirements of NPPF to give first priority to active travel.

This needs to include:

- Reductions in trip lengths through planning policies that follow the '15 minute cities' principle where everyday needs (education, shops, leisure, green open space etc.) are met within a short walk or cycle ride.
- Modal shift from cars to active travel for shorter trips, plus more 'last mile' delivery using cargo bikes and other small, low carbon vehicles.
- Currently the main barriers to cycling are the lack of safe, connected routes and the lack of convenient, secure cycle parking. Although walking is better provided for, missing and poor crossings and narrow, uneven, badly maintained or socially unsafe footways and footpaths are also a problem. The greatest need and potential is within the urban areas. Gear Change and LTN1/20 provide detailed, evidenced guidance, especially for cycling. Although these documents are technically 'guidance', not standards, failure to follow them has already had a negative impact on external funding within WSCC and, unless the guidance is followed, this is likely to continue to be the case.

- Modal shift to public transport, particularly for longer trips. This will need improved integration for multimodal trips (bus, train, cycle etc), bus priority for key junctions and congested locations, demand responsive transport, cycle hire and further support for car clubs to free more people from the need to own a car.

Specifically

- Para 10.7: Locations which have/will have high quality, safe, attractive and well-connected walking and cycling routes to everyday facilities and neighbouring settlements and to public transport will be preferred for development.
- Para 10.8: High levels of car use impact the provision and viability of public transport. The West Sussex area is also a poor performer on road safety, particularly for vulnerable road users (cyclists, pedestrians, the old and the young). Road danger means that for most people cycling is not currently a realistic option and it also prevents some walking trips especially by children and older people.
- Para 10.9: Trip reduction, active travel and multimodal travel have an important role to play in attaining net zero carbon and in tackling congestion.

Additionally

- Requirements for major developments to be accompanied by a sustainable transport assessment, statement or plan drawn up in line with Gear Change and with advice from the Local Highway Authority. This should demonstrate how priority will be given to active and sustainable travel, for example:
 - the starting point of the transport design to be to maximise the potential for walking and cycling and then to maximise the potential for residents and workers to use public transport and car share and to reduce the use of and reliance on private motor vehicles
 - provision of an active travel map (within and beyond the red line) showing current and proposed destinations, routes and junctions with details showing how the proposals will remove 'critical fails' and how they will meet guidance on connectivity and quality (including for off-road/PRoW sections of the network)
 - use of active transport planning tools from the earliest stages (such as PCT and route and junction assessment tools),
 - how the design will achieve a significant increase in cycling and walking (including significantly increasing cycling and walking trips to school and decreasing travelling to school by car)
 - how long term maintenance of active travel infrastructure has been considered, including vehicular access for surfacing and sweeping, enforcement against obstruction or unauthorised vehicular use and design to prevent/deal with encroachment by vegetation.

- details of proposed improvements such as extensions and additional links to the cycle and walking networks eg protected on-street cycleways, modal filters to remove rat-runs, low traffic 'liveable neighbourhoods', school streets, speed reduction measures, reallocation of road space (such as removal of on-street parking, removal of medians and ghost turn lanes), bus stop bypasses, improved and additional greenways, grade-separated crossings for major roads, junction upgrades (eg Dutch-style roundabouts, cyclops junctions, parallel crossings, continuous side road crossings, reduced flare at junctions), removal of barriers across off-road paths, replacement of shared-use footways with separate provision, provision of dropped kerbs, footways that remain level at vehicle crossovers, measures to prevent footway parking, 20mph zones, street benches, seats at bus stops.
- designer to demonstrate the user experience of the design as a cyclist.
- RTC (Road Traffic Collision) analysis to specifically consider NMU safety and, in addition to recorded collisions, to consider the inherent danger posed by the road geometry including the collision risk at similar locations e.g. the known increased risk to cyclists at standard UK roundabouts.
- safety audits to have enhanced focus on walking and cycling.
- details of how priority will be given to travel by bus eg bus lanes at congested sections of the network, improved shelter and seating at bus stops, bus services to be operational from first occupation or use of developments
- Requirements for development plans to take advantage of opportunities to actively improve NMU permeability between streets (eg walking and cycling routes linking cul-de-sacs) and to create, improve or safeguard current, new and potential active travel routes and connections, including rights of way.
- Identified strategic improvements to the active travel and public transport network that are supported by the Council in the medium to long term. This list should include LCWIP and other already identified routes/improvements and include improvements related to each of the strategic sites. It should also specifically highlight the significance of the Downs Link as both a utility route and as an important strategic long distance leisure route with untapped potential to contribute to the leisure and tourism economy. (NB currently draft Policy 41, 10.13 lists strategic improvements for motor vehicles, but does not list active travel improvements).
- Further policy covering residential, commercial and public cycle parking (the draft Local Plan currently has a car parking policy, but no cycle parking policy). Cycle parking should be at least as convenient as parking a car for residents, visitors and at destinations. It should be conveniently located (generally as close as possible to the front entrance), step-free, accessible for all abilities, secure, well-overlooked, suitable for adult, children's and non-standard cycles and for mobility scooters. This may include integral cycle parking in new housing (as in Eddington, Accordia etc.) and cycle hangars on the street or in parking courts.

- Public cycle parking should be in line with the Public Cycle Parking Standards. Appropriate provision should be made for ebike charging. Cycle infrastructure should be required to be operational before first use or occupation of a development. Where parking space is limited, sufficient cycle parking space to be prioritised (above car parking space).
- Green travel plans: these must not be a substitute for sustainable location and high quality walking and cycling infrastructure, and may include:
 - provision of Level 3 Bikeability training
 - free cycle parking in hangar if no car parking space being used
 - supported purchase/hire of fully equipped utility cycles/ebikes/cargo bikes/child carrying bikes/ adapted bikes (ie including mudguards, panniers, locks, lights, propstand).