

Uttlesford Local Plan (Issues and Options) 2020-2021

First Consultation: Theme 4 Transport January 2021

Introduction

The Community Stakeholder Forum discussed the theme on Wednesday 13 January and the theme was then open for comment.

Comments received by Wednesday 10 February are summarised below and common themes are shown in the diagram.

These comments will be presented back to the Community Stakeholder Forum on 24 February and Local Plan Leadership Group on 3 March.

Comments received after 10 February up to the close of consultation on 21 April 2021 will be brought together in a document summarising comments from all nine themes, the Council's response and how the issues raised in the comments will be reflected in the Draft Local Plan.

Between 13 January and 10 February 2021, twenty people and representatives of organisations responded to the theme.

What we have been told so far

The following is a summary of what people said about options for sustainable transport.

To read all the representations in full please go to the [Consultation Portal](#).

Transport - what you have told us so far ...

Access to services



- New development should be focused in areas with good accessibility to public transport
- New homes should be located in areas with access to existing services by non-car modes
- New remote settlements should only be built where they can support their own services

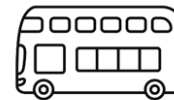
Low traffic neighbourhoods



- Strong support for designing neighbourhoods to prioritise pedestrians and cyclists
- Need for more secure cycle parking at key destinations such as rail stations
- Lack of safe walking and cycling routes especially in Saffron Waldon
- Locating new development near public transport hubs means less reliance on cars
- The car will remain the main mode of transport in rural districts like Uttlesford

What options for sustainable transport in Uttlesford would you support ?

Public Transport Strategy



- Current bus network needs significant improvement to shift people out of cars
- Bus services are not integrated with rail services
- New developments should include busways and homes to be within walking distance of a bus stop
- Need to develop an integrated public transport strategy for Uttlesford
- Developers should fund bus services to new developments and subsidise services for existing communities

Technology and transport



- Vital that new development includes ultra-fast broadband and 5G to reduce the need to travel for work in a post Covid-19 world
- Need for local workspace hubs in new communities
- Scepticism about the impact of autonomous vehicles and drones
- New technologies will need to be piloted and objectively assessed to understand impacts on building costs and viability

Electric vehicle charging



- Developers should provide EV charging infrastructure in both private and public locations in a development
- Developers should fund any upgrade to electrical grid capacity required
- EV charging points should be integrated with solar panels on roofs

Transport: What options for sustainable transport would you support

Access to Services

Would you support a policy that makes planning consent easier for new and existing communities to benefit from commercially viable local services?

- General support for the principle of locating new development where there is good access to services and sustainable transport.
- Support for directing new development towards locations that enable residents to adopt sustainable modes of travel and have easy access to local shops, schools and facilities.
- Suggestion that existing towns and larger settlements with greater range of services should be the preferred location for new development.
- Entirely new settlements should only be supported where they are large enough to provide their own facilities and services.
- New developments can help support the economic vitality of existing local services.
- Developments located near to sustainable transport hubs will have less reliance on cars and in turn may need less provision for car parking on site.
- Development sites should be selected based on their accessibility to rail services and stations.

Low traffic Neighbourhoods

Should neighbourhoods be designed where walking, cycling and public transport take priority over cars, and if so how?

- Overall support for the concept of low traffic neighbourhood principles and designing new developments so that walking, cycling and public transport is prioritised over cars.
- Retrofitting the principles to existing neighbourhoods will be difficult however.
- Recognition that in rural areas the car will remain essential and be the dominant mode of travel.
- Concerns about conflict between pedestrians and cyclists on shared paths were raised.
- Suggestion that new pedestrian and cycle paths should be accessible to horse riders by default.
- Concerns raised about the safety of cycling in rural areas and physical ability of older persons to cycle longer distances between settlements.
- Concerns about the lack of safe walking routes and footpaths in rural areas but also in settlements such as Saffron Waldon which results in a greater reliance on the car.
- Need to ensure new developments are permeable and that developers actually build the footpaths and cycle lanes required as part of the planning permission.
- Concern that piecemeal developments are designed in isolation resulting in no improvements for walking and cycling.

- Suggestion that remote parking is unlikely to be popular however support expressed for car sharing.
- Through traffic should be removed where possible however in reality many rural communities are centred on through roads so it will be difficult.
- All new and existing developments should be connected by safe walking and cycling routes, especially important for schools and rail stations.
- Lack of secure cycle parking at amenities across the district but particularly rail stations.
- Need to consider crime prevention through environmental design.

Public Transport Strategy

Should the location and size of new development be dependent on their ability to support a regular, commercially viable bus service?

- Current bus network is not convenient or comprehensive enough to encourage shift from cars. Bus services between settlements and rail stations need improving.
- Current bus service model is not fit for purpose and bus services not integrated and coordinated with rail services.
- Need for the provision of reliable and real time bus service information at stops.
- New development should be well connected by rail to key employment locations such as Cambridge and London.
- The location and size of new development should be dependent on their ability to support a regular, commercially viable bus service.
- Funding for public transport service improvements for new developments should be via the developer in form of S106 or CIL.
- Developers should pay to subsidise bus services to new developments and improve bus services for existing communities particular for rural services that are not commercially viable.
- There needs to develop a district wide integrated public transport strategy that explores funding options for bus services.
- Local community knowledge should be involved in the development of bus service routes and timetables.
- Dedicated busway and bus only roads should be designed into all new large developments.
- New public transport infrastructure and services need to be delivered up front whilst the development is built out and not afterwards.
- New development should be focused on where transport infrastructure already exists rather than new infrastructure to support remote locations for new development.
- Great Chesterford has a rail station but no car park or cycle parking facilities which deters usage.
- Buses should be better designed to accommodate buggies, wheelchairs and bicycles.
- Public transport should use clean fuel;

- Buses could run 'on demand' rather than timetable
- Low cost travel is essential for young people, those out of work, low paid

Technology and transport

Should new developments make provision for these technologies? If so, what are the priorities for Uttlesford?

- It is vital for new developments to provide ultrafast broadband as well as 5G – this needs to be considered from the start as it will be expensive to retrofit.
- Autonomous vehicles are not likely to make a big impact in rural areas like Uttlesford.
- Uncertainty about drones and what their impact might be.
- There will be a need for local business hubs and workspaces for those that no longer required to travel into an office but home is unsuitable to work in.
- The cost of such technologies should be considered and tested to ensure the delivery and wider benefits brought by development are not prejudiced and affordability is not impacted.
- More people working from home will increase need for more walking and cycling routes for leisure activities; need for policies to support homeworking (broadband, workspace)

Electric vehicle charging

Should developer's install charging points in new developments now or upgrade the electricity grid and provide ducting to allow for chargers to be installed at parking spaces in the future?

- Strong support for developers to provide electric vehicle charging in new developments and upgrade the grid if necessary.
- Developers should also fund public charging stations in the local community.
- Feeling that this is being led at national level and happening anyway.
- There should be consideration for the installation of 3-phase power supply to houses rather than single phase to enable faster charging.
- The cost and range of electric cars is still an issue and will need improving.
- Need also to enable EV charging in housing designs where parking areas are remote from housing. Planning authorities need to impose conditions to ensure charging points are installed.
- There are challenges including the capacity of existing energy infrastructure and costs for upgrades and network reinforcement must be factored into Local Plan viability to ensure the delivery of new allocations.
- EV charging provision should be linked up with solar panels on houses.