

Local Plan - New Chapter on Climate Change - Comment from Cycling UK Stevenage 15/8/24

There is no reference to transport so the following should be added.

The domestic transport sector remains the largest emitting sector in the UK, accounting for 29.1% of all greenhouse gas emissions in 2023. [uk-greenhouse-gas-emissions-provisional-figures-statistical-release-2023.pdf](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/118111/uk-greenhouse-gas-emissions-provisional-figures-statistical-release-2023.pdf) ([publishing.service.gov.uk](https://www.publishing.service.gov.uk))

The Local Plan must include how a modal shift towards more sustainable travel choices is to be achieved. In all cases, the most up to date national guidance should be adhered to including the Active Travel England Standing Advice Note: Active travel and sustainable development [ate-travel-sustainable-development.pdf](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/118111/ate-travel-sustainable-development.pdf) ([publishing.service.gov.uk](https://www.publishing.service.gov.uk))

Cycling must be at least as convenient as driving for all short journeys. This includes provision of direct routes and convenient cycle parking. Multi-modal journeys involving cycling and use of public transport must be facilitated to make them an attractive alternative to private car use.

Cycle parking should be prioritised for all developments of residential properties, workplaces, retail outlets, leisure facilities, transport hubs and all other beginnings and destinations for cycle journeys. Cycle parking should be added whenever possible to existing properties and prioritised where refurbishment of any council property takes place. Long stay cycle parking – including at residential properties – should be secure, weatherproof, conveniently sited and easy to use by all users. It should be suitable for all types of cycle including cargo bikes and adapted cycles. Provision for electric bikes should include charging facilities. Users should not be expected to lift cycles or access through narrow gaps or paths.

Stevenage has 45km of cycleways but there are significant gaps in the provision. For example, many access roads have been built across cycleways and there is a lack of traffic-free cycling infrastructure in and to newer residential and retail developments. Whenever possible, these gaps should be rectified. New developments must always have cycling links to the existing network built in line with national planning guidance eg LTN 1/20 and current best practice to ensure that they are suitable for cyclists of all ages and abilities from 8 to 80 and beyond. Cycle routes should be inclusive, and users of all types of cycle should be able to navigate them safely and easily. The use of barriers and bollards must be avoided to enable access by people using non-standard cycles such as tricycles, cargo bikes and adapted cycles. Cycles may be being used to transport children or heavy luggage eg shopping.

Routes should be safe and pleasant to use at all times of day and throughout the year. They should be direct, well-lit and avoid steep gradients and steps. People cycling should never be expected to lift their cycle up a kerb or push their cycle to reach cycle parking at a destination - in some cases a cycle is used as a mobility aid by individuals who cannot walk far.

Signage must be made clear to enable people cycling to find their way around the town. Road markings at new developments should reflect cyclist and pedestrian priority as in the Highway Code.

Planting adjacent to cycleways should be chosen to minimise the need for pruning back, clearing leaves. Prickly plants and fast-growing plants should be avoided.

Climate adaptation measures need to include good drainage for cycleways and provision for flood management and preventions especially in underpasses.

Good provision for Active Travel will have additional benefits for the local economy and public health.