

## Talking Points

The **National Planning Policy Framework** has a section on **Promoting Sustainable Transport**, which states that:

*“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure are realised*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.”*

Furthermore, the **Neighbourhood Plans Roadmap, 2018** makes the key point that:

*“A neighbourhood plan may deal with transport insofar as it relates to new development. It may not deal with things like traffic management of existing networks, unless such management would be necessary to allow development to be approved.*

*Policy on transport should seek to encourage a balanced and sustainable provision. The needs of non-car owners should be positively addressed. For example, pedestrian convenience and facilities for cyclists should be encouraged. Careful consideration should be given to creating convenient and safe links to surrounding areas.*

***Many traffic matters fall outside of the scope of planning.** For example, changes to traffic management on existing transport networks, including speed limits, are usually a matter for the highways authority.”*

When the process of developing a plan highlights issues which can't be addressed within the plan itself an annex to the official plan can be added, with proposed actions to address these issues.

### **What is our vision regarding connections, transport and travel for our village?**

Some topics we can consider:

- **Local footpaths and cycleways.** 84% of our November survey respondents said the provision of more cycleways and footpaths to neighbouring villages is *very important* or *important*
- **Bus services** – routes, frequency and stops. See [cambstravelalliance.org](http://cambstravelalliance.org) for more information about the current consultation on bus franchising which ends on 20 November
- **Increasing community and shared transport options**
- **Reducing emissions.** Should Haslingfield have an EV charging station, and if so, where? See this report on the importance and economic benefits of increasing active travel as well as reducing emissions  
<https://blogs.lse.ac.uk/politicsandpolicy/economic-transport-policy-should-prioritise-physical-activity/>

## **Examples of connectivity, transport and travel policies in other Cambridgeshire neighbourhood plans.**

**Gamlingay:** *We will develop a network of paths to promote walking, cycling and riding for everyday journeys and recreation. We will reduce congestion by encouraging more parking provision.*

**Waterbeach:** *Where a proposal comes forward which will be visible from a public right of way, consideration should be given to the design and layout so that visual amenity from the public right of way is maintained and, where possible, enhanced. Development proposals which adversely impact on the amenity value of the PROW network either through interruption to the network or through proposals which impact adversely on the enjoyment of the network (e.g. impacting on the visual amenity, wildlife value or open setting of a PROW) will not normally be supported.*

**Fulbourn has the following annex to its plan:** *The community aspires to a significant reduction of traffic dominance in the years to come and as the village grows. For this reason, villagers would like to instigate measures to reduce the speed of vehicles on roads in the village including at all entrance points including the possibility of special restrictions such as 20mph speed limits.*

*Desirable sustainable mobility measures include:*

- *Walking and cycling paths connecting all key destinations within the village, Cambridge and nearby areas, including the establishment of a dedicated cycle route into Cambridge*
- *Regular review of bus services to meet changing needs.*
- *Installation of electric vehicle charging points within the village; these should be located in a way that does not increase current pressure for parking within the High Street.*
- *Expansion of the community car scheme, for example by including a vehicle suitable for residents using mobility chairs.*
- *Expansion of the network of bridleways and routes that are safe for horse riders to use.*

**And on the topic of East West Rail.....If the southern route is to go ahead what could we seek in return?**

### **The People and Community section of EWR's Environment and Sustainability**

**Strategy states:** *"Our ambition is to deliver a railway that protects the health and wellbeing of our communities, customers and colleagues through managing impacts and providing opportunities for cycling, walking and the use of open space."*

It further states that EWR will facilitate **"Enhanced infrastructure for local communities including new and upgraded footpaths, cycle paths and bridleways."**

What should we be requesting/demanding as part of the non-statutory consultation which runs from 14 November till 24 January. ( Shelford Rugby Club on 22 November and Comberton Village Hall 10 January, both 2 till 7pm)