REDUCING THE NEED TO TRAVEL AND PROMOTING SUSTAINABLE DEVELOPMENT

132. **Design for active travel priority:** The majority of trips are for only a few kilometres and almost half being less than 10km, even in a relatively rural area. Where possible these trips should be encouraged to be taken either on foot, by cycle or on public transport. The design and layout of a development can contribute to encouraging active travel and the use of public transport. Compact and mixed-use developments with good interconnectivity may encourage active travel if safe, low traffic or traffic free routes are provided and these are potentially more convenient than use of the private car. Further detailed discussion about street design will be published in a guide to planning for streets and places.

133. Convenient motor vehicle routes through developments should be discouraged, directing through traffic around neighbourhoods and avoiding 'rat running'. Developments should encourage pedestrian and active travel permeability and connectivity with existing pedestrian and cycle routes through design features while discouraging vehicle traffic.

134. While traffic-free routes for active travel should be encouraged, the need to consider security and natural surveillance must also be considered.

135. **Priority ambiguity, surfaces and layout:** To encourage active travel and reduce car dependence, the creation of priority ambiguity can assist in enforcing reduced traffic speeds in residential and commercial areas by creating a semi-pedestrianised layout where

pedestrians and cyclists are anticipated, and speed limits reduced. Variation in carriageway width and alignment, street trees, staggered frontages and changes in surface treatments can all contribute. Removal of raised kerbs can assist in creating a more pedestrian orientated environment. Physical features and reduced speed limits may also be necessary to remind motorists of pedestrian and cyclist priority, but signage in particular must be carefully considered to prevent clutter and confusion. Derbyshire County Council is undertaking an asset review and reduction programme to review the need for existing signage and identify where signs can be moved or changed to reduce the visual impact. This work will lead to a best practice guide.

136. **Interconnectivity:** Development layout should consider the active travel connectivity both within the development and with adjoining neighbourhoods, existing and proposed active travel infrastructure. Where possible, pedestrian and cycle routes should permeate the development providing convenient access to local facilities including public transport and cycle routes, including the Key Cycle Network and other nearby networks.

137. **Cycle space:** Each dwelling should be provided with space for secure cycle storage, this could be a garage, shed or locker. Provision of secure cycle storage and parking, and where appropriate, shower and changing facilities for cyclists, should be provided at all commercial, community and retail buildings, for staff and where applicable, visitors and those using the facility. Consider the provision of e-bike charging at educational, commercial and community facilities.

138. **Public Transport, Transport Assessments and Travel Plans:** All major developments should include an assessment of public transport demand and demonstrate how the development design will make choice of public transport easier. Pedestrian and

cycle routes should be designed through developments to public transport nodes, local destinations and services including schools and shops, encouraging active travel in preference to motor vehicles. Measures to reduce reliance on private cars and increase active or public transport use will contribute to reducing emissions and mitigation.

139. **Live-work Units / Working from Home / Broadband and 5G:** Developments should seek to include mixed uses and support the potential for working from home. High speed broadband connectivity should be considered a high priority. Enabling home working has the potential to make significant contributions to climate change mitigation and locally, improving air quality. Working from home for just 1 day per week can reduce the carbon footprint of an individual's commute by as much as 20%. Although not everyone will be able to work from home, those that can are almost inevitably going to need high speed broadband connectivity. Residential developments should include high speed broadband connection.

140. **Proximity to employment and services:** Arguably the key to minimising journeys is the location of new development in relation to existing service centres. Strategic Housing and Employment Land Allocation Assessments (SHELAAs) are therefore important tools in considering the relationship between residential, employment and service uses. The potential for connectivity between uses and the demand for transport should therefore form an important part of site allocation. Local Plan policies should place great importance on the location of development in relation to the services needed to support it using, for example, the 20-minute neighbourhood concept[1] encouraging active travel and connectivity with existing pedestrian, cycle and public transport routes.

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[1] 20-Minute Neighbourhoods – Creating Healthier, Active, Prosperous Communities. An Introduction for Council Planners in England, TCPA, March 2021.

141. **Ultra-Low Emissions and Electric Vehicles and Vehicle Charging Infrastructure:** Battery electric Vehicles (BEVs) are increasingly popular and from 2030 it will not be possible for manufacturers to place internal combustion engine (ICE) vehicles on the market. Hybrid vehicles will also be restricted from being placed on the market from 2035. Suitable charging infrastructure is therefore likely to be needed in all new developments to meet demand for vehicle charging. All dwellings should be fitted with a smart EV charge point capable of communication with the distribution network to displace charging to those times when renewable generation capacity is available to meet demand, or times when demand is low and capacity is available. Ideally, domestic infrastructure should be based on a 'Fast' charging standard as a minimum (7 - 22KW).

142. Similarly, commercial, retail and educational developments may benefit from the provision of fast or rapid charging infrastructure for a % of staff and customer parking spaces and such provision may contribute to encouraging the transition to electric vehicles.

143. The proliferation of publicly accessible EV charge points will contribute to addressing range anxiety among electric vehicle owners and fleet users. Ideally, charge points will be a minimum of fast charging specification (7-22KW) and universally accessible. Charging hubs and forecourts may seek to provide rapid/ultra-rapid charge points (50-350KW). While applications for the installation of EV charge points or hydrogen fuelling stations should be supported, designated sites and their settings may require specific consideration to avoid unnecessary harm to heritage assets.

144. Further information on this topic can be found in the Derbyshire County Council [Low Emission Vehicle Infrastructure Strategy and Action Plan and the Manual for Derbyshire Streets.](#) Applications for hydrogen fuelling stations, both private (associated with business fleet) and public hydrogen fuelling stations should be encouraged and supported.