

Meeting Executive
Portfolio Area Economy, Enterprise and Transport
Date 19 January 2022



FUTURE TOWN, FUTURE TRANSPORT STRATEGY– 12 MONTH REVIEW

KEY DECISION

Author Lewis Claridge | 2158
Lead Officer Zayd Al-Jawad | 2257
Contact Officer Lewis Claridge | 2158

1 PURPOSE

- 1.1 To update Members on progress of the projects included within the Future Town, Future Transport Strategy (adopted October 2019).
- 1.2 To make Members aware that the Future Town, Future Transport Strategy will be reviewed on a quarterly as a key strategy within the Future Town, Future Council Corporate Plan monitoring reports.

2 RECOMMENDATIONS

- 2.1 That Executive note the progress with projects included within the Future Town, Future Transport Strategy.
- 2.2 That Executive note that the Future Town, Future Transport Strategy will continue to be included within the quarterly Future Town, Future Council monitoring reports.

3 BACKGROUND

- 3.1 In October 2019, the Council adopted Future Town, Future Transport (FTFT), a transport strategy for Stevenage. FTFT outlines the Council's approach to sustainable transport. It establishes the key local transport issues and opportunities that exist in Stevenage and sets out a vision and a series of objectives for what will be delivered in the future. The strategy focuses around four key themes:
- 1) Connectivity
 - 2) Living Streets
 - 3) Active and Healthy Travel
 - 4) Green Travel
- 3.2 The benefits of sustainable transport are numerous. Amongst many other benefits, the reduction in vehicle emissions will improve air quality and help with the fight against climate change; the use of active transport will increase the health and well-being of residents; the reduced domination of cars will improve the environment of our destinations and residential streets; and the use of alternate forms of transport could help individuals save considerable amounts of money. The changes to work and leisure patterns caused by Covid-19 have reinforced the importance of active and sustainable transport.
- 3.3 The substantive element of FTFT is a list of identified future transportation projects which provides for co-ordinated action by a range of agencies and institutions for all forms of transportation that are used in the town: car, train, bus, cycling and walking.
- 3.4 Some FTFT schemes are outside the control of the Council, and many require third party funding from a range of sources including, but not limited to, Hertfordshire County Council, housing developers, central government and public transport providers. The Council therefore plays an important lobbying role in addition to delivering its own schemes to deliver a complementary range of projects that will drive a long-term shift towards sustainable transportation.
- 3.5 FTFT was the Council's first Transport Strategy, building on a range of other transport-related documents, including the Mobility Strategy and Cycling Strategy, as well as other documents such as the Local Plan (adopted May 2019) and the Infrastructure Delivery Plan which contain sections on transportation.
- 3.6 The Executive, on adoption of the FTFT, requested for the strategy to be reviewed 12 months after its adoption.
- 3.7 The Executive met on 20th January 2021 to consider the first 12 month review and consider the progress of the projects included in the FTFT. It was resolved by the Executive:
- That the progress with projects included within the Future Town, Future Transport Strategy be noted.

- That it be noted that the Future Town, Future Transport Strategy will be included within the quarterly Future Town, Future Council monitoring reports.
- That a further progress report on the Strategy be submitted to the Executive in 12 months' time.

4 REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

Recommendation 2.1: That Executive note the progress with projects included within the Future Town, Future Transport Strategy.

- 4.1 FTFT contains transportation projects to be implemented or progressed in the short term (2019 to 2022). The following paragraphs and Table 1 give a brief overview of the key milestones achieved in the past year (2020–2021) and the expected targets for next year. The rest of the section gives a description of the progress since October 2020 for each of the projects listed in FTFT.

Highlights from October 2020 – December 2021

Cycle Hire – on going
New Bus station – opening in 2022
Sustainable Travel Town Bid- success
Local Cycling and Walking Infrastructure Plan (LCWIP)
Parking Standard SDP
New Developments
Town Centre Regeneration
Bus Services Enhancements
Removal of mopeds from Stevenage Cycleway
Re-evaluate use of powered- access on Stevenage Cycleway
Stevenage Connection Area Action Plan (AAP)
Extend contactless payments to Stevenage Railway station
Parking Strategy
A1(M) all lane running / Smart motorway
Promote EV use and accessibility
Cycle Training & Education
Emergency Active Travel Fund (EATF tranches 1,2,3,4)
London Luton Airport Expansion

- 4.2 Sustainable Transport continues to be a key priority for the Council and for the wider Hertfordshire area. The outbreak of Covid-19 prompted a renewed focus on sustainable transport as employees of most sectors have been encouraged to work remotely and there has been restricted use of public transport. Encouraging signs can be seen nationwide that there has been an increase in walking and cycling and the Government has been keen for local authorities to install emergency measures to promote active travel. The Government has announced funding for the installation of more permanent measures and the Council has continued to work closely with Hertfordshire County Council (HCC) when identifying what schemes to seek funding for.
- 4.3 Whilst Covid-19 has had an effect on the delivery of some schemes, there has been significant progress in many important projects during this time, as explained briefly below, and in more detail throughout the remainder of this section.
- 4.4 The Council has made progress delivering flexible office space in the town centre as part of the North Block development to provide a place for residents to work locally, reducing the need to travel further afield to their usual workplace. The completion of the Co-Space building in the Town Square has proved successful in this regard.
- 4.5 The Hertfordshire Growth Board has continued to attract investment for infrastructure into the County. Projects on the A414 and A602 are being delivered to ease East-West movement and this will help to ease congestion in Stevenage as a result.
- 4.6 Work with HCC and the Local Enterprise Partnership remains ongoing and the bid submitted in October 2020 to receive significant funding towards sustainable transport projects through the Government's Town Fund was successful. As part of the national Budget announcements in March 2021, Stevenage achieved the joint highest allocation in this funding round, with an award of £37.5 million secured for 9 specific projects. Business cases are currently being prepared for each Town Fund project, with detailed plans as to how the funding will be distributed across each project to ensure positive delivery to significantly benefit the town. Town Deal projects include proposals for cycling and pedestrian connectivity (including upgrading of existing cycleways), the A602-Gunnels Wood Road roundabout scheme, and enabling works to the station gateway which could include feasibility work with Network Rail for a regenerated station.
- 4.7 The Council approved planning permission for the relocation of the town centre bus station, to create a new bus interchange closer to the railway station to form an important sustainable transport hub. This will enable multi-part journeys to be taken entirely on sustainable forms of transport as well as providing an improved environment to users. Construction works have progressed significantly in the last year and the new bus interchange is close to completion.
- 4.8 Following publication of the Local Cycling and Walking Infrastructure Plan (LCWIP) in late 2019, the Council continues to secure the future delivery of extensions to the cycle network from housing developers through S106 agreements. The LCWIP Action Plan has been developed to monitor future delivery.

- 4.9 Stevenage was formally accepted onto Hertfordshire County Council's Sustainable Travel Town (STT) programme in November 2020. Since early 2021, SBC and HCC officers have been working to identify infrastructure, planning and behavioural change schemes to improve the modal share of sustainable transport in the town. The Action Plan for the programme was formally approved in September 2021.
- 4.10 Over the next year, officers will continue to identify funding options and delivery priorities for the programme, including cycle route improvements and the reallocation of road space to bus, cycle and high occupancy vehicle (HOV) lanes. Schemes could be selected from those already identified in the emerging HCC North Central Growth & Transport Plan, the SBC Local Plan, Infrastructure Delivery Plan, FTFT, the SBC Local Cycling & Walking Infrastructure Plan and / or the SBC Cycling Strategy.
- 4.11 Officers from the Council and HCC have been working closely together in recent months to agree a programme as part of the overall Implementation Plan for the Sustainable Travel Town. This includes a communications strategy, engagement plan for behavioural change, addressing any "quick-win" schemes and a full list of relevant schemes for the Sustainable Travel Town initiative. The Implementation Plan is anticipated to be presented to HCC's Highways and Transport Panel in early 2023.

New Bus Interchange

- 4.12 Significant progress has been made on the construction of the new bus interchange located closer to the railway station. The interchange will provide safe bicycle parking, a comfortable and modern waiting environment for passengers and capacity for electric bus charging, as well as a cafe and mobility store.
- 4.13 HCC has undertaken consultation on the requisite Traffic Regulation Orders to provide a bus lane on Lytton Way to ease access to the interchange, better integrating the leisure park and Gunnels Wood Road with the town centre. Once fully completed in Summer 2022, the interchange will create a sustainable transport hub in the town centre which enables passengers to easily transfer between sustainable transport modes.
- 4.14 The public realm improvements will be completed in March 2022. The current bus station in the Town Centre will continue to operate until all services have fully migrated to the new Bus Interchange in Summer 2022.

SBC Workplace Travel Plan

- 4.15 The SBC Workplace Travel Plan was approved by SLT in 2019 to replace the Green Travel Plan adopted in 2013. The Plan contains a range of measures to increase the share of sustainable modes used by the Council's workforce.
- 4.16 Capital funding was approved by Councillors to implement measures within the Plan with £15,000 per annum available in 2021–22, 2022–23, 2023–24 and 2024–25. Officers are looking to re-tender the E Car club in the town centre for 2022/2023. The budget for 2021/2022 is to provide part-funding to central government bid for £100,000 towards 18 new EV chargers in the town's local neighbourhood centres.

Local Cycling and Walking Infrastructure Plan (LCWIP)

- 4.17 The Stevenage LCWIP was finalised with support from the Department for Transport and HCC and published in late 2019, making Stevenage the only authority in Hertfordshire with a published LCWIP. LCWIPs are identified in the Government's Cycling and Walking Infrastructure Strategy as a key tool to identify and fund strategic cycling and walking improvements at a local level.
- 4.18 Since its completion, officers have been using the LCWIP as key evidence to seek funding for priority interventions. SBC and HCC have focussed on delivering routes between the centre and edges of town using S106 funds and the Department for Transport's Emergency Active Travel Fund. Detailed plans for Route 1, on North Road, were consulted on in Summer 2021, and S106 from North Stevenage and the EAT fund will deliver the northern portion of the scheme.
- 4.19 Route 1 from the LCWIP (North Road – Central Section) is securing funding for a dedicated space for cyclists provides a segregated 2-way cycle route on North Road between the A602 Lytton Way gyratory (outside the Thomas Alleyne Academy) and Coreys Mill Lane. A consultation with local stakeholders and residents was carried out in July 2021, with feedback that the scheme had 53% support.
- 4.20 A report was taken to Hertfordshire's Highways & Transport Panel on 14 September 2021 with a recommendation that the Route 1 scheme be progressed towards implementation. The scheme is currently in the detailed design phase and Hertfordshire officers are working through the related legal processes required for implementation. They are engaging with utility providers regarding any diversion works that may be required and will be ready to engage with the contractor in Spring 2022 with works expected to commence in Summer 2022.
- 4.21 The northern end of Route 2 can be completed with the next tranche of Emergency Active Travel funds (EATF). West Stevenage has agreed in principle to deliver much of Route 5 and East Stevenage will deliver most of Route 6.
- 4.22 Additionally, a cycling masterplan in the Town Centre should be developed to ensure that the different developments progressing in the area provide integrated cycling improvements as part of their schemes.

Cycle Hire Scheme

- 4.23 The Council has ambitions to introduce a cycle hire scheme to ensure that lack of access to a cycle is no longer a barrier to cycling. A technical feasibility study was conducting in 2019/2020 to identify the likely size of a scheme, locations for docks, phasing options, potential financial models and key factors for success.
- 4.24 The study found that a scheme would be feasible in Stevenage but should be implemented in two or three phases, starting with a focus on the west of town, covering Lister Hospital, Gunnels Wood Road, the Town Centre, the Railway Station and nearby residential areas before expanding eastwards to

cover the rest of the Borough. The study advises that improvements to cycling access through the Town Centre and Old Town, two of the key destinations within the Borough, would help the viability of any potential scheme.

- 4.25 The Council intended to start a procurement exercise seeking cycle and scooter suppliers early in 2021, however resourcing restrictions and STT bids have pushed this back to 2022. It is now expected that the resources to support the tender will be in place from March 2022, and the Council was planning to engage local business, such as SmartGo Stevenage organisation. A bid in 2022 to STT will be required to fund the scheme.

Parking Standards SPD

- 4.26 The 2019 Local Plan required the Council to review its parking requirements to ensure that parking requirements matched modern policy to promote a reduction in car use. Parking requirements had been set out in the 2012 Parking Provision Supplementary Planning Document (SPD).
- 4.27 The Council adopted the new Parking Provision and Sustainable Transport SPD after a decision by Executive in September 2020. The SPD reduces car parking in the most accessible areas of town and increases cycling and Electric Vehicle parking. As an SPD, it continues to be a material consideration for all planning applications submitted to the Council.

New Developments

- 4.28 Since the adoption of the Local Plan in 2019 and the subsequent adoption of FTFT, the Council now expects proposals for residential or non-residential development to prioritise sustainable modes of transport over privately owned cars. This involves placing new developments in sustainable locations, providing high quality off-road links to key services and connecting to existing cycle ways and pedestrian routes.
- 4.29 The Council has secured funding for major extensions to the cycleway network linked to the North Stevenage, West Stevenage and East of Stevenage (in East Hertfordshire District) developments as well as significant contributions to improve passenger transport. This will continue to be a focus of planning officers.
- 4.30 The Council adopted a Supplementary Planning Document, the Developer Contributions SPD, in March 2021. This SPD provides further clarity regarding policy requirements for sustainable transport.

Town Centre Regeneration

- 4.31 Progress with the town's £1 billion major regeneration programme continues, with the scheme obtaining permission in October 2020. The plans include cycling and walking links and reduced vehicle parking in line with the updated Parking Provision & Sustainable Transport SPD.
- 4.32 Other schemes progressing within the Town Centre, such as those on Queensway and the Forum, will also include measures to promote active and sustainable transport and discourage car use.

Bus User Enhancement

- 4.33 As previously mentioned, the new bus interchange will create a much improved environment for bus users, as well as being closer to the rail station to make multi-mode journeys simpler and easier.
- 4.34 SBC is supporting Arriva and HCC bid to central government for the ZEBRA decarbonise funding to electrify most of Arriva existing buses based out of their Stevenage depot.
- 4.35 SBC will support the local transport authority with other forthcoming bids for enhancements to the bus services.

Removal of mopeds from Stevenage cycleways

- 4.36 Officers have lobbied HCC to amend the Traffic Regulation Orders (TRO) which contain a Prohibition of Driving Order that exempts mopeds from being banned on the cycleways. It was discovered that the Prohibitions' description of mopeds includes the term 'having a second means of propulsion' (i.e., pedals) which is a historic design concept no longer used by modern mopeds. As such, this effectively means that mopeds are already illegal on the cycleway. However, the signage on much of the cycleways is outdated so enforcement cannot be carried out against modern mopeds even though they are technically illegal.
- 4.37 HCC committed to undertaking an investigation to determine whether it would indeed be safer to remove mopeds from the cycleways or keep them separate from larger motorised vehicles on roads, and if the results are positive, re-write the TROs and replace the signage on the cycleways. However, the legal procedures and costs involved in implementing these changes across the whole Borough are significant and it is likely that it will be done on a ward-by-ward basis over a number of years. HCC officers are continuing to investigate in order to develop this workstream.

Re-evaluate use of powered vehicles on cycleways

- 4.38 This is will be considered in more detail now that Stevenage has been accepted on to the HCC Sustainable Travel Town programme and will focus on the use of electric cycles and electric scooters.
- 4.39 The legal status of the cycleway still excludes the use of powered vehicles. However, nationally, the legal status may change to allow the use of e-scooters on the highway network, following national trials of e-scooters. HCC will need to update its policies, once and if guidance and legal status is changed by the Department for Transport in late 2022. Any changes will be agreed following consultation with the Hertfordshire districts.

Extend contactless payment to Stevenage

- 4.40 The Council has lobbied HCC to ensure that the emerging HCC Rail Strategy includes rolling out contactless payment across the county. HCC, in its role as Local Transport Authority, leads on the development of transport policy across Hertfordshire and is a key body to help lobby Transport for London and / or Network Rail to extend London's contactless / Oyster card

functionality to locations linked to, but not part of, the capital. This workstream is ongoing.

Stevenage Connection Area Action Plan

- 4.41 Council officers consulted with the public from July to September 2021 on an early stage “Issues and Options” version of the Stevenage Connection Area Action Plan or “AAP”.
- 4.42 The Issues and Options AAP was developed in conjunction with David Lock Associates and outlines the core issues that are present within the station area as well as the background policy and wider context that affects its development. This is an early stage of the preparation of an AAP.
- 4.43 Among the options proposed within the AAP include significant changes to the central section of Lytton Way:
- Option 0 – Do nothing.
 - Option 1 – All traffic modes: reduces the central area of Lytton Way to one lane each way.
 - Option 2 – Bus and Taxi only: reduces the central area of Lytton Way to one lane each way, movement to buses and taxis only.
 - Option 3 – Pedestrianised Plaza: central area of Lytton Way traffic is removed and pedestrianised.
- 4.44 A report is being presented to Executive in February which will assess the consultation responses, aim to discuss and develop a “preferred option” which will form the next stage of the AAP: the Preferred Options Report. This will then be drafted and go back to Executive to approve for public consultation, in Summer 2022.

A1(M) Smart Motorway

- 4.45 Highways England had previously committed to upgrade the section of the A1(M) within Stevenage, one of the ten busiest stretches of the route from London to Leeds, through the implementation of a SMART Motorway. This would have included a hard shoulder and variable speed limits.
- 4.46 In January 2020, Councillors passed a motion opposing the roll-out of Smart Motorways on the basis that the design would be unsafe and challenged Government to come up with alternative proposals to cut congestion on the A1(M).
- 4.47 Further correspondence with Highways England and the Secretary of State for Transport, as well as responses to the public consultation event which followed the widespread reporting of the dangers of SMART Motorways, has resulted in the project being paused. The survey work that was already undertaken on the A1(M) SMART Motorway project will be used if Highways England restart the project, which was scheduled for 2025.
- 4.48 HCC officers met recently with Highways England regarding the SMART motorway project. While in some respects Highways England are still hopeful of the A1(M) SMART motorway project (between Junctions 6 and 8 of the A1(M)) progressing in 2025, the reality is that the projects are paused until there is 5 years’ worth of safety data which can prove that all lane running is

safe. As such, there is still a significant risk that the scheme will not be delivered, indeed it is not a committed scheme. Therefore, the clear advice currently is that any future transport modelling should not include the scheme.

Promote Electric Vehicle Use

- 4.49 The Parking Provision and Sustainable Transport SPD requires developers in Stevenage to provide Electric Vehicle (EV) charging points on their developments and install the underlying cabling for future charging points. The Council's emerging Parking Strategy will similarly promote EV use by the provision of EV facilities on the Council's public parking.
- 4.50 HCC has been working to develop an EV Strategy that seeks to ensure residents and businesses across Hertfordshire can safely and reliably access EV charging infrastructure in line with Local Transport Plan policies.
- 4.51 An initial scoping workshop was held by HCC and consultancy WSP in October 2021. This sought to review best practice, mapping and demand analysis to identify gaps in provision and to identify and develop an action plan and implementation plan.
- 4.52 Following the workshop, next steps will include to develop the implementation plan, refine position statements and to progress the EV Strategy. Council officers will be working closely with HCC and WSP to ensure the EV Strategy is developed in a way that benefits Stevenage. An updated paper will be presented to HCC's Highways and Transport Panel in early 2022.
- 4.53 SBC is leading on bidding for over 18 new EV charging points within the town's Neighbourhood centres in early 2022, shown below. These would be a further stage in or support for increasing accessibility to EV charging.

No	HCC Division	Site	Post Code	No. of EVCPs	Highway status
1	Bedwell	Bedwell Shops	SG1 1NA	2	HCC
2	Bedwell	Archer Road	SG1 5HF	1	SBC
3	Broadwater	Oaks Cross	SG2 8LU	2	HCC
4	Chells	The Glebe	SG2 0LX	2	HCC
5	Old Stevenage	Filey Close shops	SG1 2JW	2	SBC
6	Shephall	Burwell Road	SG2 9RF	2	HCC
7	Shephall	The Hyde	SG2 9SE	3	HCC
8	St Nicholas	Canterbury Way	SG1 4LJ	2	SBC

9	St Nicholas	St Nicholas Park Pavilion	SG1 4PE	2	SBC
			Total	18	

- 4.54 Planning permission was granted in December 2021 for the new Grid Serve EV charging station by junction 7 of the A1(M). This will provide over 40 new EV charging bays for both motorways and local users.

Parking Strategy

- 4.55 The Council is responsible for much of the public parking in the Borough and committed to update the 2004 Parking Strategy. The emerging strategy (The Stevenage Parking Strategy 2021–2031: Living and Sustainable Streets for Stevenage) was approved for public consultation at the December 2020 meeting of the Executive, but consultation has been postponed.

Cycle Training and Education

- 4.56 HCC continue to undertake cycle training and education within schools as part of the Bikeability programme. In addition to this, SBC and the Police have put a renewed focus on raising awareness of the Town Centre cycle ban and anti-social riding more generally.
- 4.57 Hertfordshire County Council officers have provided details of schools in Stevenage that have undertaken training. HCC have also provided an extensive delivery through the cycle hub.

Summer 2021	Broom Barns School
Summer 2021	Woolenwick Junior School
Summer 2021	All Saints C of E Primary, Datchworth
Summer 2021	Aston St Mary's Primary School
Summer 2021	Bedwell Primary School
Summer 2021	Codicote Primary School
Autumn 2021	Peartree Spring Primary School
Autumn 2021	Lodge Farm Primary School
Autumn 2021	The Leys Primary and Nursery
Autumn 2021	St Nicholas C of E Primary School
Spring 2022	Ashtree Primary School & Nursery
Spring 2022	Round Diamond School

Old Town Parking

- 4.58 The Council is undertaking a study of on-street parking in the Old Town excepting the High Street. Officers will be engaging with Ward Councillors, reviewing requests and complaints that are on file, and carrying out surveys and investigations on street. They will then report back on what they have found and make recommendations for any changes, due by the end of this financial year 2021/22.
- 4.59 SBC has been able to rebuff attempts by HCC to introduce on-street parking charges in the Old Town through the STT. During 2020-2022 SBC has provided time limited free parking in the former Waitrose car park to support local businesses recover from the pandemic.

Emergency Active Travel Fund (EATF): Tranches 1, 2, 3 and 4

- 4.60 Hertfordshire County Council has secured more than £6 million through the Government's Active Travel Fund 2020/21 (Tranche 2) to encourage more sustainable travel across Hertfordshire. The improvements that are being planned will help create better places to live, work and visit across the county. By making it safer and easier to walk and cycle more often, this can not only help reduce congestion and improve air quality, but also deliver health and wellbeing benefits for all.
- 4.61 Hertfordshire County Council has submitted a bid for Active Travel Fund 2021/22 (Tranche 3) for other sections of Route 1 (known as the north and southern extension of North Road) and are currently awaiting feedback from the Department for Transport. The northern extension will connect from Coreys Mill Lane junction to the new housing developments (identified in the Local Plan) at the north of Stevenage. The southern extension reaches from the North Road junction with the A602 Lytton Way along the eastern side of the gyratory to the High Street.

London Luton Airport Expansion

- 4.62 London Luton Airport Limited (LLAL) is preparing to apply for a Development Consent Order for a significant expansion of the current airport operation. The Development Consent Order is anticipated to be submitted to Luton Borough Council in January 2022 and Stevenage Borough Council will be consulted as a key stakeholder.
- 4.63 LLAL reported previously that the overarching theme of responses to the first formal consultation was the effect of the proposed increase on climate change. As such, they are making changes to the scheme to further limit the proposal's impact and ensure that climate change remains a legacy focus of the development once through the DCO process.

Recommendation 2.2: That Executive note that Future Town, Future Transport will be reviewed quarterly and annually as part of the Future Town, Future Council monitoring.

- 4.64 Progress with the overall FTFT strategy will continue to be monitored and reported as part of the corporate monitoring duties related to Future Town, Future Council (FTFC). The FTFC reports will highlight progress or issues

with any relevant scheme from FTFT and will identify risks that could affect future progress.

- 4.65 Not all FTFT schemes are expected to be delivered at the same time, and many transport projects have long timeframes for delivery. The quarterly monitoring reports will focus on the schemes that are progressing at that specific time, allowing for a more targeted snapshot of what is occurring, whilst the annual report will enable a broader, more overarching, summary of progress.

5 IMPLICATIONS

Financial Implications

- 5.1 The costs associated with this report have been met from the agreed departmental budget.
- 5.2 Any potential schemes that are mentioned in Future Town, Future Transport will need to be subject to a business case and / or will require third party funding.

Legal Implications

- 5.3 There are no direct legal implications associated with this report.
- 5.4 The legal ramifications of any potential schemes mentioned in Future Town Future Transport will need to be considered at the point of planning and delivery.

Risk Implications

- 5.5 Any proposed changes to the highways network included in Future Town, Future Transport would be assessed by the HCC Safety Audit Team prior to their implementation.

Policy Implications

- 5.6 There are no direct policy implications associated with this report. As a key Council strategy, sitting beneath the Future Town, Future Council strategy, progress with FTFT will be reported as part of the corporate FTFC monitoring

Climate Change Implications

- 5.7 Future Town, Future Transport seeks to drastically increase levels of active and sustainable transport as alternatives to the use of privately-owned vehicles. As transportation currently accounts for such a high proportion of the town's carbon emissions, FTFT has the potential to have significant positive impacts on climate change.

Equalities and Diversity Implications

- 5.8 Future Town, Future Transport seeks to improve accessibility in Stevenage for all types of transport, promoting walking, cycling and public transport, not just privately-owned cars. The promotion of other forms of transport should

have a positive impact on the equalities and diversity implications of transportation.

Community Safety Implications

- 5.9 Any proposed changes to the highways network included in Future Town, Future Transport would be assessed by the HCC Safety Audit Team prior to their implementation.

BACKGROUND DOCUMENTS

- BD1 [Future Town, Future Transport \(2019\)](#)
BD2 [Stevenage Borough Local Plan \(2019\)](#)
BD3 [Stevenage Infrastructure Delivery Plan \(2017\)](#)
BD4 [Stevenage Borough Council Mobility Strategy \(2016\)](#)
BD5 [Stevenage Cycling Strategy \(2018\)](#)
BD6 [Stevenage Local Cycling and Walking Infrastructure Plan \(2019\)](#)
BD7 [Stevenage Parking Provision and Sustainable Transport Supplementary Planning Document \(2020\)](#)
BD8 [Draft Stevenage Parking Strategy 2021-2033 – Living and Sustainable Streets for Stevenage](#)
BD9 [Developer Contributions SPD \(2021\)](#)

APPENDICES

None.