

walking the natural choice for all shorter journeys or as part of a longer journey by 2040<sup>4</sup>.

- 11.2.7 Increasing opportunities for new development to provide for more sustainable modes of travel such as by bus, walking or cycling will be identified through the use of Travel Plans and an accompanying Action Plan. National policy requires their use for schemes expected to generate significant traffic movements. A package of actions, including demand management measures, to encourage safe, healthy and sustainable travel from new developments to new or existing jobs, services and facilities will be required to reduce the demand for travel by less sustainable modes and show how sustainable travel will be made accessible at the development and their use increased. The aim is to minimise single occupancy car travel to and from a new development.
- 11.2.8 In accordance with national policy and the Nottinghamshire Local Transport Plan<sup>5</sup>, the Council is committed to improving accessibility to and within Bassetlaw's town centres where the majority of local services and facilities are located.
- 11.2.9 This is reinforced by Policy ST53 which highlights priorities that will help manage conflicts between pedestrians, cyclists and vehicular traffic and make improvements to the physical infrastructure within the town centres to improve safety and accessibility. These actions will be further detailed through the Worksop Central DPD, the Retford Town Centre Neighbourhood Plan, and the Harworth & Bircotes Town Centre Masterplan.

## **POLICY ST53: Promoting Sustainable Transport and Active Travel**

1. Development that contributes towards a sustainable, safe, active transport network and offers a range of public transport and active travel choices will be supported. Development should, where appropriate:
  - a) assist in the improvement of transport infrastructure to help all communities in Bassetlaw have opportunities to travel without a car for everyday journeys;
  - b) provide well-designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists and other users in a way which would not:
    - i. compromise the free flow of traffic on the public highway, pedestrians, public transport and cycling or any other transport mode; or
    - ii. exacerbate traffic congestion on the existing highway network or increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists and other vulnerable road users;
  - c) minimise additional travel demand by car through sustainable travel measures identified in a Travel Plan and associated Action Plan(s), where the securing of a Travel Plan Coordinator may be necessary to facilitate the payment of monitoring fees and to pay for the delivery of additional sustainable travel measures/initiatives if modal share targets are not achieved;
  - d) encourage forms of active travel through connection to, and extension of, existing pedestrian, cycle and equestrian routes, where practicable;

- e) respond to the transport needs for specific groups in the community, such as older people and those with disabilities; and
- f) encourage the use of flexible transport services that combine public and community transport services, ensuring that locally based approaches are delivered to meet the needs of communities.



## References

- <sup>1</sup>Bassetlaw Transport Study, Tetra Tech, 2022
- <sup>2</sup>Bassetlaw Infrastructure Delivery Plan, BDC, 2023
- <sup>3</sup>Council Plan, BDC, 2019
- <sup>4</sup>Cycling and Walking Investment Strategy, DFT, 2017
- <sup>5</sup>Third Nottinghamshire Local Transport Plan, Nottinghamshire County Council, 2019