**Alternative Policy T3**

**Active Travel:**

**Priority for Walking, Cycling, Equestrian, Mobility Needs and Quiet Lanes**

Chichester District Council (CDC) is determined that new development will improve sustainability and combat climate change. Therefore, development proposals will be considered favourably **only** if they contribute [financially and by dedicated infrastructure] to the establishment of facilities for Active Travel through the provision of attractive and functional non-motorised travel routes, together with appropriate signage and in accordance with Government guidance, currently, Local Transport Note 1/20 and Gear Change.

Therefore:

1. Where there is conflict between vehicles and active travel modes development must give priority to access by walking, cycling, mobility users and public transport which is usable by all. Where such facilities/routes are to be provided as part of a planning permission they must be implemented at least by the completion of 10% of the planned housing.
2. Development **will** safeguard existing and proposed routes for cycling, walking, mobility and equestrian use including Quiet Lanes. These routes will include , but are not limited to:

* Centurion Way
* Salterns Way
* NCN 288 (Bill Way)
* BEN Way
* ChEmRoute (Chichester to Emsworth)
* South Coast Cycle Route
* NCN2 (inc. ChEmRoute)
* Birdham Greenway
* Selsey Greenway
* Chichester LCWIP proposals

N.B. These routes are shown on accompanying maps in the Proposals Section of the Draft Plan

Variations to these protected routes may be permitted where they clearly provide tangible benefits to active travel users and are entirely funded by proposed development.

1. In addition, developments within and adjoining such routes (i.e. including but not limited to the routes listed in 2. above) will be required to provide funding to a level commensurate with a high quality of provision.
2. Interchange facilities will be required at key sustainable travel interchanges (e.g. Bus Stops and Train Stations) for cycling and other mobility users. They should be secure, weather-proof and with electricity supply for recharging e-bikes and other electrical active travel modes.
3. On all roads within 400 metres of school facilities developments will be supported where they enable the implementation of safety traffic regulations limiting the use and speed of motor vehicles at times when the facility is in use by pupils.
4. Parish Councils who wish to have Quiet Lanes within their areas will be supported and any proposed developments must be appropriately designed . To include, but not limited to:

* Elms Lane, West Wittering
* Rookery Lane, Sidlesham
* Bookers Lane, Earnley
* Church Lane, Hunston
* Easton Lane, Earnley/Sidlesham

1. The Supplementary Planning Guidance titled ‘Planning Obligations and affordable Housing Supplementary Planning Document July 2016 ‘ (requiring developer contributions for highway improvements i.e. A27 Chichester By-Pass), to be amended so that 50% of financial contribution, (£1500-£5000 per house) be used for implementation of this policy (i.e. Alternative Policy T3). This is to ensure that CDC policies are in practice robust enough to meet the Government’s aim of broadening sustainable transport options, reducing carbon emissions and increasing social cohesion.
2. In any development proposals, all visitor attractions must be reachable by active travel facilities, as described in item 4 above, as well as provide such equipment for hire.
3. In consulting on proposals where Policy T3 could apply, the LPA **must** include representatives of all relevant active travel groups (e.g. cycling forums, mobility and access forums, pedestrian and equestrian groups).

10.3.23