

EPPING FOREST DISTRICT COUNCIL HGGT JOINT COMMITTEE MEETING MINUTES

Monday 22 July 2024, 6.30 pm – 8.28pm
Council Chamber in the Civic Centre, The Water Gardens, College Square,
Harlow CM20 1WG

Members Present: Councillors D Swords (Chairman) S Boulton (Vice-Chairman), B Crystall, N Bedford, and L Wagland

Officers In Attendance: Richard Cassidy (EHDC Chief Executive), Nigel Richardson (Service Director (Planning Development)), Colin Haigh (HCC Director of Growth), Yvonne Rees (HDC Chief Executive), Jonathan Schifferes (ECC Head of Housing), Gary Woodhall (Team Manager - Democratic & Electoral Services), Therese Larsen (Democratic Services Officer), Amanda Apcar (Principal Planning Lawyer) and Naisha Polaine (Harlow and Gilston Garden Town Director)

[A RECORDING OF THIS MEETING IS AVAILABLE FOR REPEATED VIEWING](#)

13 WEBCASTING INTRODUCTION

The Chairman made a short address to remind all present that the meeting would be broadcast on the Internet.

14 APOLOGIES FOR ABSENCE

No apologies for absence were received.

15 DECLARATIONS OF INTEREST

No declarations of interest were made.

16 MINUTES

Resolved:

- (1) That the minutes of the HGGT Joint Committee held on 11 June 2024 be taken as read and signed by the Chairman as a correct record.

17 MATTERS ARISING AND OUTSTANDING ACTIONS

There were no matters arising or outstanding actions from the last meeting of the HGGT Joint Committee held on the 11 June 2024.

18 REQUESTS TO ADDRESS THE JOINT COMMITTEE

One request to address the Joint Committee had been received:

- Cllr Edwards was given 3 minutes to address the Joint Committee.



Cllr Edwards started by talking about Agenda Item 11 'Re-imagining How We Can Travel Differently'; in particular the sustainable transport network and the yet to be agreed town centre south link.

Cllr Edwards expressed concern regarding the changes being made to the transport network plans first being envisioned by HGGT, to a now very different transport solution that in his opinion will cause huge issues for Harlow Town.

Cllr Edwards also talked about the long-term revenue funding for the transport infrastructure.

Cllr Edwards pointed to the report where it mentions ongoing revenue of between 21 to 48 million pounds being spent on transport, and he queried where this revenue will be raised.

- Cllr Swords thanked Cllr Edwards for being the first ever public speaker to address the Joint Committee.

19 HGGT ANNUAL REVIEW

Naisha Polaine, HGGT Director, introduced a report on the HGGT Annual Review presenting the Harlow and Gilston Garden Town Annual Review for 2023-24. This was the sixth Annual Review, and it recorded a number of significant steps taken in the delivery of the adopted HGGT Vision during the last year. It also sets out the ambitions for the year to come.

The HGGT initiative published an Annual Review each year which sets out the achievements and progress of the 5-Council partnership towards its vision to promote healthy, sustainable communities and co-ordinate and facilitate the delivery of 16,000 new homes by 2033, and 7,000 new homes in the years after that along with associated transport, community and environmental infrastructure.

It was important that the progress of the 5-Council partnership led HGGT initiative was reported through the Annual Review in an accessible public facing record. The Annual Review would also be used to support future funding bids, inform project communications, and increase the visibility and prominence of the initiative across the wider community.

The HGGT Annual Review 2023-24 highlighted the progress that the 5-Council Partners were making in the planning and delivery of the Harlow and Gilston Garden Town initiative. Delivery highlights include the start of the Garden Town's North to Centre Sustainable Transport Corridor; the Latton Priory Design Code and the Masterplan Guidance for East of Harlow. At the heart of any sustainable and lasting town-led regeneration was a thriving town centre and Harlow had now begun significant town centre regeneration. Lastly, the Discover Harlow Engagement Hub had opened this year providing a place that local people and visitors could find out more about the work detailed above and talk to the HGGT and Harlow Regeneration Teams.

The Joint Committee commented on and agreed the recommendations in the report.

Resolved:

- (1) That as set out in Appendix A of the report, the HGGT draft Annual Review for 2023/24 be agreed.



- (2) That authority be delegated to the Director of HGGT, in consultation with the Chairman and Vice-Chairman of the Joint Committee, to make minor changes and publish the final version of the HGGT 2023/24 HGGT Annual Review on the HGGT website.

20 HGGT QUALITY REVIEW PANEL ANNUAL REPORT

Kevin Steptoe, Garden Town Lead for East Herts Council and Lead for Place-shaping and Engagement Workstream in the HGGT Team, introduced Lucy Block and Peter Maxwell from Frame Projects.

Block and Maxwell shared a presentation on the role of the Quality Review Panel (QRP) in helping deliver growth and regeneration across the Harlow and Gilston Garden Town. Example schemes and emerging issues were noted, as well as next steps and recommendations made to Local Authorities and Developers. The presentation provided an update to the Joint Committee regarding the work of the QRP over the last year and to highlight issues that were considered to require further attention in either policy development or through the delivery of development proposals.

The Joint Committee asked questions and commented on the presentations:

- The Joint Committee commented that it was positive that the area of expertise had been expanded and was pleased about the encouragement to design code but would like the panel to expand on this some more.
- The Joint Committee commented that in some instances it seemed requests from Authorities and from local people had been ignored, and that Authorities should have been consulted.
- Maxwell explained that the parameter scope needed to be clear about what could be built where and be specific to each location.
- The Review Panel would challenge and use best practice for long term planning with the help of the Authorities Planning Departments.
- The Joint Committee requested that the Terms of Reference be shared.
- Block explained that the Terms of Reference covered the remit of the Panel, as well as issues that the Panel needed to be aware of, and feedback and consultation. The Panel did not want to undermine the Joint Committee or any of the authorities.
- The Joint Committee asked if the Panel was finding that applicants were paying enough attention to the ICB and Health Authorities desires. The Joint Committee asked if the Panel had found any challenges with regards to the Authorities capabilities.
- Maxwell replied that sometimes applications had come in for a certain number of homes, rather than the purpose of these homes and what was trying to be achieved. Better applications included areas for green space, sustainable transport etc. There was room for improvement.
- Block added, regarding capacity in Authorities, an up-dating and up-skilling session had been set up for Wednesday 24th July 2024 with all the authorities. This would hopefully lead to confidence in bringing schemes forward.

The Joint Committee agreed the recommendations of the report.

Resolved:

- (1) That the HGGT QRP Annual Report 2023/24, as set out in Appendix A of the report-, and particularly the emerging issues and next steps to address these in Section 6, be agreed.



- (2) That authority be delegated to the Director of HGGT, in consultation with the Chairman and Vice-Chairman of the Joint Committee, to make any minor changes and publish the final version of the HGGT QRP Annual Report 2023/24 HGGT.

21 HGGT STEWARDSHIP CHARTER

Kevin Steptoe, Garden Town Lead for the East Hertfordshire District Council and Lead for Place-shaping and Engagement Workstreams, presented a report to the Joint Committee on how the 5-Council partners should consider the approach to be taken to ensure effective stewardship of the new communities created for the Garden Town. In this respect stewardship comprised the inclusive, proactive, and responsive planning, placemaking and care of new places. It was decided that Stewardship Guidance should be produced, providing direction to landowners, developers, community representatives and other stakeholders. This Guidance took the form of the Stewardship Charter, of six high level principles that set the expectations to achieve stewardship outcomes.

The draft Charter was subject to public consultation in the latter half of 2023. Feedback received during that consultation had been fully considered along with other inputs impacting on the Charter as set out in this report. Following the consultation a range of amendments had been made to the draft Charter bringing it into a final draft. The Charter could now be agreed by the Joint Committee.

The Joint Committee commented on the presentation:

- Praise and endorsement were given for the work put into this report and the Chartership in general.
- It was recognised what an important piece of work the Chartership was for future developments and the standard of houses delivered to residents.
- It was mentioned that the Planning Authorities now needed to be robust when accepting development proposals, and whether those proposals were fulfilled.

The Joint Committee agreed the recommendations of the report.

Resolved:

- (1) That the result of the consultation exercise and consequential amendments to the draft Stewardship Charter as set out in paras 3.1 to 3.11 of this report be agreed.
- (2) That the final Stewardship Charter, as set out at Appendix G be agreed.
- (3) That authority be delegated to the HGGT Director to make further minor amendments to the final Stewardship Charter as may be required and to update the Charter Foreword in the final version of the Charter in consultation with the Chairman and Vice-Chairman of the Joint Committee.

22 "RE-IMAGINING HOW WE CAN TRAVEL DIFFERENTLY" - A HGGT FRAMEWORK (HGGT MODAL TRANSITION DELIVERY FRAMEWORK)

Naisha Polaine, HGGT Director, introduced Rob Goodall from ARUP Group Limited. Goodall presented to the Joint Committee on how to develop and approve the HGGT Transport Strategy and oversee the implementation of the Transport Strategy. This includes the delegated function to develop and maintain an overarching programme plan of key activities required to deliver the HGGT modal shift targets.



The Framework would enable the 5-Council partners to programme and plan those initiatives working with the modal shift assumptions in planning permissions for the HGGT sites. It would also assist in seeking funding, where required, from other public and private sources. The HGGT's 5-Council partners were also required, as part of the Housing Investment Grant (HIG) funding provided by Homes England, to evidence that progression towards achieving the modal transition target was being made.

The Joint Committee asked questions and commented on the presentation:

- The Committee noted that modal shift in transport was difficult, but modal shift including existing residents would be even more difficult to achieve.
- A request for an undertaking of a review of the new government and its new legislation and agenda was made, and it was proposed that Polaine and the HGGT lead officers would be delegated authority to undertake minor amendments following the review.
- Polaine suggested that a first version of the Framework be published and updated once further details regarding the new Governments legislation and agenda are available.
- It was suggested that adoption of the report may be on a rolling basis following the review of Government changes.
- A comment was made that due to the scale of the proposed Garden Town in 10 years' time, active travel was an enormous challenge and required pioneering solutions.

The Joint Committee agreed the recommendations of the report.

Resolved:

- (1) That the Framework 'Re-Imagining How we Can Travel Differently' (The Framework), as set out in Appendix A of the report, be agreed.
- (2) That consideration of the Framework in the evidence base for the execution of highways and transport planning decisions and developer contributions by the HGGT Council partners be agreed.
- (3) That the working together of the HGGT Council partners to continue to develop an overarching programme plan of key activities required to deliver modal shift, informed by the Framework, be agreed.
- (4) That a progress update be reported to the Joint Committee in Spring 2025.

23 HGGT PROGRAMME MANAGEMENT REPORT

The Chairman proposed to move this Agenda item into private session and debate the entire HGGT Programme Management Report as one item together with Agenda item 16. This was seconded by Cllr Boulton and agreed by the Joint Committee.

24 ANY OTHER BUSINESS

It was noted that there was no other business for consideration by the Joint Committee.



25 DATE OF THE NEXT MEETING

The Joint Committee noted that their next meeting would be on Tuesday 22 October 2024 at 6.30pm.

26 EXCLUSION OF PUBLIC AND PRESS**Resolved:**

That, in accordance with Section 100(A)(4) of the Local Government Act 1972, the public and press be excluded from the meeting for the item of business set out below as it would involve the likely disclosure of exempt information as defined in the paragraphs of Part 1 of Schedule 12(A) of the Act indicated and the exemption is considered to outweigh the potential public interest in disclosing the information:

<u>Agenda Item No</u>	<u>Subject</u>	<u>Exempt Information Paragraph Number</u>
12	HGGT Programme Management Report (Exempt)	3

27 HGGT PROGRAMME MANAGEMENT REPORT (EXEMPT)

Agenda Item 12 and 16 amalgamated.

Naisha Polaine, HGGT Director, presented the HGGT programme Management Report: The purpose of the Joint Committee was to provide unified leadership to deliver the ambitious spatial growth proposals set out in the Local Plans of HDC, EHDC and EFDC supported by ECC and HCC to align and maximise opportunities for new and existing residents and communities.

The HGGT Joint Committee held the responsibility to deliver the agreed HGGT Vision to promote healthy, sustainable communities and co-ordinate and facilitate the delivery of 16,000 new homes in the HGGT by 2033, and 7,000 new homes in the years after that, along with associated transport, community, and environmental infrastructure.

This report provided the Joint Committee with oversight of progress against its agreed programme of work for 2024/25 which aimed to progress delivery of its HGGT Vision.

The Joint Committee asked questions and debated the report:

- The debate centred around engagement with the Government for support and revenue.
- A discussion followed as to what exactly should be asked of the Government, and the way in which the ask should be made.

The Joint Committee agreed to the recommendation in the report.

Resolved:

- (1) That the Programme Management Report, as set out in Appendix A of the report, providing progress updates against the agreed HGGT 2024/25 annual work programme be agreed.
- (2) That the HGGT Master Programme for Delivery featured in the HGGT Level 0 Integrated Programme Dashboard, as set out in - Appendix A of the exempt Programme Management Report be agreed.
- (3) That the 9 programme risks and proposed mitigation actions in the Level 0 Strategic Risk Register featured in the HGGT Level 0 Integrated Programme Dashboard, as set out in Appendix A of the exempt Programme Management Report, be noted and agreed.



HARLOW & GILSTON GARDEN TOWN QUALITY REVIEW PANEL

Page 8

Peter Maxwell - Chair of the panel

Lucy Block - Frame Projects

22 July 2024

HGGT
HARLOW & GILSTON
GARDEN TOWN

Minute Item 2

FRAME PROJECTS TEAM



Deborah Denner
Director



Lucy Block
Associate



Yingli Tang
Panel Coordinator

NPPF

SECTION 12 - ACHIEVING WELL DESIGNED PLACES

Page 10

'Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development... there is a range of tools including workshops to engage the local community, design advice and review arrangements...These are of most benefit if used as early as possible in the evolution of schemes...In assessing applications, **local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels.**'

(National Planning Policy Framework, paragraph 138)

DESIGN REVIEW PRINCIPLES

'Design Review is focused on outcomes for people. It explores **how a building or place can better meet the needs of the people who will use it and of everyone who will be affected by it.** It does this by constructively encouraging to improve the quality of architecture, urban design, landscape and highway design.'

(Design Review Principles and Practice, chapter 1, page 7)

Design Review is:

Independent

It is conducted by people who are unconnected with the scheme's promoters and decision makers, and it ensures that conflicts of interest do not arise.

Expert

It is carried out by suitably trained people who are experienced in design and know how to criticise constructively. Review is usually most respected where it is carried out by professional peers of the project designers, because their standing and expertise will be acknowledged.

Multidisciplinary

It combines the different perspectives of architects, urban designers, urban and rural planners, landscape architects, engineers and other specialist experts to provide a complete, rounded assessment.

Accountable

The Review Panel and its advice must be clearly seen to work for the benefit of the public. This should be ingrained within the panel's terms of reference.

Transparent

The panel's remit, membership, governance processes and funding should always be in the public domain.

Proportionate

It is used on projects whose significance, either at local or national level, warrants the investment needed to provide the service.

Timely

It takes place as early as possible in the design process, because this can avoid a great deal of wasted time. It also costs less to make changes at an early stage.

Advisory

A design review panel does not make decisions, but it offers impartial advice for the people who do.

Objective

It appraises schemes according to measured, objective criteria rather than the stylistic tastes of individual panel members.

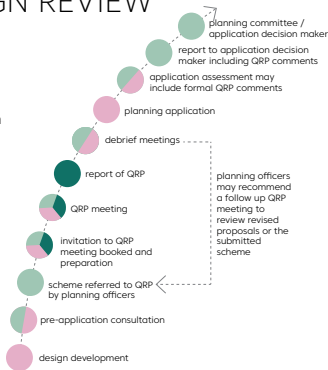
Accessible

Its findings and advice are clearly expressed in terms that design teams, decision makers and clients can all understand and make use of.

VALUE OF DESIGN REVIEW

- Early identification of design issues before the scheme is fixed
- Constructive feedback to inform ongoing pre-app discussions
- Follow up reviews (in either formal or chairs review format)
- Can be included as part of PPAs to establish expectation upfront

- Applicant / design team
- Council / Local Authority
- Quality review panel (QRP)



MEMBERSHIP

Chaired by Peter Maxwell, Director of Design at the London Legacy Development Corporation, the panel includes 25 professional members, including:

- architects / masterplanners
- urban designers / town planners
- landscape architects
- heritage / townscape experts
- development experts
- sustainability experts
- social infrastructure experts
- inclusive design experts
- transport / infrastructure experts
- stewardship experts



TYPES OF REVIEW

Formal review:

- Chair + 4 panel members
- Most commonly used format
- Recommended for schemes with greater impact

Chair's review:

- Chair + 1 panel member
- Recommended for smaller development proposals, or schemes previously presented at a formal review

Workshop review:

- Chair + 2 panel members
- More discursive in nature than a formal review
- Can be used for larger masterplans / complex sites to focus on key thematic issues

SCHEMES REVIEWED

20 reviews, from 1 April 2023 to 31 March 2024

- 8 within HGGT and 12 in EFDC, and 11 returning schemes

Type of review

- Formal review
- Workshop review
- Chair's review



Applicant type

- Private developer
- Public/private partnership
- Local authority



Type of proposal

- Masterplan
- Policy document
- Extra care
- Public realm
- Mixed use
- Education
- Residential (up to 50)
- Residential (50+)



Design stage

- Pre-application
- Draft document
- Submitted
- PPA masterplan



Page 15

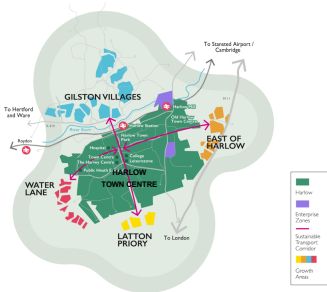
PROPOSALS REVIEWED

GARDEN TOWN AREAS

Page 15

- Town Centre - 1
- Gilston Villages - 4
- East of Harlow - 0
- Latton Priory - 2
- Water Lane - 0

+ one policy document



LESSONS LEARNED

Progress meeting - February 2024

- Meeting with HGGT officers, Frame Projects and Panel Chair, to discuss adjustments to the review process and address issues around performance, as well as gaps in panel expertise.

Annual report - April 2023 to March 2024

- To evaluate effectiveness of the review process, including quantitative information on schemes reviewed, and feedback from panel members, applicants and local planning authority representatives

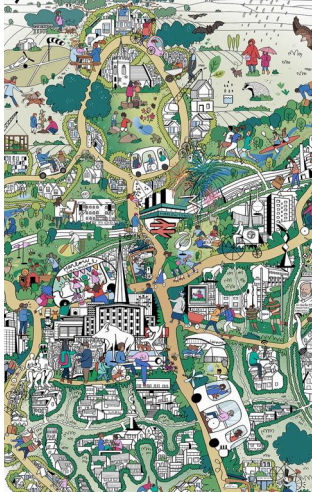
Annual meeting - TBC

- Opportunity for updates on planning policy and development coming forward in the HGGT area, as well as sharing lessons learnt and celebrating successful projects

STRATEGIC MASTERPLANS

Page
18

- Increase in the number of strategic sites coming to the panel over the last year.
- Scale and complexity of strategic sites
- Bespoke formats / extended sessions
- Splitting the complex masterplans into thematic sections.



CHARACTER AND IDENTITY

- Challenge of placemaking within a semi-rural setting and for urban extensions
- Development of stronger design guidance, for example district wide design codes
- Additional best practice references for design teams and council officers, as well as the panel members.

Page 19



SUSTAINABILITY AND TRANSPORT

- Panel working to support the ambitions for modal shift and promotion of active travel
- Good awareness of issues around climate resilience, biodiversity and sustainable drainage
- Applicant responses to low carbon and passive design more variable





Having taken a number of schemes to the Quality Review Panel, I can only speak highly of the process and value we've experienced from it. The panels are made up of members from different professional backgrounds and with a range of skills that complement each other.

The invaluable, constructive feedback we've been helped us to develop well-rounded and improved proposals. Engaging with the QRP more than once during the pre-application process really maximises the benefits. We will continue to utilise this service as it's extremely effective and I would really encourage others to do the same.

Ben Spencer
GS8

Page 21



RE-IMAGINING HOW WE CAN TRAVEL DIFFERENTLY

Page 22

JUNE 2024



HGGT Joint Committee Board Meeting

Summary Presentation

Re-Imagining How We Can Travel Differently

22nd July 2024

Rob Goodall, Associate Director, Arup

Presentation Purpose

Summary

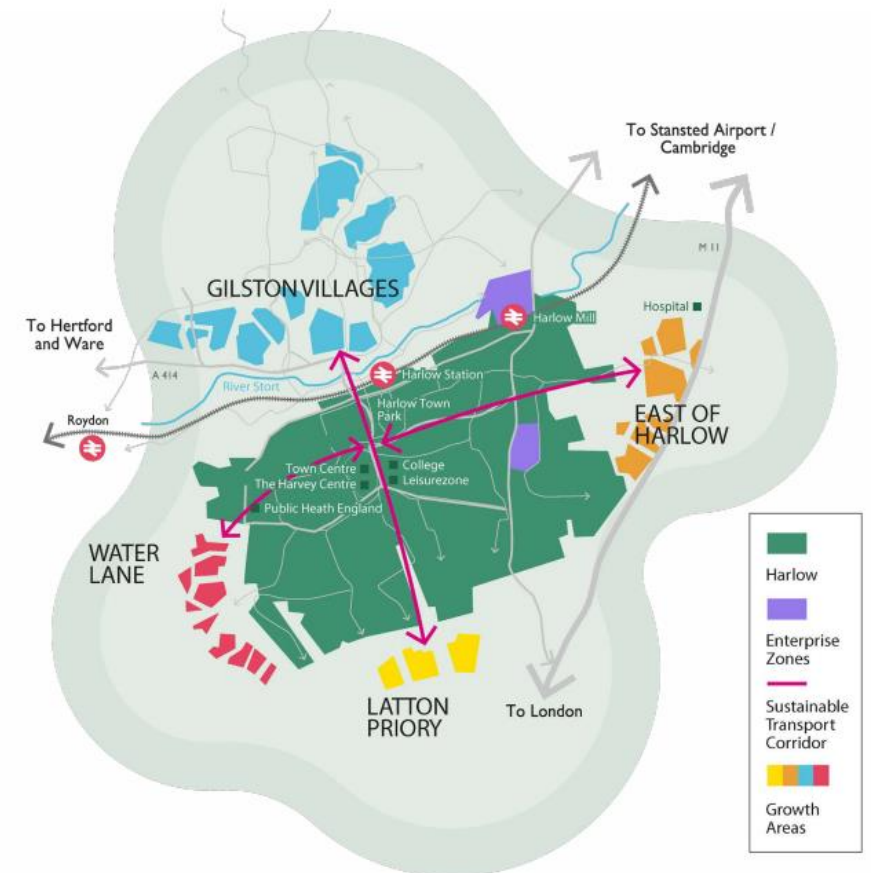
- Overview of Arup's report – 'Re-imagining how we can travel differently' developed on behalf of, and in conjunction with, HGGT and all partners
- Highlighting of challenges/risks and opportunities of approach to travel behaviour in Harlow and Gilston
- Share the recommendations and the delivery pathway
- Seek approval on final documentation

1. Introduction

Introduction

- Arup has been commissioned by Harlow and Gilston Garden Town (HGGT) to produce a study into how travel behavior could be influenced or re-imagined.
- The purpose of this work is to set out how the objectives established in the HGGT Transport Strategy (2022) could be achieved under different scenarios.
- Across the HGGT area, 2023 surveys have indicated that there is currently a 23% sustainable travel mode share.
- Arup have devised a methodology of prioritised interventions and how travel behaviour could change to meet the stated objectives.

Page 25



Introduction

Purpose and Approach to Delivery

The key purposes of this work are to use it as:

- 1** A tool to leverage s106 funding contributions from Developers to support achievement of the modal objectives.
- 2** A mechanism to obtain funding from governmental departments.
- 3** A pathway to discharge the conditions of the Housing Infrastructure Grant.
- 4** A technical base and supporting information for Local Transport Plans (whether they are existing and/or emerging).

It is important to note that interventions contained within this work are currently unfunded, and therefore a clear objective will be to use it as a “hook” to leverage financial support.

2. Context

HGGT Context

HGGT objectives and funding conditions

Transport Strategy objectives

50% of all trips starting and/or ending in the **existing** settlement area of Harlow Town should be by **active and sustainable travel modes**

60% of all trips starting and/or ending in the **new** Garden Communities of Harlow & Gilston Garden Town should be by **active and sustainable travel modes**

Page 28
by 2033

Key takeaways:

- Harlow residents will need to change the way they travel to achieve the agreed objectives.
- New strategic sites will need to *establish* how the objectives will be achieved.

Grant Determination Agreement (GDA) Part 1 - Transport Monitoring

- 3.1 The Grant Recipient shall provide:
 - 3.1.1 further transport **monitoring and evaluation** if requested by the Department for Transport, including, but not limited to, the monitoring and evaluation of travel plans including sustainable and active modes;
 - 3.1.2 details of **potential approaches** to meeting this requirement

Key takeaways:

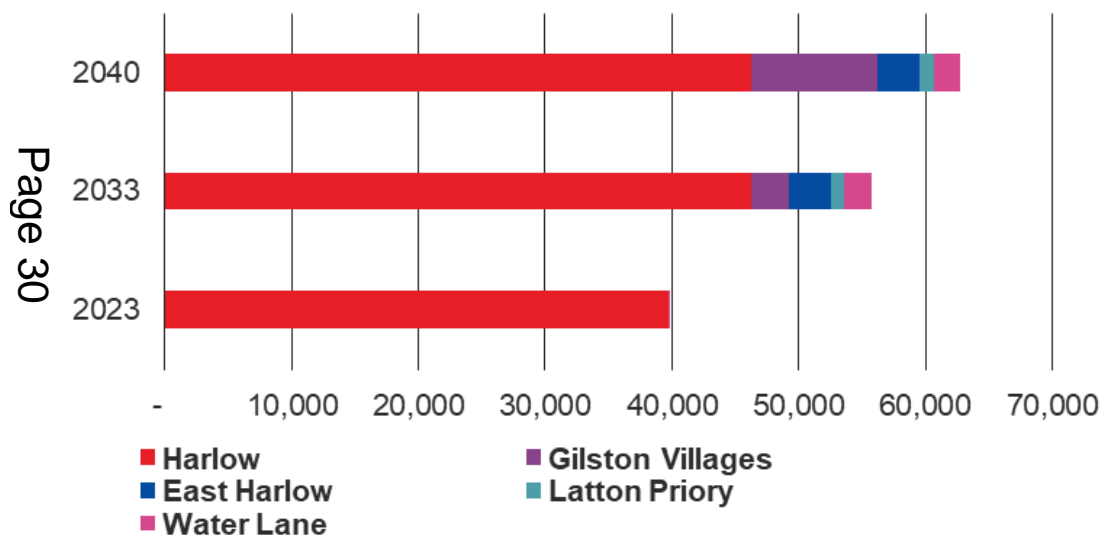
- Clear and effective Monitoring and Evaluation Plan is required showing the baseline information and the pathway to achieving the requirements.
- This work will need to set out the range of potential approaches to meet the requirements, for both existing Harlow residents and those in the future.

3. The Challenge

Delivering Growth

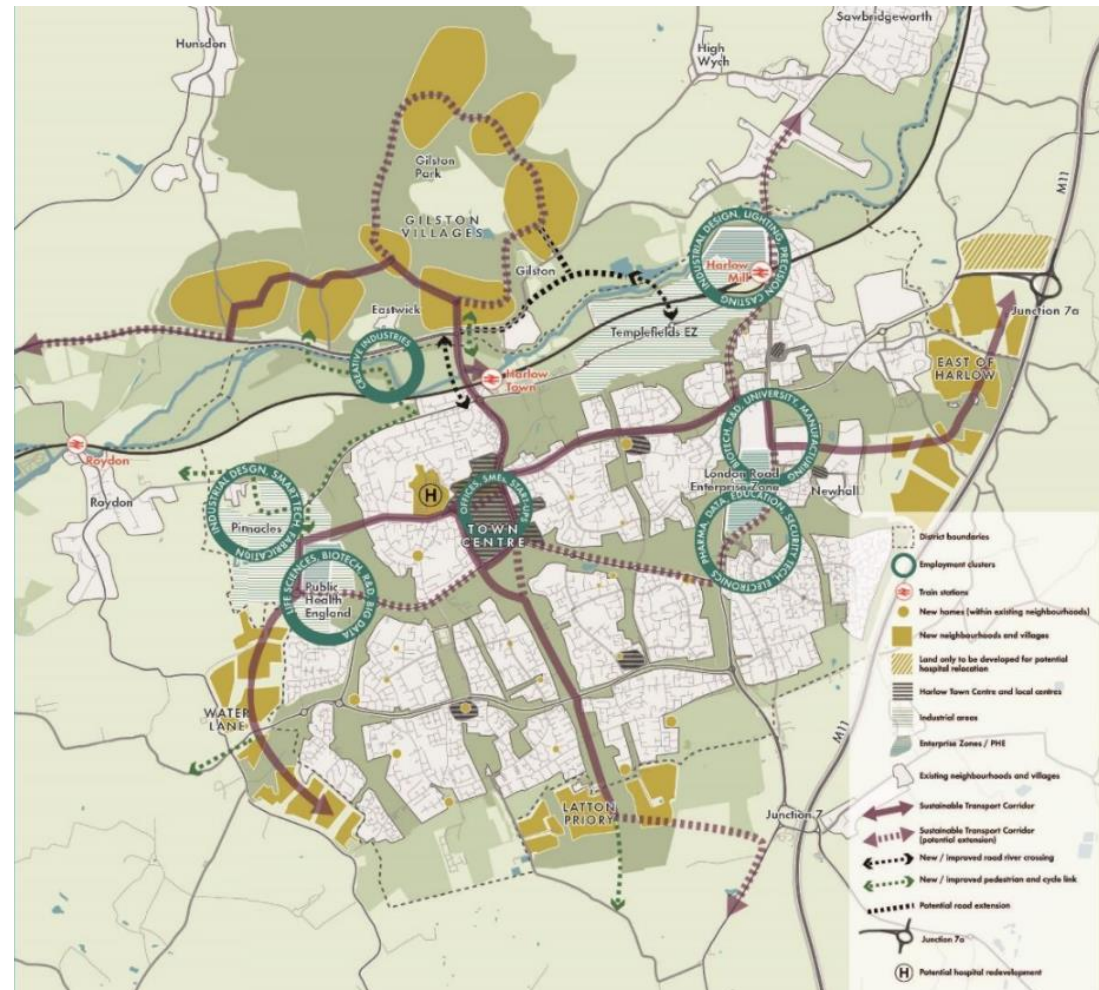
HGGT Planned Development

HGGT growth in number of homes



N.B. 2033 Harlow homes is an approximation from 16,000 total

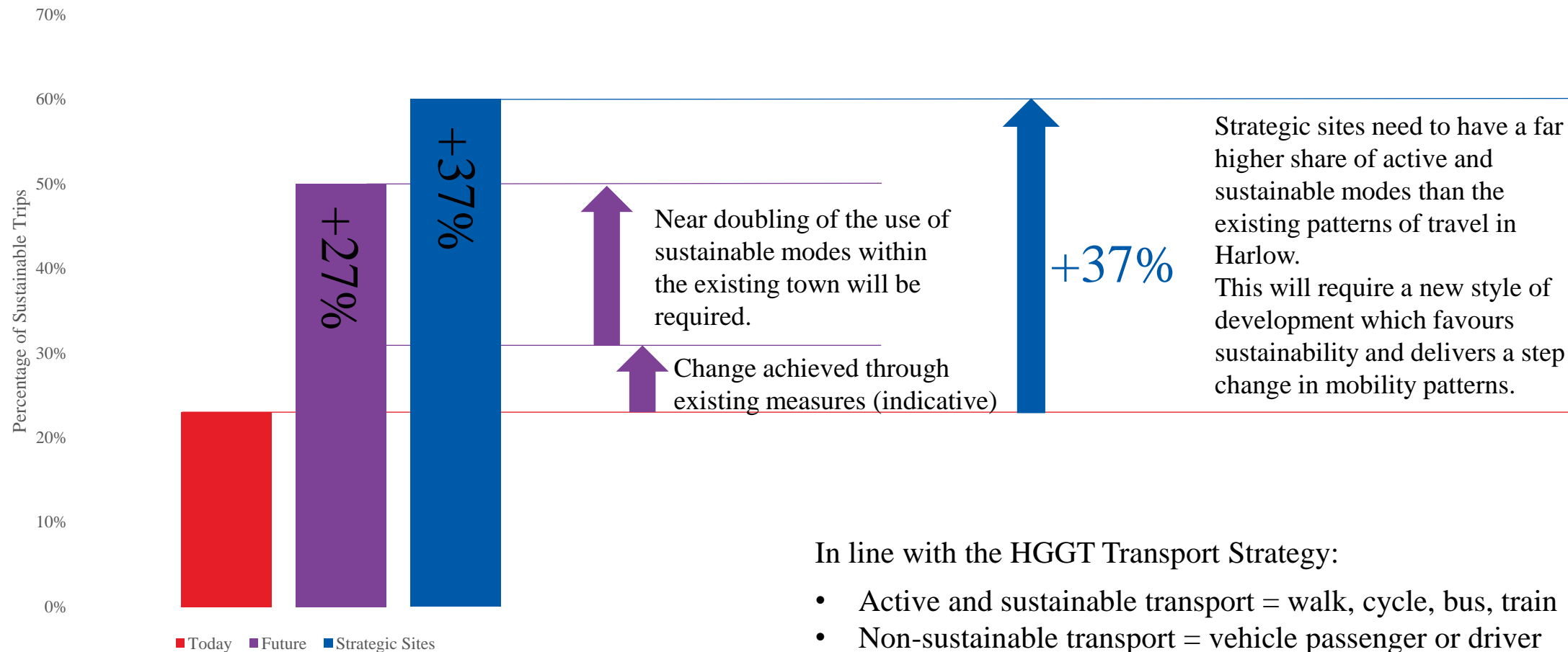
A key pillar of the planning and development approach for HGGT is the significance of sustainable transport modes and how a change towards their use can be delivered and achieved.



Baseline Transport Profile

The challenge – mode shares

Page 31

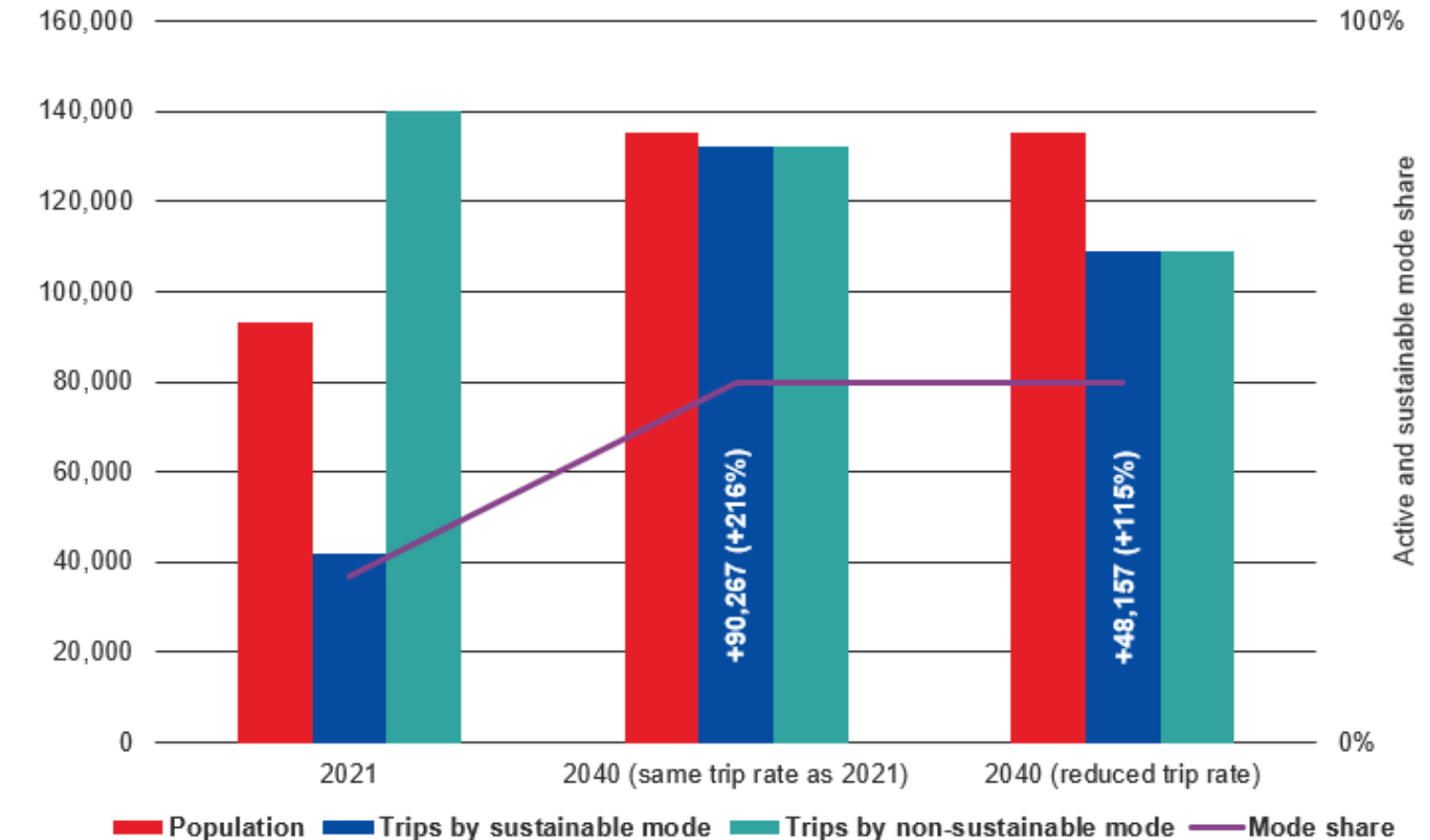


Baseline Transport Profile

The challenge – demand

- A significant increase in the number of trips to be made by sustainable modes:
 - +90,267 (+216%) trips per day if there is no reduction in the trip rate (trips per person per day)
 - +48,157 (+115%) trips per day if there is a reduction in the trip rate (trips per person per day)
- The capacity of the active and public transport network will need to match this anticipated demand
- The reduction in the non-sustainable mode share results in non-sustainable trips reducing moderately from 2021 with the growth projections

Page 32



2021 trip rate: 1.95 trips per person
 Reduced trip rate: 1.61 trips per person (1% reduction per year)

4. Reimagining Travel

Themes



Roads, Streets and Neighbourhoods

ARUP



Increasing Bus Use



Increasing Shared Mobility and Active Travel



Targeted Engagement Programmes



Rebalancing the Cost of Travel

ARUP



Sustainable Freight and Delivery

ARUP

5. Scenarios

Scenarios

Strategy, Programmes and Interventions

Three scenarios have been developed to provide an indication of potential pathways to achieving the HGGT objectives.

Scenario	Falling behind achieving the objectives for HGGT (BAU)	Trailing the target timeframes but progressing towards the objectives for HGGT (Ambition)	On track to achieve the objectives for HGGT (Exemplar)
Summary	No significant changes beyond committed infrastructure and developer funding for new infrastructure and only a small behavioural change programme in place.	Delivery of some targeted interventions has been achieved, however more controversial and higher cost schemes not delivered.	Difficult decisions regarding the delivery of more controversial and higher cost schemes have been made which reinforces growth in active and public transport through improved services and land use change.

Scenarios

Exemplar Scenario: Harlow

In this scenario, the objective for the HGGT area is achieved by 2035 and overall vehicle trips across HGGT are below today's level, ensuring traffic and congestion levels do not increase.

Using available resources, HGGT successfully delivers interventions that contribute to the objectives in the short term and in response to this approach, the HGGT area continues to receive significant funding from Local and Central Government to deliver further improvements.

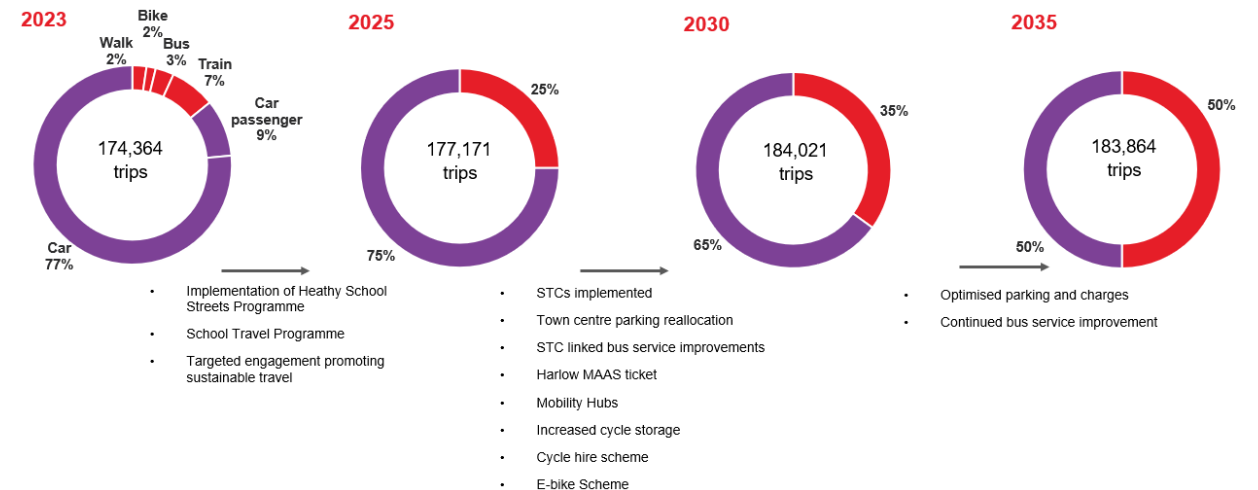
The timely delivery of interventions, such as STCs and improved public transport, increases public support for further interventions and support for the ongoing cost of subsidised public transport. The HGGT area's roads become less congested which in turn enables the re-prioritisation of road space in the high streets and town centre to development and supporting active transport. Lower traffic and greater bus priority supports the bus networks performance and makes the HGGT area a more attractive place to walk and cycle.

Working from home has a sustained impact on how often people choose to commute and local travel increases substantially, typically by walking or cycling. E-bikes are particularly popular for travel to mobility hubs over middle distances, combined with an improved bus network supported by DRT in lower density areas.

Trip type	Walk	Cycle	Rail / Bus	Car	Car passenger
Commuting and business	Minor change	Major change	Major change	Major change	Major change
Education or education escort	Major change	Major change	Major change	Major change	Major change
Shopping and leisure	Major change	Minor change	Major change	Major change	Major change

Minor change Major change

Active and sustainable modes
 Walk Cycle Bus Train Car Car passenger



By 2040:

- 10,389 additional total daily trips
- 52,472 additional daily trips by active and sustainable modes
- 42,083 fewer daily trips by car modes

27% increase in active and sustainable mode share

Scenarios

Exemplar: Strategic Sites

In this scenario, the objective for the strategic sites is achieved by 2035.

The strategic sites are designed in such a way that supports high active and public transport travel for all trip types, growing the active and sustainable mode share quickly from 15% to 47% to 2030. The objective is further advanced up to 2035 due mostly to implementation of parking policies which discourage short vehicle trips and high-quality walking and cycling routes.

Initially lower rates of public transport take up are seen as service levels builds as demand increases. Developments are attractive to new and existing residents partially because of the sustainable lifestyle they deliver for residents.

Short trips are concentrated on walking and cycling, this includes access to schools, retail and local leisure facilities. Cycling occurs along dedicated cycle routes and local streets and safe storage is provided at key locations.

For journeys into Harlow and onwards, many residents use the high-quality turn up and go local bus provision utilising the STCs or an expanded DRT to get to the town centre and for regional connections via the train or bus station.

Trip type	Walk	Cycle	Rail / Bus	Car	Car passenger
Commuting and business	Minor change	Major change	Major change	Major change	Major change
Education or education escort	Major change	Major change	Major change	Major change	Major change
Shopping and leisure	Minor change	Major change	Major change	Major change	Major change

Minor change Major change

By 2040:

68,320 additional total daily trips

40,992 additional daily trips by active and sustainable modes

27,328 additional daily trips by car modes

60% active and sustainable mode share

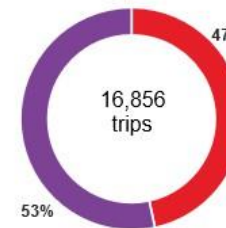
Active and sustainable modes

Walk Cycle Bus Train Car Car passenger

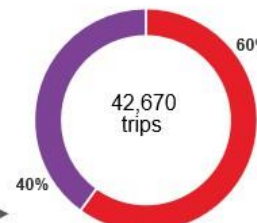
2025



2030



2035



- As per Harlow interventions ,plus:
- Residential Travel Plans
- Villages DRT

- As per Harlow interventions, plus:
- Designed in mitigation to new developments
- Strategic Sites Parking Policy

6. Summary

ARUP