

Report to: HARLOW AND GILSTON GARDEN TOWN JOINT COMMITTEE

Title: 'HGGT Re-imagining How We Can Travel Differently',
(HGGT Modal Transition Delivery Framework)

Report Reference: JC-013-2024/25

Date: 01 April 2025

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Enclosures: Appendix A:
'HGGT Re-Imagining How We Can Travel Differently'

Recommendations/Decisions Required:

The HGGT Joint Committee is asked to:

- A. Approve the update of the Modal Transition Delivery Framework 'Re-Imagining How we Can Travel Differently', (Framework), as set out in Appendix A.
- B. Recommend to Harlow and Gilston Garden Town (HGGT) Council partners that the Framework and the update to progress remains considered in the evidence base for execution of highways and transport planning decisions. The paper will be used to lobby for additional funding streams, the aspirational programme estimated at £470k for 2025/26.
- C. Agree that an update on progress is further reported to the Joint Committee in Autumn 2025.

1. Executive Summary



- 1.1 The 5 Council partners have committed to transforming how current and future residents of HGGT can travel in the future as set out in the Local Plans of the three Local Planning Authorities in conjunction with the Local Transport Plans (LTPs) for the two County Councils. This ambition underpins the sustainable growth objectives of the Garden Town and aims to improve the quality of life for the community. The principles of the approach were formally agreed by the HGGT Board through the HGGT Transport Strategy which has been endorsed by each of the 5 Council partners concluding in October 2022.
- 1.2 Appendix A contains the Framework, 'HGGT Re-Imagining How We Can Travel Differently', which provides a high-level unfunded approach setting out a range of draft actions and interventions which aim to underpin the objectives as set out in the HGGT Transport Strategy.
- 1.3 The project consultants (ARUP) were commissioned to work with the HGGT 5 Council partners to develop the Framework.
- 1.4 This report provides an update to progress of the Framework 'Re-Imagining How we Can Travel Differently', (HGGT Modal Transition Delivery Framework), as set out in Appendix A.

2. Reasons for proposed Decision:

- 2.1 The HGGT Joint Committee has been formed by the 5 Council partners 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.
- 2.2 The Framework will 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 will also assist in seeking funding, where required, from other public and private sources. The HGGT 5 Council partners are 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 is being made.

3. Other Options for Action:

- 3.1 It could be determined not to approve the updated Framework and delivery plan presented at Appendix A and to take no further action in relation to it. This option as a course of action is not recommended. It would not support and enable the development of the 5 Council partners approach to sustainable travel and leave the HGGT Transport Strategy (endorsed by each HGGT Council partner) without further detail on proposed actions. It would also leave landowners, developers, community representatives and other stakeholders without further

guidance from the 5 Council partners on the steps towards meeting the agreed modal shift targets in the adopted Local Plans.

4. Introduction

4.1 The HGGT Transport Strategy was endorsed by the 5 Council partners in October 2022 to give weight in Planning decision-making for the three Local Planning Authorities in conjunction with the Local Transport Plans (LTPs) for the two County Councils.

4.2 The Transport Strategy developed the HGGT Vision in respect of the key principles for Healthy Growth through a focus on sustainable movement as set out in the Local Plans. It is also consistent with the principles of the Town and Country Planning Association Garden Community Guidance.

4.3 Alongside the objectives to improve air quality, health and wellbeing, reduce congestion and to deliver sustainable growth for the wider community, the Transport Strategy identifies a primary overarching objective:

- '50% of all trips starting and/or ending in the existing communities of Harlow Town should be by active and sustainable travel modes and 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.'

4.4 The initiatives identified in the HGGT Modal Transition Delivery Framework are unfunded in the same way that the HGGT Local Cycling and Walking Instructure Plans (LCWIP's) and Infrastructure Development Plan (IDP) are unfunded plans.

4.5 The approval of these updates to the Framework by the HGGT 5 Council partners will assist officers in securing additional funding from a variety of sources including developer contributions and Government grants.

4.6 Similar to other documents relevant to transport (e.g. the HGGT Infrastructure Development Plan (IDP) and the HGGT LCWIP) the Framework is not a statement of agreed and committed actions to be taken by any or all the HGGT Council partners. It recognises that each community has a range of different challenges and opportunities.

5. Purpose Of The 'HGGT Re-Imagining How We Can Travel Differently' Framework

5.1 The 5 Council partners have committed to transforming how current and future residents of Harlow and Gilston Garden Town can travel in the future as set out in the Local Plans of the three Local Planning Authorities in conjunction with the Local Transport Plans (LTPs) for the

two County Councils. This ambition underpins the sustainable growth objectives of the Garden Town and aims to improve the quality of life for the community. The principles of the approach were formally agreed by the HGGT Board through the HGGT Transport Strategy which has been endorsed by each of the 5 Council partners concluding in October 2022.

- 5.2 The HGGT Transport Strategy established a clear set of mode share objectives and a set of principles which are aligned to the planned delivery of 23,000 new homes across the Garden Town area. The MTDf provided further data analysis showing that in practical terms this means shifting 40,000 existing daily car trips to sustainable modes, among the current 100,000 residents, by 2035. It also involves accommodating 70,000 daily trips by 2040 which will be associated with the growth of strategic sites around Harlow. The goal is to achieve 60% of new trips by sustainable modes with the residual being made by non-active private transport (i.e. cars)¹.
- 5.3 The teams focussing on the new garden community neighbourhoods around Harlow, all at different stages of planning and delivery, have been considering and responding to these principles, with the Gilston Villages the most advanced. However, existing communities must be supported through a range of travel options which are complimentary to the success of any of the new modal transition options and interventions currently being delivered as part of the Garden Town initiative. To date there has been less focus on the existing communities and what those options might be and how they might need to be funded.
- 5.4 The Modal Transition Delivery Framework set out a range of possible interventions which could, subject to funding and further detailed assessment and engagement, be implemented to achieve the objectives set out in the Transport Strategy. It sought to set out how the overarching mode share objective could be achieved under different scenarios through the prioritisation of initiatives. It also provided basic estimates of the scale of contribution different actions could make towards achieving the mode share objective.
- 5.5 The Framework provided evidence for the highways and transport authorities to consider in implementing and reviewing the Local Transport Plans which form the statutory transport plans covering the Harlow Gilston area.

6. Update to Progress – Modal Transition Delivery Framework Pathway

- 6.1 Updates to progress on the Modal Transition Delivery Framework Pathway (MTDF) Delivery Themes and Interventions are provided below.

¹ HGGT Modal Transition Delivery Framework [‘Re-imagining How We Can Travel Differently’](#) p.12

| Delivery Theme | Increasing Bus Use |
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| Intervention | Bus Service Improvement: Bus & Operational Services - Enhanced Bus Partnership |
| Current Status | <p>1. Bus Summit:</p> <ul style="list-style-type: none"> • Held in October 2024, • In attendance were stakeholders from the five council partners, various developers from the strategic sites and bus operators with a vested interest in the region, • The key focus was on the future of sustainable transport, • The discussions at the bus summit covered: <ul style="list-style-type: none"> ○ Current and future public transport services ○ Discussion on the benefits of buses, such as job access, health benefits, and reduced congestion ○ Simple bus network, reliable services, and low-emission buses. <p>2. Developer and Bus Operator Forum:</p> <ul style="list-style-type: none"> • Held in February 2025, • In attendance were stakeholders from the five council partners, various developers from the strategic sites and bus operators with a vested interest in the region, • The key focus was to update and have continued engagement with developers and bus operators, • Discussion points at the session included: <ul style="list-style-type: none"> ○ Overall Master Programme for growth and infrastructure ○ Data Dashboard and how the project collates information from consultations across the five council partners, creating a landscape that identifies current resident issues and needs and shapes future plans ○ Buses and how can we leverage commercial operators and developers to work together ○ Bike Hire scheme, including funding options to bring a trial scheme to HGGT (see below) alongside consultation with the bike share industry and learnings from similar schemes across the UK ○ Design Guide and how a potential update to the 2018 version can represent recent changes to the National Planning and Policy Framework, • Challenges and goals of bus provision were discussed with forum attendees, and |

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| | <ul style="list-style-type: none"> • Presentation from Central Connect on the benefits of bus friendly housing developments and how reliable services can widen the new build buyer pool locally. <p>3. Harlow Bus User Group:</p> <ul style="list-style-type: none"> • First meeting held in January 2025 to discuss matters between interested parties, • The Chair of the group was Councillor Matthew Saggars, • Traffic conditions in Harlow were one of the main topics under discussion, and • Other topics included Harlow Bus Station and discussion with bus operators around the impact of ongoing roadworks to schedules. |
| Next Steps | <ol style="list-style-type: none"> 1. Future steps involve forming a virtual Enhanced Partnership group to achieve these goals and secure government funding for transport projects. 2. Continue to engage with developers and bus operators in various forums. 3. A follow up Developer and Bus Operators forum is scheduled for May. 4. Review information from residents highlighting improved bus services as a priority during the Garden Town's Your Quality-of-Life campaign in 2022, the topic was back on the Developer Forum agenda following HGGT's successful Bus Summit with local operators last autumn. |
| Delivery Theme | Increasing Shared Mobility and Active Travel |
| Intervention | Mobility Hubs: Harlow Stations |
| Current Status | <ol style="list-style-type: none"> 1. Essex County Council are working to scope potential improvements to the interchange areas at Harlow Town and Harlow Mill Railway Stations in order create transport hubs accessible by a range of sustainable transport modes. 2. The aim of future improvements would be to: <ul style="list-style-type: none"> • Create welcoming gateways to the town of Harlow, • Provide high quality waiting areas, • Facilitate a better range of travel options for visitors and residents, • Improve connectivity, • Make space around the stations safer, and |

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| | <ul style="list-style-type: none"> • Help support an anticipated increase in passenger traffic of journeys to and from the Garden Town made by sustainable transport modes. <p>3. Improvements for Harlow Mill Station include:</p> <ul style="list-style-type: none"> • Proposed new bus stops, • New drop off bays, • New taxi spaces, • Improved walking and cycling facilities, and • A signalised crossing over the A1184 Cambridge Road. <p>4. Improvements for Harlow Station include:</p> <ul style="list-style-type: none"> • A new bus stop layout, • Relocation of the existing taxi bay, • New drop off bays on Station Approach, • A zebra crossing across the forecourt, • A new cycle route from Burnt Mill Roundabout, • A new cycle storage facility, and • A new one-way route for buses behind the multi-story car park to Edinburgh Gate. <p>5. A further study at Harlow Station was commission by HGGT and carried out by WW+P Architects.</p> <ul style="list-style-type: none"> • The project examined Harlow Town Station and its context to identifying opportunities for making the station a more effective multi-modal Hub and Gateway for Harlow and includes: <ul style="list-style-type: none"> ○ Looking at proposals for a Transport Interchange South of the station ○ Potential for a northern access ○ Reviewing the adequacy of existing station buildings for future growth including ensuring suitable capacity and accessibility options. • A Combined Options Sifting Workshop was held with key partners • The Workshop identified that to create a viable Gateway to Harlow and wider HGGT area, any proposal requiring planning permission would also need to consider flood risk, sustainable drainage, Biodiversity net gain and soft landscaping, appropriate lighting and surfacing materials. These considerations will assist making the future expanded Mobility Hub a well-designed and connected Place and destination. |
| Next Steps | <p>1. Early engagement has taken place with the HGGT groups in 2024, illustrating the vision for improvement. Further</p> |

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| | <p>engagement with stakeholders and business will help understand how the changes will impact those in the local area.</p> <p>2. Reaching out to active travel groups, accessibility groups and rail users.</p> <p>3. Review of Combined Options Sifting Workshop recommendation and final report.</p> |
| Intervention | Cycle Hire Scheme |
| Current Status | <ol style="list-style-type: none"> 1. Currently finalising scope with proposal for scheme to incorporate 220 bikes. 2. Review analysis of pros and cons of e-bike only vs mixed vs manual only. 3. Include approach to achieving social value goals and review deprivation map for insight into social value. 4. Scoping circa 60 parking bays where bikes would be required to be parked. 5. Cycle hire will be available across Harlow. 6. Engagement with developers and bus companies at developer forum. 7. Focus on links to rail stations and town centre. 8. Exploring funding options including a developing a list of all funding options: recording likely amount available, progress to date and likelihood and effort to access funds. 9. Review impact of reducing bike numbers. 10. Undertake a site visit and lessons learned with table of examples of successes, failures and relevant factors. 11. Consulting with bikes share industry. 12. Identifying e-scooter and integration with other active travel modes. 13. Creating procurement schedules with technical documents for scheme. 14. Launch date in 2025 subject to approvals and funding being available |
| Next Steps | <ol style="list-style-type: none"> 1. Further engagement with the members and industry for validation. 2. Funding mechanisms and options - recommended approaches. 3. Decisions required on how to fund investment and if the financial requirement are achievable. 4. Decision on continuing to procurement. 5. Prepare for expansion to Gilston and other development and attraction areas. |

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| | 6. Create an external stakeholder engagement group (sponsorship and private funding). 7. Review potential to aggregate developer financial contributions via S106 mechanism. |
| Intervention | Transport Review Group |
| Current Status | <ol style="list-style-type: none"> Undertake study to provide an understanding of possible strategic relationships and interactions between the hierarchy of TRG's including the finalised Gilston TRG and other transport monitoring relationships within HGGT. Option and recommendations to be provided on design of a template to enable a consistent approach to "Monitor and Manage" approaches across different HGGT strategic sites in Essex, as far as possible reflecting the characteristics of different locations covering: <ul style="list-style-type: none"> Membership, Roles and responsibilities of different parties, Funding, Decision making/escalation routes, Implementation of actions, Enforceability of targets and remedial actions, and Suggested clauses for Section 106 agreements. Identification of key "Monitor and Management" opportunities for small urban sites within the remainder of the HGGT area outside of strategic sites especially any relevant standard conditions/Section 106 clauses. This include recommendations on the pooling and management of contributions. Investigation of options for and recommendations on wider approaches to co-ordination of "Monitor and Manage" across the whole HGGT area, including any necessary staffing and resourcing, and what form and function this co-ordination should take. Provide guidance and recommendations on implementation of modal share targets on both individual sites and across HGGT, which includes <ul style="list-style-type: none"> How to effectively monitor all modes (baseline and ongoing) including forms of monitoring, scoring and reporting mechanisms, Review of progress at key trigger points, Agreement of actions when targets are not met, and Prioritising use of different funding streams to implement agreed measures if targets are not met. |

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| Next Steps | <ol style="list-style-type: none"> 1. Final report comments. 2. HGGT partner agreement on implementing report recommendations. |
| Intervention | Active Travel Behavioural Change (Sustrans) |
| Current Status | <ol style="list-style-type: none"> 1. HGGT has secured £95k UK Shared Prosperity Funding from East Herts (£20k), Epping Forest (£40k) and Harlow District Council (£35k) to deploy resource targeting Active Travel initiatives within the Garden Town area. 2. HGGT has contracted Sustrans to provide Active Travel Officer capacity (1.2 FTE) working solely within the Garden Town to meet KPIs as agreed with the funding authorities through a signed SLA. 3. The KPIs are to work with 3 schools, 3 workplaces and attend/exhibit at 3 community events. 4. Currently working with 4 primary schools in Harlow and 2 workplaces and have exhibited at community events. 5. Event took place in the Discover Harlow Hub on 6 December 2024, attended by 40 people across the day. <ul style="list-style-type: none"> • Attendees partook in discussions on active travel with Cllr Gunn in attendance, • A Raffle Prize giveaway to took place with 3 prize winners, and • Bike accessories were sold at trade prices. 6. A winter coat donation saw 10 adult and kids coats donated to Harlow Food Bank, 7. Carried out Hands Up pupil surveys in each of the schools, 8. 3 of the 4 schools have participated in Bling Your Helmet competition which is a creative crafting exercise encouraging the use of cycling safely, 9. Engaged with Wrights Flour and Princess Alexandra Hospital. Both have had site audits carried out. Wrights have had their staff travel surveyed and a course of interventions will now be planned out, 10. PAH will enable Sustrans to carry out a staff travel survey in March 2025, 11. Harlow College and Motability have both expressed an interest and introductory meetings to take place in coming weeks, 12. One community event has been delivered so far back in July at the Voluntary Sector exhibition in the Harlow Water Gardens where 20 people were engaged on active travel. A dedicated |

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| | <p>cycling event is planned for Feb half-term (20th Feb) at Harlow Museum,</p> <p>13. Engaged schools: St Luke's, St Albans, Hare Street, Potter St,</p> <p>14. Sessions held last term were successful and included:</p> <ul style="list-style-type: none"> • Assemblies, • Dr Bike, • Be Bright Be Seen, • Bling your helmet, • Hands-up survey, and • Parent survey. |
| Next Steps | <ol style="list-style-type: none"> 1. Checking and reporting to continue. 2. Marketing and Comms. 3. Monthly Report & Fortnightly check-ins. 4. Data from the surveys will be reviewed by HGGT. 5. Sessions planned for Spring 2024 for: <ul style="list-style-type: none"> • Cycle skills, • Learn to Ride, and • Air quality assembly. 6. Big Walk and Wheel Competition to be held. |
| Intervention | Pedal Power |
| Current Status | <ol style="list-style-type: none"> 1. The project was launched in 2021, and targets disadvantaged areas in Essex, including Basildon, Canvey Island, Clacton & Jaywick, Colchester, and Harwich & Dovercourt. 2. The project is locally led by Rainbow Services in partnership with Harlow Council, Active Essex, and HGGT. 3. The initiative has already provided around 4,000 bikes across Essex. 4. A dozen Harlow residents received free bikes in December 2024, through the Essex Pedal Power project, funded by Sport England and HGGT. 5. Additional funding received to extend the reach and impact of the project. 6. Initiative aim to distribute 221 bikes to eligible residents, promoting active lifestyles and offering benefits like improved physical and mental health, and better access to training, employment, and education. 7. First Essex Pedal Power giveaway took place on 21 December 2024 at Downs school. <ul style="list-style-type: none"> • 13 out of 21 bikes which were made available were successfully issued to Harlow residents, |

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| | <ul style="list-style-type: none"> The event was attended by Cllr Gunn, Cllr Brown and Chris Vince MP, Sickness and inability to demonstrate sufficient cycling proficiency were factors in those that were not issued (follow-up sessions have been booked to support those skills), and HGGT water bottles were issued alongside other cycling safety and security accessories. <p>8. Further giveaway planned for 8 March 2025:</p> <ul style="list-style-type: none"> 41 bikes available to be issued on the day, 101 applications have been received, Referral process proceeding as planned, and Wider comms to be further extended in Spring. |
| Next Steps | <ol style="list-style-type: none"> Continue the scheme to promote healthy, affordable, and sustainable travel options, and its role in revitalizing Harlow's cycle culture. Marketing and Comms and various social media platforms. Bike Safety Training and Learn to Ride initiative in March 2025 Next Bike Giveaway in August 2025. |
| Intervention | Modal Transition Delivery Framework - Legislation Review |
| Current Status | <ol style="list-style-type: none"> Legislation Review completed and to be shared by March 2025. Action Plan draft received from Arup. Arup worked with HGGT Comms on a blog to showcase framework for modal transition which has been shared with social networks. Delivery Pathway being updated. |
| Next Steps | <ol style="list-style-type: none"> The review will require updating to ensure that the report reflects present day scenarios for determining planning applications in the HGGT area including the new NPPF 2024 policy to consider Vision and Validate. |
| Intervention | Local Cycling Walking Implementation Plan Refresh |
| Current Status | <ol style="list-style-type: none"> Project initiation. |
| Next Steps | <ol style="list-style-type: none"> Scoping will commence once the EHDC LCWIP has reached its conclusions. |
| Delivery Theme | Pricing and Parking |
| Intervention | Essex Planning Officer's Association (EPOA) Parking Guidance for Garden Communities and Large-Scale Development |

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| Current Status | 1. Approved by Essex Planning Officers Association. |
| Next Steps | <p>1. HGGT Partner Council Local Planning Authorities are taking the following positions on the parking guidance:</p> <ul style="list-style-type: none"> • EFDC – endorsing the guidance, • EHDC – having regard to the guidance and they will consider how to revise existing parking guidance policy as part of their local plan review in due course. • HDC - endorsing the guidance and will consider further implications at the appropriate stage of the forthcoming Local Development Plan Review. |

6.2 Updates to progress on Interventions in the Modal Transition Delivery Framework (MTDF) are provided in the table below.

- The Ranking in the table was obtained from dialogue with the transport Leads from the Partner authorities as part of the Sustainable Mobility Workstream (SMW); this was then scored in moderation to provide the HGGT SMW Ranking.
- The MTDF timelines are the dates proposed within the HGGT Modal Transition Delivery Framework.
- The HGGT proposed intervention timeline are the proposed dates to commence and continue the proposed interventions.

| Delivery Themes | Intervention | Partnership Priority Ranking | 2024 | | 2025 | | 2026 | |
|--|---|------------------------------------|------|------|-------------------------------------|------|------|------|
| | | | MTDF | HGGT | MTDF | HGGT | MTDF | HGGT |
| Roads, Streets and Neighbourhoods | Healthy School Street | H | | | | | | |
| | Liveable/Healthy Street | M | | | | | | |
| | Active Neighbourhoods | L | | | | | | |
| | Town Centre Parking Strategy | M | | | | | | |
| Increasing Bus Use | STC Service Provision Specifications | H | | | | | | |
| | Bus Service Improvement | H | | | | | | |
| | Villages DRT | L | | | | | | |
| | Harlow Ticketing / MaaS / Price Cap | L | | | | | | |
| Increasing Shared Mobility and Active Travel | Shared Mobility Framework | H | | | | | | |
| | Mobility Hubs | H | | | | | | |
| | Car Cubs | L | | | | | | |
| | Cycle Storage linked to LCWIP | L | | | | | | |
| | E-Bike Scheme | M | | | | | | |
| | Cycle Hire Scheme | H | | | | | | |
| Targeted Engagement Programmes | School Travel Scheme | M | | | | | | |
| | Pathfinder Businesses | M | | | | | | |
| | Community Champions | M | | | | | | |
| | Business Engagement | M | | | | | | |
| | Marketing and Comms Plan | M | | | | | | |
| Pricing and Parking | Residential Travel Support | L | | | | | | |
| | Parking Management Strategy | H | | | | | | |
| Sustainable Freight & Deliveries | Strategic Sites Parking Management Strategy | M | | | | | | |
| | Last Mile deliveries | L | | | | | | |
| Monitoring / Evaluation | Scheme Monitoring | H | | | | | | |
| | Periodic Travel Survey | M | | | | | | |
| | | | | | Commenced work on this item | | | |
| | | | | | MTDF timeline | | | |
| | | | | | HGGT proposed intervention timeline | | | |

6.3 The proposed Interventions for the 2025/26 programme are for the Modal Transition Delivery Framework Pathway (MTDF) are provided in the table below:

| Active Travel (50-60% Modal Shift) | Delivery Themes | Intervention | Scope | Approximate Cost for Progressing Intervention 25/26 |
|------------------------------------|--|---|---|---|
| | Roads, Streets and Neighbourhoods | Healthy School Street | Conduct and trial of 5 locations using the an assessment tool to understand and improve the designing of streets to promote public health and active travel. To include walking, cycling, and accessible for everyone, with public realm features including, cover and shade, seating, reduced traffic noise, and good air quality. The objective of Healthy Streets should be to create areas and environments where people are encouraged to be physically active and spend time outdoors instead of relying on vehicles usage. | £75,000 |
| | | Liveable/Healthy Street | | |
| | | Active Neighbourhoods | | |
| | | Town Centre Parking Strategy | Develop a HGGT Parking Strategy to include Town Centre parking, strategic sites, developments, private sites, regional parking, park and rides and access to mobility hubs and key attractions points like stations.etc. | |
| | Increasing Bus Use | STC Service Provision Specifications | Co-ordinate and develop an overall HGGT Bus Strategy (initial mapping out). To include integration of systems and services across the network. Frequency, cost timetables to service existing communities and proposed developments in a staged approach based on housing trajectories. Engage with bus teams across region and | £125,000 |
| | | Bus Service Improvement | | |
| | | Villages DRT | | |
| | | Harlow Ticketing / MaaS / Price Cap | | |
| | Increasing Shared Mobility and Active Travel | Cycle Hire Scheme | A continuation of the the next stage of feasibility study for cycle hire intervention with additional modes of E-Bikes and E-Scooters included. Assurance to understand how this fits into the wider active travel agenda, mobility hubs and STC routes. (no capex fuding) | £65,000 |
| | | Mobility Hubs | Wider co-ordinated approach to active travel interventions across HGGT with a focus on Mobility Hubs, what this means to HGGT and how it will serve communities and the wider transport network, attraction points and the STC. | £85,000 |
| | | Car Cubs | | |
| | | Cycle Storage linked to LCWIP | | |
| | | E-Bike Scheme | | |
| | | Shared Mobility Framework | | |
| | Targeted Engagement Programmes | School Travel Scheme | Maintain curent activities and engage further with school | Funded from existing Shared Prosperity Funding |
| | | Pathfinder Businesses | travel plan and Sustrans. Promote an agenda of | |
| | | Community Champions | beahavioral change to active travell and healthy | |
| | | Business Engagement | neighborhoods. | |
| | | Marketing and Comms Plan | | |
| | Pricing and Parking | Parking Management Strategy | Develop a HGGT Parking Strategy to include Town Centre parking, strategic sites, developments, private sites, regional parking, park and rides and access to mobility hubs and key attractions points like stations, etc. (Include the Town Centre Parking Strategy) | £45,000 |
| | | Strategic Sites Parking Management Strategy | | |
| | Sustainable Feight & Deliveries | Last Mile Deliveries | | |
| | Monitoring / Evaluation | Scheme Monitoring | Design of monitoring network and implementation of initial sites to start a reporting tool for data collection and further analysis. This will aid in understanding progress and milestones and contribute to funding applications. | £75,000 |
| | | Periodic Travel Survey | | |
| | Proposed HGGT 2025/26 Intervention | | | |

7. Next Steps

7.1 Once the updates to progress on the MTDf is endorsed the next steps are:

- Take forward prioritised initiatives as per MTDf,
- Conduct further work to better understand the scope, cost, deliverability of a priority set of these interventions for 2026/27,
- Use MTDf to support and evidence for planning and transport decisions,
- Identify and lobby for additional funding streams to deliver the 2025/26 interventions, and
- Continue to update Delivery Pathway and report back to Joint Committee.

7.2 Implications – Resource and Funding Implications:

- The initiatives identified in the Framework are unfunded.
- The priority set of interventions for 2025/26 totalling £470k, means that significant additional resources will be required to be able to deliver the further scope and subsequently deliver specific Framework interventions.

8. Equalities and Diversity - Equality Impact Assessment:

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| Is this a new policy (or decision) or a change to an existing policy, practice or project? | No |
| Describe the main aims, objectives and purpose of the policy or decision | To provide an overarching framework for pursuing Modal Transition interventions for HGGT to achieve its strategic transport objectives |
| What outcome(s) are you hoping to achieve (i.e. decommissioning or commissioning a service)? | NA |
| Does or will the policy or decision affect: <ul style="list-style-type: none"> • service users • employees • the wider community or groups of people, particularly where there are areas of known inequalities? | No – it is only a framework at this stage |
| Will the policy or decision influence how organisations operate? | No – it is only a framework at this stage |

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| Will the policy or decision involve substantial changes in resources? | No – it is only a framework at this stage |
| Is this policy or decision associated with any of the Council's other policies and how, if applicable, does the proposed policy support corporate outcomes? | Yes – it seeks to integrate with those |
| What does the information tell you about those groups identified? | N/A |
| Have you consulted or involved those groups that are likely to be affected by the policy or decision you want to implement? If so, what were their views and how have their views influenced your decision? | N/A |
| If you have not consulted or engaged with communities that are likely to be affected by the policy or decision, give details about when you intend to carry out consultation or provide reasons for why you feel this is not necessary: | Extensive consultation took place on the Transport Strategy that sets the policy context for this Framework. Further consultation will be undertaken on initiatives prior to implementation as required. |
| Use this section to assess any potential impact on equality groups based on what you now know. | |
| Age, Disability, Gender, Gender reassignment, Pregnancy/maternity, Marriage/civil partnership, Race, Religion/belief, Sexual orientation | Assessment of impact on equality groups will be made as part of progressing individual initiatives. |
| Does the EqIA indicate that the policy or decision would have a medium or high adverse impact on one or more equality groups? | No |

HGGT Vision Assurance

1. What principles of the HGGT Vision does this seek to achieve?

Healthy Growth through a focus on sustainable movement

2. What steps have been taken to ensure the HGGT Vision is embedded into the project?

The Framework sets out a range of potential actions which aim underpin the objective of sustainable travel, improving air quality and reducing congestion. The Framework also provides a long-term vision of the types of interventions that may contribute towards the achievement of the modal objectives.

Appendix A: ‘HGGT Re-Imagining How We Can Travel Differently’