

From: [REDACTED]
Sent: 22 November 2023 17:57
To: Policy Consultation
Subject: Stratford-upon-Avon Gateway Masterplan Framework Supplementary Planning Document (SPD)

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I am responding on behalf of Stratford upon Avon Cycle Forum to the above consultation. I cannot use the on line form as my anti-virus software suggests it is infected with phishing issues; and the rtf version will not allow details to be submitted.

These are the comments of Stratford upon Avon Cycle Forum to the Stratford-upon-Avon Gateway Masterplan Framework SPD Consultation:

1. Introduction & purpose: p4-6

No comment

2. Vision: p7-10

Community Benefits page 8 - Improving connections - and to read Improving Active Transport generally and making it easier for people to get around on foot.

3. Planning Policy: p11-14

No comment

4. Understanding Context: p15-31

4.35 Mentions missing links in the cycle network around the area and the need for further upgrades to encourage active travel. We agree with this.

4.41 This point builds on 4.35 seeking to prioritise pedestrian movement and enhance cycling infrastructure, although there is no mention of cycle parking. However while accepting that this part of the document is about the context and opportunities rather than actual plans and implementation we believe there is a need to add more. While it might not be appropriate for this high level document we are concerned that without some idea of stakes in the ground that the laudable concepts will become diluted and disappear as planning and implementation moves forward.

4.58 -4.67 We suggest that within the summary of opportunities (4.58 to 4.67) there should be something along the following lines:

Potential to improve active travel facilities, particularly by enhancing cycling infrastructure and joining it up with existing routes and other key areas of the town.

5. Masterplan Framework: p32-41

We note the key points on page 32 include references to Active Transport under "Make form legible" and "Movement". These are principles set out in the National Design Guide. We would hope that despite the document inevitably being a high level outline this would lead to some harder proposals than those suggested here. While we accept that at this stage this is a high level document we would urge more detail to be included rather than simply mentioning issues.

5.4 only refers to pedestrian permeability should read:

"...impermeable to pedestrians and cyclists..."

5.12-5.17 and 5.23 It is noted that despite the high level nature of the document there is more detail given here by suggestions to close the northern end of Windsor Street etc. In this section we believe cycle infrastructure should also be included. Instead only pedestrian access is mentioned (5.17 and 5.23). To balance this and help meet the National Design Guide we suggest this addition under the suggestion for the northern end of Windsor Street :

"examine a cycle route from the railway station to Henley Street . This could be via the Arden Quarter using Stephenson Row, Gresley Close - down to Arden Street, enhanced pedestrian/cycle crossing, Mansell Street, Windsor Street, to the top of Henley Street and on to Birmingham Road."

This addition would:

1. reinforce the end of section 5 (page 41) which states under Increasing Accessibility "Reducing reliance on the car by providing active travel."; and
2. justifies the photo under Reducing Energy Usage showing a bike against the statement of "Achieving net zero carbon emissions."

6. Delivery: p42

No comment



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