

I write as local representative of Cycling UK (see <https://scanner.topsec.com/?d=2471&r=show&u=https%3A%2F%2Fwww.cyclinguk.org%2Fcycle-campaigning%2Fcycle-advocacy-network&t=25366dfbdfac2247322376c77d2886489bd77d03> for further details) with a comment on the draft TVBC Local Plan 2040.

At section 4.133 the draft refers to "active travel and cycle ways", as well as "low-carbon modes of travel". Specific mention is rightly made of vehicle charging points and associated parking, and also "maximising opportunities for active travel and reduce reliance on the private car".

However, I would like to see at least equal emphasis in this long term strategy document on cycle provision (as that for vehicles), particularly secure parking/storage and charging, for example within the last statement: "Detailed parking standards for residential and non-residential development" there should be explicit recognition of facilities necessary to encourage the adoption of other low-carbon/no-carbon modes of travel.

For example, given the increasing uptake of electric cycles as a new low-carbon mode of travel, including non-standard versions (eg for cargo carrying, trikes, tandems, tridems and other designs for the mobility impaired, and the use of trailers for children and goods), which frequently are of very high value (we are talking of thousands of £ instead of hundreds) because of batteries (which increasingly are not easily removable) or their inherent design, there is a need for housing developments and town/work destinations to have adequate secure parking space for cycles. And in the case of domestic storage, suitable electric power to enable in-situ charging - a particular problem with flats and other developments where there may be no secure outdoor space, or it is a shared space and batteries cannot be easily removed.

Also I think this document should in this section make reference to the existing detailed published TVBC cycle strategy documents, which I believe started before the year 2000 and have by capturing and directing developer contributions and other resources resulted in a substantial and increasingly well connected on and off-road network of cycle routes in both parts of the urban borough, with the aim of building on the last 20+ years of cycle strategy as we look forward towards 2040, a period when as a nation we need to become largely carbon neutral where that is possible.

Roger Upfold


Local Cycling UK Representative

