

Policy 8 Reducing Car Use and Promoting Cycling and Walking

- 1. Development that enables the extension of the cycle and footpath network is supported, in particular;**
 - a) changes to the road layout, crossing points, pavements and street scene that make active movement routes safer and more direct especially for those with mobility issues, (for example, crossing points to get to/from the Green and ensuring that cul-de-sac layouts include connecting footpaths);**
 - b) improve pedestrian and cycling connectivity to the east,**
 - c) is in accordance with the routes (existing and proposed) in the Cycle Network SPD when adopted.**

- 2. As appropriate to their scale, nature and location, the design of new development should;**
 - a) seek to extend existing or create new non-vehicular connections to the existing built-up area as part of the layout of a new scheme,**
 - b) demonstrate safe access, parking, and servicing arrangements for residents and visitors,**
 - c) ensure adequate parking is integrated into the layout of new developments,**
 - d) ensure street layout enables buses to access the main circulation routes,**
 - e) where applicable³⁶ includes a Transport Statement.**

- 3. Proposals for the South Derby Integrated Link Phase 2 are required to demonstrate that;**
 - a) they do not cause additional traffic volumes on Bakeacre Lane or harm the Veteran trees,**
 - b) they do not harm the Veteran Trees that line Bakeacre Lane,**
 - c) the layout does not act as a barrier for walking and cycling east/west between Findern Village and the edge of Derby city.**