

## Move free policy suggestions

15<sup>th</sup> March 2024

This note sets out suggested policies to accompany the Create Streets *Move Free* report on the economic benefits of liberating our movement with walking, cycling and wheeling.

**Recommendation one:** The Department for Levelling Up Housing and Communities (DLUHC) should update the NPPF sustainable transport section 9 to require that 'the design of schemes and sustainable transport has been provided that ensures a sustainable transport trip share aligned with the targets set in the local transport plan.'

**Recommendation two:** DLUHC should create National Development Management Plans (NMDPs) on sustainable transport and active travel, with topics including the importance of walkable proximity and connectivity to services; and the protection and delivery of strategic walking, wheeling and cycling routes.

**Recommendation three:** DLUHC should adopt Manual for Streets as policy within the NPPF.

**Recommendation four:** The Department for Transport (DfT) should update Section 16 of the Traffic Management Act 2004, which provides network management duty, to add in a placemaking and public health duty alongside expeditious movement duty.

**Recommendation five:** The Department for Transport (DfT) should issue guidance mandating that local transport plans (LTPs) and Transport Assessments (TAs) use the 'vision-led' process for any transport modelling.

**Recommendation six:** The DfT should update Transport Analysis Guidance (TAG) to increase the share of costed benefits from broader social impact and reduce the dominance of 'time saving' as a costed benefit.

**Recommendation seven:** Local authorities should restrict the use of the Design Manual for Roads and Bridges (DMRB) to trunk roads outside of towns cities and villages.

**Recommendation eight:** Local authorities should use [street design codes](#) to lock in walkable streets for new developments and retrofits.

**Recommendation nine:** End the unintended bias against 'gentle density' neighbourhoods. The following changes would make it easier to build more attractive, healthy and walkable settlements at 'gentle-density.'

- a) Strongly encouraging councils not to impose suburban parking requirements in non-suburban situations;
- b) Strongly encouraging councils not to impose minimum back to back or front to front distance between habitable room requirements which make it impossible to build more finely grained and popular traditional settlements;
- c) Making more explicit the existing guidance in the NPPF to councils not to use daylight and sunlight regulations to make it impossible to build more finely grained and popular traditional settlements.

*Recommendation ten:* DLUHC should commission further research into:

- a) The links between built form (street types, block patterns, etc) and children's and young people's independence and wellbeing.
- b) The impact of current and future placemaking interventions using GPS linked footfall analysis and local economic data.