



Joint statement concerning Quality of Connectivity for Active Travel with links to Green Infrastructure required as part of Heathrow Expansion – July 2019

Statement by Slough Borough Council, Royal Borough of Windsor and Maidenhead, Chiltern & South Bucks District Councils, Buckinghamshire County Council and Colne Valley Regional Park (the 'parties')

The parties state:

1. We want to see a high quality network for multi-directional, active travel linked, where appropriate, to green and blue infrastructure across a part of our area that is a narrow and fragile section of the Green Belt and Colne Valley Regional Park. That section extends from north of the M4 to Wraysbury Reservoir.
2. We want routes that are attractive for use by both workers and for recreation that can form part of a programme for improved longer distance networks. They should enhance the existing network and create attractive connections with, and between employment locations, community, heritage, and countryside/ leisure facilities.
3. Our statement is prepared in the context of the emerging HAL masterplan 'A02' and related information on GI/ travel that is subject to the June 2019 public consultation.
4. We are mindful of the 2018 ANPS, the HSPG Vision Statement for Green and Blue Infrastructure (December 2018) and the HSPG's Position Statements on Environment and Transport.
5. This statement and map has been prepared with the view to seeing improvements to HAL's masterplan/ related proposals so that there is a level and form of mitigation that all parties can support, if the amount/ location of development shown is ultimately proven to be justified and acceptable through the DCO process.
6. This statement does not imply acceptance by the individual parties to particular development proposals advanced by HAL and the parties may take different stances.
7. Our map shows routes for cycling and walking that we consider are needed in the masterplan. These are necessary for HAL to deliver to ensure an adequate level of mitigation and a high quality of connectivity. This level of comprehensive provision for active travel connectivity in this zone is necessary to move towards mitigating the impacts of Heathrow Expansion and support delivery of its objectives set out in Heathrow 2.0 including:
 - a. Meeting the ambitious targets to reduce Heathrow Airport colleague car trips by 25% by 2030 and 50% by 2040.
 - b. Enabling healthy and sustainable alternatives to local car trips to tackle local traffic, air quality and carbon emissions offsetting some of the effects of expansion.
 - c. Providing the communities most affected by expansion with improved access to enhanced green space, supporting better quality of life.
 - d. Addressing the major and strategic scale of impact on the Green Belt, CVRP and green infrastructure generally.
8. Our map also shows where proposals by HAL are assumed (and which need to be clarified) in order to create an attractive network. The arrows at the ends of proposed routes indicate the connections needed to destinations beyond the 'focus' area.
9. To understand what connectivity benefits will accrue from the GI already shown by HAL on the masterplan we seek clarity regarding the scope for public access/ routes through each parcel,
10. As well as a masterplan that delivers the extent and quality of connectivity required we want to be assured of the long-term maintenance regime.