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Part 3: $FWLYH WUDYHO SXEOLF WUDQVSRUW new housing developments

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What is this slide pack for?

This slide pack provides a summary of the toolkit: $ F W L Y H D Y H Q X H E O W L F D Qs S R U W in planning new housing developments.

7 K H $ F W L Y H 7 U D Y H O 7 R R O E R [slide packs are designed to demonstrate the benefits of sustainable transport and help LEPs and local delivery

Contents

This slide pack covers:

- How transport planning can enable sustainable transport in new developments

Key messages

Sustainable transport usage will be significantly increased if direct, attractive and safe walking, cycling, and public transpor

How transport planning can enable sustainable transport in new developments

Sustainable travel infrastructure should be planned and built into new developments from the outset.

Active travel will be increased if direct, attractive and safe cycling and walking networks are provided in new developments and to connect new developments to existing routes and networks.

There are a number of provisions that can be undertaken within the development itself to maximise sustainable transport. This should include:

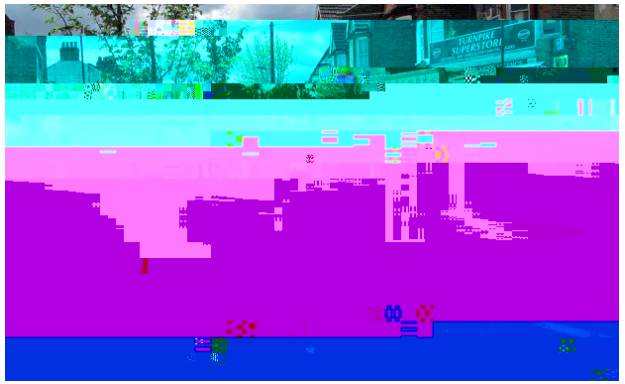
- Walking provision
- Cycling infrastructure
- Public transport provision
- Vehicle management
- On-site car clubs

Walking

Streets should have a movement and a place function to meet the needs of multiple users and different modes.

Walking routes should be coherent, direct, safe, comfortable and attractive.

The overall design of walking routes within new developments should be clear to understand and enable through routes and permeability.



Vehicle speeds should be reduced to 20mph within all housing developments.

Case Study: Gateshead Exemplar Neighbourhood

Exemplar Neighbourhood is a 40-hectare site within a 10 minute walk of Gateshead College, Baltic Business Quarter Developments and a five minute walk from most Gateshead centre facilities.

The Supplementary Planning Document for the Exemplar Neighbourhood says that pedestrian access must be fully integrated into the development of the site to take full advantage of its sustainable location.

It identifies the opportunity to do this, for example, by:

- improving and creating new crossing points (e.g. across the railway line),
- landscaping pedestrian routes as part of a wider green infrastructure network and
- restricting passage and movement of motorised vehicles.

Cycling

Case study: Cycle Parking Guides for new residential developments in Cambridge

One

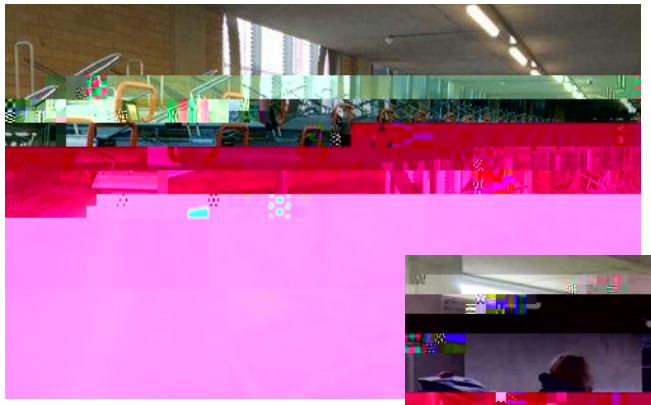
Public transport

Motor vehicle management

If new developments are going to

The integration of sustainable transport

Many journeys are composed of more than one mode of transport, especially longer journeys which can include multiple stages from door to door. It is therefore important to integrate sustainable transport modes including walking, cycling, bus and train travel in the context of new housing developments.



Cambridge Cycle Point

Case Study: Cambridge Cycle Point

Cambridge Cycle Point was modelled on European style cycle parking facilities and also features on-site maintenance, a cycle hire facility and a cycle shop. Cycle Point is run by Abellio and provides space for 2,850 bicycles over three floors protected by CCTV. It will be open 7 days each week from the first to the last trains of each day. All parking will be free of charge.

A Cycle Point is also located at Leeds railway station with capacity for 300 bicycles.

Greater Manchester has installed a network of similar hubs in many locations within the city centre including railway stations and office developments. The hubs have a paid for membership system, lockers, showers and swipecard entry access to ensure cycle safety.