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Toolkit Part 3: $FLWH WUDGYHXE OLQF WUDQVS planning in new housing developments

Delivered by Sustrans in partnership with:

About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and a deliver a happier, healthier commute.

A slide pack on Sustainable transport planning in new housing developments can be

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Walking routes should be coherent, direct, safe, comfortable and attractive (see Table below). A clear sensible layout with through routes ensuring the permeability of new developments for walking, cycling and public transport routes is essential. Crossings

DfT's 'Manual for Streets'. This includes two guides focusing on walking: 'Planning for walking' and 'Designing for walking'.

Planning for walking outlines characteristics of pedestrian journeys, bene ts of walking, factors that discourage walking and how they can be overcome, the legal framework that applies to pedestrians and how plans and strategies for pedestrian travel are developed.

Planning for Walking is available here.

Designing for Walking explains how facilities for walking should be designed. Well-designed facilities that follow desire lines, are clutter-free, and are legible to all users will assist in enabling walking journeys and improve the experience of those already walking. The design of facilities should also consider the volumes of people walking along (actual or desired) or crossing streets, and the solutions will depend on a variety of considerations. The needs of all users should be carefully taken into account and prioritised as appropriate.

Designing for walking is available here.

Active Travel Design Guidance, Welsh Government

The Active Travel Act gave powers to Welsh Ministers to produce statutory guidance for the design of active travel routes in Wales. The guidance includes support for the planning, design, approval, construction and maintenance of active travel routes.

Active Travel Design Guidance is available here.

Case Study: Gateshead Exemplar Neighbourhood

The Exemplar Neighbourhood uses supplementary planning guidance to ensure new developments fully integrate pedestrian access into the development of the site to take full advantage of its sustainable location and provide an example for the northeast in terms of residential led regeneration.

Gateshead's Exemplar Neighbourhood describes itself as:

> "a prime location for families as well as young professionals and older people to live in Gateshead's Centre with opportunities to live within a few minutes' walk of shops, leisure facilities, employment, education, open space and public trans - port." [4]

The 40-hectare site is within a 10 minute walk of Gateshead College, Baltic Business Quarter Developments and a ve minute walk from most Gateshead centre facilities. It is also well served by bus routes and two metro stations.

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 identi es the opportunity to create an active neighbourhood, for example, by improving and creating new crossing points

1.2 Cycling

There are two key areas for cycling provision that should be designing into all new developments wherever feasible:

a. The provision of safe, direct and attractive routes (for

Development sites can join up existing cycling and walking routes and networks	Development sites can provide new through routes for pedestrians, cyclists and public transport which can complete missing links or increase the density of the existing cycling and walking networks in the vicinity.
8VH ÀOWHUHG SHUPHDELOLW\ to encourage sustainable transport	Filtered permeability (the use of traffic free connections, bus gates and exemptions for cycles from one-way orders and turning restrictions) is recommended at access points and at strategic locations within new developments
New housing developments should set speeds at 20mph or less as default	Road design within new developments should deliver low speeds (20mph or less) to enable cycle users to mix with traffic and to facilitate pedestrians to cross roads more freely
Secure and convenient cycle parking should be provided throughout the development	Secure and conveniently located cycle parking should be provided throughout the development, to accommodate short and longer stay visitor use and regular long stay use by residents and employees
Use a design brief for cycling and walking infrastructure for sites with more than one developer	A design brief for cycling and walking infrastructure is important for larger developments and where more than one developer is involved in developing a site.

The provision of convenient and secure cycling storage

Convenient and secure bike storage is important for any new development if cycling is to be encouraged.

Case Study: Cycle Parking Guides for new residential developments in Cambridge and London

Encouraging new homes to include cycle parking and how this should be designed

e. Keep cycle parking managed and well maintained

f. Finally ensure cycle parking is attractive and in keeping with surroundings

Click here to download the Cycle Parking Guide for New Residential Developments

The London Assembly's Housing Supplementary Planning Guidance states that all new developments shoul.9(o)0.5(u)1-4.D lly ensurow4(p)-6.1(m)-1-4.D ng i4(a715 h8L0.7(l m)-(h)1.3(a8-4.9(32(i)-

1.3 Public transport

Any signi cant developments will also need to fully consider public transport provision, both to and from the site and infrastructure within the site to support this.

Key recommendations include:

- Research take-up of potential bus/train travel - passengers and stakeholders - as part of planning of a new development
- High quality and appropriate infrastructure – bus stops, bus shelters –

Case study: Luton-Dunstable Guided Busway: modal shift from a vital bus link

Partnership, LEP vital role and funding of busway between three towns leads to signi cant modal shift.

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Case study: The Slow Streets Sourcebook

The Slow Streets Sourcebook developed by Urban Design London illustrates a range of traffic calming measures which reduce traffic speeds and improve the quality of place.

This Sourcebook showcases a range of ideas from across the UK and is intended to be used by street designers. It is designed to be used in conjunction with 20mph zones as signage alone is often not enough to reduce speeds signi cantly.

Importantly good design is not just about reducing speeds but making streets more attractive to live and dwell. This can provide more space for retail forecourts which

Case study: The Triangle Housing Project, Swindon

By providing sustainable transport provision the Triangle Housing Project in Swindon has convinced planners to reduce average parking provision by half for each new home.

The Triangle is a new development completed in 2011 with 42 homes. It was built by HAB, Happiness Architecture Beauty, a new business set up to challenge the way normal volume housing is built in the UK. Therefore both environmental sustainability and the context, history and landscape of a place are built into the design of the development.

The Triangle focuses on a ‘village green’ with a shared kitchen garden and kids natural play area surrounded by terraced houses based on Swindon’s Victorian railway heritage. Each property has covered outdoor vertical cycle parking. A key feature of the success of the development was a rule of only one car space per development which is partially screened by gabion wall bin surrounds. This gives the impression of a safer, less car dominated public space. The planners agreed to a reduction in average parking provision from two to one per unit, because the project has excellent cycle storage and a bus stop at the entrance.

The development is now managed by a community trust which gives residents joint ownership of the public realm supporting neighbourliness and social cohesion. The development was built to be affordable and the developers are using it as a modal that is currently being rolled out to other places.

More information about The Triangle is available here.

Case study: Vauban, Freiburg

Vauban, a residential development on the edge of Freiburg used a combination of sustainable transport provision and economic incentives to encourage residents not to purchase car parking spaces in this development. Only 16% of residents own cars in the development.

A worldwide demonstrable success of these principles when incorporated with high density housing is Freiburg in Germany. In the 1960s it was a traffic dominated town much like any other in Europe but in the early 1970s, they began to rethink the long-term viability of their communities.

Vauban, Source Creative Commons

Freiburg planning over the last 40 years has aimed retaining and enhancing the beauty, walkability, mixed use and vibrancy of its historic city alongside high density housing to create a “city of short distances”. This emphasized biking, walking and public transit, traffic calming, and mixed-use human-scale development.

Vauban was a residential development located on the site of a former French Military

base on the southern edge of the city of Freiburg. The site is 42 hectares and has 5,000 residents. The aims for the development completed in 2006 included creating a district with greatly reduced car use.

To enable this a number of measures were undertaken. Two tram lines have been completed to connect Vauban to the existing tram network across the city of Freiburg. Extensive community engagement has taken place to encourage the bene ts of public transport and active travel to correspond with wider policies to discourage car use. At the heart of this was an economic incentive.

Households can choose to nominate themselves as car-free households and pay a one off fee to an association to purchase land that would otherwise be used for parking for the creation of community spaces, such as parks and sports facilities. Households that own cars are required instead to purchase a car parking space costing around 17,000 euros.

The whole residential area is traffic calmed, while much of the development is car free and private cars must be parked in a parking garage on the edge of Vauban. As a result most residents use public transport, walking and cycling to get around. In 2013 83% of Freiburg's population lived within 800m from a tram stop giving them access to the 88% of jobs in the city. This has resulted in there being only 164 cars per 1,000 people in Vauban, far low than the average for Freiburg which is already doing much better than most cities.

For more information about how Freiburg was planned and developed to enable sustainable transport.

On-site car clubs

Statistics suggest cars are not in use for 97% of their time. Therefore dedicated parking space for cars is a relatively inefficient use of space that could be better utilised for building, green space or pedestrian use or cycle lanes.

Increasingly the provision of car clubs in new developments are being used to enable low car or car free developments by providing on-site access to a car service. Like other sustainable transport infrastructure success relies upon consideration as early as possible in the planning process. It's also important that the local planning

- Car clubs can help reduce traffic and congestion, improve air quality and carbon reduction through tackling car dependency and ownership.
- Car clubs are more likely to be successful based upon factors including: population density, accessibility and availability of public transport, parking constraints, car ownership levels and other cultural and socioeconomic characteristics.
- There are bene ts to developers in that car clubs can increase the likelihood of gaining planning permission and by making the development more saleable if the target occupants are perceived to hold driving licences but are less likely to own cars.
- Local authorities should help to create the regulatory framework that requires a car club as part of S106 agreement and help to raise awareness and promotion of car clubs with car club operators.
- Providing car club bays in new housing developments can free up space that can be used for other purposes, for example amenity or green space.

The full guide is available here.

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2. Increasing active travel to and from new developments

Case study: Leeds Rail Station southern entrance

The new entrance to Leeds Railway Station enables 20,000 pedestrians and cyclists each day more convenient access reducing journey times by up to ve minutes.

In early 2016 a new southern entrance opened at Leeds railway station[15]. Leeds railway station is the second busiest station outside London with more than 100,000 commuter movements per day. Major new development and regeneration to the south of Leeds Station over the past ten years has led to increased demand for a new southern pedestrian entrance to the railway station.

The new £20m entrance which opened in January 2016 includes a brand new concourse, escalators, stairs and lifts to improve accessibility and make cycle storage for easier for connected journeys. It is estimated to accommodate 20,000 users per day and reduces journey times by ve minutes.

3.2 Integration of cycling and public transport

Sustrans has reviewed cycling and public transport integration in the past. We suggest a number of key principles to successfully align cycling and rail journeys:

- integration of cycle and rail travel should address travelling to the station, routes into and within the station, signage and information and cycle parking
- safe, convenient and direct routes are essential when it comes to accessing stations by bike, extending 3 to 5 miles from the station
- particular consideration should be given to the last half mile which is often the most difficult part of any journey to a station by bike or on foot as road traffic tends to increase
- station forecourts, drop off areas, taxi-ranks, car parks and approach roads should

  not form a barrier for non-motorised users
- where stations have more than one entrance all of these should be easily
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