

Linking active travel and public transport to housing growth and planning

Part 3: Active travel and public transport planning in new housing developments

Active Travel Toolkit Slide Pack

What is this slide pack for?

This slide pack provides a summary of the toolkit: Active travel and public transport planning in new housing developments.

The Active Travel Toolbox slide packs are designed to demonstrate the benefits of sustainable transport and help LEPs and local delivery partners strategically invest in cycling and walking schemes.

This slide pack provides:

- Key messages
- Statistics and evidence
- Signposting to tools and case studies

Contents

This slide pack covers:

- How transport planning can enable sustainable transport in new developments
- Increasing active travel to and from new developments
- Integration of active travel with public transport for longer journeys



Vauban, Source Wikimedia Commons

Key messages

- Sustainable transport usage will be significantly increased if direct, attractive and safe walking, cycling, and public transport infrastructure are built both within, and to connect, new developments to existing networks.
- In order to maximise sustainable travel, it is important to ensure:
 - the right transport infrastructure is built into new developments from the outset; and
 - new developments are connected to existing sustainable transport networks to enable people to reach their destination.
 - A clear sensible layout with through routes ensuring the permeability of new developments for walking, cycling and public transport routes is essential.
- Walking and cycling routes should be coherent, direct, safe, continuous and attractive and secure cycle parking should be provided.
- In conjunction with sustainable transport provision, private motor vehicle use should also be managed - for example speed restrictions and parking management.
- Finally active travel provision should also integrate with public transport use for longer journeys to enable convenient, attractive sustainable modes from door to door.

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

Gateshead's 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
- 'filtered permeability' to connect people to local facilities while restricting passage and movement of motorised vehicles.

Cycling

- Safe, direct and attractive cycle routes should be provided alongside convenient and secure cycle parking.
- New developments should aim to make walking and cycling more convenient than using a car through the use of filtered permeability for example.
- Tools to support the design of cycling in new developments include:
 - Sustrans' Design Manual
 - Cambridge City Council's Cycle Parking Guide for New Developments
 - Transport for London's Parking Standards

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

One in four residents cycle to work in Cambridge and nearly 20% of trips within the city are made by bicycle. This means having somewhere that is safe and convenient to park bicycles is important to residents. This led to the production of a cycle parking guide for developers. Recommendations in the guide include:

- Make sure residential cycle parking is conveniently situated, assessable and easy to use
- Ensure cycle parking is safe and secure and covered
- Cycle parking should be fit for purpose and enable at least the frame and a wheel to be secured
- Keep cycle parking managed and well maintained
- Finally ensure cycle parking is attractive and in keeping with surroundings

Public transport

Developments should also fully consider public transport provision, including:

- 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 – information e.g. at stop timetables and priority e.g. traffic management.
- New developments should aim to make public transport more convenient than using a car
- Use filtered permeability to encourage sustainable transport
- Secure and convenient cycle parking should be integrated with public transport where possible

Case Study – South Yorkshire Developers Guide

South Yorkshire's Developers Guide helps developers design and develop new housing developments that support public transport use. This insures applications are in line with existing planning policy therefore speeding up the planning process.

One aspect of the guide focuses on site layout:

- site entrances and exits should be situated nearby public transport access points;
- accessible attractive, direct and safe walking routes should link the site to public transport stops
- within the site high density buildings should be placed closest to public transport access points.

Motor vehicle management

If new developments are going to be successful in encouraging transport to be undertaken by sustainable means we must both ensure high quality and attractive provision whilst also managing private motor vehicle use. This can be achieved by:

- Reducing traffic speeds and redesigning streets for people
- Managing car parking
- The provision of on site car clubs

Case Study: Vauban, Freiburg.

Vauban is a residential development located on the southern edge of the city of Freiburg containing 5,000 residents. The aims for the development, completed in 2006, included creating a district with greatly reduced car use. This focused on high quality public transport and active travel infrastructure alongside economic incentives to discourage the ownership and use of cars.

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.

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. 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.

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.