

Professional Support Service

North West Regional Assembly

**Cycling England Input to:
The North West Sustainability Checklist for Developments.**

Final

January 2008

Introduction

Cycling England consultant, Jo Cleary, was asked to advise on the transport section of the North West Sustainability Checklist for Developments.

The checklist can be found at:

<http://www.sdchecklist-northwest.org.uk/>

“The Checklist has been devised specifically to guide the design of new or regeneration developments by making sense of current policy, the Checklist highlights best practice, complementing Ecohomes and the Code for Sustainable Homes.

The Checklist covers regionally specific sustainability and planning issues, emphasising those of higher priority. It can also be adapted to reflect locally significant concerns”.

Comments on the transport section

This document contains the transport section of the sustainability checklist, together with some indication of Cycling England’s input into it. The text represents the final iteration of several stages, during which the transport questions were distilled to a more practical size and number.

The transport section, incorporating this advice, can be found at:

<http://www.sdchecklist-northwest.org.uk/checklist/category/4>

The text in blue, on the following pages, indicates the suggested alterations by the Cycling England consultant to the penultimate version of the Checklist.

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Question 4.1

1 of 9 in Transport

To manage the impact of traffic generated by the development upon the existing transport infrastructure and the community.

Question

Has a [Transport](#) Assessment been carried out?

Targets and Justification

Best

Mitigation of impacts planned into design through the provision of infrastructure, amenity or services which will be of community benefit [and a non-motorised user audit](#) as well as a risk assessment are carried out

Good

Impacts identified in [transport](#) assessment are acceptable given benefits of development

Minimum

Local Authority Requirements met for appropriate impact assessments

Applies to Developments

This question applies to Small, Medium and Large developments.

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Question 4.2

2 of 9 in Transport

To provide measures which could enable people to adopt healthier and more sustainable transport patterns.

Question

Has a Travel Plan or plans been proposed for the development (workplace, [school](#), [residential as appropriate](#)) and are measures to enable building occupiers to use alternatives to the private car promoted?

Targets and Justification

Best

As good practice, plus advice to be given to the development as part of a personalised travel planning programme [including options to work from home](#)

Good

[Workplace, school and/or residential travel plan prepared including consultation of cycling design manual](#)

Minimum

See relevant local planning authority standard

Applies to Developments

This question applies to Medium and Large developments.

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Question 4.3

3 of 9 in Transport

To promote the use of teleworking plus telephone and/or video conferencing as an alternative to transport where feasible.

Question

Has the developer installed infrastructure in homes and commercial / industrial buildings which will allow the installation and use of telephone and on-line (or wi-fi) communications as an option for work and/or meeting structure, rather than commuting and travel?

Targets and Justification

Best

Fibre network throughout

Good

Ducting in place to allow self-installation

Minimum

See relevant local planning authority standard

Applies to Developments

This question applies to Small, Medium and Large developments.

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Question 4.4

4 of 9 in Transport

To enable residents to use and enjoy communal space around homes whilst maintaining vehicular access.

Question

Will the development have residential / mixed use streets (excluding primary and public transport routes) designed for non-motorised traffic (e.g. homezone concept)?

Targets and Justification

Best

Focus on both road traffic accident reduction and provision of amenity space to encourage non-traffic street functions

Good

Focus on road traffic accident reduction [by reducing the volume and speed of motor vehicles](#)

Minimum

See relevant local planning authority standard

Applies to Developments

This question applies to Medium and Large developments.

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Question 4.5

5 of 9 in Transport

To reduce any need to travel by car to essential facilities by having them within a reasonable walking and cycling distance .

Question

Are key trip generators within acceptable walking and cycling distances?

- A. Shop selling food and fresh groceries (500m)
- B. Post box (500m)
- C. Playground/ amenity area (500m)
- D. Post office (1000m)
- E. Bank or cash point machine (1000m)
- F. Pharmacy (1000m)
- G. Primary school (1000m)
- H. Medical Centre (1000m)
- I. Leisure facilities (1000m)
- J. Local meeting place / community centre (1000m)
- K. Public house (1000m)
- L. Public park or village green (1000m)
- M. Child care facility (nursery or creche) (1000m)
- N. Bus stop (500m)
- O. Railway station (2000m where geographically possible)

Targets and Justification

Best

A, B, C, N and O plus any five of the other items listed (bicycle parking provision is incorporated where feasible)

Good

A, B, C, N and O

Minimum

See relevant local planning authority standard

Applies to Developments

This question applies to Small, Medium and Large developments.

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Question 4.6

6 of 9 in Transport

To ensure the development is easily accessible by foot and by cycle.

Question

Incorporating the needs of pedestrians and cyclists, will there be a network of safe cycle routes to local facilities near to and overlooked by roads and footways?

Targets and Justification

Best

Site wide network which is well planned and segregated (where necessary) with direct links to neighbouring routes taking note of trip generators

Good

Key facilities served by designated cycle routes as set out in Manual for Streets

Minimum

See relevant local planning authority standard

Applies to Developments

This question applies to Medium and Large developments.

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Question 4.7

7 of 9 in Transport

To encourage cycle use by providing good cycle parking at public facilities [and accessible secure residential cycle storage](#).

Question

What provision has been made for secure bicycle storage in [new dwellings](#), at local facilities and at transport nodes?

Targets and Justification

Best

Lockers or secure compound with CCTV

Good

[Cycle Parking \(Sheffield Stands\)](#) at all public buildings and communal areas, as well as schools and workplaces

Minimum

See relevant local planning authority standard

Applies to Developments

This question applies to Small, Medium and Large developments.

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Question 4.8

8 of 9 in Transport

To manage the car parking available as an incentive to use public transport and other methods of mobility and communication where feasible.

Question

How will car parking standards compare with local authority requirements?

Targets and Justification

Best

Significant restraint / no additional car parking. Provision of significant alternative transport such as car pools, community buses, car clubs, car share infrastructure

Good

More stringent than the Local Authority maximum with parking restraint measures and some provision of alternative modes (e.g. limited on-site spaces, limited garage space, cycle parking space in dwellings and on-street)

Minimum

See relevant local planning authority standard

Applies to Developments

This question applies to Medium and Large developments.

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Question 4.9

9 of 9 in Transport

To provided flexible space which can accommodate other uses outside the areas of peak parking demand.

Question

What % of car parks will be designed to be for flexible use (e.g. play space, market space) when not being used for parking?

Targets and Justification

Best

>20%

Good

10-20%

Minimum

See relevant local planning authority standard

Applies to Developments

This question applies to Medium and Large developments.

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Regional Spatial strategy links

- DP1 Regional Development Principles
- L1 Health & Education Services Provision
- L4 Regional Housing Provision
- RT1 Regional Public Transport Framework
- RT2 Management & Maintenance of Highway Network
- RT6 Parking & Policy Provision
- RT7 Regional framework for Walking & Cycling
- RT8 Regional Priorities for Transport Investment & Management
- W1 Strengthening the Regional Economy

Reference

- Campaign for Better Transport
- [Cycle Parking Provision](#)
- [Cycle-friendly Infrastructure](#) (this has been superseded by Cycle Infrastructure Design)
- [Cycling England Design Checklist](#)
- Department for Transport Sustainable Travel
- Department for Transport's Smarter Choices: Changing the Way We Travel; Chapter 10 Teleworking
- [DfT: Making residential travel plans work: guidelines for new development](#)
- [DfT: the travel plan resources pack for employers](#)
- [Guidance for Transport Assessment](#)
- [Home Zones Challenging the future of our streets](#)
- Home Zones
- [IHIE Home Zone Design Guidelines](#)
- IHT Planning for Public Transport in Developments (2003) Institution of Highways and Transportation
- [Lancashire – the Cyclists' County](#)
- [London Cycling Design Standards](#)
- [Manual for Streets](#)
- Planning Policy Guidance 13: Transport
- Regional Spatial Strategy

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- [Sustrans Cycle Parking Information](#)