

Additional evidence to the Outer London Commission

from Campaign for Better Transport, Living Streets and the London Cycling Campaign

A proposal for Transport Exemplars or Eco-quarters for outer London

At the end of 2008 Campaign for Better Transport published a report, *Masterplanning Checklist for Sustainable Transport in New Developments*, setting out the planning factors which enable less car dependent travel patterns for residents of new developments. The Checklist applies to growth areas and eco-towns but can also be adapted for existing built areas, indeed this may be where it has its widest application.

Among the factors included in the Checklist are:

- Providing jobs, amenities and services which can be reached on foot and by bicycle
- Residential density and parking levels which support local services and make car use less tempting
- Designing streets and developments to make walking and cycling safer, more attractive and more convenient than travel by car
- Locating developments near public transport rather than the major road network so that longer journeys can be made without having to drive
- Not developing sites until they are well served by public transport.

The Checklist is reproduced below¹. A summary of the report is available at http://www.bettertransport.org.uk/system/files/Masterplanning_Checklist_executive_summary.pdf

Much of the ring of predominantly 19th Century development in inner London boroughs such as Lambeth, Southwark, Tower Hamlets, Hackney, Camden and Kensington and Chelsea, almost conforms to the pattern of development suggested by the Masterplanning Checklist. In these areas many people live in relatively high density (but often low-rise and often desirable) housing with easy access to public transport and a range of services and amenities that make it convenient to live without owning a car. The proportion of journeys made by other means than the car and the proportion of households without a car are both very high. Outer London also has some areas of higher density housing with good access to public transport and amenities.

Campaign for Better Transport recently held a seminar on the Masterplanning Checklist for officers from CLG and DfT. One of the main points emerging was the need for exemplars of the kind of development we are suggesting. The purpose of this additional submission is to propose that exemplars of low car-dependency development (transport eco-quarters) be established in outer London. These could also provide the transport and land use planning framework for the planned low carbon zones. There are local authorities (for example the LB of Sutton), which are already working to create more sustainable suburbs, progressive developers who would be pleased to take part and growing numbers of households which wish to lead less car dependant, lower carbon life-styles.

A willingness to forego some car ownership (though not necessarily access to cars through, for example, car clubs) could bring substantial benefits of improved environmental conditions and conditions for walking and cycling, a better public realm and streets where it would be safe for children to play. The opportunity areas are possible locations for exemplary conditions to be created, but the exemplars need not be confined to

¹ Please note that the *Masterplanning Checklist for Sustainable Transport in New Development* is a Campaign for Better Transport publication and does not necessarily represent the views of Living Streets or the London Cycling Campaign

new development. They could also be created in existing areas where the principles of the Masterplanning Checklist could be applied retrospectively.

It will obviously not be possible to create at a stroke across the whole of outer London the sort of transport conditions that Boris Johnson has said he wants, where, for example, the need to travel is reduced, people are helped out of their cars by persuasion not by penalty, there is much more walking and cycling and communities are not so dependant on the car. But establishing a number of exemplars in new and existing development in outer London will point the way and could be enormously influential. We propose that the Outer London Commission should recommend that areas of exemplary transport development be set up in outer London.

June 2009

The Sustainable Transport Masterplanning Checklist

Location of new developments

- Not close to motorways, or high-speed dual carriageway roads
- Within walking distance of major public transport links
- Adjacent to or within urban centres rather than smaller freestanding towns

Density of development

- New developments should be built to high density levels with a minimum net density of 100 dwellings per hectare
- Developments in locations close to excellent public transport should be built to net densities above 200 dwellings per hectare

Local facilities and jobs

- Residential developments should include or be closely associated with facilities that are used on an 'every day' basis – i.e. shop selling food and fresh groceries, newsagent, open space with children's play area, post office and cash point, creche/ nursery and primary school, eating and drinking places, supermarket, and secondary school
- Larger residential developments should also include or be close to facilities which can capture a large proportion of trips locally – i.e. medical centre, chemist, community centre
- Residential developments should include or be close to as wide a range of shops and facilities as possible
- The local centre with shops and facilities should be within walking distance of all residences - 800m
- Local centres should be pedestrian and cycle access only, so far as possible
- Employment planned in association with the development should be able to source the required staff from within a 30 minute travel time catchment on public transport, plus walking and cycling distance around the site
- Employment planned in association with the development should include many jobs that can easily be filled from a local pool of unskilled or semi-skilled labour
- Car access to planned employment sites and local shopping centres should be more expensive, less convenient, and less rapid in comparison to access by public transport, bike or walking

The Sustainable Transport Masterplanning Checklist (continued)

Street layout and design

- Filtered permeability should be fundamental to the plan
- Low speed limits (20mph maximum) throughout the estate area
- Home zone street design for all residential streets
- A network of safe cycling and pedestrian routes
- Pedestrianised local centres with cycle access
- People-centred attractive street design
- Cycle storage at local destinations

Public transport

- Public-transport centred development, based on high quality public transport providing rapid connections to the nearest major centre of employment and major urban facilities.
- Sites which currently have poor public transport should not be developed until public transport has been improved.
- Dedicated public transport routeways for large developments
- 800m maximum distance from residences to the main public transport hub
- Direct high quality pedestrian and cycle links to public transport
- Cycle storage at transport hubs
- Minimal car parking at transport hubs

Parking

- Set parking standards as maxima (definitely *not* minima) at less than 0.5 spaces per unit i.e. at least 50% of residential units should in effect be 'car-free'
- Segregate parking from homes in new residential developments
- A high proportion of housing should be car-free and have no dedicated parking space
- Residents should be charged the full cost of parking provision
- Limited parking at local facilities and shops, all with a parking fee

Restraint to car movement

- Design developments so that other modes are faster and more convenient than the car

Smart travel behaviour change programmes

- Residential travel plan, operative during first marketing of a development, then ongoing
- Ongoing finance to employ a travel plan coordinator
- Travel plans for local schools and local employers
- Car club, up and running before residents move in
- Restricted parking