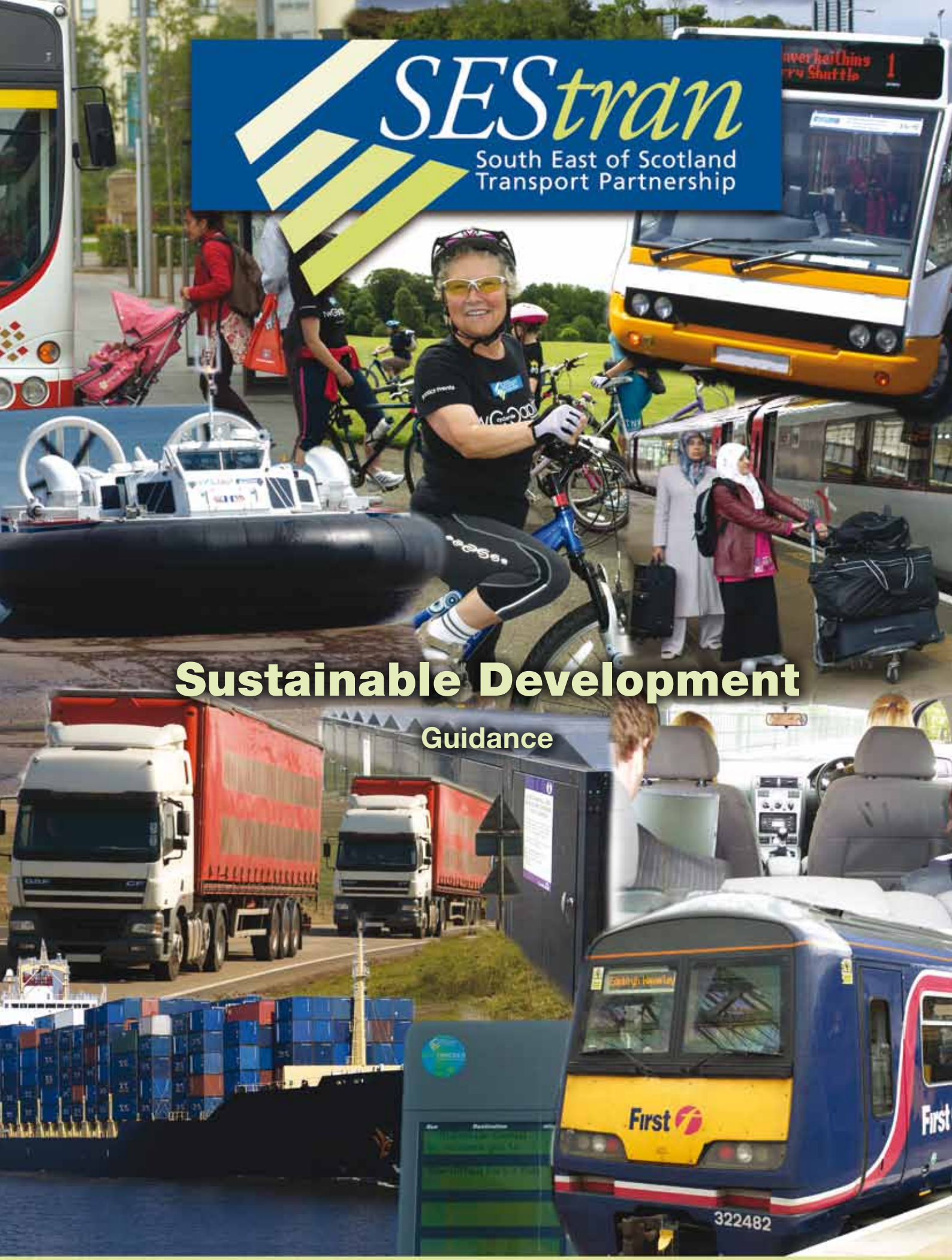

Sustainable Development

Guidance

Clackmannanshire Council · Edinburgh · East Lothian Council · Falkirk Council · Fife Council · Midlothian · Scottish Borders Council · West Lothian Council

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ifts, stairs & footbridge
Way out

1.1 Why is the guidance needed?

1.1.1 The Scottish Government's commitment to sustainable development is reflected in its purpose of creating a more successful country with opportunities for all of Scotland to flourish, through increased sustainable economic growth. New development should support the sustainable economic growth of an area.

1.1.2 Ensuring that new developments are planned so that they offer sustainable access, has an important role to play in meeting emissions reduction targets, reducing congestion, improving air quality and promoting health and wellbeing. It contributes to local, regional and national aims in all of these policy areas.

1.1.3 Integrating transport planning and land use planning provides an opportunity to create communities in which people want to live, work and play. Such communities should offer services, facilities and local employment to minimise the need for people to travel to access such services and facilities and there should be realistic, attractive sustainable travel choices enabling people to be less dependent on cars. This requires commitment from planners and transport planners at regional and local levels as well as from developers to take steps to facilitate the development of such communities. Early involvement and partnership working with transport providers will support the availability of sustainable travel options.

1.1.4 It is forecast that that the SEStran region will see an increase in population of 10% and an increase of 22% in the number of households by 2024. It is expected that development to meet these needs will be met across the region. It is essential that housing and other types of development are planned to minimise car use and optimise the use of sustainable modes of travel such as walking, cycling and public transport. This means evaluating locations and selecting those that offer the most potential to minimise the need to travel and to optimise the use of sustainable transport, where travel is necessary.

1.2 Key documents

1.2.1 There are a number of overarching documents that require to be considered in the context of sustainable development.

Planning policy

1.2.2 National planning policy for Scotland is currently expressed through a series of Scottish Planning Policies (SPPs) and National Planning Policy Guidelines (NPPGs). The Scottish Government is currently rationalising these into a single statement of national planning policy. Until this consolidated document is produced in late 2009, the existing SPPs and NPPGs remain in force. These are:

- SPP2 – Economic Development
- SPP3 – Planning for Homes (2008)
- SPP4 – Planning for Minerals
- SPP6 – Renewable Energy

- SPP7 – Planning and Flooding
- SPP8 – Town Centres and Retailing
- SPP10 – Planning for Waste Management
- SPP11 – Open Space and Physical Activity
- NPPG12 – Skiing Developments
- NPPG13 – Coastal Planning
- NPPG14 – Natural Heritage
- SPP15 – Planning for Rural Development
- SPP16 – Opencast Coal
- SPP17 – Planning for Transport
- NPPG19 – Radio Telecommunications
- SPP20 – Role of Architecture and Design Scotland
- SPP21 – Green Belts
- SPP22 – Planning for Fish Farming
- SPP23 – Planning and the Historic EnvironmentSPP3 Planning for Homes

1.2.3 Designing Places is a policy statement on design that sets out the overarching policy on design. This document is supported by a series of design based Planning Advice Notes (PANs) including:

- PAN71 Conservation Area
- PAN75 Planning for Transport(under review by Transport Scotland)
- PAN76 New Residential Streets
- PAN78 Inclusive Design

1.2.4 The main policy messages are:

- Design as a material consideration – when determining a planning application, a planning authority can refuse a proposal solely on design grounds and defend its decision at appeal,. A masterplan can help in the decision-making process. Once approved, the masterplan can be adopted as supplementary planning guidance to help raise design quality
- Six qualities make a successful place – distinctive, safe and pleasant, easy to get to and move around, welcoming, adaptable and resource efficient.

1.2.5 The draft document Designing Streets aims to drive up design quality and incorporates the principles of PAN 76 and Designing Places as well as comprehensive information and guidance drawn from the UK Department for Transport's Manual for Streets.

1.2.6 The draft Designing Streets places emphasis on a clear vision of design quality at local level and stresses the importance of collaborative working and coordinated decision-making, as well as strong leadership. It seeks to engender a shift in design emphasis from movement functions to the people-focused functions of streets, highlighting the linkage between street design and good place-making.

1.2.7 The intended outcome is streets that are better designed to accommodate the needs of pedestrians, cyclists and public transport users as well as contributing to the quality of the built environment and place-making. The policy statement together with guidance will replace PAN 76.

1.2.8 At a local level, development plans lie at the heart of the planning system. They are intended to provide a clear vision of how places should develop. Under the current planning system, a development plan is made up of a Structure Plan and a Local Plan. Current plans are listed in section 6.

1.2.9 In a move to simplify development planning, the Government has announced that local development plans will cover all of Scotland and that, within the four largest city regions, in addition to local development plans, there are to be strategic development plans that will deal with key land and infrastructure issues which cross the planning authority boundaries.

1.2.10 SESplan is the Strategic Development Planning Authority for Edinburgh and South East Scotland. It was designated in June 2008 and comprises City of Edinburgh, East Lothian, Midlothian, Fife, Scottish Borders and West Lothian Councils.

1.2.11 SESplan's key role is to prepare and maintain an up-to-date Strategic Development Plan (SDP) for the area. This process involves engaging key stakeholders and the wider community. The SDP when completed will replace the existing Edinburgh and Lothians Structure Plan, the Fife Structure Plan and the Scottish Borders Structure Plan. In addition, the individual councils will have to prepare Local Development Plans in order to implement the requirements of the new SDP.

1.2.12 Local authorities have their own detailed Development Management guidance documents to assist developers and these build upon the principles set out in their Local and Structure Plans.

1.2.13 In the development of this guidance, theses plans have been reviewed and the main issues from them and other guidance documents identified. This document provides an overview of these and sets out examples of good practice from the SEStran area and beyond.

Transport Strategy

1.2.14 The National Transport Strategy sets outs the following three strategic outcomes:

- Improve journey times and connections: to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety
- Reduce emissions: to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health
- Improve quality, accessibility and affordability: to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car

1.2.15 Local authorities have their own Local Transport Strategies which are consistent with these outcomes.

Scottish Transport Appraisal Guidance

1.2.16 The completion of a STAG study and production of a STAG Report should precede any application for planning consent or the production of development management Transport Assessments in support of developments. This ensures appropriate consideration and reporting of the transport issues relative to the options being developed. A STAG appraisal is complementary to a Transport Assessment.

Strategic Environmental Assessment

1.2.17 Strategic Environmental Assessment (SEA) is a key component of sustainable development and sets out methods for protecting the environment and extending opportunities for participation in public policy decision making. SEA achieves this by:

- systematically assessing and monitoring the significant environmental effects of public sector strategies, plans and programmes
- ensuring that expertise and views are sought at various points in the process from SNH, SEPA, Historic Scotland and the public
- requiring a public statement as to how opinions have been taken into account

Inclusive Development

1.2.18 There is a requirement to take account of statutory equal opportunities obligations as set out in the Disability Discrimination Act 2005. This means designing developments that facilitate access on foot and to different means of transport by all people and providing disabled car parking. Such facilities should be designed into new developments to provide inclusive development that contributes to the creation of cohesive and integrated places.

1.3 What is this guidance for?

1.3.1 The SESplan Strategic Development Plan is at an early stage of development and the SEStran Regional Transport Strategy will be reviewed in 2012. This guidance will inform both documents, facilitating consistency of approach.

1.3.2 The guidance supports a number of policies, including: climate change; transport; planning, economy and sustainable development as well as the National Strategic Objectives and Single Outcome Agreements.

1.3.3 It aims to assist local authority planners and transport planners as well as developers to deliver strategic objectives through on the ground sustainable solutions by offering effective advice and guidance at three levels:

- Strategic: highlighting the key transport planning considerations and elements of sustainable development within the national and regional planning context which can be taken forward to inform the Regional Transport Strategy and the Strategic Development Plan.
- Local: provision of guidance to assist planners and transport planners at the site specific level within local development plans to act as a bridge between strategic objectives and implementation through the development management process.
- Development Management: provision of guidance to local authorities and developers to ensure that this last link in the planning chain can operate effectively in delivering on the ground sustainable solutions

1.3.4 The document consolidates current knowledge, sets out relevant references and supplements this with real-life examples.

1.4 How has the guidance been developed?

1.4.1 The guidance has been produced through consultation with local authorities, public transport providers, developers and other stakeholders. A review of best practice in the UK and beyond has highlighted examples that might assist transport planners, planners, developers and others in the SEStran area to plan new developments to ensure that they are accessible by sustainable transport.

1.4.2 Guidance on this and related topics already exists in different formats and rather than be prescriptive about what should or should not be done, we have focussed on giving best practice examples, ideas and useful references.

1.5 What is Sustainable Development?

1.5.1 A widely-used and accepted international definition of sustainable development is:

'development which meets the needs of the present without compromising the ability of future generations to meet their own needs'

1.5.2 This has been adopted by the Scottish Government and follows European policy. Our consultation indicated that it was not necessary to provide another definition, however, we have set out the following overarching principles in the context of the planning and provision of sustainable transport for new developments:

- locate development close to facilities and services, including employment, education and healthcare to minimise car use and support carbon neutral development
- locate development close to existing public transport corridors where capacity is available on the existing public transport network or where the network could be extended
- promote the following user hierarchy: pedestrians; cyclists; public transport users; service vehicles and finally other vehicles
- ensure that Travel Plans are implemented to support sustainable travel patterns

2.1 Introduction

2.1.1 The following summarises the key considerations and references at each level:

- Strategic – SEStran and SESplan
- Local – Local authority planners and transport planners
- Development Management – Local authorities and developers

2.2 Strategic

Table 2.1: Strategic Considerations

Policy and Strategy	National Planning Framework 2, Scottish Government (due spring 2009) National Transport Strategy, Scottish Executive (2006) National Freight Action Plan, Scottish Executive (2006) Strategic Transport Projects Review, Transport Scotland Freight Facilities Grant and Waterborne Freight Grant Schemes, Scottish Government (2008)
Transport Appraisal	Scottish Transport Appraisal Guidance, Transport Scotland Strategic Environmental Assessment Toolkit Scottish Executive (2006) Transport/Land-Use Modelling, Transport Scotland Consultation with Transport Providers

2.3 Local

Table 2.2: Local Considerations

Policy and Strategy	Strategic Development Plan, SESplan Regional Transport Strategy, SEStran (2006) SPP17 and PAN75 Planning for Transport, Scottish Executive
Appraisal	Scottish Transport Appraisal Guidance, Transport Scotland Strategic Environmental Assessment Toolkit, Scottish Executive (2006) Transport/Land-Use Modelling, Transport Scotland
Public Transport	Consultation with public transport providers Planning for Public Transport in Developments, IHIE (1999)
Walking and Cycling	Designing Streets, Scottish Government (2009) Development of Strategic Urban Cycle Network, SEStran (2009) The National Cycle Network – Guidelines and Practical Details, Sustrans (1994)
Travel planning	The Essential Guide to Travel Planning, DfT (2008)
Car parking	Parking Management Strategy, SEStran (2008)

2.4 Development Management

Table 2.3: Development Management Considerations

Policy and Strategy	Local Plan SPP17 and PAN75 Planning for Transport Local Transport Strategy Development Management Guidance, Scottish Executive (2007) Local authority development management guidance
Public transport	Consultation with public transport providers Planning for Public Transport in Developments, IHIE (1999)
Walking and cycling	Designing Streets, Scottish Government (2009) Cycling by Design, Scottish Government (2000) Guidance on Design and Best practice in Cycling Infrastructure and Facilities, SEStran (2008) Home Zone Design Guidelines, IHE (2002)
Roads and Car Parking	Traffic Impact Assessment, IHT (1994) Traffic Assessment and Implementation: A Guide, Scottish Executive (2005) Parking Management Strategy, SESTRAN (2008)
Travel planning	Travel planning guidance: Choose another way: Your practical guide to Travel Planning, Scottish Government (2008) Making Car sharing and Car Clubs Work: A Good Practice Guide, DfT (2005) www.tripsharesestran.com
Inclusion	Inclusion by Design, CABE (2008) PAN78 Inclusive Design

3.1 Introduction

3.1.1 This section highlights the key transport planning considerations and elements of sustainable development within the national and regional planning context.

3.1.2 The National Planning Framework (NPF) is a strategy for the long-term development of Scotland's towns, cities and countryside. Scotland's second NPF is currently under preparation. A key objective of the draft NPF2 is the reduction of emissions from transport sources. This will involve measures to improve accessibility to education, employment and services and to encourage a shift to more sustainable modes of transport. For people, this means a shift from car-based travel to walking, cycling and public transport. For goods, it means a shift from road to rail and water. The relationship between transport and land use is central to this objective.

3.1.3 NPF2 also states that the promotion of compact settlements, mixed use development, effective walking and cycling networks and efficient public transport systems can play an important part in reducing the need for car-based commuting.

3.1.4 The National Transport Strategy aims to promote better synergies between transport and land use planning to minimise the environmental impacts of transport networks and to contribute to health improvement.

3.1.5 The Scottish Sustainable Communities Initiative is one of the ways in which the Scottish Government is influencing and shaping future development which should be environmentally, economically and socially sustainable. This initiative aims to encourage inspirational development to serve as examples of high quality development. Such communities should be fully integrated with public and active transport networks rather than being dependent on the car and make a significant contribution to reducing CO2 emissions. A key requirement of proposals to the initiative is that they are developed in partnership between the public and private sectors.

3.2 Key Issues

3.2.1 The table below sets out the key issues for decision-makers at a strategic level.

Table 3.1: Strategic Issues

Accessibility Analysis	Assess the transport accessibility of the location to employment, education and other services.
Transport Modelling	Forecast travel behaviour and assess likely transport impacts of development locations.
Transport Capacity	Identify where there is capacity of existing transport infrastructure/services.
Transport Infrastructure	Identify new transport infrastructure required and implement prior to development.
Home Working Infrastructure	Identify infrastructure/facilities/services to support home working and meet the needs of local business.
Freight Movement	Identify and implement opportunities to transfer freight from road to rail and water.

3.2.2 Transport Scotland offers the Land-Use and Transport Integration in Scotland (LATIS) service to assist in devising and appraising policy in a number of different areas such as transport, planning, the environment, demographics, health, education and the utilities. This includes: Modelling – use and support for the transport and land-use model TMfS/TELMoS and Planning – the collection and provision of planning data and support to Development Planning Agenda.

3.2.3 Further information is provided below on the strategic issues identified through the best practice review and consultation.

3.3 Reduce the need to travel

3.3.1 The first consideration should be to locate development to reduce the need to travel and in particular car-based travel. Accessibility analysis can assist in defining the best locations for land use development by identifying the most accessible areas, particularly by sustainable modes. Transport modelling and analysis can forecast travel behaviour and assess the likely transport impacts of developing in a particular location.

3.3.2 There are a number of ways in which reduced travel can be achieved, including: providing on-site or near to site access to employment, schools, health centres etc. Facilities such as office space/broadband in homes or on-site will facilitate home working and reduced travel to work.

3.3.3 The consultation on the draft Planning Policy Statement (PPS) and Sustainability Appraisal on eco-towns in England proposes the following standards in relation to transport:

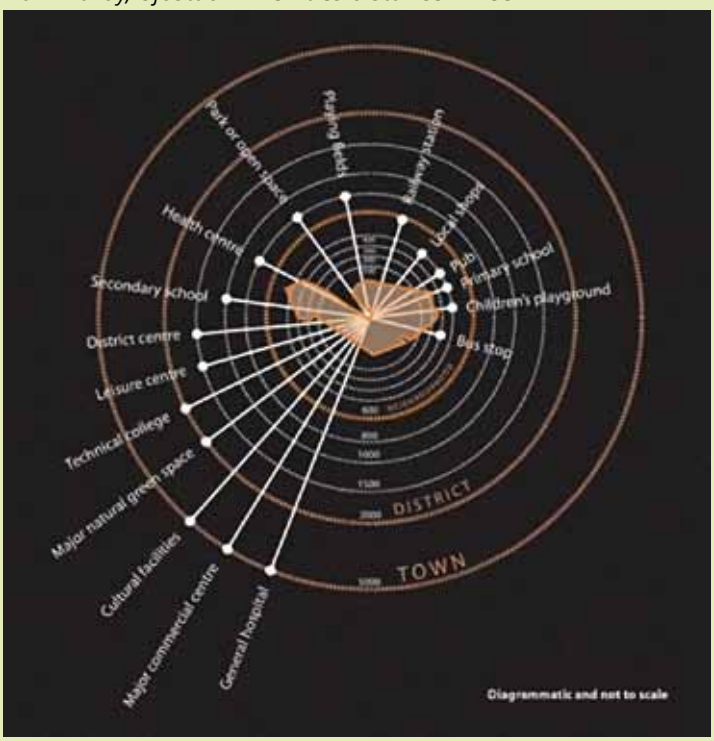
- creating more options for travel so that residents are able to make the majority of their journeys without a car, such as by public transport, walking and cycling

- ensuring a minimum of one job per house can be reached by walking, cycling or public transport to reduce dependence on the car
- locating homes within 10 minutes' walk of frequent public transport and everyday neighbourhood services

Table 3.2: Examples: Reducing the need to travel

Hammarby is a new district located outside the perimeter of inner Stockholm. The spine of the district is a wide boulevard and transport corridor which connects key transport nodes and public focal points and creates a natural focus for activity and commerce. The ground floors of nearly all the building along this corridor have been designed as flexible space, suitable for business, leisure or community use.

Hammarby, Sjostad-Amenities distance wheel



Fyne Homes, the Argyll and Bute housing association, has received funding from the Scottish Government's Climate Challenge Fund. Fyne Homes intends to use the money to deliver its Towards Zero Carbon Bute project, aimed at reducing carbon emissions on the Isle of Bute. Efforts to reduce carbon emissions will focus on travel. Local businesses will be approached with a view to examining their travel patterns and it is hoped that travel plans will be created to outline how businesses can reduce the distance they travel. A study will also be conducted to examine the feasibility of an electric car hire scheme and also introduce the use of bio-diesel to power some of the islands vehicles.

It is also hoped the grant money will help to promote and maximise the use of video conferencing. This will cut down the distance businesses have to travel but ensure important business relations can be maintained with mainland business communities.

3.4 Locate in or near existing settlements

3.4.1 New development close to growing urban conurbations means that infrastructure can be shared and there is good access to jobs and services from an early stage. The use of brownfield sites should be promoted because these sites will often offer good access to existing local facilities and services. This will reduce the need to travel by car and reduce emissions.

3.4.2 Table 3.3 gives examples of development in or near existing settlements.

Table 3.3: Examples: Urban development

The regeneration of **Craigmillar, Edinburgh** is being led by a joint venture company comprising the EDI Group and the City of Edinburgh Council. Its plans are for:

- new homes
- new primary schools and new library
- revitalised town centre
- better transport links and traffic calming measures
- an assessment of the feasibility of the use of combined heat and power for the community

Artist Impression: Craigmillar Town Centre

Regeneration of **Fairfield in Perth** has taken a phase by phase approach over the past 19 years, led by a residents-run housing co-operative and Gaia Architects. This long term approach has been one of the key factors in the community's transformation. The development comprises 14 1 & 2 bed properties arranged around a car-free courtyard. Parking is restricted to the entrance of the development with access to the properties via footpaths off the communal courtyard.

Newcastle Great Park(NGP) is located three miles north west of Newcastle city centre. The scheme's objective is to assist in reversing the trend of outward migration as part of a city-wide regeneration initiative through a sustainable development consisting of 80 ha business park and 2,500 homes. A Travel Plan was prepared for the whole of the area , including residential, educational and commercial elements. A list of pledges binding on the developers and the planning authority were agreed including: annual funding for a Travel Plan Coordinator; contribution to real-time bus information; free travel for employees at the business park; pump priming of bus services and NGP branding of the vehicles; funding for automated bus gates; provision of park-and-ride facility; funding for off-site cycle facilities.

3.5 Optimise use of public transport networks

3.5.1 Providing access to public transport is key to reducing car-based travel. This requires development to be located close to strategic transport corridors and transport hubs and improvements to the public transport offer to be made. Infrastructure should be provided in advance of new development so that sustainable travel can be effectively promoted and sustainable travel behaviour established from the outset. Land for improved transport networks should be safeguarded. This would include disused rail routes which could be re-used for walking and cycling routes.

Table 3.4: Example: Development along public transport corridors

In Kent Thameside, all new major development schemes are required to be designed around principles of Public Transport Orientated Development (PTOD). PTOD encourages higher density development along public transport corridors and enables people to live close to good public transport links which are available to them from the outset. A 40km network of Fastrack busways and priority lanes provides the connections for convenient travel between local facilities.

The first phase of Fastrack was funded by the Government, while the second phase was funded by the developer. The planning agreement required that Fastrack be operational before any homes were occupied. Residents have free use of Fastrack, and information screens are provided in every home giving live arrival times.

Edinburgh Park is Scotland's largest business park, offering high-quality office space in a unique working environment. As an urban business park, it benefits from both the tranquil landscaped surroundings of its park setting and the convenience of the urban facilities nearby. A main rail line runs past Edinburgh Park and it has its own dedicated railway station at the southern end of the Park. Four trains service the Park every hour offering direct links to the Edinburgh City Centre and stations throughout central Scotland.

Fastrack infrastructure
www.go-fastrack.co.uk

Edinburgh Park station
www.edinburghpark.co.uk

3.6 Identify new transport infrastructure

3.6.1 Land use planning can be a mechanism to support further public transport development. New transport infrastructure should be identified to support the Development Strategy and link to the RTS. Early investment in high quality public transport will contribute to mode share and carbon reduction targets since it will encourage use of sustainable travel modes before travel patterns become fixed to car use. A quality public transport system is more likely to encourage people not to use their cars, especially for short journeys.

3.6.2 The report Development of a Strategic Urban Cycle Network: A Guide to Investment (2009) produced for SEStran presents a series of recommendations for the development of a strategic cycle network across the region. This could facilitate more short journeys by cycle.

3.6.3 In order to maximise the benefits of cycling and to ensure that as many people as possible are able to access them, there is a need to create high quality and well maintained routes and facilities for all levels of cycling ability. In addition, where routes can accommodate such provision it is recommended that the needs of young unaccompanied child riders, inexperienced and less confident cyclists are provided for:

- well signed and coherent routes
- smoothly surfaced
- free of steep gradients (if possible)
- free of features likely to require rapid evasive action or braking
- wide enough and with sufficient visibility to allow faster cyclists to pass without unsettling less confident users.

Table 3.5: Examples: Public transport infrastructure

At the development at the **Waterfront, Edinburgh,** new housing, offices and other business uses; new neighbourhood centres that will provide local shopping, community services; new primary schools; hotel and leisure facilities are being developed. A world-class tram network is under construction in Edinburgh and scheduled to be running in 2011. This will become the vital connection from the waterfront area to the city centre and Edinburgh airport. Trams will provide quick high frequency public transport and will be integrated with Edinburgh's already excellent bus network.

Edinburgh Tram
www.waterfront-ed.com/development/tram

Milton Keynes – the Milton Keynes Partnership Committee (MKPC) developed a Prospectus for Growth to establish the levels of local and strategic infrastructure required to support growth and how these will be funded and pump primed. MKPC worked with delivery agencies and the local authority to assess the level of public sector funding available and the level of developer contributions required. The tariff has funded a new bus service linking the city centre to the eastern expansion area.

Broughton Gate, Milton Keynes was one of the first development schemes to employ a section 106 obligation package negotiated on the basis of a 'tariff' for the provision of infrastructure and community services. The tariff has funded a new bus service linking the city centre to the eastern expansion area.

3.7 Support "appropriate" development in rural areas

3.7.1 Widely dispersed populations, low volume economic activities and considerable distances between households and services and facilities present challenges for sustainable rural transport.

3.7.2 Long distance commuting to work from rural areas is likely to be primarily by car because of low populations and corresponding limited availability of public transport. Access to key services such as health and education in rural areas needs to be taken account of. The needs of the elderly and disabled who may live a significant distance from bus routes and bus stops should be considered.

3.7.3 Rural hubs offer the potential to cluster core services around transport nodes ensuring efficiency and improved sustainable access for people living in rural areas to more local

services. This might include the provision of shared facilities at rural hubs, including meeting rooms and office services to meet the needs of small rural businesses.

3.7.4 The Commission for Integrated Transport in its report ' A New Approach to Rural Public Transport' examines the potential for innovative transport schemes using demand responsive transport to meet the needs of rural residents. Such schemes allow passengers to book door-to-door journeys with flexible shared taxis providing direct access to local facilities and connections to the wider public transport network. These schemes are often subsidised and developer contributions to such services in rural areas would support the sustainability of new developments.

Table 3.6: Example: Improving rural transport

Devon Fare Car is a network of timetabled shared taxi services for communities in 11 areas of Devon. Each service is provided by a local taxi operator under contract to Devon County Council. The fare charged is approximately equal to or slightly above the normal bus fare for the distance travelled.

Devon Fare Car
www.devon.gov.uk/fare-car

Each scheme covers a designated rural area and serves specific points in the nearest main town e.g. supermarket, hospital, leisure centre. Fare Car schemes offer several journey opportunities per day, normally 6 days a week (excluding public holidays).

Demand Responsive Transport in the Scottish Borders – two different approaches to demand-responsive transport are being trialed by the council, these are; a fixed-route service and a variable-route service within a defined geographical area. Trials of 7 services are being monitored and (if successful) may lead to additional services across the Borders.

3.8 Support freight movement by rail and water

3.8.1 Initiatives to move freight by rail or water should be supported. The Scottish Government's rail and water Freight Facilities Grant schemes are capital grant schemes that aim to encourage the transfer of freight from roads to the more sustainable rail and water options by helping companies invest in the facilities needed to compete in financial terms with road. The Waterborne Freight Grant scheme assists companies with the operating costs, for up to three years, associated with running water freight transport instead of road (where water is more expensive than road). All awards are limited to the environmental benefits of transferring freight away from roads.

Table 3.7: Example: River transport in Issy-les-Molineaux

The city of **Issy-les-Molineaux** in France has established a sustainable development action plan. This includes the development of a waste processing and energy recovery plant. This plant will ensure a daily reduction of approximately 25% in the number of waste disposal trucks visiting the site by making use of river transport.

3.9 Provide infrastructure to support home working

3.9.1 More people than ever are working from home according to research by the TUC. Nearly 3.5 million people already work from home in the UK – 12.2 per cent or one-in-eight of the population – an increase of 600,000 since 1997. The proportion of home workers in Scotland is 9.4%.

3.9.2 Good communications technology can facilitate home working and reduce the need to travel. Broadband in the home is essential, and good cabling, such as fibre optics and wireless hotspots can also contribute. Serviced office centres and teleconferencing facilities can also reduce the need to travel. Technology continues to evolve and it will be important to identify any new opportunities.

Table 3.8: Example: Information technology infrastructure

The Duchy of Cornwall has prepared a Sustainability Strategy for the **Newquay Growth Area**. Sustainability is at the heart of the design and development of the area and this fits with aspirations for more sustainable development. The ambition is to implement a sustainable mixed use urban extension to Newquay. With regard to technology, there are plans to create wireless hotspots within the development to allow flexible working and residents will be able to install what is appropriate for their needs in their homes.

Switch On Shropshire
www.switchonshropshire.org.uk

In 2004, take up of broadband in Shropshire stood at only 1%. Low take up was victim to low demand and a lack of investment in broadband infrastructure. Following infrastructure improvements, Switch On Shropshire focused on improving demand by rural businesses and reducing the divide between those who could afford broadband at home and those who could not.

The project offered small businesses advice and grants and established "broadplaces" where everyone could access computers, broadband and IT learning sessions. A robust community development approach was taken to the creation of broadplaces, contributing to the revitalisation of community cohesion within host communities By 2007, 35 broadplaces had been created and broadband take up had increased to 35%. 250 businesses were connected and 120 given grants.

4.1 Introduction

4.1.1 This section is aimed at assisting planners and transport planners at the site specific level to implement the strategic objectives.

4.1.2 The report 'Beyond Eco-towns, Applying the Lessons from Europe' found that European local authorities have acquired the necessary technical and financial capability through multi-disciplinary teams, local development agencies and in some cases public-private partnerships with private developers. The public sector negotiates with utilities, transport providers and other community facilities to ensure that a higher quality of infrastructure is provided before the bulk of residents have moved in.

4.2 Key Issues

4.2.1 The table below sets out the key considerations for decision-makers at a local level.

Table 4.1: Local Issues

Urban development	Develop within or adjacent to town centres
Retail development	Focus on town centre development. Out-of-town development should provide a range of public transport services. Use car park charges to manage demand and car parking revenue to support sustainable travel measures.
Mixed use and density of development	Increase density to facilitate short journeys which can be made by sustainable travel.
Walking and Cycling Infrastructure	Link to the Core Path Network, local cycle network and National Cycle Network. Provide cycle parking.
Travel Plans	Use Travel Plans as part of development proposals to promote sustainable travel and monitor their implementation

4.2.2 Further information is provided below on the key issues identified through the best practice review and consultation.

4.3 Develop within or adjacent to town centres

4.3.1 The Beyond Eco-towns report found that successful new communities in Europe are closely linked to thriving urban conurbations. This has been defined as having a choice of jobs within half an hour's drive by good public transport, plus priority for walking and cycling within the new development.

Table 4.2: Example: Sustainable city district

Vastra Hammen is a development area in Malmo which has plans for 10,000 people and 20,000 employees and university students. In order to reduce the need to travel, the area has been planned with different types of services and facilities. Pedestrian and cyclists have priority and the area is car free. Bus stops are within 300m distance from the properties and the bus service that connects with several areas of the town operates at 7 minute intervals.

The development in Craigmillar, Edinburgh encourages walking and cycling (the street in the photo below serves the joint primary schools campus and an increase in cycling to school has been reported compared with the previous two schools served by traditional streets). This creates a safer more secure environment with design speeds of 10-15 mph. Space has been provided for the city car club and free membership was given to the car club to the first purchasers. The homezones provide a Sustainable Urban Drainage system to drain the area: Formpave porous blocks are in the main carriageway. This is the first time the Council had adopted this system in the public highway and this is one of the few examples of the use of permeable paving on this scale in the U.K.

Masterplanning of the housing development at the Drum, Bo'Ness has shared surface streets, parking courts, pedestrian routes within the site and connections beyond developed into detailed proposals.

Craigmillar
www.edigroupscotland.co.uk

The Drum
www.homesforscotland.com

4.4 Sustainable access to retail development

4.4.1 The car is often the preferred mode of choice for shopping trips, particularly to supermarkets and for household purchases because car parking is available and often free.

4.4.2 A study by the Commission for Integrated Transport (CfIT) found that 85% of people travelling to out-of-town sites do so by car while a high proportion of shoppers arrive in towns and city centres by public transport, walking and cycling. The study also found that public transport users do not spend significantly less than car users in towns and city centres. Research by the University of Westminster on implementing sustainable property development found a high level of car use for accessing out-of-town developments.

Table 4.3: Relationship between transport and the location of property development (VTPI, 2001)

Out-of town business parks, UK	93% travel to work by car
Gateshead Metrocentre, UK	80% travel by car compared to 27% to the city centre
Supermarket on free-standing London site	95% by car compared to 33% for inner London supermarket

4.4.3 This suggests that retail development in town centres produces more sustainable travel and should be the priority. Planning conditions for out-of-town centres should require a range of public transport services and provide incentives to shoppers to use public transport.

4.4.4 Charging for car parking is an important demand management tool and funding from this source can be ring-fenced to support the implementation of sustainable travel measures.

Table 4.4: Town Centre retail development

Kingsgate, Dunfermline: this £50 million shopping centre in Dunfermline town centre will bring 27 new shops to Kingsgate, extending the centre to 370,000 sq ft (34,374 sq m) with 162,000 sq ft (15,050 sq m) of new floorspace. A new £5 million bus station is situated right alongside Kingsgate and there is also good access by rail.

Kingsgate
www.kingsgate-dunfermline.com

4.5 Encourage mixed use and density of development

4.5.1 Encouraging less car travel through land use involves planning new development with origins and destinations close together. This can be achieved by increasing density or creating mixed use development. Higher densities of people or jobs facilitates short journeys which can be made without using a car. Increased density can also be a means of building critical mass for public transport.

4.5.2 The table below shows the impact of development on travel (VTPI, 2001).

Table 4.5: Travel impacts of development types

Development Type	Reduced Vehicle Travel
Residential development around public transport nodes	10%
Commercial development around public transport nodes	15%
Residential development along public transport corridor	5%
Commercial development along public transport corridor	7%
Residential mixed-use development around public transport nodes	15%
Commercial mixed-use development around public transport nodes	20%
Residential mixed use development along public transport corridors	7%
Commercial mixed use development along public transport corridors	10%
Residential mixed use development	5%
Commercial mixed use development	7%

Table 4.6: Example: Poundbury, Dorset

Poundbury is the urban extension to Dorchester in Dorset, and is famous internationally as a pioneering example of urban development. Poundbury is expected to be fully completed by 2025 when it will add approximately 5,000 to the population of Dorchester with 2,000 jobs in the factories, offices and general facilities across the site.

At its heart is the importance of pedestrian friendly public space and of integrating employment, private and affordable housing and community facilities. It is intended to be a sustainable development where it is possible to meet a higher proportion of daily needs on foot, rather than relying on the car. The density of development at Poundbury is also higher than typical for residential suburbs.

As a mixed-use settlement with factories, offices, shops and facilities dispersed amongst the residential neighbourhood, it is possible for people to live and work in the same community. There are facilities such as restaurants, shops, vets, hairdressers, cafes, pubs, children's nurseries and community facilities close to homes.

It is this density that sustains facilities like local shops. Streets are fully adopted by the Highway Authority, but their use by cars is secondary to their role as the public realm for people who live here. For this reason highway layout is constrained and deliberately inconvenient for cars. All properties have identified private car parking areas and residents covenant to use them rather than the public streets for their cars.

The **Edinburgh Bioquarter** (formerly Centre for Biomedical Research) is a ground breaking collaboration between the University of Edinburgh and Scottish Enterprise that will consolidate Scotland's reputation as a world leader in biomedical science.

The development is a 100 acre site for biomedical research which is co-located alongside the University medical school, and the new Royal Infirmary at Little France. The development will create a unique built environment to complement the significant advantages of co-locating so much expertise, know-how and technology in one place.

Hopetoun Village, Edinburgh – this development has created an inner-city neighbourhood for in excess of 2,000 residents in a mix of housing types together with community facilities, including park, health centre, hotel and shops. The layout reuses a never-completed Georgian Street pattern to establish a modern reinterpretation of Edinburgh's new town.

Bioquarter
www.research-innovation.ed.ac.uk

4.6 Support pedestrian and cycle facilities

4.6.1 Support should be given for the provision of new local routes and improvements to existing pedestrian and cycle networks, including the core path network and links to the National Cycle Network. Areas should be made more people-friendly so that pedestrians and cyclists feel safe walking and cycling in an area and cycle parking infrastructure is available.

4.6.2 SEStran has produced guidance on design and best practice in cycling infrastructure. This highlights five design principles:

- Coherence: infrastructure should form a coherent route which links origins and destinations. Routes should be continuous and be of a consistent standard
- Directness: routes should be as direct as possible and be based on known or modelled desire lines. Detours and delays will deter use.
- Attractiveness: the perception of a route is important, especially if it is to attract new users. The total experience of the cyclist on the journey should be taken into account e.g. the environmental quality of the route combined with appropriate engineering detail. A route should complement and, where possible, enhance the area through which it passes: sensitive issues include lighting, personal safety, aesthetics and noise.
- Safety: design should minimise actual and perceived risk for cyclists/road users. It is important to avoid ambiguity in design.
- Comfort: cyclists prefer smooth, well-maintained surfaces, regular sweeping and gentle gradients. Routes should be convenient to use and avoid complicated manoeuvres.

4.6.3 Cycle hire facilities should also be considered. These offer bicycles located at docking stations each of which is equipped with an automatic rental terminal and spaces for bicycles. Users subscribe to the service and pay an hourly rate for rental, but the first 30 minutes is often free. Mass automated cycle hire facilities have been implemented in cities, including Paris and Barcelona, and there are several operators capable of providing this facility in the UK.

Table 4.7: Example: Supporting walking and cycling

East Lothian Council has produced a document **Design Standards for New Housing Areas**. It draws together the key planning and transportation requirements for the design of new housing areas. A key focus is to review road design and promote Home Zone development.

Vélo V is a bicycle rental service run by the city of Lyon, in conjunction with the advertising company JCDecaux. The network consists of almost 200 rental points, situated in strategic locations across the cities of Lyon and Villeurbanne. Bikes can be rented and returned to any other station within the network. Average trip length is 2.8 kilometres for a duration of 20 minutes, with increased use during peak hours and near the main train and metro stations.

Vélo V
velovgrandlyon.com

The system is managed by JCDecaux and is included in a global 13 year contract of street furniture funded by Greater Lyon. This relationship allows the city to provide the service on a cost neutral basis for the city and at very low cost to users, in return for providing exclusive advertising rights on bus shelters and the like to the operator.

4.7 Implement and monitor travel plans

4.7.1 Travel plans that are required as part of development proposals are an effective means of promoting sustainable travel to new residents. A Travel Plan normally needs to be prepared alongside the transport assessment. A transport assessment provides the evidence to support the outcomes sought and the measures needed in the Travel Plan. A transport assessment looks at the existing trip generation and movements around a site by all modes. It estimates the demand for travel to the new development and predicts the impact of these additional movements. It goes on to set out how the impacts, particularly the car journeys can be minimised.

4.7.2 Travel plans are a package of measures, incentives and policies to encourage people to use sustainable transport modes and to reduce reliance on the car, especially single occupancy car use. These promote the use of active travel (walking and cycling), public transport and car sharing. There is guidance available on developing travel plans, including guidance by the DfT and the Scottish Government. SEStran is able to provide travel planning advice to both public and private sector organisations on the development and implementation of Travel Plans.

4.7.3 It is important that the implementation of Travel Plans is monitored by the local authority to ensure that the commitments are met and the benefits realised, including mode share targets. In exemplar towns such as Basle, 25% of all journeys are made by private car. Spending should be proportionate according to the target modal split. A range of hard and soft measures should be implemented to manage travel. The DfT's Smarter Choices – changing the way we travel report estimated that every £1 spent on soft measures could bring £10 of benefit in reduced congestion.

4.7.4 Car sharing schemes usually target regular trips to work and may operate within a single company or across a number of different employers in the same area. SEStran has been operating TripshareSestran.com since October 2006. TripshareSEStran is the free, web-based car-sharing scheme to link car drivers or passengers who are making similar journeys in South East Scotland and wish to share the costs. The system can also match taxi, cycling or walking journeys.

TripshareSestran.com
Start the day with a pick me up

Table 4.8: Effective travel planning

Royal Bank of Scotland Headquarters, Edinburgh: the development of new Headquarters for 3,000 staff involved the development of a comprehensive travel plan which has been held up as one of the most successful plans to be implemented in Scotland.

The Cambridge University Hospital Trust has won several awards for its **Addenbrooke's Hospital** Travel Plan. The Trust was the first NHS Trust in the country to procure and run a public bus service – the Addenbrooke's Shuttle8 – and its partnership with Stagecoach and the local councils has made a considerable contribution to increasing the number of staff using buses to come to the campus.

RBS Headquarters
www.airdirect747.com/rbos

Addenbrooke's Shuttle
www.cuh.org.uk/addenbrookes/finingus/publictransport

5.1 Introduction

5.1.1 This section provides guidance and examples to local authorities and developers on the delivery of practical, on the ground sustainable solutions for new developments.

5.2 Key Issues

5.2.1 The table below sets out the key issues for decision-makers at a development management level.

Table 5.1: Development Management Issues

Development Layout	Promote the user hierarchy of pedestrians, cyclists, public transport users and vehicles
Access to Public Transport and Transport Interchanges	Review and improve access to public transport and transport interchanges. Consult public transport operators.
Pedestrian and Cycling Infrastructure	Provide infrastructure and signage. Consider Home Zone principles.
Car Parking Demand Management	Apply maximum parking standards. Consider creating completely or partially car free development. Offer alternatives such as a car sharing scheme or a Car Club.
Traffic Management	Implement traffic management and restraint measures e.g. separate cycle and walkways, bus lanes, bus gates.
Travel Information	Provide information about the local area and sustainable travel in different formats. Give incentives to use sustainable travel.

5.2.2 Further information is provided below on the development management issues identified through the best practice review and consultation.

5.3 Development design to prioritise sustainable transport

5.3.1 The layout of the development is an important factor in determining the way in which people travel to and around the development. Priority should be given to pedestrians and cyclists and the area should not be dominated by motor vehicles.

5.3.2 The Designing Streets consultation published by the Scottish Government in January 2009 is an essential reference document. It updates the link between planning and transportation policy and street design. The document reinforces the user hierarchy of pedestrians, cyclists, public transport users and motor vehicles.

5.3.3 It further promotes a collaborative approach both within local authorities and developers' teams and with other key stakeholders. This is reinforced by evidence from Europe where key stakeholders work in partnership to deliver sustainable places.

Table 5.2: Example: Design to support walking and cycling

At **Slateford Green** in Edinburgh the housing development is skirted by a pedestrian street and cycle route, graded to provide service, drop-off and emergency access throughout. No vehicles enter the internal courtyard. Minimal parking is located for disabled flats and for essential visitors.

Slateford Green
www.dunedincanmore.org.uk

The first phase of the **Oxgangs** redevelopment in Edinburgh will provide 31 houses and 60 x 1&2 bedroom flats, including 4 specifically designed for wheelchair users. This part of the project will be classified as a 'Home Zone' which is an area where the needs of the pedestrian are as important as those of cars and other vehicles. The aim of these zones is to improve the quality of life in residential streets by making them places for people not just for traffic.

Oxgangs
www.dundeincanmore.org.uk

The 512 home development in **Poole Quarter, Dorset** will have a central focal space, located on a pedestrian and cycle route that provides a central avenue through the site. The route, which will be well lit and overlooked, will give pedestrians and cyclists an advantage over private car users and is expected to encourage residents to walk or cycle to workplaces and other destinations in the town centre. Signage and secure cycle parking is provided around the site and developer funding will link the site with a nearby recreation area and provide new bus stops and shelters on the nearby bus route.

Table 5.3: Example: Government and developers working in partnership

The **Highways Agency and British Land**, a major UK landowner and developer, have signed a Memorandum of Understanding. This is aimed at promoting closer working relationships between developers and the Highways Agency and promoting efficient and effective sustainable transport in the design of new development and encouraging sustainable travel patterns by its occupiers.

Partnership working of this kind has enjoyed success in the West Midlands, where early engagement by British Land and the Highways Agency aided delivery of proposed expansions and developments near Blythe Valley Business Park, near Junction 4 of the M42. A Travel Plan was created for employees and employers based at the business park which preserved the integrity of the junction while meeting the aspirations of both the developer and the local community.

A new train station was provided at Edinburgh Park station to serve people working in and around the Edinburgh Park business park. This was the first business park in Scotland to have its own railway station, and it was delivered in a partnership between City of Edinburgh Council and New Edinburgh Limited, working with ScotRail, Network Rail and the Strategic Rail Authority.

Edinburgh Park Station
www.edinburgharchitecture.co.uk

5.4 Provide access to public transport and transport interchanges

5.4.1 Improved public transport and access to key transport interchanges from the outset is important. Public transport should be available at times that meet the needs of residents, including for commuting and leisure activities. Developers, local authorities and transport providers should work together to establish where there is capacity on the network and to agree alterations to the network to serve new developments. Direct, safe, well-signed routes to public transport and to local facilities should be provided to encourage walking and cycling.

Table 5.4: Examples: Good public transport options

New Acute Hospital Larbert: the construction of the new hospital has led to the production of a travel plan with planned improvements to travel options; including improved bus provision and a bus link with the local train station.

Larbert Hospital
www.nhsforthvalley.com

The expanded settlement at **Wallyford** in East Lothian lies in the Green Belt and commuter catchment of Edinburgh. The expanded settlement will capitalise on the integrated transport opportunities offered by its strategic location and the recent investment in its public transport infrastructure, including a Park & Ride facility which is close to the bus and train stations.

PARK&RIDE

www.lothianbuses.com

The Village, Caterham – following Section 106 negotiations, Linden Homes agreed to the early delivery of public transport by procuring and running a bus service for five years to encourage the reduction of car usage across the new development at the Village in Caterham. The bus service was operated after 50 homes had been constructed. The route provided a link between the development, the station and the town centre. Contributions towards the cost of operating the bus were included in the village's management fees and to encourage the use of the facility, residents, visitors and businesses were provided with travel vouchers. These fees applied to all residents regardless of whether they used the services and contributions were tied to the covenants of properties and the release of the freehold on the sale of individual properties.

Wallyford Park & Choose
www.sestran.gov.uk

5.5 Provide pedestrian and cycling infrastructure

5.5.1 Short journeys provide an ideal opportunity for people to cycle and this can have the additional benefit of increasing physical activity and promoting health. Supporting infrastructure can help to make this more attractive and this includes:

- direct cycling routes to key facilities, including links to existing infrastructure
- secure cycle storage adjacent to homes, shops, and other local facilities

5.5.2 Home Zones aim to strike a balance between vehicular traffic and everyone else who uses the street: the pedestrians, cyclists, business people and residents. Home Zones work through the physical alteration of streets and roads in an area. These alterations force motorists to drive with greater care and at lower speeds. Many countries support this with legislation, allowing the Home Zones to enforce a reduced speed limit of 10 miles an hour. The benches, flower beds, play areas, lamp posts, fences and trees used to alter the streets and roads offer many additional community benefits and are considered to enhance the amenity of an area and increase the housing prices.

Table 5.5: Example: Home Zones

The multi-million pound regeneration scheme in the urban district of **Northmoor, Manchester** has resulted in the creation of 11 Home Zones. The Home Zone streets were radically re-designed, houses demolished to provide pedestrian links and create courtyards for play and social activities, some buildings e re-designed to increase the height and provide better accommodation. The traffic calming features reduce sight lines and speed whilst increasing and re-designing parking provision.

Home Zones: Aberdeenshire
www.aberdeenshire.gov.uk

5.6 Manage car parking

5.6.1 Car use can be managed through the application of demand management policies in new developments. The application of development management maximum parking standards can be a useful tool when used in conjunction with other measures such as improved public transport, car clubs and car sharing schemes to provide a realistic alternative to the car. The level of parking space required should be reduced the closer to public transport nodes and town centres a development is located.

5.6.2 SEStran has produced a parking management strategy that is aimed at benefitting residents, visitors and business users and discouraging commuter parking. This gives guidance on parking restrictions and charges for different locations and types of parking issues. The strategy recognises that parking is a key aspect of transport and land use planning that requires to be managed to: promote lifestyles that are less car-dependent; transport provision that is more socially inclusive; development that is more sustainable in terms of energy and settlements that are more attractive and user-friendly.

5.6.3 Opportunities to create a completely or partially car free site should be considered. In this case, car parking could be available only to residents with disabilities, visitors and car clubs. Access to cars could be restricted to certain times of the day and to certain parts of the development. Workplace parking could be restricted and preference given to low emissions cars.

Table 5.6: Example: Car Clubs

Development at **Seldown in Dorset** gives residents 0.7 parking spaces and charges for these. Residents who own more environmentally friendly vehicles pay less and parking revenue will be ring-fenced for sustainable transport measures. A Car Club is available using two electric vehicles with two dedicated parking spaces and an electricity charging point. A controlled parking zone in the adjacent area is expected to contain overspill parking.

Edinburgh Car Club
www.usatoday.com

5.6.4 Car Clubs are an arrangement whereby a group of people share a pool of cars, have access to a car for flexible periods of time as and when they require it, that are available at more competitive rates than conventional car hire firms. There are several Car Club operators who can take on the responsibilities and financial risk of a scheme.

5.6.5 Car Clubs can increase development density. Research shows that each Car Club vehicle replaces 6 private cars (CarPlus 2007). Less space is therefore required for car parking, which means more space is available for other uses (i.e. more units or open space). This may increase the value of a site or increase the potential profit of a site.

5.6.6 For a developer, Car Clubs can create a cost saving depending on the scale and type of development. Factors influencing the cost savings made are: reduced excavation and/or construction costs to create an underground or surface car park and reduced off-site infrastructure improvements (i.e. developer contributions) as there will be a lower total trip generation to and from the site.

Table 5.7: Example: Car free development

Slateford Green in Edinburgh is a mixed tenure development by Canmore Housing Association consisting of 120 residential units on a brownfield site. The project demonstrates the financial viability of housing that is car-free and that incorporates sustainable construction methods. Its chosen location is near to several public transport links and so makes it an ideal site. Complementing the development is the Edinburgh CityCarClub, a joint venture between Edinburgh City Council and Smart Moves.

Green Dragon House in Covent Garden, London Borough of Camden is one example of 242 schemes that Camden Borough Council has agreed. The original proposal for 29 flats included 9 car parking spaces but was modified in line with council's policies on controlled parking. Space that would have been used for parking was freed to create an internal green space and courtyard for residents. Camden Borough Council estimates that these schemes will save 4,660 car trips per day when complete.

5.7 Manage traffic

5.7.1 Traffic management and restraint measures should favour public transport, walking and cycling. Consideration should also be given to ways in which goods could be delivered to minimise carbon emissions, for example by low emission vehicles.

5.7.2 Filtered permeability is the principle of separating sustainable modes from private motor traffic in order to give them an advantage in terms of speed, distance and convenience. This can be achieved through separate cycle and walkways; bus lanes; bus gates; bridges or tunnels solely for sustainable modes.

Table 5.8: Example: Traffic management

Vauban, Freiburg (Germany) – Vauban is a large car free neighbourhood of 5,000 inhabitants and 600 jobs which is 4km to the south of Freiburg town centre. It was built as a sustainable model district on the site of a former military base. Construction was begun in the mid-1990s, and by the beginning of 2001 there were 2,000 residents. Vauban is connected to the town centre by a tramway. Vehicles are allowed along the residential streets at walking pace to set down and deliver, but not to park. Consequently most streets are pedestrian-friendly and suitable for children to play, and have a 5km/hour speed limit. Around 40% of the households have agreed to live without their own cars, while others leave their vehicles at the edge of the development.

At **Staiths South Bank** in Gateshead, Taylor Wimpey teamed up with Hemingway Design to create the largest new-build Homezone. The streets are gradually graded so that that volume of cars tails off towards the centre of the development. Roads become narrower, pavements wider and the bias towards the pedestrian more evident, eventually ending in car-free courtyards. Speed limits are 10mph, all residents are within 400m of a bus stop, all houses have cycle sheds and all new residents are given £50 towards the purchase of a cycle.

Vauban, Freiburg
Cabe Images Katherine Heaton

Gateshead
Cabe Images Katherine Heaton

5.8 Provide travel information

5.8.1 The provision of information about the local area and sustainable travel to local facilities is important to make people aware of what travel options are available to them for different journeys. This can be provided in the form of welcome packs to new residents. Packs can also include incentives to use public transport or to walk or cycle, e.g. free tickets for bus services, discounts for local cycle shops etc.

Table 5.9: Example: Welcome Packs in Peterborough

In 2004 the Department for Transport (DfT) invested £10 million in trialling area-wide Smarter Choices programmes in three towns: Darlington, Peterborough and Worcester. These Sustainable Travel Demonstration Towns were to implement a holistic package of measures over five years to encourage greater use of sustainable travel, with rigorous monitoring to measure the impact and benefits of both the overall programmes and individual Smarter Choice interventions. The measures aimed at (a) improving the experience for sustainable transport users and (b) encouraging and enabling more people to try walking, cycling, car sharing and public transport.

One of the initiatives implemented in **Peterborough** was the production of travel information packs which are requested through the planning process for each new development with 10+ dwellings. Within the packs, developers are required to offer the occupant the choice of either a £100 cycle voucher or three month bus pass (£115). This package is secured through Section 106 agreements alongside other transport infrastructure and service contributions.

At **Edinburgh Park**, a business park in the west of Edinburgh, travel information is provided via a community website. This provides access to a range of travel information, including a private car share scheme, Car Club and real-time bus information.

6.1 Further information

6.1.1 National planning policy for Scotland is currently expressed through a series of Scottish Planning Policies (SPPs) and National Planning Policy Guidelines (NPPGs). The Scottish Government is currently rationalising these into a single statement of national planning policy. Until this consolidated document is produced in late 2009, the existing SPPs and NPPGs remain in force. These are:

- SPP2 – Economic Development
- SPP3 – Planning for Homes (2008)
- SPP4 – Planning for Minerals
- SPP6 – Renewable Energy
- SPP7 – Planning and Flooding
- SPP8 – Town Centres and Retailing
- SPP10 – Planning for Waste Management
- SPP11 – Open Space and Physical Activity
- NPPG12 – Skiing Developments
- NPPG13 – Coastal Planning
- NPPG14 – Natural Heritage
- SPP15 – Planning for Rural Development
- SPP16 – Opencast Coal
- SPP17 – Planning for Transport
- NPPG19 – Radio Telecommunications
- SPP20 – Role of Architecture and Design Scotland
- SPP21 – Green Belts
- SPP22 – Planning for Fish Farming
- SPP23 – Planning and the Historic EnvironmentSPP3 Planning for Homes

6.1.2 Designing Places is a policy statement on design that sets out the overarching policy on design. This document is supported by a series of design based Planning Advice Notes (PANs) including:

- PAN71 Conservation Area
- PAN75 Planning for Transport(under review by Transport Scotland)
- PAN76 New Residential Streets
- PAN78 Inclusive Design

6.1.3 Current Structure and Local Plans are as follows:

The Edinburgh and Lothians Structure Plan 2015 which was approved in 2004 covers four local authority areas: City of Edinburgh, Midlothian, East Lothian and West Lothian are covered by the same structure plan – This structure plan will be replaced in 2012 when the South East Scotland Strategic Development Plan is adopted. The individual councils will have to prepare Local Development Plans in order to implement the requirements of the new Strategic Development Plan.

Edinburgh

There are currently six adopted local plans that cover the city of Edinburgh plus the rural west Edinburgh local plan. The six urban area plans are due to be replaced in late 2009 by a single local plan. (www.edinburgh.gov.uk)

Midlothian

The Midlothian Local Plan was approved for adoption in October 2008. (www.midlothian.gov.uk)

East Lothian

The East Lothian Local Plan was adopted in October 2008 and covers the period to 2015.(www.eastlothian.gov.uk)

West Lothian

The West Lothian Local Plan was adopted in January 2009 and covers the period to 2015.(www.westlothian.gov.uk)

Clackmannanshire

The Clackmannanshire Development Plan comprises two key components: the Clackmannanshire and Stirling Structure Plan, 2002 and the Clackmannanshire Local Plan, 2004. (www.clacks.gov.uk)

Falkirk

The Falkirk Structure Plan sets out the development strategy and supporting policies for the period up to 2020. The Council currently has 8 settlement based Local Plans. A draft finalised version of the Falkirk Local Plan which will consolidate the 8 plans into a single comprehensive document was published in April 2007 and is due to be subject to a local plan inquiry in 2009. (www.falkirk.gov.uk)

Fife

The Fife Structure Plan 2006-2026, once approved, will replace the Structure Plan 2001-11. Currently there are 10 local plans but these are being reducing to three. (www.fife.gov.uk)

Scottish Borders

The Structure Plan 2001-2011 was adopted in 2002. The Local Plan was adopted in 2006 and covers the period to 2011. (www.scotborders.gov.uk)

6.1.4 The following publications are sources of further information:

Planning

Beyond Eco-towns, Applying the Lessons from Europe, PRP, URBED and Design for Homes (October 2008)

Beyond Eco-towns, The Economical Issues, URBED (October 2008)

Building Sustainable Transport into New Developments: A Menu of Options for Growth Points and Eco-towns, DfT (2008)

Scottish Sustainable Communities Initiative, Scottish Government (2008)

Implementing Sustainable Property Development, University of Westminster (2000)

Sustainable Transport

Draft Designing for Streets, Scottish Government (2009)

Cycling Infrastructure: Design Guidance and Best Practice, SEStran (2008)

Cycling by Design, Scottish Executive (2000)

Smarter choices – changing the way we travel, DfT (2004)

Travel planning guidance: Choose Another Way: Your Practical Guide to Travel Planning for your organisation, Scottish Government (2008)

The essential guide to travel planning, DfT (2008)

Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Communities and Local Government & DfT (2009)

Home Zone Design Guidelines, IHIE (2002)

Making Car Sharing and Car Clubs Work: A good practice guide, DfT (2004)

Car Clubs in Property Development: an Information Pack for Developers and Local Authorities; Carplus (2007)

Planning for Public Transport in New Developments, Institute of Highways and Transportation (1999)

A New Approach to Rural Public Transport, Commission for Integrated Transport (November 2008)

Online TDM Encyclopaedia, Victoria Transport Policy Institute (2001)

Smarter Working Guide, TfL and WorkWise (2007)

The Extended Economy, Flexible Working, Growth and the Edinburgh City Region, International Futures Forum (2006)

Car parking

Regional Parking Management Strategy, SEStran (2008)

Parking Strategies and Management, Institute of Highways and Transportation (2005)

Freight

Moving Freight – How to Balance Economy and Environment, Institute of Highways and Transportation (2005)

6.1.5 The following websites have relevant information:

For information on policy:

- www.scotland.gov.uk
- www.sestran.gov.uk
- www.chooseanotherway.com
- www.sustainable-scotland.net
- www.dft.gov.uk
- www.iht.org.uk

For information on smarter choices:

- www.carfree.org.uk
- www.carfreehousing.org
- www.velib.paris.fr
- www.homezones.org.uk
- www.tripsharesestran.com
- www.carplus.org.uk
- www.workwiseuk.org

For best practice examples:

- www.go-fastrack.co.uk
- www.thebridgedartford.co.uk
- www.freiburg.de.greencity
- www.malmo.se/vastrahammen
- www.duchyofcornwall.org
- www.sustainablecities.org.uk

6.2 Contacts

6.2.1 The following are useful contacts:

SEStran
First Floor
Hopetoun Gate
Edinburgh EH7 4LZ
0131 524 5150

SESplan
First Floor
Hopetoun Gate
Edinburgh EH7 4LZ
0131 524 5165

SEStran
First Floor
Hopetoun Gate
8b McDonald Road
Edinburgh
EH7 4LZ

Tel: 0131 524 5150
Fax: 0131 524 5151

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