

8 March 2022

New homes and rail



TRANSPORT FOR NEW HOMES

Transport for New Homes

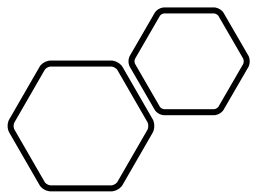
About Transport for New Homes

Our work

Building Car Dependency Report

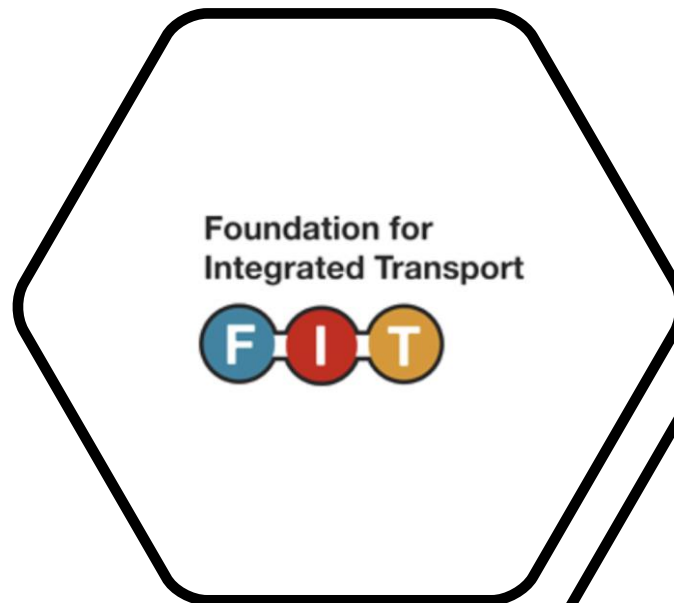
Our findings for rail

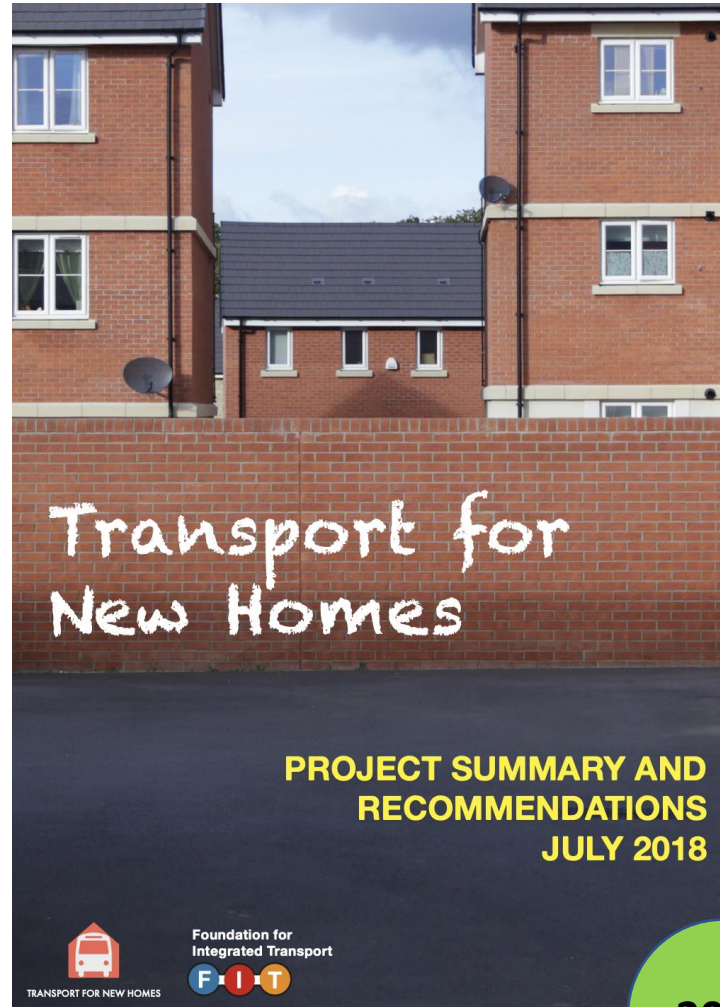
Positive steps to make things better



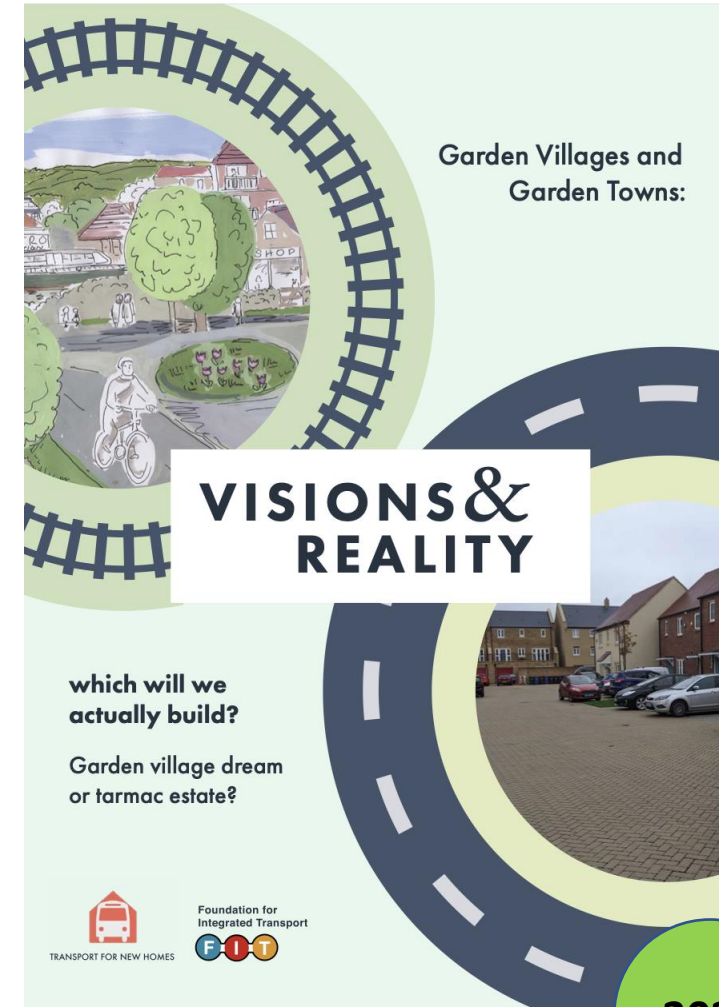
We are funded by
the Foundation
for Integrated
Transport (FIT)

- Our steering group includes:
- Network rail
- RAC Foundation
- Sustrans
- Bus operators
- RTPi
- CPRE





2018



2020

Building Car Dependency



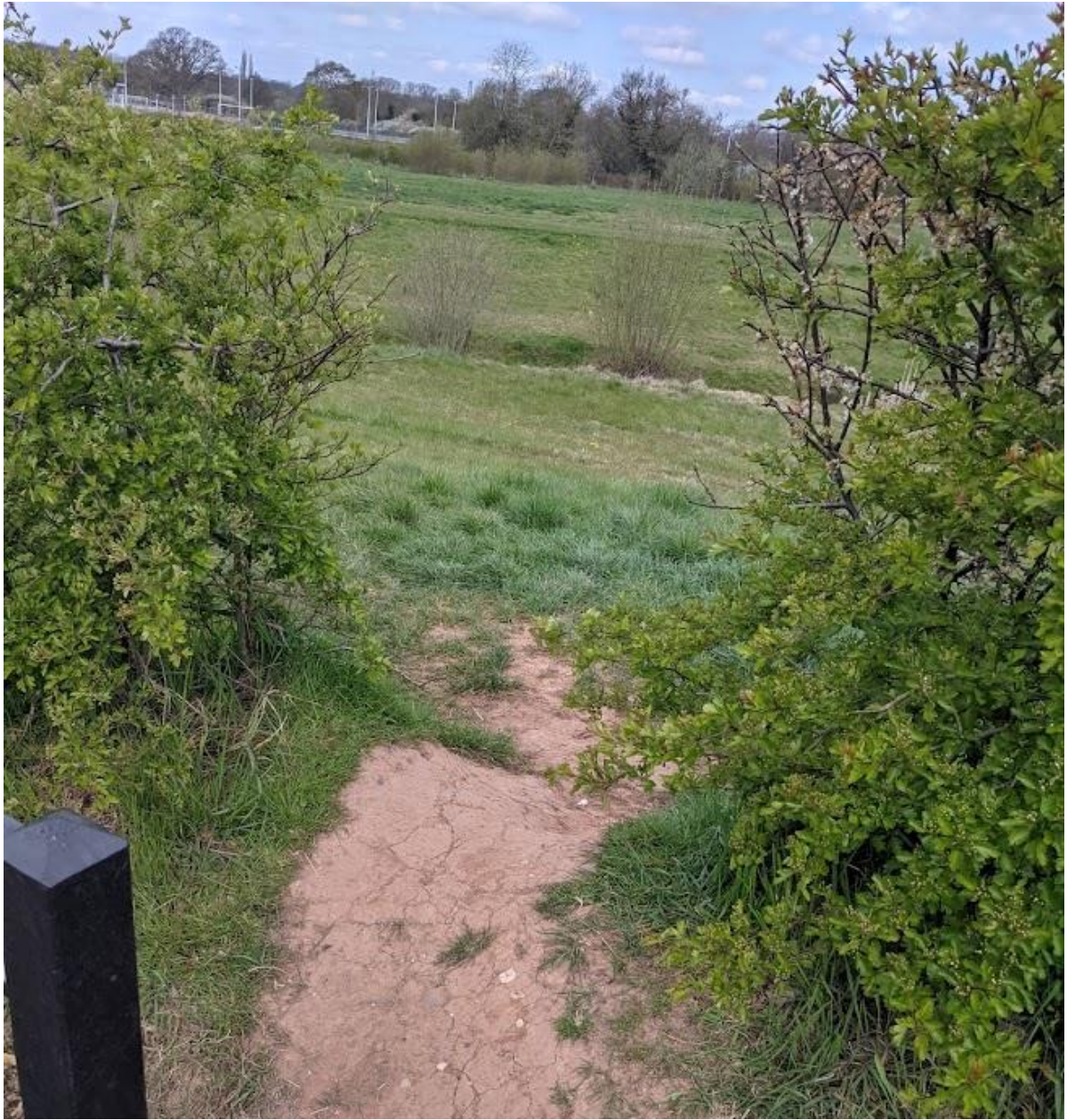
The Tarmac suburbs of
the future



THURSDAY 10th 10th 10th

Building Car Dependency report findings

- Rail was an afterthought in planning
- Vague aspirations to open stations
- Funding not in place
- Housing plans out of sync with railway planning
- Lack of understanding of rail operation
- Poor integration provided
- Rail reopenings rarely coincide with new housing




Positive
steps to
make
things
better

CRPs: Continue to do
your work

Start early

Development control is
too late

Transport for New Homes checklist



TRANSPORT FOR NEW HOMES

Checklist For New Housing Developments

This Checklist sets out the things that make new housing areas good to live in without experienced car users. It has been compiled in the context of the need for radical change in the way new homes are provided. The Transport for New Homes aim is to promote new housing that is well located, well designed, and with good sustainable transport links, as set out in the Transport for New Homes Charter (see website). A suggested system for scoring the Checklist is provided in Annex B.

LOCATION and CONTEXT

1. The location meets car dependency

- ☐ Is it well connected by walking, cycling, and public transport to an existing settlement that has a clear centre/destination?
- ☐ Is it provided in the vicinity of major road/junction?
- ☐ There is no major road crossing/junction by the scheme, or being suffered by the scheme?
- ☐ Can any to residents' main destinations be discharged using by new carless parking strategies, free priority routes?
- ☐ Development supported by clear commitment to walking, cycling and public transport to urban and urban, including mode-share targets (e.g. in Local Plan)?

2. Walking, cycling and public transport to the wider area and key destinations are well planned

- ☐ Is there direct walking routes with or without provided to connect the development?
- ☐ Is there direct cycle routes with or without provided to connect to the development?
- ☐ The development is connected to key destinations by excellent public transport (see also in New Local Plan and confirmed plans for bus)?
- ☐ The development has clear potential to improve public transport (improving standards of existing settlements as well as those living in the new housing development)?

www.transportfornewhomes.org.uk • info@transportfornewhomes.org.uk