



High quality routes are over-looked, well lit and attractively landscaped.



We should focus our efforts on improving routes to bus stops, yet all too often these are unattractive and intimidating.

Getting the movement right affects uses and activities, density, security and the impact of the development on neighbouring places. The movement framework concerns the structural aspects of movement, focusing on the street and footpath networks. The individual activities and components of a movement structure (walking, cycling, public transport etc) are addressed in detail in Section 4.

A successful movement framework:

- provides the maximum choice for how people will make their journeys;
- takes full account of the kinds of movement a development will generate;
- makes clear connections to existing routes and facilities.

Because every site is different there can be no standard formula. What suits a large suburban site will be quite different from a pocket site in the inner city.

The movement framework should, wherever possible and practicable, make it as easy and attractive to walk, cycle or take the bus, as it is to travel by car. This means providing the right kinds of route to fit the journeys that people want to make. The reason why one route is better than another depends on countless factors, many of them quite intangible, hence route assessment can never be an exact science. Predicting vehicle movements is only one part of the exercise: how people experience their journey (especially people on foot) is just as important.



The movement framework clearly illustrates the route network for pedestrians, cyclists, public transport and other vehicles

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|--|-------------------|--|---------------------|
| | Main Loop Road | | Key Footpath Routes |
| | Secondary Streets | | Promenade Cycleway |
| | Minor Streets | | Possible Bus Stop |