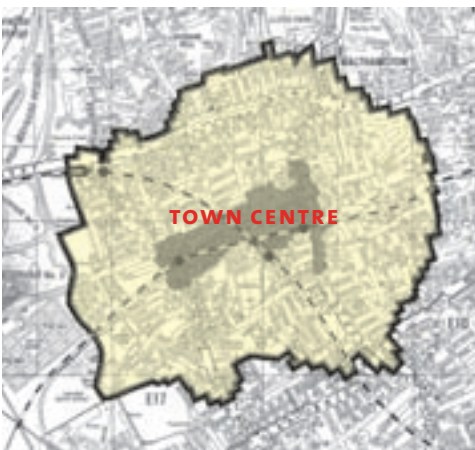




A thorough movement assessment takes account of all modes of transport



The first step is to define the walkable catchment area to local facilities



This can then be refined to reflect more accurately existing routes and barriers to movement.

3.1.1 MOVEMENT ASSESSMENT

Undertake a movement assessment

This will form the basis for improving the existing network or creating a new street pattern. Some of the factors to consider in relation to the various modes of transportation (walking, cycling, bus, car, etc.) include:

- Safety
- Air quality
- Convenience of journey
- Speed
- Walking down and up kerbs
- Pedestrian crossings
- Pedestrian and cycle (Toucan) crossings
- Segregated path
- Quality of transport
- Overbridges
- Underpasses
- Severance
- Noise
- Pollution
- Visual amenity
- Variety in visual amenity
- Pavement congestion
- Road congestion
- Quality of pavements
- Quality of roads
- Cycle facilities

The quality of different routes can be rated to help decide which should be developed or where improvements are needed. Redevelopment of an existing site may provide opportunities to re-establish old routes that have been destroyed or downgraded, and to improve movement through an area, not just to and from the new site.

3.1.2 THE WALKABLE NEIGHBOURHOOD

Design for ease of walking

Local facilities bring residents together, reinforce community and discourage car use. So the first component of a movement framework should be the walking distances from facilities. The quality of the routes is important, especially where there are obstructions such as busy roads or railway lines. To give walking priority means putting the everyday experience of the street first on the agenda.

People should be able to walk in 2-3 minutes (250 metres) to the post box or telephone box: the newsagent's should be within 5 minutes (400 metres). There should be local shops, the bus stop, the health centre and perhaps a primary school within a walking distance of (say) 10 minutes (800 metres).