

This section considers accessibility within the urban area – how easy it is for people to travel and the choice they have about how they travel. The concern here is how to design developments that offer people travel choices that are widely accessible and meet the needs of everyone.

Layout is a major influence on how people choose to travel. Over the last 50 years or more the planning of development has been dictated primarily by the geometry of road design, and this has had the effect of encouraging car use, even for journeys which would be much better made by walking or cycling.

To reverse this tendency means designing with all forms of movement in mind, not just the geometry of road layouts. What matters is that, wherever possible, movement on foot, by bicycle or by public transport should be as easy and convenient as using the car. This doesn't mean excluding the car: what is needed is an appropriate balance between traffic and other uses to create attractive, lively, safe and interesting places.



Bede Island North, Leicester: Connecting a new neighbourhood	
Location	Former derelict railway land to the west of Leicester city centre, near to the De Montfort University campus.
Design team	Leicester City Council's Urban Design Group
Client	Leicester City Challenge Ltd / Leicester City Council
Site area	13.7 hectares
Project	A mixed-use development including housing (housing association, privately rented and student accommodation), a business park, shops, and a pub in a converted pumping station. The heart of the development is a new 1.9 hectare park. The movement framework has three main aspects: <ul style="list-style-type: none"> • main pedestrian link through the square and park provides excellent route from the university and city centre to adjoining housing areas. • site also relates to the Great Central Way, a main cycleway/footpath through the city. • because of proximity to city centre and public transport, residential parking is restricted to one bay per house, parking for the business park is three spaces per 100m², lower than the provision at first demand.
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