

Example of scoring using the Transport for New Homes Checklist for New Housing Developments

Name of development: Bath Riverside

Bath Riverside is a development of apartments and some town houses built on the site of a disused gasworks in the centre of Bath.

Scored by: Transport for New Homes representative.

Note: Many of the criteria in the checklist are subjective, so scoring is not an exact science. When rated by different people, the overall score for Bath Riverside ranged from 76% to 81%. The scores below come from just one person and are included for the purposes of illustration.

LOCATION and CONTEXT

1. The location avoids car dependency	
Within or well connected (by walking, cycling, and public transport services) to an existing settlement that has a clear central destination?	2
Not promoted on the benefits of major road (car) access?	2
There is no major road building triggered by the scheme, or being justified by the scheme?	2
Car use to residents' main destinations is discouraged (e.g. by town centre parking charges, bus priority routes)?	1
Development supported by clear commitments to walking, cycling and public transport in plans and policies, including mode-share targets (e.g. in Travel Plan)?	1
<i>Score for this section</i>	8/10

2. Walking, cycling and public transport to the wider area and key destinations are well planned	
Logical, direct walking routes exist or will be provided to connect the development?	2
Logical, direct cycle routes exist or will be provided to connect to the development?	0
The development is connected to key destinations by excellent public transport (as set out in item 9) or there are confirmed plans for this?	2
The development has clear potential to improve public transport, benefiting residents of existing settlements as well as those living in the new homes themselves?	1
<i>Score for this section</i>	5/8

DESIGN & LAYOUT

3. Attractive and healthy place to be in	
A welcoming environment, for example not dominated by parking?	1
Greenery part of the design, not just leftover spaces?	2
Space to sit, and for children to play?	2
<i>Score for this section</i>	5/6

4. Density of homes (i.e. at least 35-50 dwellings per hectare, gross)	
Sufficient to support high quality public transport (bus/rapid transit/tram/rail)?	2

Highest density housing is sited closest to public transport stations/stops?	2
Density sufficient to support some local facilities?	2
<i>Score for this section</i>	6/6

5. Mix of uses (extent to be judged in relation to size of scheme, and what is available in adjacent areas)	
A mix of uses adds vitality to streets, spaces and places?	0
A mix of housing types is provided (to suit different needs)?	2
Includes affordable housing?	?
<i>Score for this section</i>	2/4

6. Local facilities and employment	
Facilities available (or committed) within 10 minutes without a car? (including nursery, primary school, convenience store, cafe, small business service hub, community centre, GP practice, sport/leisure facilities, playground)	2
Major employment reachable within 30 minutes without a car?	2
All new homes have access to superfast broadband?	?
<i>Score for this section</i>	4/4

TRANSPORT PROVISION

7. Pavements and paths	
Join up with existing streets, paths and adjacent areas with no major barriers?	2
Attractive and direct routes to local facilities/town centre?	2
Safe to use (overlooked and/or well used)?	2
Low traffic speeds / separated from heavy traffic?	2
Pavements uninterrupted across side streets, driveways?	2
Layout avoids having to walk in the road?	2
Layout makes it easy to find your way around?	2
<i>Score for this section</i>	14/14

8. Cycle routes and cycle storage	
Safe and attractive cycle paths and/or low traffic streets?	1
Direct, easy to follow, routes?	1
Cycle (and pedestrian) routes shorter than routes for cars?	n/a
All dwellings have secure cycle parking?	?
Cycle racks on-street for visitors to the area?	?
<i>Score for this section</i>	2/4

9. Public transport services at the development (providing credible 'turn up and go' services attractive to car users, which can be buses, bus rapid transit, tram, or rail)	
All services operate 7 days a week and evenings?	2
At least one frequent public transport service? (12 minute intervals or better)	2
From Day 1 of occupation?	2
Provision is certain, including in the long term?	2
All areas of development within easy walking distance of stops/stations? (Maximum 300m for bus; 800m for rail)	2
Street layout provides unhindered movement of buses?	n/a
Stops prominently and conveniently located?	1

Priority over other traffic provided (including off-site)?	0
Direct services available to key destinations from the development?	2
Services well-advertised and/or branded, with easy ticketing?	1
Services affordable and with discounts? (e.g. for youth, unwaged)	1
<i>Score for this section</i>	15/20

10. Parking	
Ground level parking provision does not dominate the street scene?	1
Most parking spaces communal (available to all residents and visitors)?	2
Parking only in defined spaces or purpose-built bays on-street?	2
Car parking organised to avoid negative impact on walking, cycling and bus operation? (e.g. avoiding frequent driveway crossovers and segregated parking courts with no other uses)	2
No parking taking place/allowed on pavements?	n/a
Provision for shared "Car Club" vehicles?	2
Electric vehicle charging points provided?	?
<i>Score for this section</i>	9/10

OVERALL SCORE	70/86 = 81%
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Rating	GREEN
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