



**URBAN  
TRANSPORT  
GROUP**

## **How can Transit Oriented Development support good growth in the city regions?**

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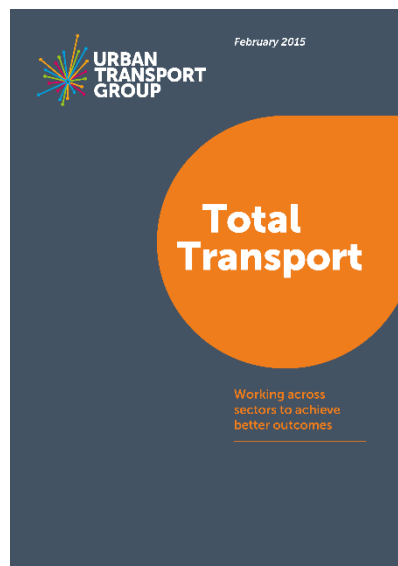
*Researcher (Policy)*





# What we do

## Thought Leadership



# What we do



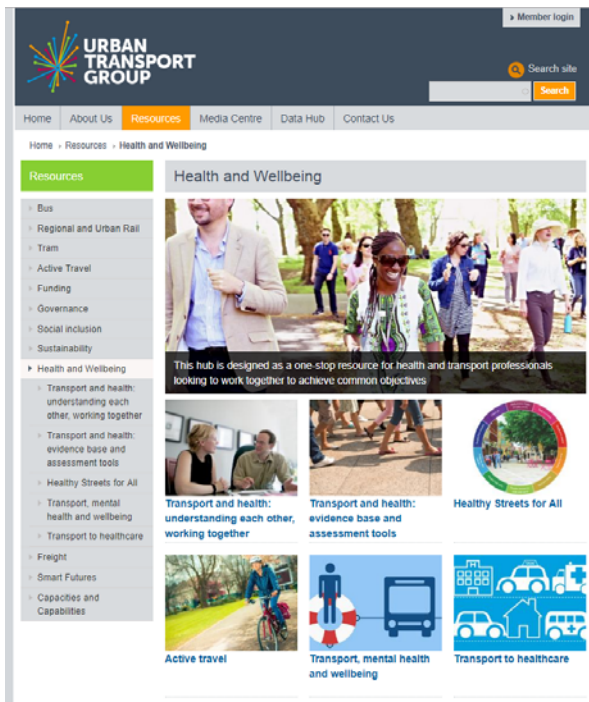
## Professional Network





# What we do

## Making The Case



# What is Transit Oriented Development?



- C40 Cities describe Transit Oriented Development as:

*“an urban planning principle that promotes high-density, mixed use development integrated with a robust public transport system”.*

# Seven key factors for successful Transit Oriented Development



1. Transit / public transport should be at the heart of the development
2. Developments need high density housing and commercial properties
3. Neighbourhoods should support walking and cycling
4. Driving and ownership of private vehicles should be discouraged
5. Services, such as shops, healthcare and schools, should be integrated into the development
6. Brownfield sites should be first choice locations
7. The public sector should be involved

# The case for Transit Oriented Development



Key policy areas that Transit Oriented Development can support include:

- Agglomeration economies
- Housing
- Air quality and carbon emissions
- Congestion
- Social inclusion, employment and skills
- Public health
- Public transport patronage



# Kirkstall Forge, West Yorkshire

- Kirkstall Forge is a development in Leeds, transforming a brownfield site adjacent to an existing railway line
- A new station has been opened at the site, which connects the site with Leeds (a 6 minute journey) and Bradford (15 minutes)
- On completion, the development will provide 1,050 new homes, 300,000 square feet of office space and 100,000 square feet of retail, leisure and community facilities, including a school



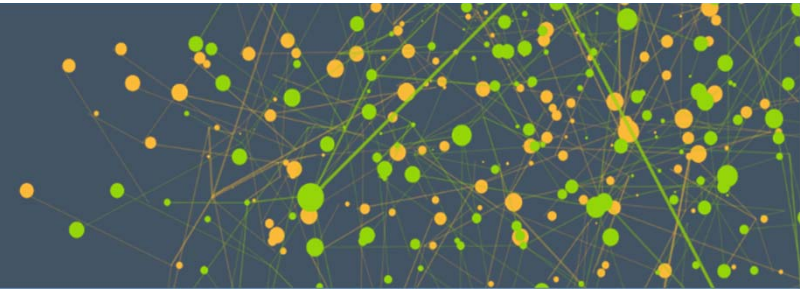
# King's Cross, London

- The development of land around King's Cross station in London represents a flagship scheme in the UK, transforming a 67 acre unused industrial site into a vibrant mixed-use development
- It is anticipated that on completion of the scheme in 2020 there will be 2,000 homes, 3.4 million square feet of office space and 50,000 square feet of retail and leisure space
- 40% of the development is open space, creating a network of streets and footpaths through parks, gardens and squares





# Northstowe, Cambridgeshire



- A new town being developed in Cambridgeshire on a former RAF base which will provide 10,000 new homes on completion
- Served by the Cambridgeshire Guided Busway
- 10 minutes from the new Cambridge North railway station
- Developers at Northstowe are promoting public transport, walking and cycling to new residents, offering subsidised bus taster tickets, walking and cycling equipment vouchers up to £50 and cycle taster sessions



# Vauban, Freiburg, Germany



- Vauban is a new development 3km from the centre of Freiburg, with 2,000 homes built on a brownfield site.
- The area is served by a tram, which operates a peak service every five minutes and all households are within 400m of a tram stop.
- The area prioritises walking and cycling, with low speed limits and 'home zone' rules meaning cars should give way to pedestrians.
- 40% of households do not own a car and 57% of residents of non-car owning households gave up the car when they moved to Vauban.





# Bay Area Rapid Transit (BART) California, USA

- BART have a number of targets for expanding Transit Oriented Development including by 2040:
  - 20,000 new residential units on BART property;
  - 84% increase in housing units within half a mile of BART stations, which equates to 155,800 new units;
  - 53% increase in jobs within half a mile of BART stations (277,500 new jobs); and
  - To reduce the number of station areas (surrounding half a mile) that are more than one mile from a grocery store down to zero, from a 2010 baseline of nine

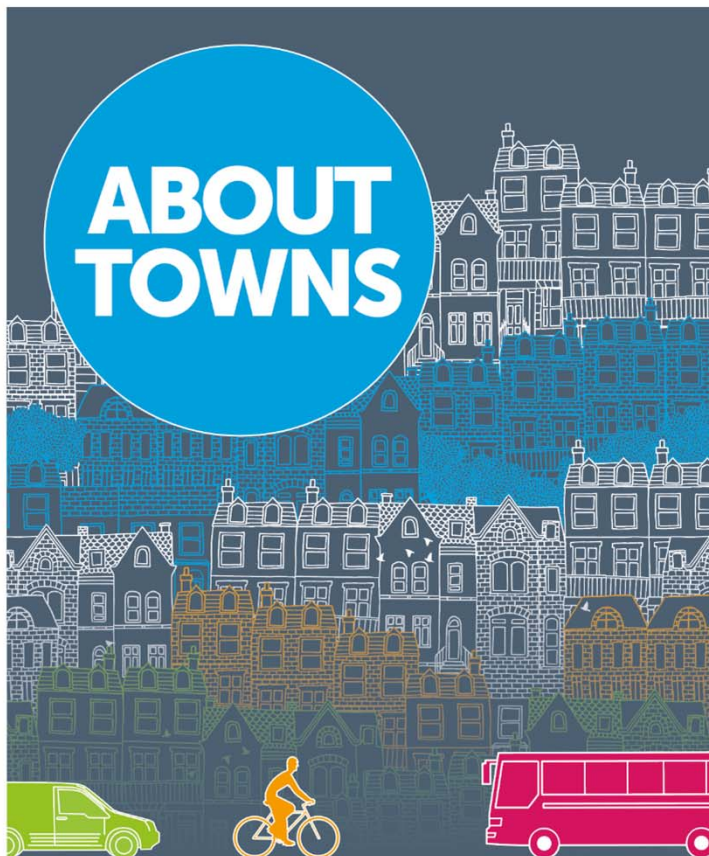


# How can we deliver more Transit Oriented Development?



- A national planning framework that favours Transit Oriented Development.
- A national funding framework with more options for ensuring that value uplift from new developments can be used to improve transport connectivity.
- More influence over land held by agencies of national Government which would be prime sites for Transit Oriented Developments.
- More devolution of powers over stations where a city region transport authority has the ambition and capacity to take on those responsibilities.
- Measures to improve the planning capacity of local authorities in order to respond effectively, rapidly and imaginatively to opportunities for Transit Oriented Development.

# ABOUT TOWNS



HOW TRANSPORT  
CAN HELP TOWNS THRIVE

