

TRANSPORT FOR NEW HOMES



TRANSPORT FOR NEW HOMES

Foundation for
Integrated Transport



We released our report in October 2018 .

Young couples 'trapped in car dependency'

By Roger Harrabin
BBC environment analyst

24 October 2018

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The Guardian



Planning incentives 'lead to housing estates centred on car use'

Report says housebuilding targets fuel developments that exclude sustainable transport

Damien Gayle

Wed 24 Oct 2018 11:31 BST

Planning incentives are encouraging housing developments that push residents towards "car-based living" by failing to include public transport or pedestrian infrastructure, a report has claimed.

Poor regulations allow developers to buy up cheap, almost rural locations for new housing stock, which councils are required to assess for "deliverability" while meeting national housebuilding targets and before making transport assessments, according to the report by the campaign group Transport for New Homes (TNH).

In the morning following the report launch, the project featured on the Radio 4's Today programme, the Victoria Derbyshire programme, and was covered by a number of local radio stations. It also featured in the Times, the Guardian and a number of trade magazines and online forums including Transport Planning Society, Planning magazine, Transport Network, and Local Transport Today.

We then took our story to Number 10...



We explained why delivering targets for housing numbers needs parallel investment in modern local public transport. Also, how we need to choose sites for construction of new homes in the right places for serving with sustainable transport.

We continued to speak at events up and down the country to encourage a more modern and sustainable model of development.



- Edge Cambridge event on the Oxford Cambridge Arc
- Transport Knowledge Hub Research Project - Sustainable Transport and New Homes hosted by KPMG, with a series of consultation events



At the Transport Knowledge Hub in Bristol:

- Mayor of Bristol, Marvin Rees.
- Sir Peter Hendy (Chair of Network Rail),
- James Freeman, (Managing Director, First West of England),
- Paul Crawford (Chief Executive, LiveWest and Chair of Homes for the South West) and
- Jenny Raggett (Project lead, Transport for New Homes).

Everyone was keen to see the right location for new build served by public transport. However this was not happening – car based places were resulting.

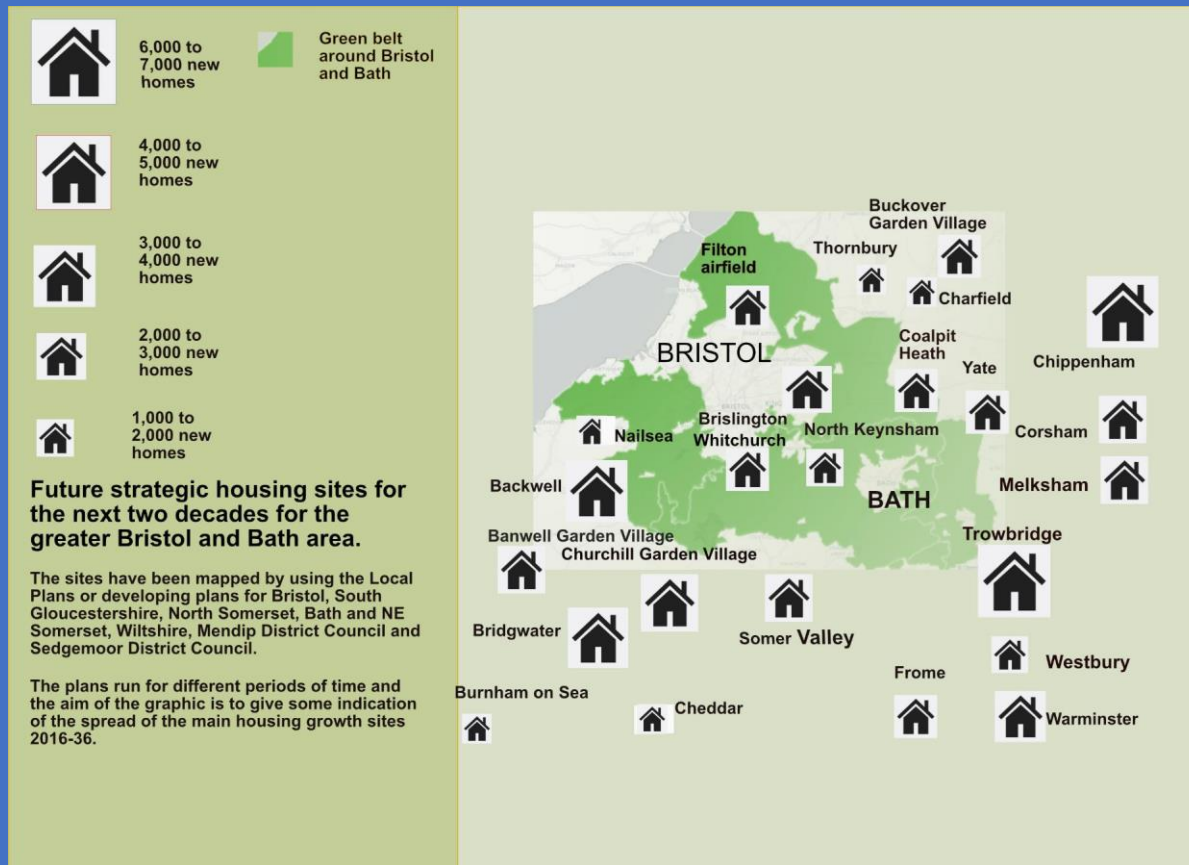


At the Transport Knowledge Hub in Liverpool:

- Chelsea Dosad, KPMG
- Alistair Hands, Arriva UK Bus
- Cllr Liam Robinson, Merseytravel
- Liz Hunter, WYCA
- Peter Molyneux, TfN
- John Walker, Gentoo Group
- Ian Palmer, TfGM
- Stephen Edwards, SYPTE
- Joey Talbot, Transport for New Homes

Lots of good discussion on land value uplift, demand responsive transport, productivity benefits of developing in the urban core, market based reforms.

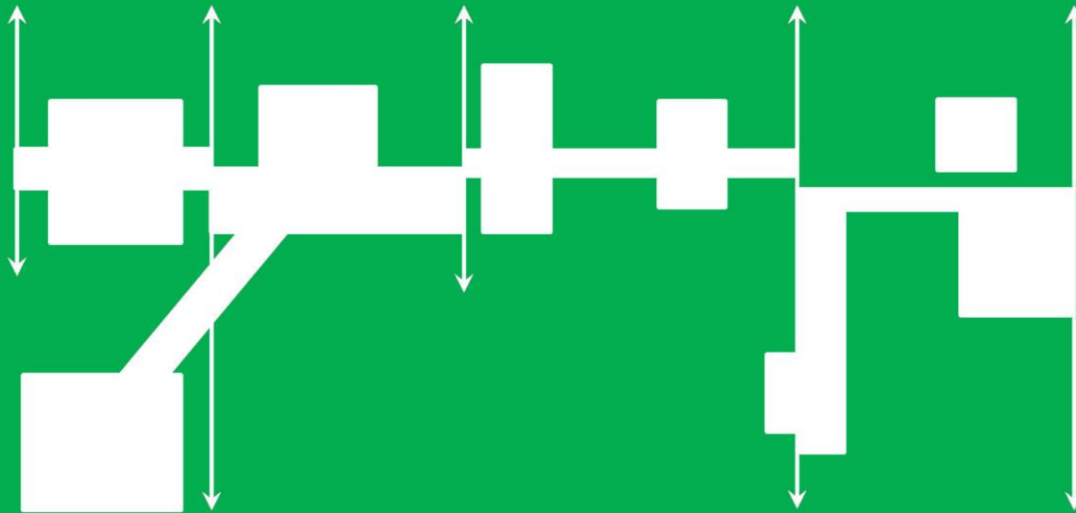
We are also responding to consultations, for example the technical transport paper for housing growth in the Bristol area – the West of England Joint Spatial Plan



- A traditional predict and provide model appears to be used to demonstrate the need for large scale road building in anticipation of car-based homes
- Local rail and mass transit do not feature strongly even by 2036
- A number of large housing sites way out of town

We hope to respond to the A414 Corridor Strategy by Hertfordshire County Council which pushes forward integrated transport in the context of new homes.

A414 Corridor Strategy



Draft for Public Consultation


December 2018



We are actively involved in the garden village debate and were represented at the North Essex Garden Communities event held recently Colchester.

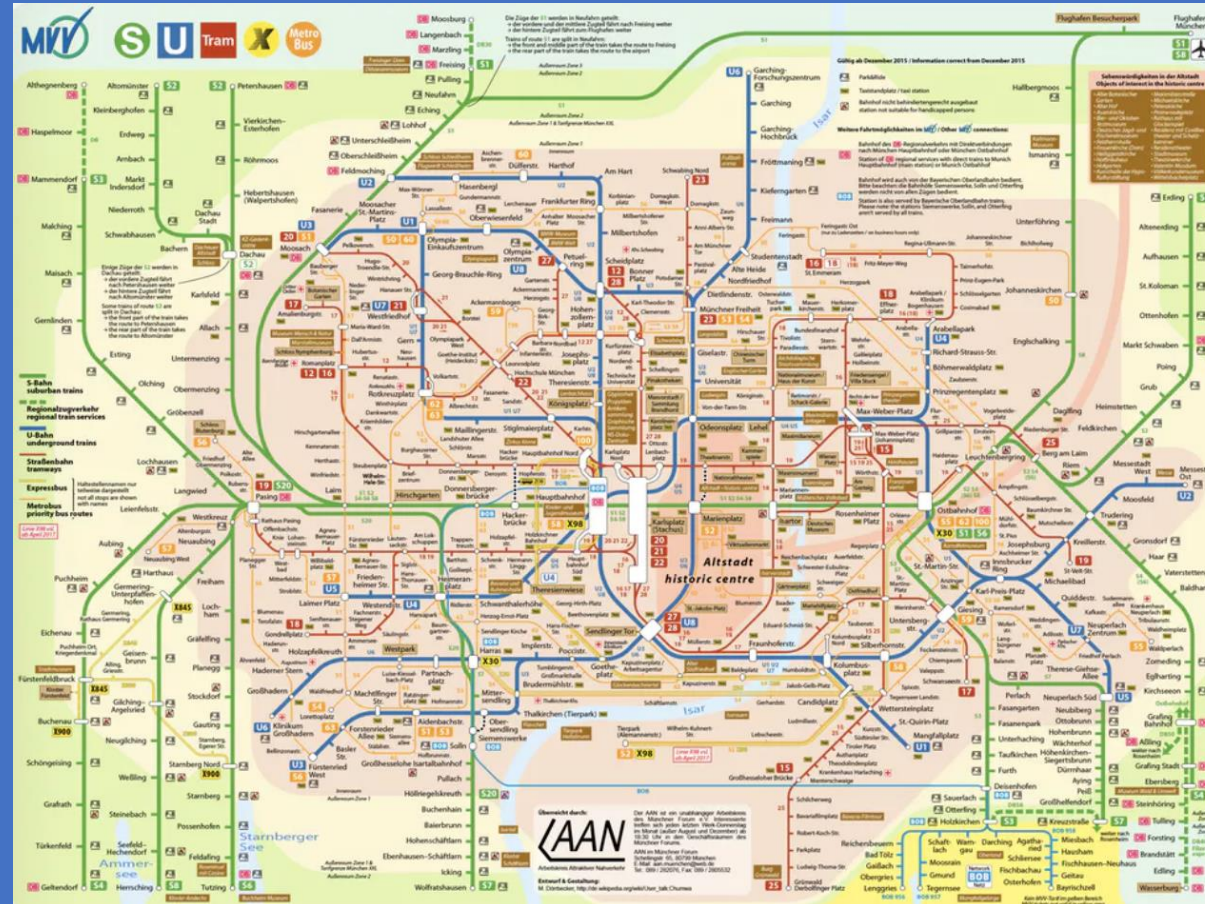


We are evolving a TfNH charter and checklists and experimenting with a traffic light analysis of visited sites.



LOCATION Location suitable to achieve good sustainable transport connections and avoid car use.	<ul style="list-style-type: none">On regeneration site within town or city or on site close in to a major urban area.Greenfield area on the edge of large townGreenfield area on edge of market town	<div></div> <div></div> <div></div>
PUBLIC TRANSPORT Going within, and in and out of the new development by public transport	<ul style="list-style-type: none">Development near a village or in open countryside (including on brownfield site)On planned or existing multi-tiered integrated transport network consisting for example of: buses/trams/light rail/ metro.On modern bus service through or very close to the new development. Early morning, evening and weekend services to a variety of destinations including a mainline station.Local railway station within development or very close by. Half hourly service at least at peak periods.Half hourly bus service day time but infrequent or not running evenings and weekends.Limited bus service (without evening and weekend service).	<div></div> <div></div> <div></div> <div></div> <div></div> <div></div>
WALKING AND CYCLING Walking and cycling within the	<ul style="list-style-type: none">Mixed-use neighbourhood designed for walking and cycling; lots to do integrated into the fabric of the development, all within easy reach of pedestrians and cyclists.	<div></div> <div></div> <div></div>

The more we look into transport and new homes, the more the need to plan around a system of sustainable transport becomes apparent.



A recent planning inspector told a journalist enquiring about the West of England Strategic Plan that ' It isn't uncommon for there to be a difference between a spatial plan and local transport plan, given that they have different purposes and are subject to different legislation'

We have a long way to go!

