

TRANSPORT FOR NEW HOMES



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Foundation for
Integrated Transport



THE PROJECT BEGAN WITH VISITS...

NEW HOMES, NEW COMMUNITIES...VIBRANT PLACES, HEALTHY, LOW CARBON, LOCAL, GREEN, SELF-CONTAINED, WALKABLE AND ACCESSIBLE.....

FINE WORDS...BUT WHAT ARE WE BUILDING IN REAL LIFE?



Let's go and have a look.



Where we visited:



Visits to the Netherlands

We visited Houten and urban extensions to Utrecht – Vleuten and Leidsche Rijn, as well as Almere and Eindhoven to see how the city was re-inventing itself around walking, cycling and public transport. A visit to Lund in Sweden showed yet another model of development.



*Source: Eurostat, 2015



**WE VISITED
MOSTLY
GREENFIELD
DEVELOPMENTS
BUT ALSO SOME
URBAN
REGENERATION
PROJECTS**

**AND WE WENT
TO THE
NETHERLANDS
TO VISIT NEW
HOMES THERE.**

WHAT DID WE FIND?



**OVERALL
IMPRESSIONS
VISITING NEW
GREENFIELD
DEVELOPMENT:**

**PUBLIC REALM
OFTEN MINIMALIST
AND DESIGNED
AROUND THE CAR
AND ROAD ACCESS.**

**40% TARMAC NOT
UNCOMMON.
GARDENS? VERY
SMALL. URBAN
TREES: FEW.
GRASSY VERGES:
LIMITED.**





- GARDENS? OFTEN VERY SMALL OR NON-EXISTENT
- URBAN TREES: FEW. GRASSY VERGES: LIMITED
- MANY DESTINATIONS (RETAIL, BUSINESS PARKS, EVEN LEISURE) ALSO CAR-BASED OUT-OF-TOWN
- MINI-AMERICA BEING BUILT – SOME ESTATES DON'T EVEN HAVE PROPER PAVEMENTS!!

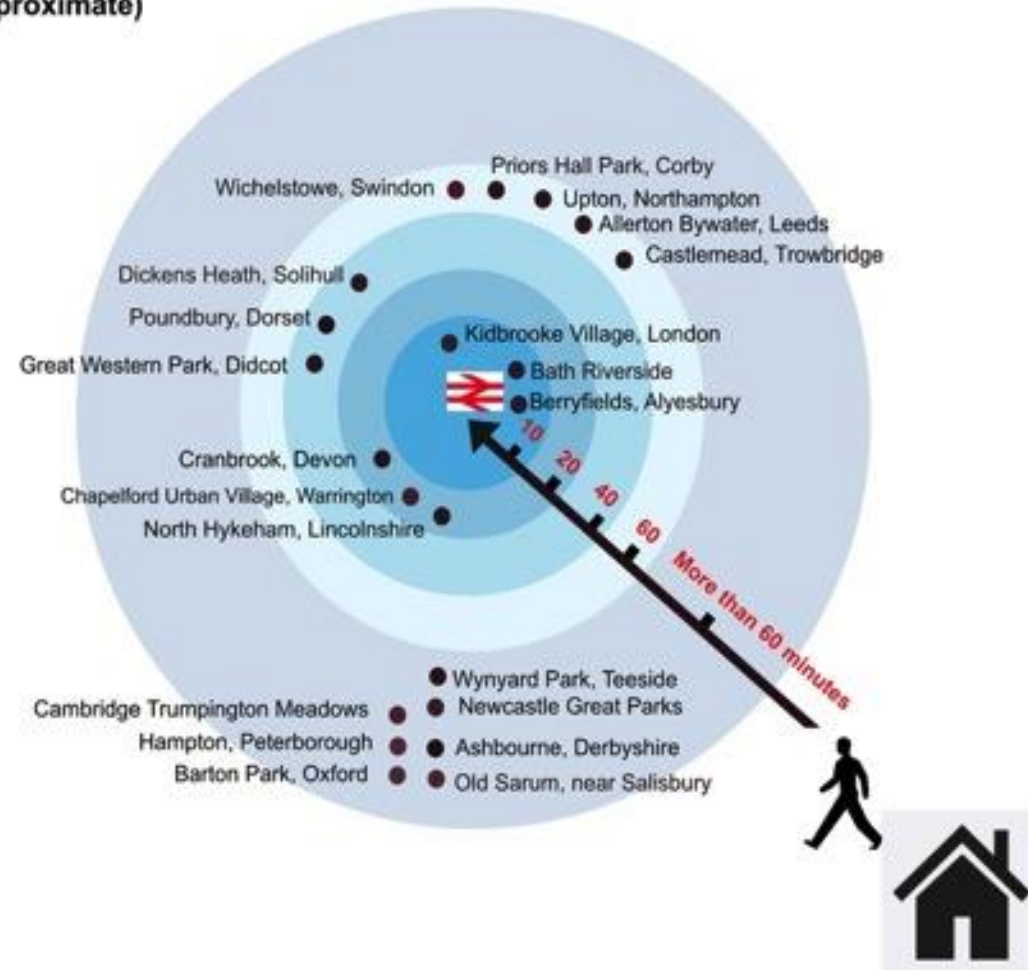
WALKING AND CYCLING LIMITED BY:

- FEW PLACES TO WALK OR CYCLE TO
- CAR-BASED DESTINATIONS
- HAVING TO CROSS MAJOR JUNCTIONS
- DEPRESSING PUBLIC REALM
- LACK OF WALKING CONNECTIONS ALONG STREETS TO EXISTING TOWN
- LACK OF CYCLE ROUTES TO POPULAR DESTINATIONS.



FEW EXAMPLES OF
MODERN AND
FREQUENT
INTEGRATED PUBLIC
TRANSPORT NETWORK
SERVING GREENFIELD
HOUSING SITES.

How far is it to walk to the station from the new development? (approximate)



THERE WAS ONE
GREENFIELD DEVELOPMENT
WHICH WAS A SURPRISE.

THIS WAS **POUNDBURY**.

NO SEPARATE EMPLOYMENT
AND RETAIL PARKS HERE.

A MIXED COMMUNITY OF
HOMES, SCHOOLS, SHOPS,
COMMUNITY FACILITIES,
AND 2000 JOBS, INCLUDING
2 FACTORIES AND SEVERAL
OFFICES. EVEN THE GARDEN
CENTRE IS IN TOWN, AND
THERE ARE A NUMBER OF
CAFES AND PUBS, AND
INDEPENDENT BUSINESSES.



BETTER NEWS FOR REGENERATION PROJECTS AND OTHER DEVELOPMENTS WITHIN EXISTING URBAN FABRIC.

MORE OPPORTUNITIES TO WALK, CYCLE AND USE PUBLIC TRANSPORT SIMPLY BECAUSE EVERYTHING IS CLOSE TO HAND.

HIGHER HOUSING DENSITIES MEANT CAFES AND SHOPS DOING BETTER. PUBLIC TRANSPORT BECOMES VIABLE. PEOPLE HAVE PLACES TO WALK TO AND A COMMUNITY IS CREATED.



SO WHAT ABOUT OUR NEW 'GARDEN' SETTLEMENTS?

- Aylesbury Garden Town, Buckinghamshire
- Bailrigg, near Lancaster
- Basingstoke Garden Town, Hampshire
- Bicester Garden Town
- Culm, Devon
- Didcot Garden Town, Oxfordshire
- Dunton, near Basildon and Brentwood, Essex
- Easton Park (Uttlesford) between Chelmsford and Cambridge
- Grazeley Garden Settlement, south of Reading
- Halsnead, between Liverpool and Warrington
- Harlow- Gilston Essex/Hertfordshire border
- Hemel Garden Communities, Hertfordshire
- Infinity, South Derbyshire
- Otterpool Park
- Spitalgate Heath, Southern fringe of Grantham, Lincolnshire
- Taunton Garden Town, Somerset
- Tewkesbury and Ashchurch Garden Community, south of Gloucester
- Tresham, near Corby
- Welbourne, Hampshire
- West Carglaze, Cornwall - West Oxfordshire Eynsham

WE HAVE BEEN LOOKING AT VISIONS, MASTERPLANS AND PLANNING DOCUMENTATION.

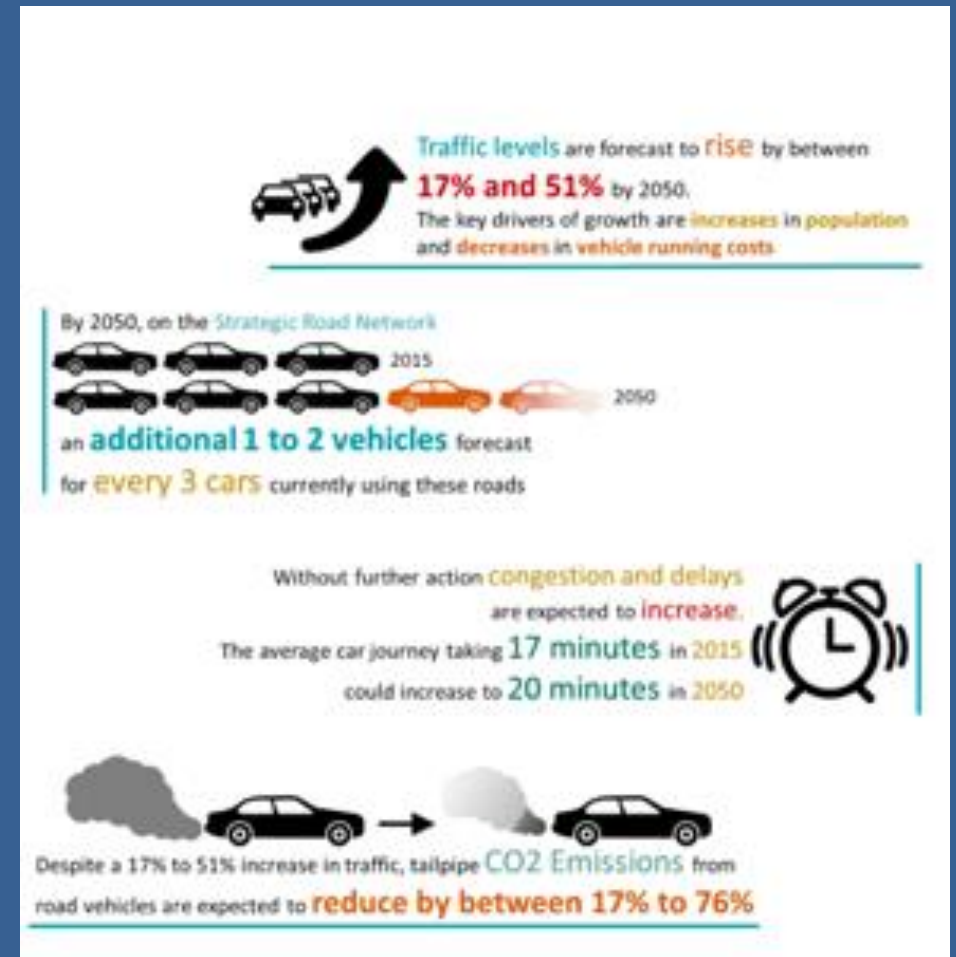


IT'S ON-GOING RESEARCH, BUT ALREADY WE SEE THAT:

- MANY GARDEN SETTLEMENTS HINGE ON MOTORWAY JUNCTION IMPROVEMENTS
- BYPASSES AND NEW LINK ROADS OFTEN SEEN AS 'CRITICAL' INFRASTRUCTURE TO REFLECT ANTICIPATED HIGH CAR USE IN GARDEN COMMUNITIES
- MANY LOCATIONS CHOSEN TO BUILD ARE DIFFICULT OR IMPOSSIBLE FROM THE START FOR SUSTAINABLE TRANSPORT



THIS CAR EMPHASIS CHIMES WITH THE DEPARTMENT FOR TRANSPORT'S VISION FOR THE FUTURE WITH MASSIVE TRAFFIC GROWTH IN THE NEXT DECADES, DESPITE THE CLIMATE EMERGENCY.



WHAT CAN WE DO?

- MOVE AWAY FROM THE CAR AND INSTEAD PIN DEVELOPMENT ALONG METROS, RAPID TRANSIT, TRAMS AND WALKING AND CYCLING ROUTES.
- THE LOCATION OF DEVELOPMENT IS KEY IF PEOPLE CAN WALK AND CYCLE INTO TOWN.



BUT THIS ISN'T EASY.

- NATIONAL PLANNING POLICY IS INCREASINGLY PUSHING NEW HOMES TO THE WRONG PLACES FOR SUSTAINABLE TRANSPORT.
- TRANSPORT MODELLING AND 'VALUE FOR MONEY' CALCULATIONS FAVOUR NEW ROADS AND PUT THE EMPHASIS ON THE CAR FOR GARDEN COMMUNITIES AND SPRAWLING 'URBAN EXTENSIONS'
- THERE IS A PAUCITY OF FUNDING FOR MODERN INTEGRATED TRANSPORT, WHILST TOO MUCH IS SPENT ON ENLARGING THE ROAD NETWORK AGAIN...AND AGAIN.



WE NEED A FUNDAMENTAL CHANGE IN THE PLANNING SYSTEM AT THE VERY TOP. THIS WOULD INCLUDE A RE-WRITE OF THE NATIONAL PLANNING POLICY FRAMEWORK TO MAKE SUSTAINABLE TRANSPORT A KEY PART OF PLANNING IN THIS COUNTRY. IT CANNOT CONTINUE AS AN OPTIONAL ADD-ON.



- OUR PLANNING, TRANSPORT AND HEALTH EXPERTS ARE GENERALLY AGREED ON OUTCOMES.
- LOWERING CARBON EMISSIONS IS NOW CRITICAL AND TRANSPORT NEEDS TO PLAY ITS ROLE IN CARBON REDUCTION.
- MORE AND MORE PLACES AROUND THE CAR MAKES NO SENSE FOR THE FUTURE .

PLEASE JOIN US TO GET THE CHANGES WE NEED TO THE PLANNING SYSTEM, INCREASE THE FUNDING OF PUBLIC TRANSPORT, WALKING AND CYCLING, AND BETTER PLACES FOR PEOPLE TO LIVE.

THANK YOU!