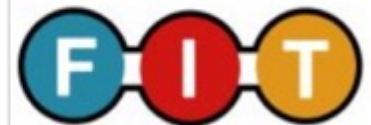


# TRANSPORT FOR NEW HOMES

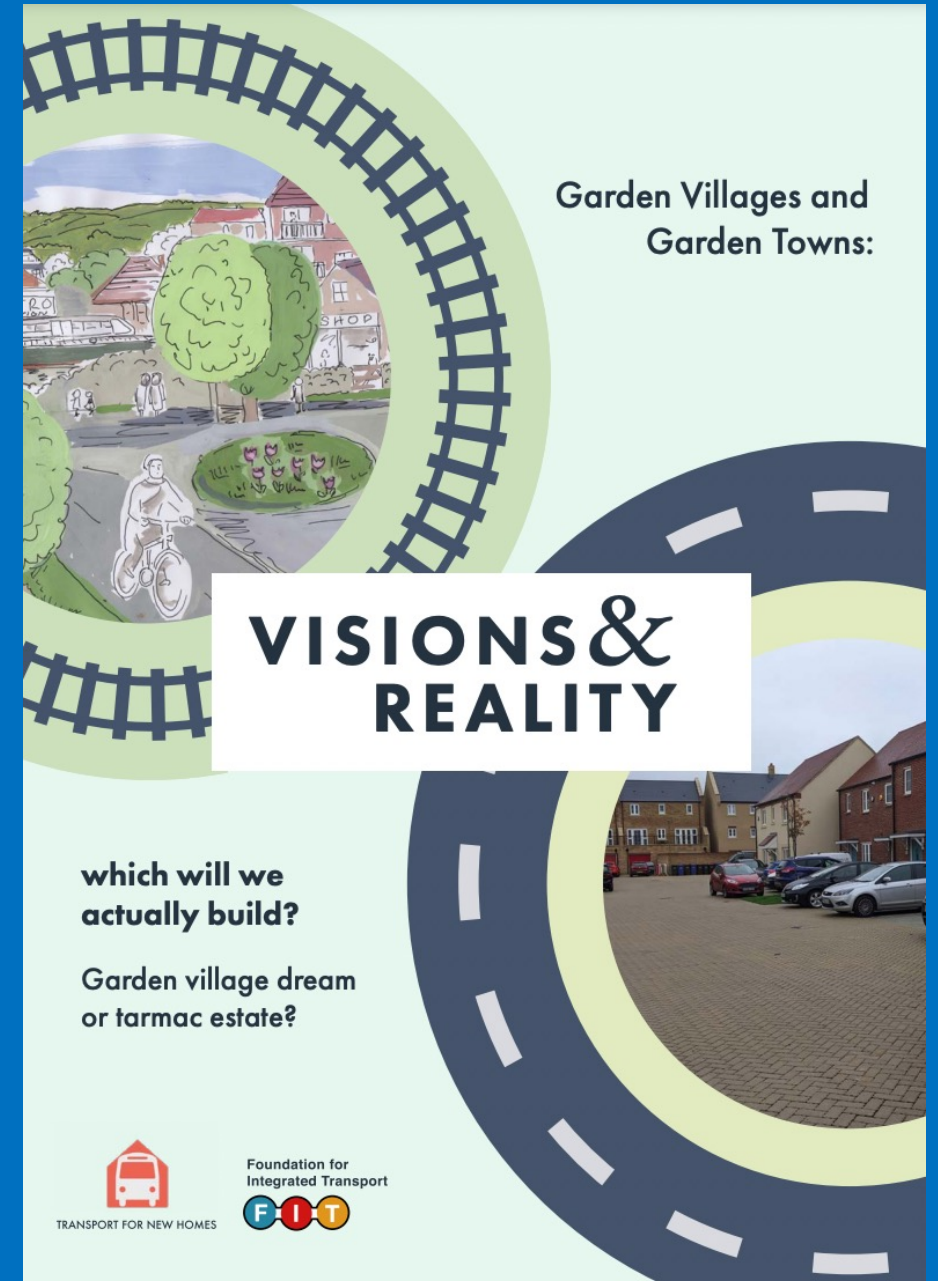


TRANSPORT FOR NEW HOMES

Foundation for  
Integrated Transport



# Garden Villages Garden Towns Visions and Reality





# The context

The Government Garden Community Prospectus asks for: 'integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.'

We researched and visited a number of garden villages and towns at various stages of planning or construction - see map.

In less detail we looked at garden communities at :

- Banwell
- Buckover
- Chelmsford
- East of Biggleswade
- Frome Selwood Garden Community
- Godely Green
- North Essex Garden Villages
- Otterpool Park
- South Godstone
- Welborne
- West Carclaze
- Hemel Hempstead
- South Exeter Garden Communities



## We wanted to find out about:

- Public transport aspirations and their finance
- Walkability and genuine mixed use development
- Destinations designed for walking to and from, rather than arrival by car (such as the town centre, employment and retail)
- Reduced emphasis on the car, and so less domination of roads, parking, driveway and tarmac
- Consequent liveability: eg. space for good gardens for family homes including affordable or rented housing
- Connected by a Dutch-style cycle network, extending into town
- Green public realm

We found some very good visions on the part of developers and local authorities:

- Aspirations for new stations, or use of existing stations but with more trains
- Rapid transit - light rail or bus
- Public transport hubs at the centre of the community
- Places where everyone walked or cycled
- Urban trees, shops and parks
- Vibrant, low-carbon, accessible, characterful places!

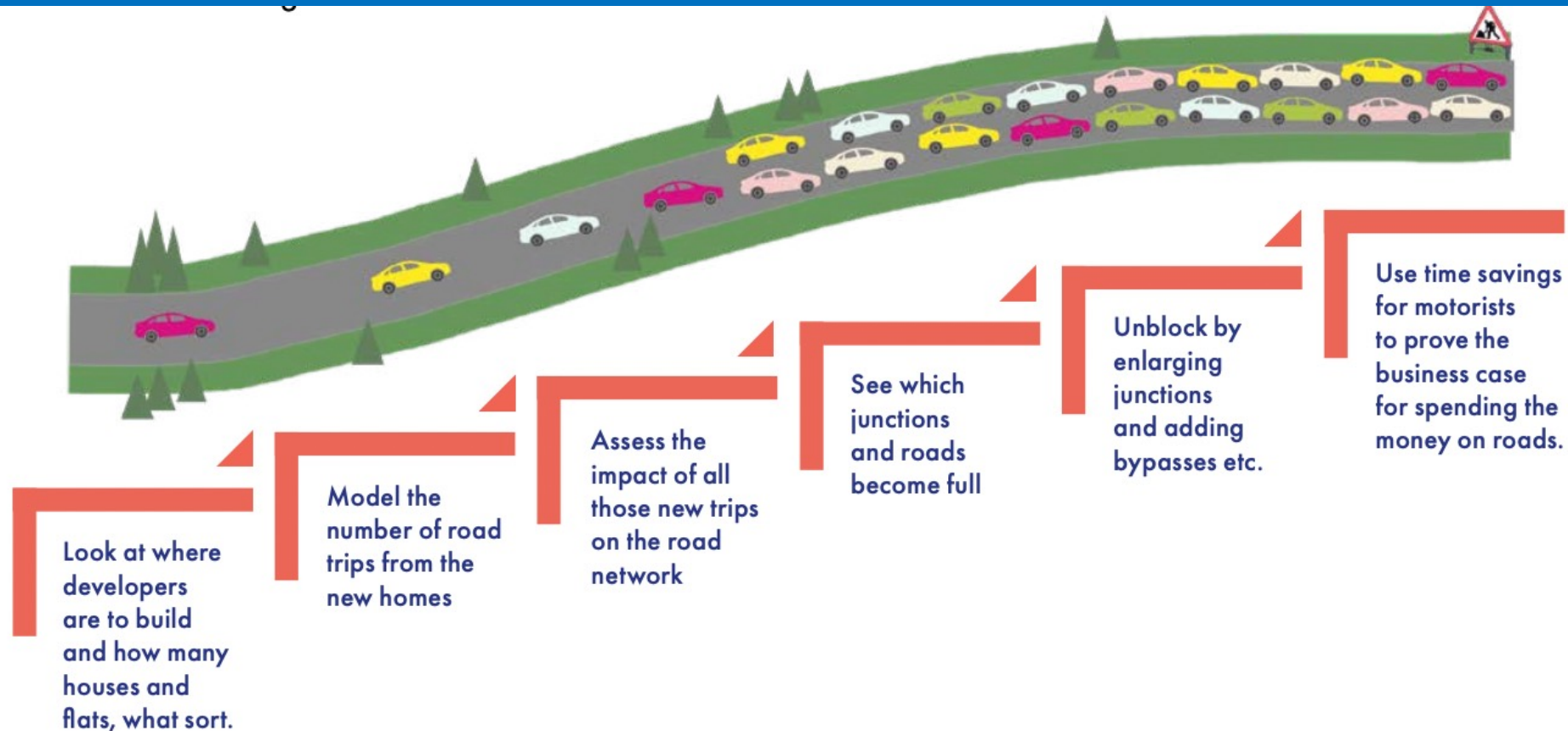
*A brand new  
era of sociable  
and green  
zero-carbon  
living!*



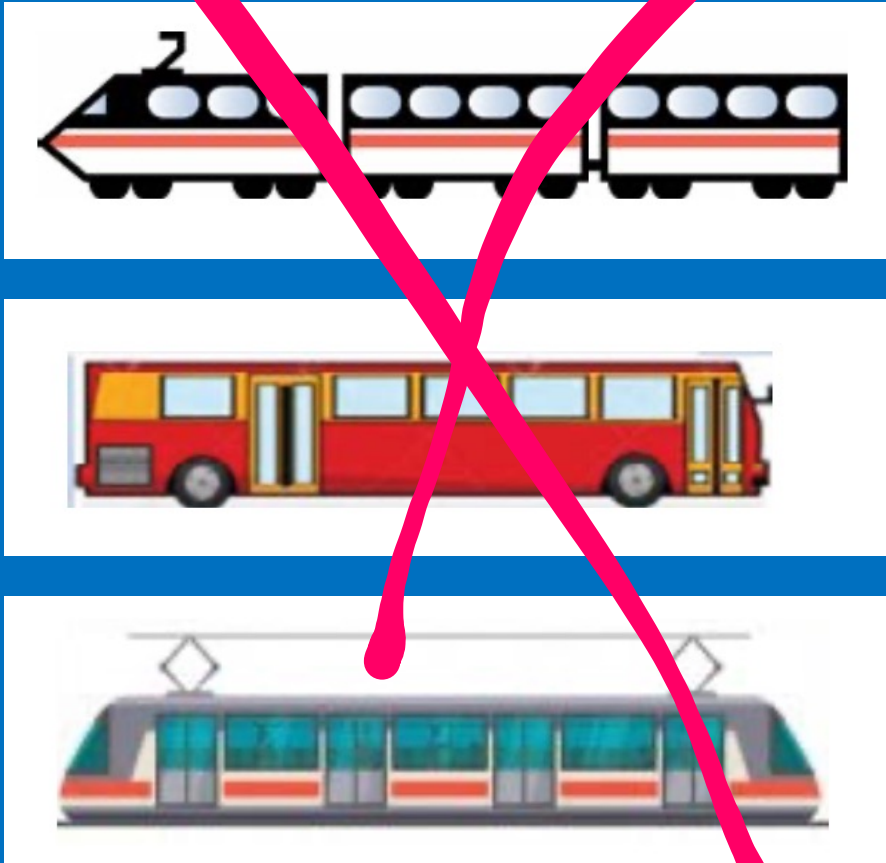
So you can imagine our amazement when after all that, **the bids to Homes England associated with garden communities were often for increased road capacity** and new or wider motorway junctions, bypasses, link roads and more to support garden communities



It looks as though the Transport Assessments were also still mostly about traffic







And it was hard to write a Travel Plan that sounded convincing if important elements of sustainable transport were completely missing or difficult to deliver, just 'aspirations' on 'indicative' masterplans. No wonder it's roads, parking, and the tarmac estate.

In terms of cycling, the Dutch-style cycle networks linking in the new estates to the surrounding area were equally hard to build.

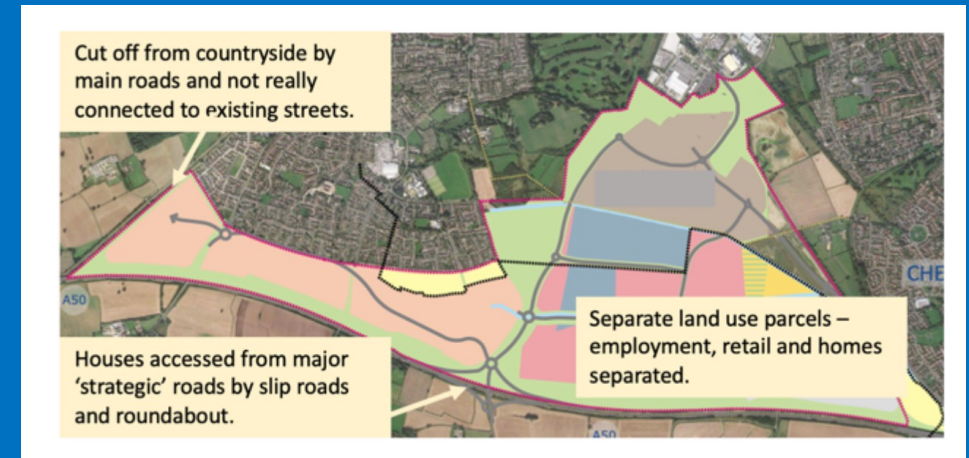


No wonder we are ending we are seeing new residential areas dominated by parking, driveways, roads, roundabouts and big junctions.

Where are the really good modern alternatives to just jumping into the car?

By the end of the project it was obvious that garden towns won't work unless we really invest in local transport networks.

Didcot, Taunton, Aylesbury, Basingstoke and Bicester need a lot of investment in modern integrated public transport for the whole town and surrounding area to support their garden town status. The same is true for many other garden communities we have looked at.





For a number of 'garden communities' the location is just wrong. No wonder the default is a place all about the car, a US model of new homes for the future.

In our report we highlight that the current planning system fails to build in the right places.





Other ways of building new homes possible!  
 Please read our report and help us campaign for  
 planning and modern sustainable transport to  
 come together, in policy and in terms of  
 investment.