

Transport for New Homes

6 July 2022 – London



TRANSPORT FOR NEW HOMES

6 July 2022

Introduction

- Stephen Joseph

(Not) Building Car Dependency

- Steve Chambers

Changes to the National Planning Policy Framework

- Jenny Raggett

Q+A

Join us for refreshments



TRANSPORT FOR NEW HOMES

6 July 2022



WHAT WE'VE
DONE



RESOURCES
WE'VE CREATED



WHAT WE'VE
LEARNED



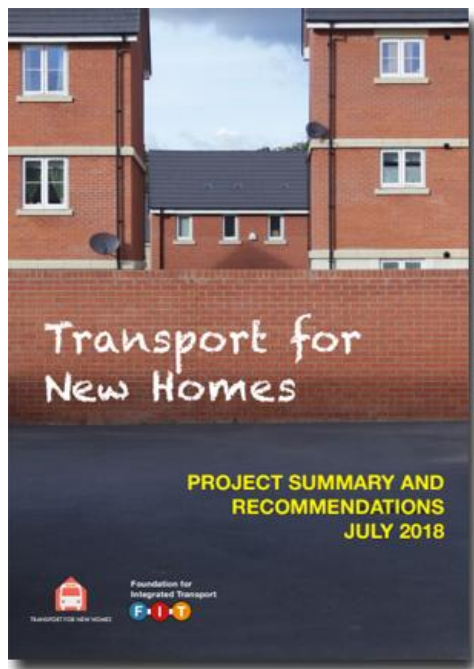
WHAT NEEDS
TO CHANGE



LAND VALUE
CAPTURE



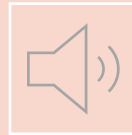
GOOD
PRACTICE



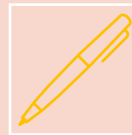
What we've done



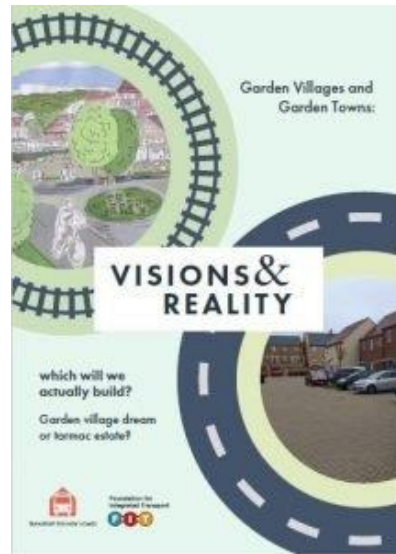
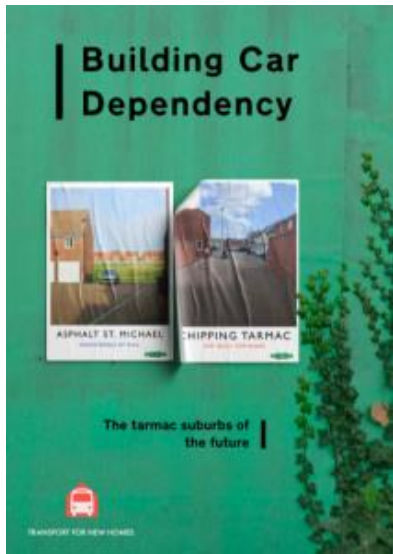
Produced three research reports



Shared our findings, appeared in a range of publications and media



Responded to government consultations and enquiries



The resources we've created



100 SITE VISITS



THOUSANDS OF
PHOTOGRAPHS



CHECKLIST FOR NEW
DEVELOPMENT



Trumpington (Cambridge)
87 items



Old Sarum (Salisbury)
79 items



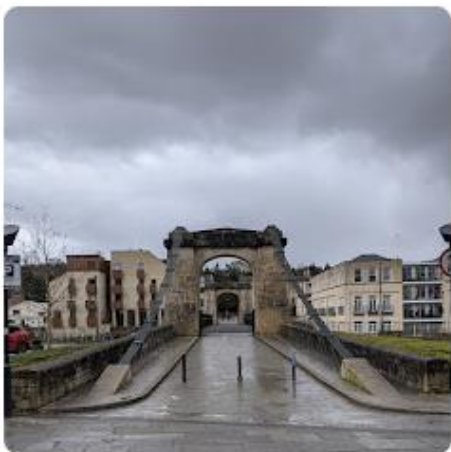
Great Western Park (Didcot)
72 items



Barton Park (Oxford)
31 items



Poundbury (Dorchester)
76 items



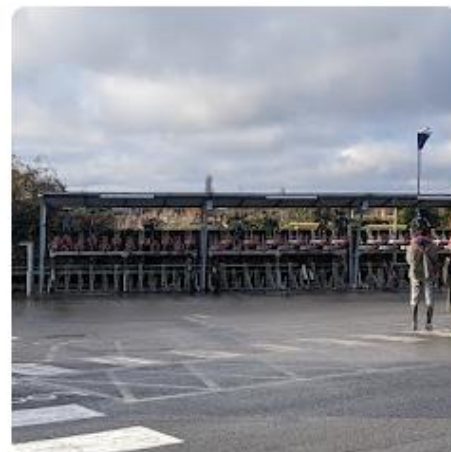
Bath Riverside (Bath)
66 items - Shared



Castle Mead (Trowbridge)
39 items - Shared



Beam Park (London)
57 items - Shared



Elmsbrook (Bicester)
108 items - Shared



Berryfields (Aylesbury)
102 items - Shared

What we have learned



TRANSPORT FOR NEW HOMES



No exemplars, but
good practice exists



Landowners invested
in place produce best
outcomes



Planning rules can be
improved



Funding is a bigger
issue



Transport and land
use planning mostly
disconnected

What
needs to
change



TRANSPORT FOR NEW HOMES

What needs to change



DELIVERY
CHANGES



PLANNING
CHANGES



FUNDING
CHANGES

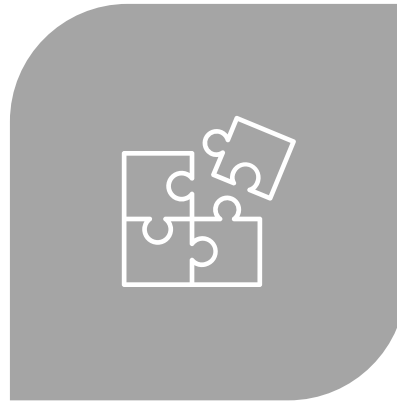
Delivery



Planning



BUILD CLOSE TO EXISTING
AMENITIES



BUILD AT SCALE WITH
MIXED USE



TRANSIT-LED



- Coordinated transport and land use planning would not build a bypass and then put housing on it (Oxford)
- Good transport planning would not build a ring road and place the housing outside it (Aylesbury)
- Urban expansion should not be led by new road building (Harlow)

Funding

Developer contributions

General taxation

Land value capture

Land value capture

Goal: transit led
new housing

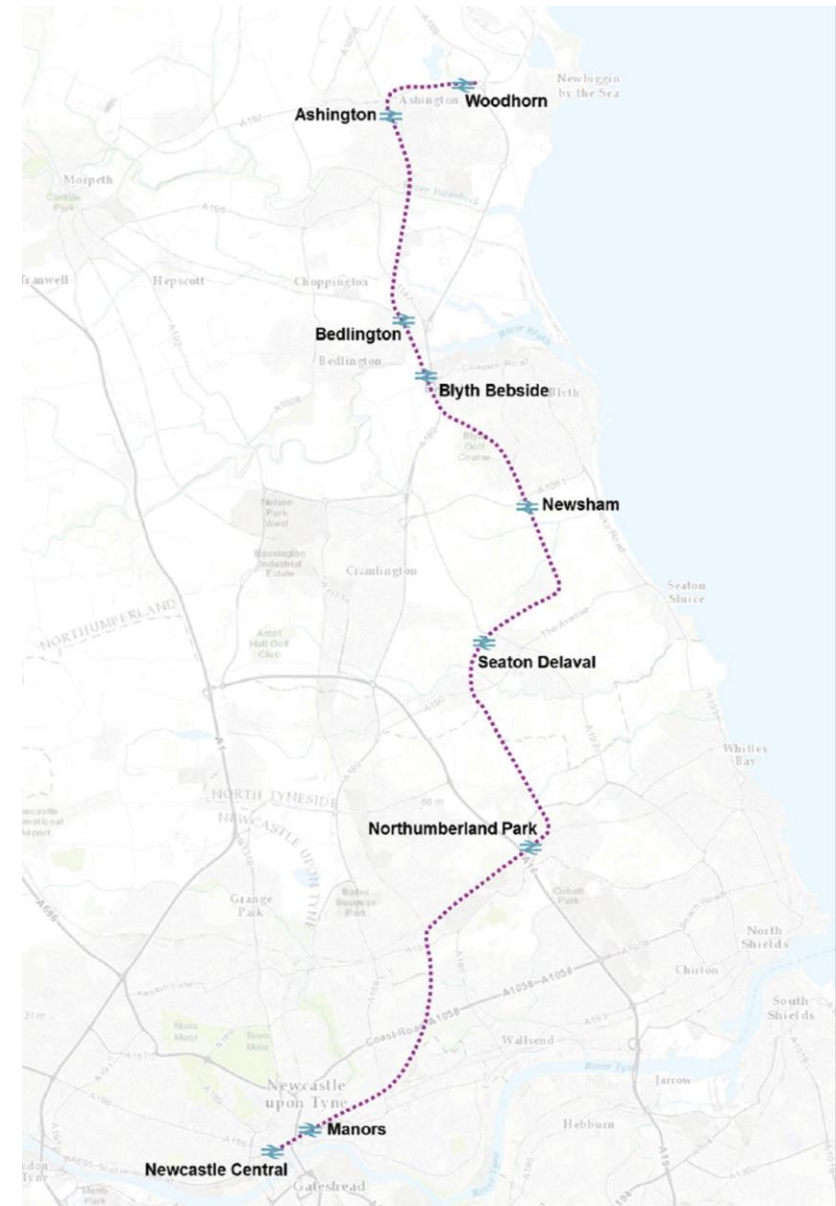
Problem: easier
and cheaper to
build new roads

Opportunity: land
values go up with
new transit
infrastructure

Solution: land
value capture

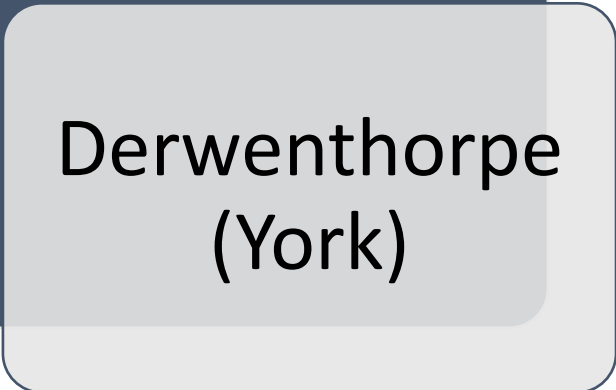
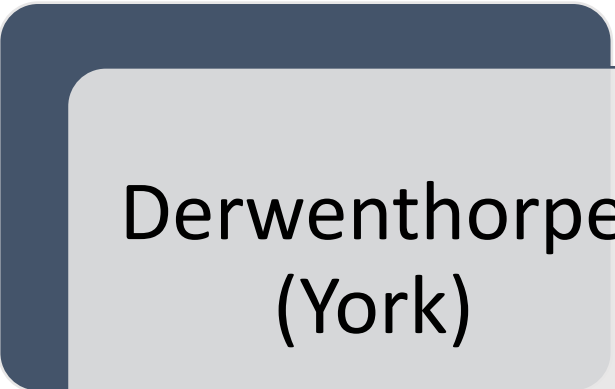
Land value capture

- This isn't new
- Examples include Canadian Pacific Railway (1881) and Metropolitan Line (1863).
- More recent example: Northumberland Line (2021)
- No new legislation!
- Mechanism is negotiated developer contributions
- Must start early in planning
- Only works if the developers think the government won't fund it any other way





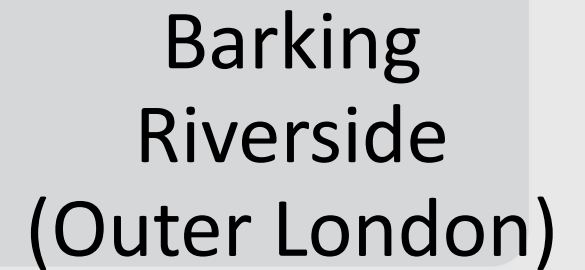
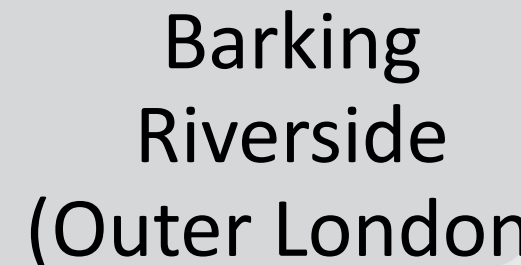
Good practice



Derwenthorpe
(York)



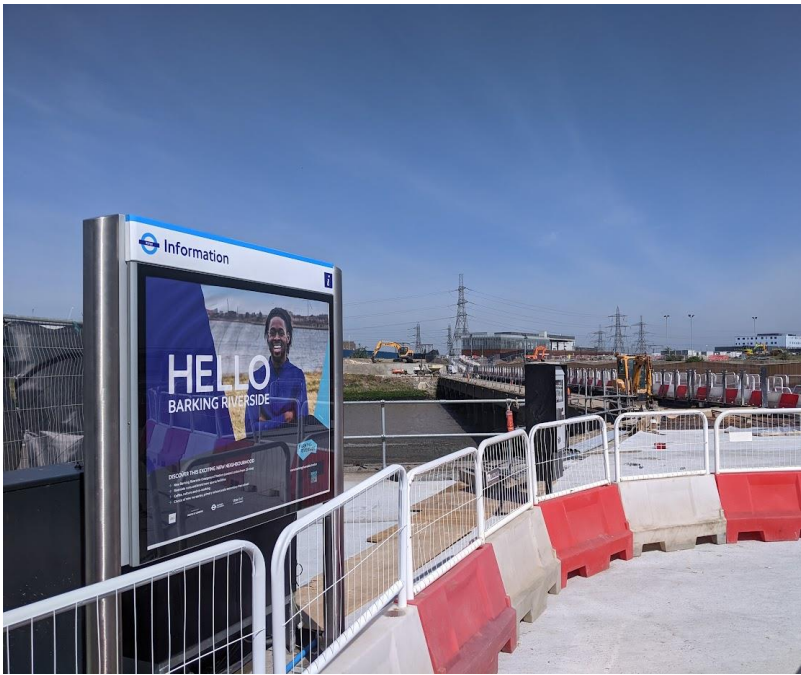
Hampton
(Peterborough)



Barking
Riverside
(Outer London)







In conclusion

- Quick wins with better design and delivery
- Funding is key and we have the solutions
- Planning rules need to be tightened to prevent worst outcomes

