



# Transport for New Homes

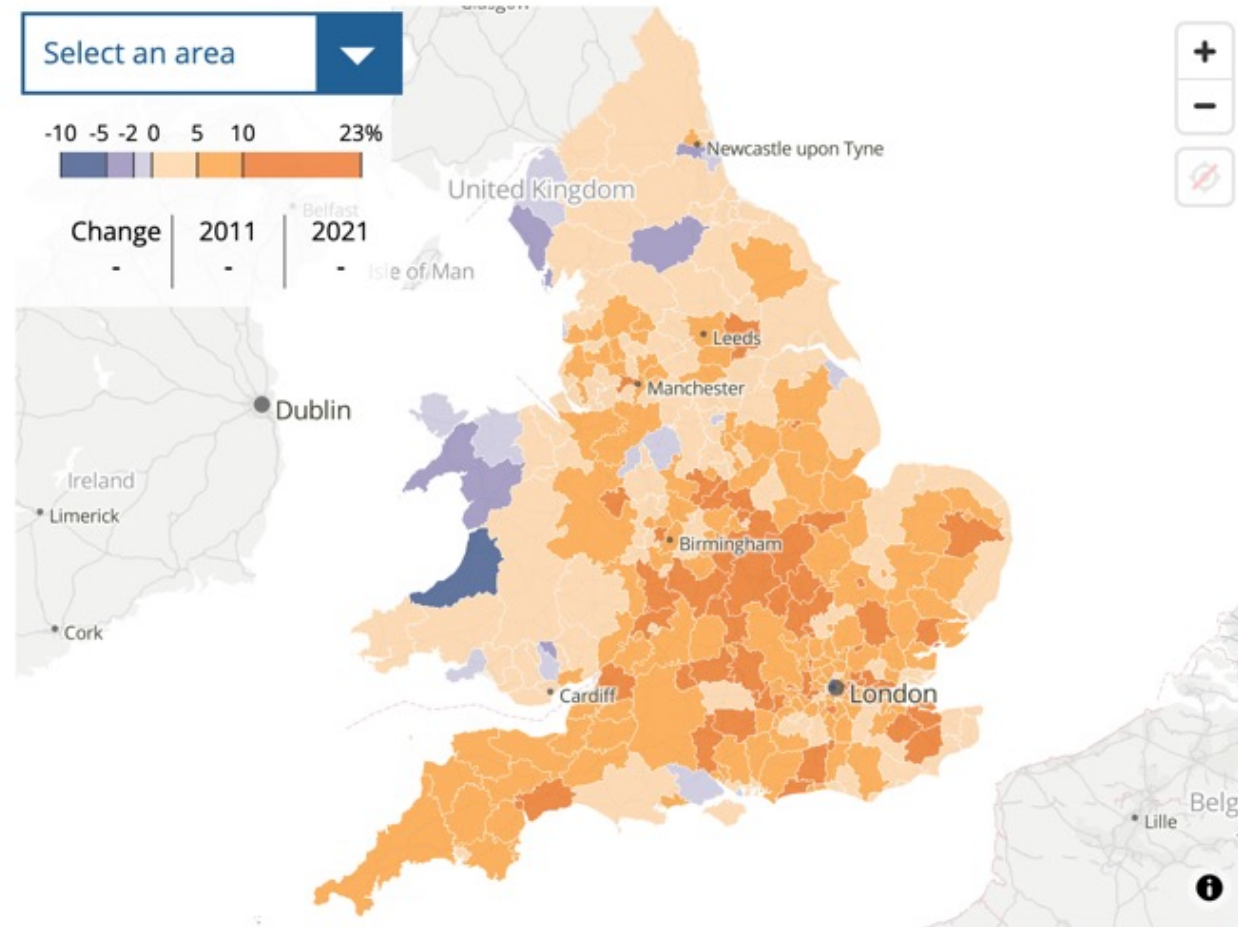
BRINGING TRANSPORT AND PLANNING TOGETHER

- Formed in 2017 to highlight the importance of planning homes around sustainable transport.
- We make visits to large-scale development, including in mainland Europe.
- Large photographic record of visits and planning/ transport data
- We look at planning applications and transport assessments.



Like many parts of more rural England, Oxfordshire is targeted for housing growth.

Figure 3: Population change between 2011 and 2021, local authorities in England and Wales



This trend to build away from urban centres can also be seen from the 2021 census report on Population and household estimates, England and Wales: Census 2022.

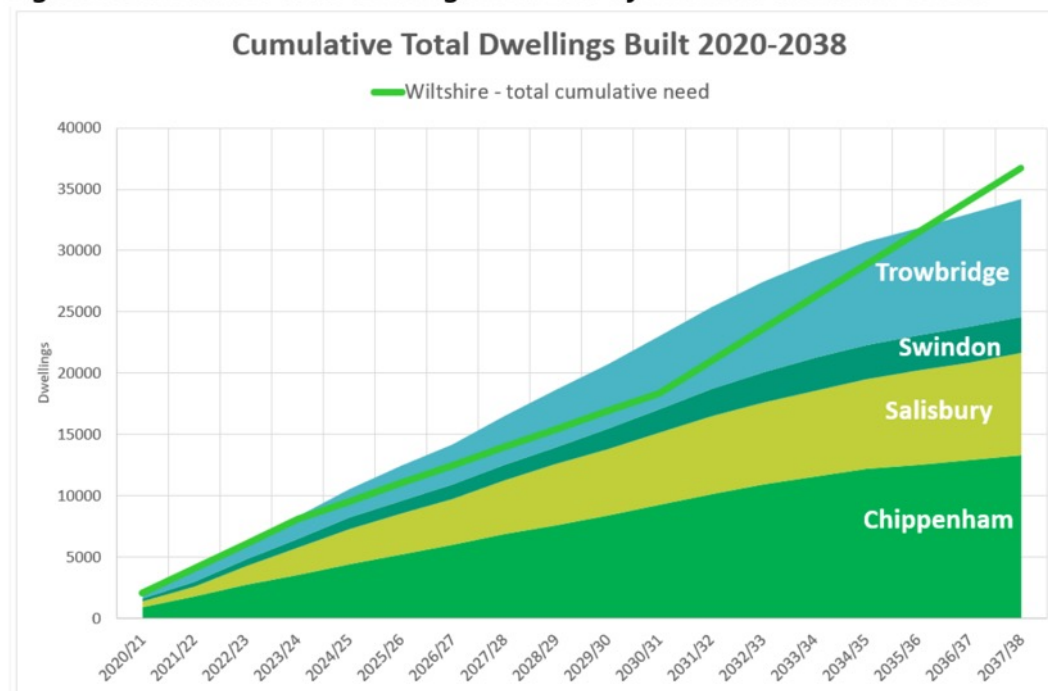
The trend is likely to continue whilst the current algorithm for 'housing need' is in place.

In England we work on the basis of 'predict and provide'. A population rise in a given local authority area is seen to signal a demand for more homes in that area.

When more homes are built, the population locally goes up. The upward trend means that, next time around, land for even more homes is needed. Whether this really make sense of the ground is for later consideration. The graph opposite is from the Wiltshire Housing Delivery Paper and shows how 'predict and provide' means more and more homes for targeted places.

## Housing Delivery Paper

Figure 7: cumulative total dwellings 2020-2038 by HMA and cumulative need



The baseline for 'housing need' is set using [national household growth projections](#) which are available online, and is the method of calculating housing requirements for a given area.

The land for the housing required goes into the Local Plan for the area. Numbers required vary very much across the country.

## South East

	Local Plan	
	Adopted	Requirement
Slough	16/12/2008	313
Windsor and Maidenhead	08/02/2022	712
Milton Keynes	20/03/2019	1,767
Cherwell	07/09/2020	1,582
Oxford	08/06/2020	431
South Oxfordshire	10/12/2020	981
Vale of White Horse	14/12/2016	1,028
West Oxfordshire	27/09/2018	798

This is dwellings per annum

Lichfields consultants and Savills are good sources of data on housing requirements and local plans

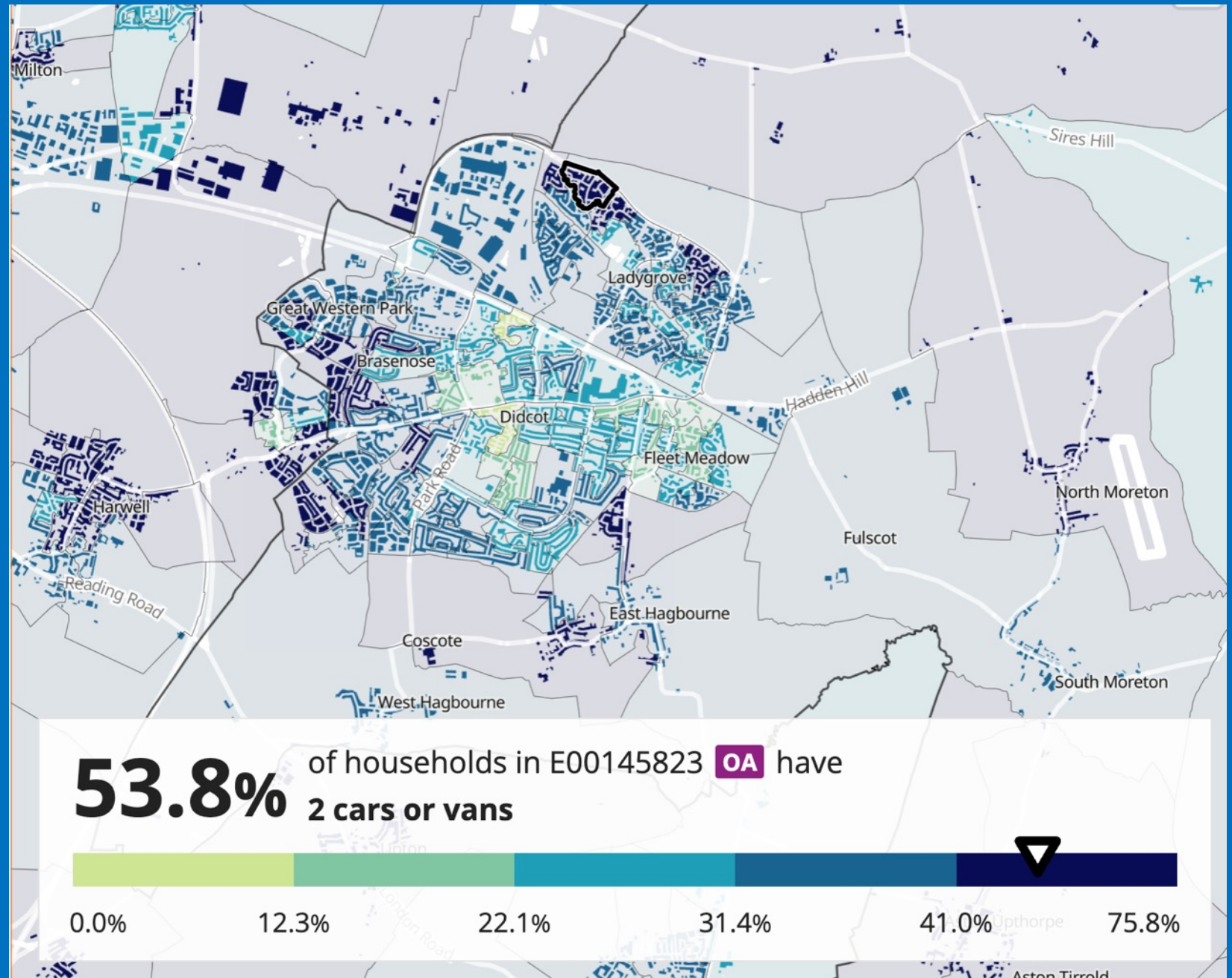
## North East

	Local Plan	
	Adopted	Requirement
Darlington	17/02/2022	492
County Durham	21/10/2020	1,308
Hartlepool	22/05/2018	347
Middlesbrough	26/11/2014	410
Redcar and Cleveland	24/05/2018	234
Stockton-on-Tees	30/01/2019	677
Northumberland	31/03/2022	885
Gateshead	01/03/2020	425
Newcastle upon Tyne	01/03/2020	850
North Tyneside	20/07/2017	790
South Tyneside	28/06/2007	325
Sunderland	30/01/2020	745

How do a group of local authorities cope with high housing targets? A common solution is to progress sites offered by developers to build over fields around many small, medium and large towns with new estates, with a road to open up the land and bigger junctions to take the extra traffic. The pressure is on to allocate land for the houses in the Local Plan.



These estates on the fringe of towns are generally very much car-based, both from our observations on visits and from the Census 2021 data.



Meanwhile building around new roads and bigger road capacity has a very profound effect on an area. It affects the whole look and feel of the place, and the opportunities for work, leisure and access to services for those who don't want to drive, or can't. It adds to traffic.

Hardly any green – no space left!



There is more house than tarmac in this 'urban extension'.

As more out of town development appears on the road system to deliver the houses, we have seen how people live car-park to car-park life styles.



Many professional planning and transport bodies, large consultancy firms, are aware that there is a demand for a different model, and a need to do things differently.



Kidbrooke village in south London. The developer we spoke to explained that many residents did not have cars at all, because they used rail, bus, bikes and car clubs. We have visited similar kinds of development in Bath, Bristol, Leeds, on the outskirts of Cambridge, and in many places in other parts of Europe.

An increasingly common theme for large-scale greenfield sites is 'walkability' and in turn 'mixed development'. These relate to a much greener place with lots of local facilities integrated with a street network. Car parking is limited. Public transport is good. Many masterplans aspire to this idea. There is one place that has pulled it off in real life.



Poundbury in Dorset is to have a population of some 6,000 and is designed as a traditional walkable place at a human scale. The 30% affordable homes look identical to market housing. The community is a good mix of ages and backgrounds.

Around Cambridge greenfield sites are also being built differently, at higher densities and around bus rapid transit. There has been much discussion about a future rail-based system.



Eddington is a new place to live some way outside Cambridge. A good bus rapid transit system provides the link to Cambridge and to adjacent areas and also dedicated cycle routes. Note that it has apartments and lots of shared space.

But the most interesting examples of change are in modern successful urban areas in Europe, especially places with good universities and strong research and development industries.

Getting about using a tram or light rail system integrated with buses and cycling is standard. Car clubs are also common and used by many if and when they need a car for a specific journey.



On the new outskirts of European cities and large towns, new homes and other development are being pinned on modern transit routes to give people a really attractive way of getting about without a car. They enable residents to live in one area and yet easily go to a satellite town by tram-train, or a different suburb for work. This example is a newly developed area near Bordeaux in France. Note the shops / cafes and square near the tram stop.

Tram/train in particular completely changes the way new homes are built. Without the dominance of the car, there are opportunities for innovative urban design and more affordable housing. It's what we are increasingly seeing when we visit European towns and places that are successfully growing their local economy in a greener way. You don't need the expense of a car to live here...



The idea is that you move into a new area and know that you are near a light rail stop which is on a wider public transport network. The area is then shaped around walking, cycling, local shopping, local services. Parking is reduced and even underground.

European science parks are also being furnished with public transport links, avoiding the need for ever-expanding car-parks and traffic jams.



Sophia Antipolis – a very large science park near Nice. Limited parking for hi-tech companies and limited road space for cars. But excellent bus services linking to Nice wider transport system (trams/metro) are modern and come every few minutes. Cycling is also popular and safe.



At the CERN nuclear research centre near Geneva the tram is an essential link. This is the kind of transport that the modern research community increasingly expect .



Back to Oxford and its  
expanding surrounding area

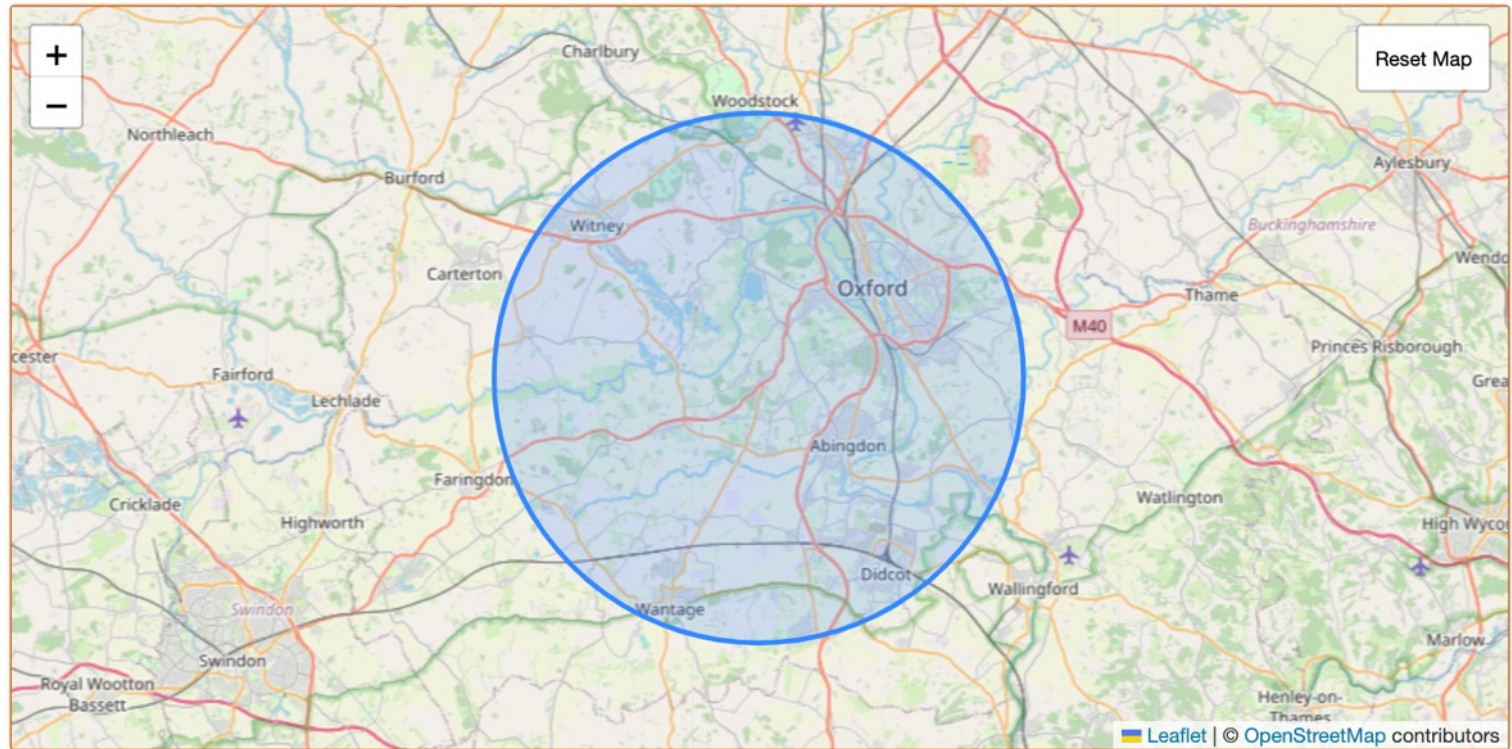
It won't be long before the population of the Greater Oxford area will exceed 400,000 and in the future it may rise to 1/2 million .

## POPULATION AROUND A POINT.

Human population within a distance, from any point in the world.

Select a radius and click on the map.

15km.



Estimated population within circle in 2025:

**381,746**

The circle also contains, 1579 bus stops, 0 tram stops, and 13 metro and train stops.



The pressure is on to build new homes and the planning system – the NPPF – makes this an overriding objective. It is easy to make mistakes in the rush to deliver sites for targets. But other policy areas may be compromised.

Transport is left out of the picture, other than increasing road capacity to cope with another sprawl of car-based expansion and 'mitigate' impacts on the wider road network.

But this approach doesn't really work and it seems increasingly old-fashioned.

So what's the  
solution?  
For  
discussion...

- Don't let housing targets dominate the agenda to the point of accepting poor outcomes
- Be strategic, making clear the benefits to the local economy, environment and to the people
- Planning and transport for the whole Greater Oxford area.....a coordinated approach.
- Putting in place the structures, the governance to plan and fund what is needed, including land uplift around a modern mass transit system
- Welcome advice from European cities and elsewhere in the UK
- Be clear and excited about what you want for the area – don't accept 'second best'.