

# What is being built in 2025? In search of the station...

Where we visited...



**Transport for New Homes**

A long list of places – many of them very different from each other. Brownfield, greenfield, new towns, urban extensions...

- Barking Riverside, Barking, London
- Bath riverside, Bath
- Beam Park, Dagenham, East London
- Cambourne, Cambridgeshire
- Chapleford Urban Village, Warrington
- Bowerhill and outskirts of Melksham, Wiltshire
- Cranbrook new town, Devon
- Cubis, Bruton, Somerset
- Eastman Village, Harrow
- Eddington, near Cambridge
- Grantham, Lincolnshire/ site of Spitalgate garden village
- Edmund Park, Frome
- Great Western Park, Didcot
- Green Park Village, Reading
- Hartnel Farm, outskirts of Taunton
- Holburne Park, edge of Bath
- Jubilee Gardens, Warminster
- Kingsbrook, outskirts of Aylesbury



## It goes on...

- Lewisham, London
- Locking Parklands, Weston Super Mare
- Nerrols Grange, Taunton
- New Lubbersthorpe, Leicestershire
- Northstowe Cambridgeshire
- Poundbury, Dorset
- Priors Hall Park, near Corby
- Reading Green Park, outskirts of Reading
- Renovo, West Thurrock, Essex
- Stapleford Heights, Melton Mowbray
- Trowbridge town and new suburbs
- Welwyn Garden City, Hertfordshire
- West Wick, North Somerset
- Wichelstowe urban extension, Swindon
- Woodford Garden Village, Stockport

In addition:

- Ottobrun, new area of Munich
- Urban extensions - Uppsala and Vaxjo, Sweden



# Theme 1 Places designed around the car:

- Traffic generated and clogging up road network
- Drive-to out-of-town destinations proliferating
- Parking dominating public realm, layout and taking up much land
- Local amenities and promised 'high streets' have often not appeared
- Big supermarket and big car park (eventually) built instead
- Road severance and traffic noise from bypasses and ring roads



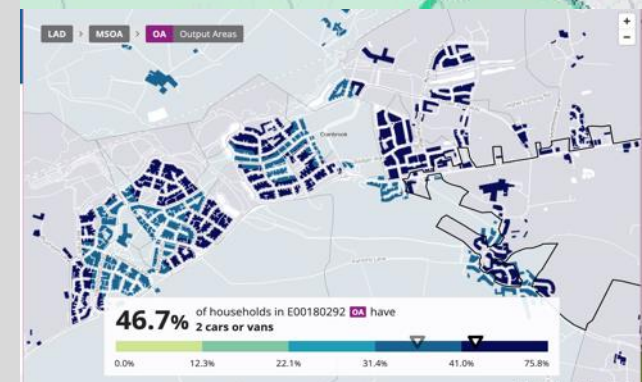
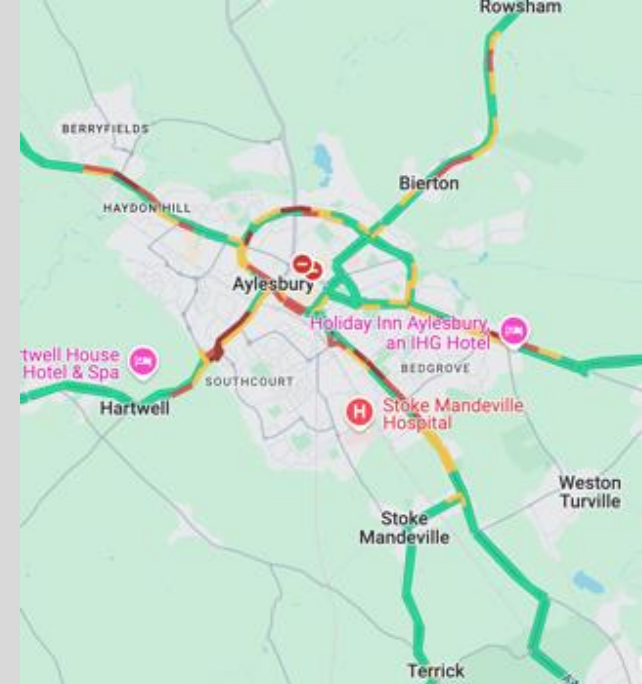
# Theme 2: Car-dependent sprawl

- Outer, outer suburbs right up to the ring road or bypass ...and beyond
- Development plugged into and shaped by road network
- Low density (with a lot of space wasted on tarmac)
- Roundabouts
- Life-styles around driving
- Frustration amongst drivers ...traffic, night driving and *parking*



# Theme 3: More roads, more cars, more traffic, (more out of town)

- Acceptable to build large-scale housing that adds traffic to strategic road network
- Planning applications for urban extensions and garden communities prioritise extra road capacity.
- Travel Plans then rely on 'self containment' to argue 'sustainability'
- High car ownership in new greenfield development - 2021 census
- More drive thru eateries, family dining off the bypass, retail on the large new roundabout, new petrol stations with integral supermarkets etc.



# Theme 4 Delightful walkable places

- Few being built even in metropolitan areas – combination of lack of places to walk to, lack of greenery, and lack resources to build and maintain. Contrast with what was seen in Sweden.
- Greenfield sites may have informal green spaces (eg where floodable) but residential streets often dominated by tarmac and ‘barren’
- ‘Poundbury, Kidbrooke Village - some greener exceptions that really were different
- Human scale, small businesses, urban parks, station, buses to many destinations...a rare but popular combination



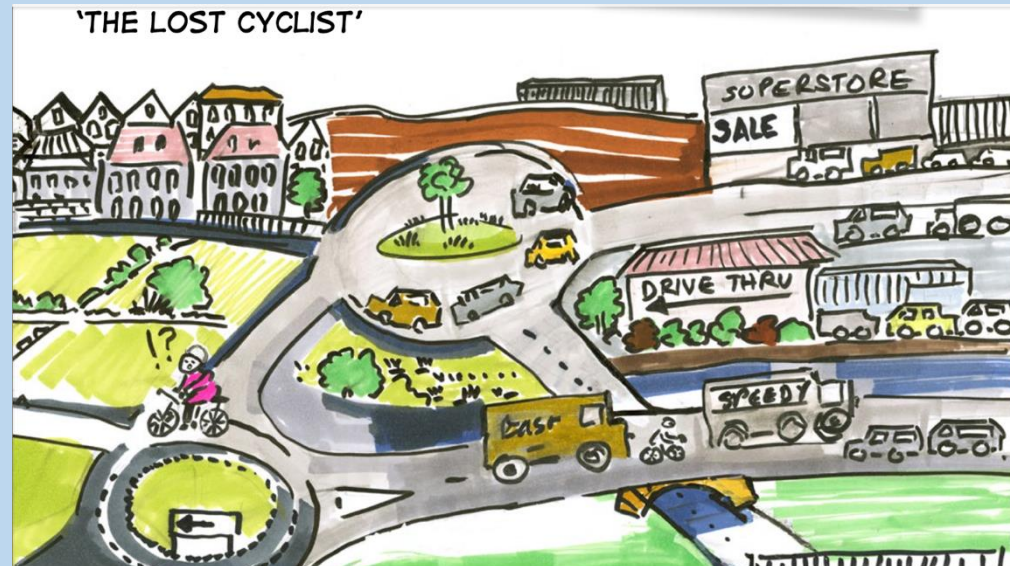
- Apartments outside of large urban areas rare in England, but not in other parts of Europe
- Advantages include less land needed for housing more people, potential for mixed development, place-making and innovative public realm
- More people living in proximity means public transport becomes viable
- Shops and businesses thrive too, cafes etc.
- In urban areas with a greater number of people living close by

## Theme 5 Apartments can offer everything on your doorstep



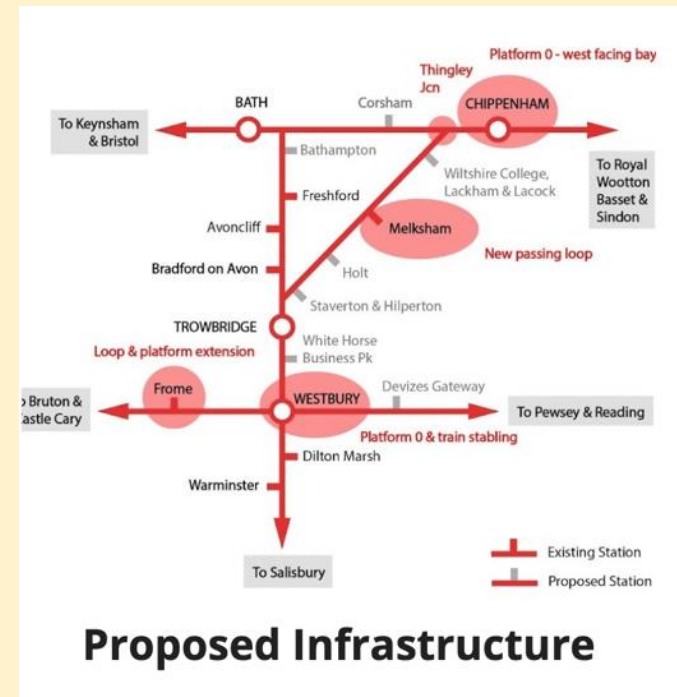
# Theme 6 Safe convenient cycling

- Outside Oxford and Cambridge cohesive cycle networks linking to new greenfield sites rare
- If you live in a greenfield urban extension, cycling into the countryside unsafe – country roads fast and furious. And after dark...for the very brave
- Bypass and link roads, big roundabouts to negotiate
- Fringe of town destinations around road system for cars
- Cycling provision behind what we saw in Sweden and Germany



# Theme 7 – Rail is missing

- Aspirations for new stations common for ‘garden communities’ on paper at least, and for many other towns
- Difficulties opening a new station are many and very long time-scales involved
- Sustained campaigning and lobbying needed over many years
- Local Plans rarely combine housing growth with local rail – too much uncertainty
- Parkway stations with bigger and bigger car parks in place of the local metros and tram systems that don’t exist
- New stations not integrated with the new area as a transport/ community hub
- Apartments now appearing around commuter stations – demand exists!



Above: a new metro for Bath-Western Wiltshire- Mendip area proposed by Connected Cities, Transport for New Homes and Amey. Population of area exceeds 400,000 and rising

# Theme 8 – Buses are falling short of their potential

- Developments visited in London well-served.
- Outside London very variable - Cambridge developments do well for example
- Housing targets send development to rural areas with already services eg hourly services, small town buses, very simple bus stops etc.
- Location, low density and layout of new areas of homes challenging to serve with buses
- Local Plans don't ask: 'If we build here and at this density, how will the development be served by bus?'



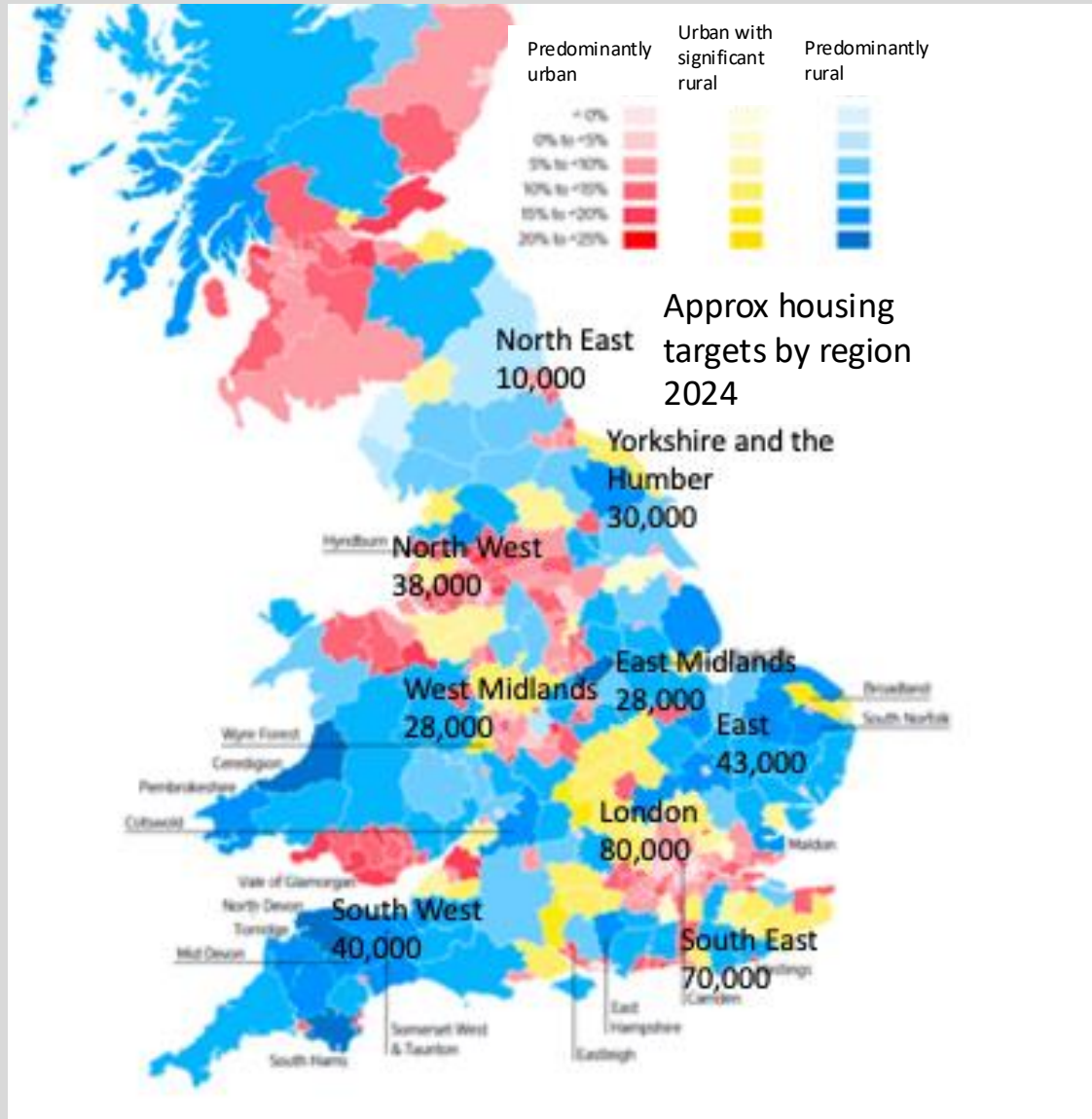
## Theme 9: Trams and light rail

- Missing out on using these modes to connect together a wide urban area and its hinterland of outer suburbs and satellite towns as a single economic and social community
- Nottingham and South Wales using this model and way of thinking
- Also happening widely in Europe and the rest of the world
- England 'odd one out'
- NPPF ignores this approach completely. Counter urbanisation and dispersed uncoordinated developer-led locations.
- Contrast to expansion of Munich, Uppsala, Utrecht...and many other visited



# Theme 10 Planning

- Government housing algorithm inadvertently promoting a big increase in car-based sprawl for the future.
- National Planning Policy Framework centres on the housing numbers game and the five-year housing land supply test, with LA under pressure accordingly.
- LA officers seem to feel powerless on sustainable transport and lack the resources eg LTP4 Wiltshire
- Planning applications, transport assessment, **travel plans – too late!**



# Overall conclusions

Overall conclusion: Many of the pieces of planning new homes around sustainable transport are simply missing. And the locations where we now have to build – away from urban areas – will make things much worse in the future unless something is done.



For many local authorities in England 'planning' has been reduced to 'find the strategic sites to fulfill your targets' whereas in Europe we saw real planning by public bodies who were able to truly bring sustainable transport and new homes together.

