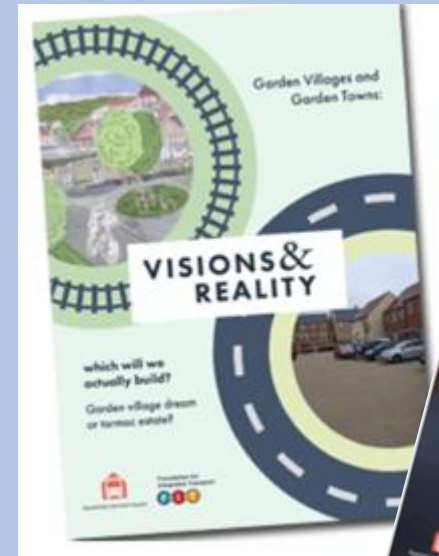


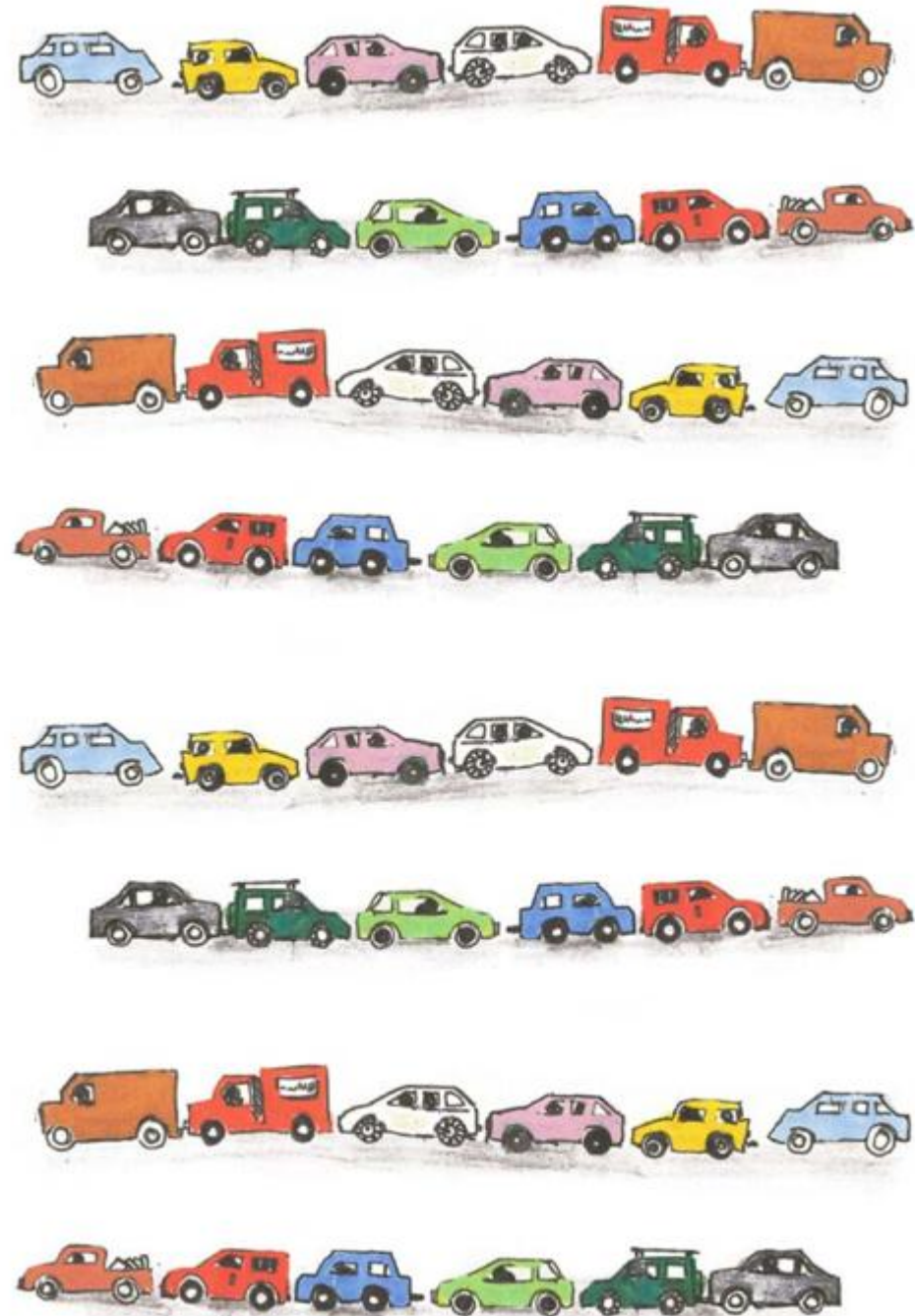


- We promote planning new homes around sustainable transport
- Visit large-scale housing development and report on what we find
- Review Local Plans, planning applications, transport assessments and masterplans



Moments of Change

As the UK embarks on wide-scale development of new homes, how might new developments ensure people adopt travel behaviours that benefit them, and their wider community?



The wrong habitat

- The trend is clearly visible on visits or google maps
- Successive layers of car-based outer suburbs further and further out of town are being added
- Built around road systems
- Driving life-styles embedded
- Hundreds of thousands of future new homes risk being built to this model



But...

- Traffic generated interferes with long-distance and local travel
- 'Turn up and go' public transport hard to arrange
- Viability of local shops, cafes, services challenged by low density, walking distances
- Car park to car park living



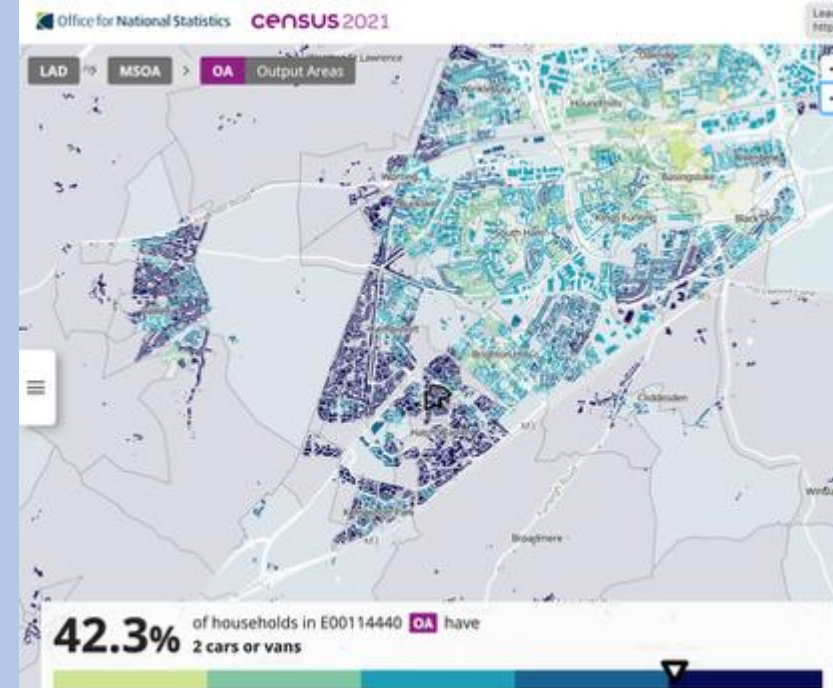
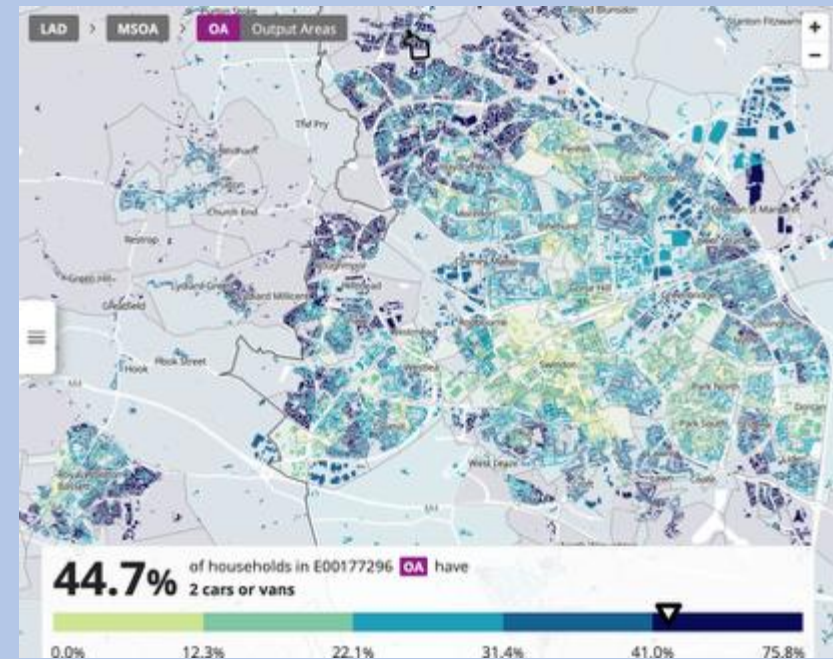
Not an easy place for active travel!

- Destinations are based around arrival by car
- You feel the odd one out!



High car ownership

- High car ownership on the edge of town – new estates



The Doughnut effect

- New road system opens up land for new homes but also other out of town destinations
- Retail, offices, leisure, community activities and more moves out of town – cheap parking (and rents?)
- Even if you live in town, now you need a car.
- With new layers of development at the fringe, it's a long walk from the centre out!





Living there? Comments from local people

- Little to walk to locally
- No friendly corner shop, café or local park
- Screen-based living and home delivery
- Risk of social isolation, boredom
- Parents driving teenagers – lack of independence

We think an entirely different 'habitat' is needed to enable different kind of living, where people use sustainable transport.

It's happening elsewhere....

This is Kidbrooke Village in SE London

- Combines high density development with green spaces, close by amenities
- Cycling routes, buses and an upgraded station.
- Minimal parking



Apartments, town houses, viable local services and excellent public transport links



The density of population and shaping around sustainable transport means that even specialist shops and cafes are viable. Live local or travel out on the bus or train

Enjoy coming to the new development even if you don't live there



Or there is the Swedish solution. This is Kungsängen on the outskirts of Uppsala.



- Low rise apartments built around different public green spaces,
- Many people walking, cycling and using public transport
- Parking if required, in basement – area for cycle parking too
- Proximity of population is the theme
- High local population means customers for local shops and supermarkets, cafes, services, public transport
- Going further afield , excellent bus network, trams soon

**An environment built for walking,
cycling, public transport, green spaces
and viable services**





- Proximity of population to enable the local economy and community to flourish.
- Supermarket, a number of eateries, local services and community events.
- Cycle route network and the U bus connection into Cambridge.

Higher density at Eddington near Cambridge

The new Brabazon development on the fringe of Bristol also puts forward this kind of model

'this neighbourhood isn't afraid of being different....The community is built on a network of 'living streets' of parks and gardens that are designed to bring people together.



But there is another important element here, on the basis that people do want to be connected to the rest of the area



- New station on the expanding Bristol Metro planned to link the Brabazon development with the rest of Bristol,
- Connects also with MetroBus as it passes through development.
- Linked into a network of dedicated cycle paths and segregated walking routes that will criss-cross the neighbourhood.

In conclusion

- Build differently for the future
- Choose the right places across a sub-region to build large-scale new homes around 'gentle density'
- Get developers and house-builders engaged
- Win the argument for modern mass transit systems to connect people across an area to create an area-wide local economy

A tram?!!



There's a corner shop five minutes away. And there's a nice café...we could meet there for coffee.



I can get to college using the metro and it runs every 15 minutes into the evenings!



I'm using the new bus – every 10 minutes right into the development.

