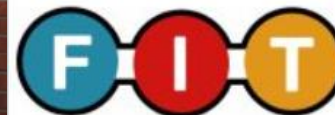


TRANSPORT FOR NEW HOMES

Foundation for
Integrated Transport



TRANSPORT FOR NEW HOMES

ORIGINS OF THE PROJECT

What are we really building?

Are we delivering 'sustainable development' when it comes to new homes?

Are new homes places where people really walk and cycle or use public transport?



LET'S GO AND HAVE A LOOK

- Urban extensions, new settlements, large-scale urban regeneration
- Photograph what we find, and talk to new residents
- Compile a profile for each place to show planning aspirations versus the reality of delivery

WHERE ARE WE VISITING?

Castle Mead, Trowbridge
Prior's Hall Park, Corby
Clackers Brook, Melksham
Cranbrook new town, Devon
Dicken's Heath Solihull
Allerton Bywater, Leeds
Hampton Park, Peterborough
Barton Park, Oxford
Great Kneighton, Cambridgeshire

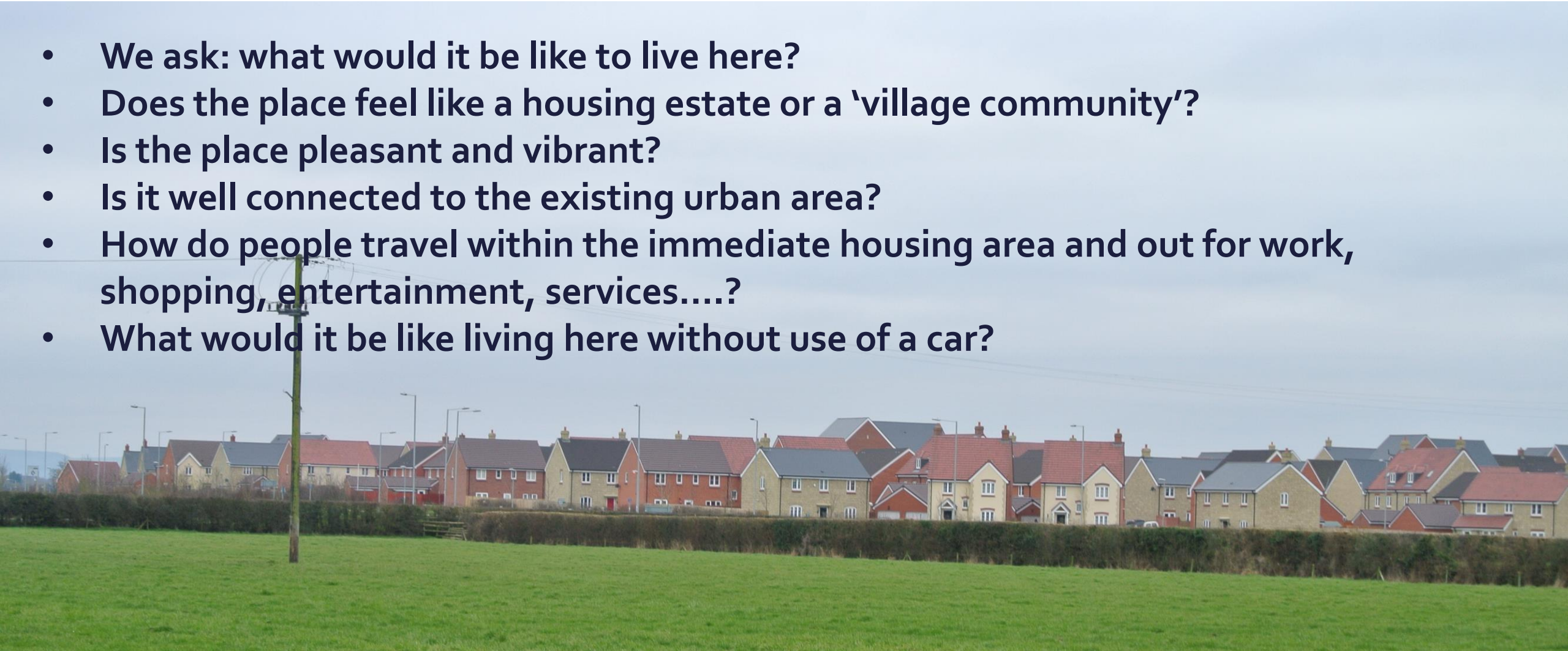
Wichelstowe, Swindon
Great Western Park, Didcot, Oxfordshire
Poundbury, Dorchester
Old Sarum, Salisbury
Upton, Northampton
North Hykeham, SW of Lincoln
Saxonfields, Ashbourne, Derbyshire
Buckingham Park, Aylesbury
Netherlands – Almere; Utrecht; Eindhoven

Firepool, Taunton
Monkton Heathfield, Taunton
Bath Riverside, Bath
Kidbrooke Village, Greenwich,
London



WHAT DO WE LOOK FOR ON OUR VISITS?

- We ask: what would it be like to live here?
- Does the place feel like a housing estate or a 'village community'?
- Is the place pleasant and vibrant?
- Is it well connected to the existing urban area?
- How do people travel within the immediate housing area and out for work, shopping, entertainment, services....?
- What would it be like living here without use of a car?



WHAT HAVE WE FOUND SO FAR?

Our main concerns centre on recent urban extensions or other large scale residential development in the countryside and on the fringe of towns.

PUBLIC REALM – MANY SEEM 'MINIMALIST' WITH LOTS OF TARMAC



- Parking and road access mean 30 -40% tarmac in some estates
- Few urban trees and gardens
- Developer contributions often channelled into road capacity
- Catering for a car-based life style – 'joined up car parks'

AMENITIES AND LOCAL EMPLOYMENT



- Primary school generally built early on
- Health and community centres – may take years to provide
- Ditto recreational facilities. Very few suburban parks and gardens for people to enjoy, with cafe, tennis courts, skateboard park etc.
- If built sports facilities often separate and road-based
- Pubs similarly 'on roundabout'
- Cafes occasionally found
- Employment in business parks that you drive to.

LOCAL CENTRES



- Difficult when local shops are already struggling in towns.
- Counterproductive to build very large out of town supermarket near urban extensions with enormous car parks
- Car-based employment on fringe doesn't help either – 'car park to car park'

WALKING AND CYCLING CONNECTIONS TO SURROUNDING AREA



- Urban extension often isolated from existing town.
- Developments not linked by streets to existing urban area but to distributor roads and roundabouts and outwards
- Walking and cycling routes through open green spaces – unsafe in dark – not overlooked by houses/shops.

ROAD ACCESS

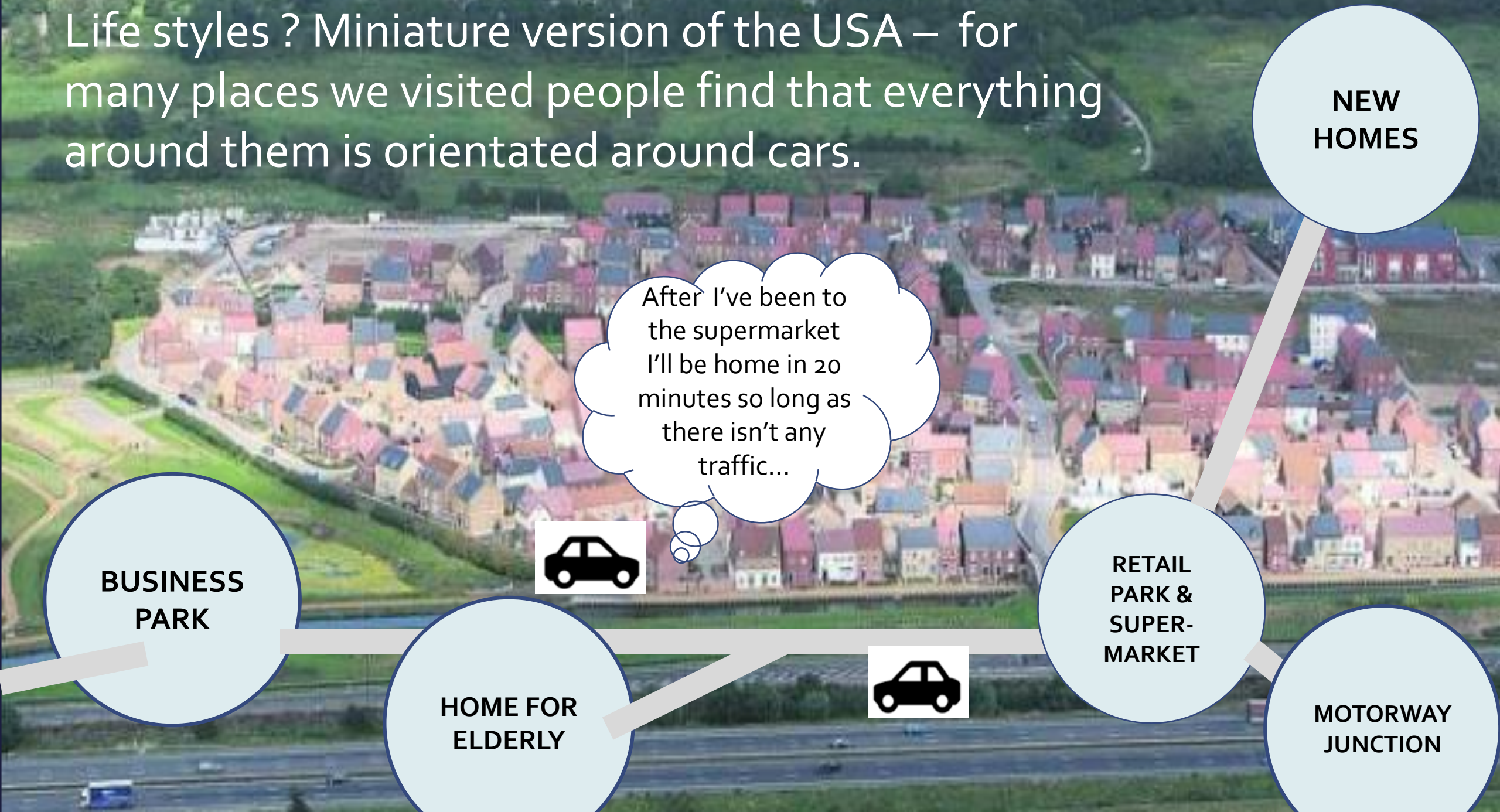


- Easy access to primary route network
- New road capacity increasingly paid for by developers and DfT in conjunction with new homes.
- Transport assessments at planning application anticipate thousands of new car journeys
- We have even seen a new bypass right through a new housing area

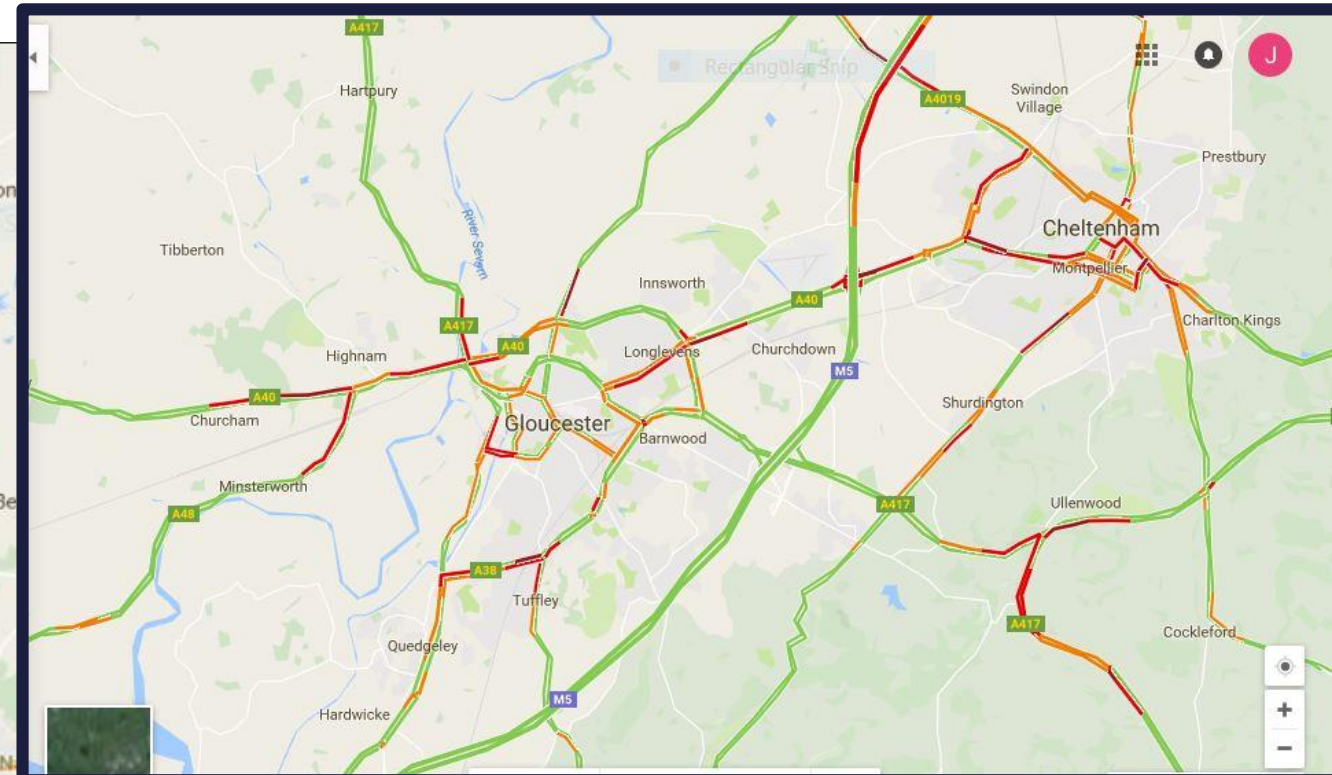
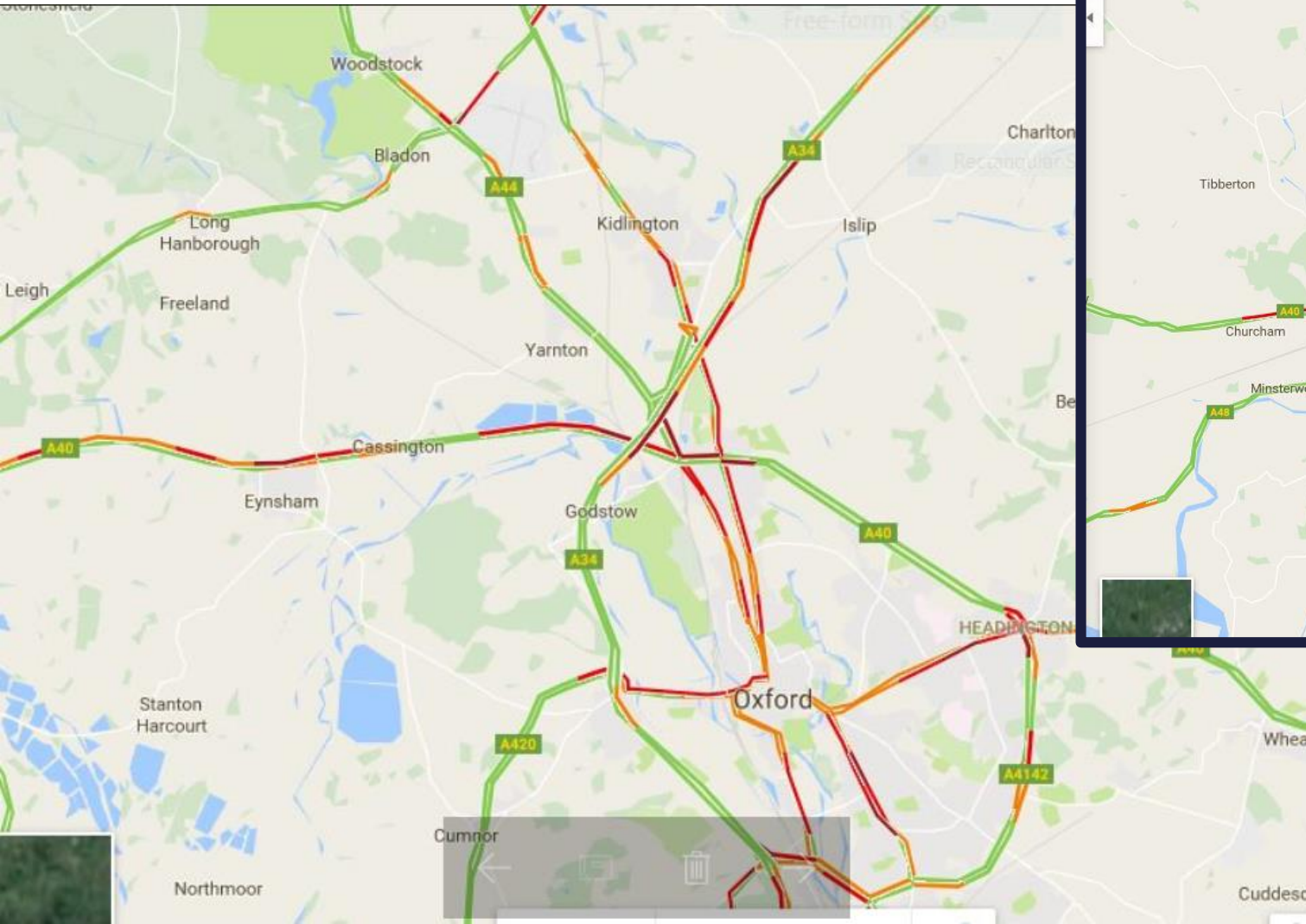
PARKING - LOTS OF IT! WE SAW THAT IT OFTEN
DOMINATES THE PUBLIC REALM.



Life styles ? Miniature version of the USA – for many places we visited people find that everything around them is orientated around cars.



THE RESULT?



WHAT ABOUT DEVELOPMENT AROUND NEW RAILWAY STATIONS?



- Extremely difficult to open a new station –just a couple opened a year in England.
- Takes literally decades to achieve, planners told us.
- Many urban extensions visited were some km from the nearest station. Very few within easy walk.
- Cranbrook to Exeter rail already full and standing peak periods – one service per hour.

WHAT ABOUT ORIENTATION AROUND BUSES, RAPID TRANSIT AND TRAMS?



- Location away from large urban centres makes it hard to serve
- People wedded to the car reduces bus ridership
- Cuts already in rural bus service
- Rapid transit – trams/light rail/ bus-based requires transport and new homes to be jointly considered and funded.

BUT NOT ALL
PLACES WE VISITED
WERE CAR
DOMINATED



Bath Riverside



Poundbury



Kidbrooke
Village,
London

Dickens Heath, Solihull



Taunton Fire Pool



POUNDBURY SEEMED PARTICULARLY DIFFERENT AS AN URBAN EXTENSION

- Lots of people walking, human scale public realm.
- Shops, cafes dotted around; garden centre in town not on fringe
- Corner shops; supermarket right in the middle of town
- Lunch in the local pubs or garden centre, both in popular central location
- Mums with buggies walking to the shops, then playground
- People in offices and factories in town, walking out for lunch
- Opportunities for new things to happen – new businesses to establish, serendipitous use of space and buildings
- Independent businesses not clone town
- People going both directions by bus to many West Dorset destinations and railway stations
- Walking into Dorchester along over-looked streets. 15 minutes walk



INTEGRATION OF HOMES WITH RETAIL AND EMPLOYMENT RATHER THAN SEPARATE ZONING SEEMS TO WORK IN POUNDBURY

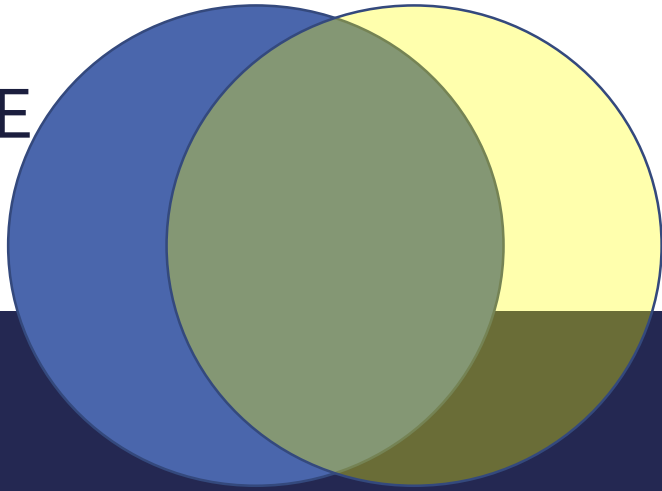
However elsewhere we have observed a growing hinterland to our market towns of car-based sprawl....and it seems that it's almost encouraged by the planning system and by the way that transport is funded.

NATIONALLY AND LOCALLY PLANNING AND TRANSPORT ARE NOT WORKING TOGETHER.

- We produce targets for new homes in places that are really hard to serve with public transport. Green belt jumping complicates the situation .
- Local authorities are then stuck – they simply have to allocate unsustainable GREENFIELD sites to keep up with the five year housing land supply. Local councillors and people placated with new roads as they object to traffic.
- Missed opportunities to plan new homes specifically around funded public transport (new stations, tram networks, rapid transit)

Dispersed new homes at a time of centralisation of employment and services...something seems wrong.

SUSTAINABLE
TRANSPORT



PLANNING

- Ultimately spatial planning and transport planning need to be much more closely aligned at government, regional and local level
- Means also looking at housing targets and making them higher where public transport/walking/cycling networks can be built or exist already
- We need remove 'vague aspirations' from the NPPF/PPG and be firm about what is required for sustainable planning
- Building new homes around new roads brings trouble for the future

IN CONCLUSION

We need to do things very differently if we are to build good quality places for a future that don't generate more traffic and lead to unhealthy life styles.

We have the technology in the form of GIS/data to plan properly; we have the expertise. We need change the NPPF to bring planning and sustainable transport much closer together and give consultants and local authorities the chance to really build places orientated around sustainable transport.