



Spring 2014

MD's first word



It's hard to believe mode is over a year old now, things have moved so quickly in the industry and at mode that we've been fully committed to delivery to our clients. We have, however, had some great new additions to the team. Rod Black joined us in 2013 as our key to the public sector and all around cycling expert. Alan Young is a recognised expert in place making and quality audits and was a contributing author (and managing editor) of national level design guidance "Manual for Streets" and "Manual for Streets 2 - wider application of the principles". Also, James Monk via the National Apprenticeship Scheme and Barbara Deutsche as our office manager.



should we release areas of land allocated as greenbelt for new development in line with investment in transport infrastructure?

Recently HRH Princess Royal proclaimed that expanding our villages by 6-12 houses would solve the UK housing crisis and save our green belt, a point of view I cannot agree with; we need large-scale development supported by investment in our infrastructure.

The coalition government also disagrees, neither is it reflected by 50% of local councils. In a recent survey it was revealed that they are "likely" or "very likely" to allocate development in the green belt ahead of brownfield sites; in my opinion, this is something that should be applauded.

Our green belt policy was introduced in 1955, since then the UK has grown by over 11million. This archaic policy is too rigid to face our current urban challenges; our green belt is generally of poor quality and is not well managed; it does not provide the recreational opportunities originally envisaged. 12% of England is designated as green belt whilst our urban habitats equate to 10%, a statistic that seems out of kilter with our housing shortage.

The green belt prevents the natural extension of existing urban areas, resulting in land intensive development (beyond the green belt) in the countryside. This requires increased levels of infrastructure, leading to a greater dependence on cars and commuting into our urban areas. This precedent has led to the UK having the worst road congestion in Europe.

"But what about the vacant brownfield sites where the (transportation) infrastructure already exists?" Well, most of the easy sites have been developed, are contaminated, or have legal covenants that make development near impossible. Furthermore, what happens if these sites are developed over the next decade?

By releasing the green 'collar' on our urban areas, will in turn allow our burgeoning towns and cities to expand naturally; which will allow a natural extension of our existing transportation infrastructure networks to be easily upgraded and ultimately provide housing, employment and leisure facilities in a more sustainable manner. Originally printed in Transportation Professional, March 2014

mode provides the following services

- feasibility studies
- site access studies and appraisals
- sustainable access appraisal
- transport assessment/statements
- travel plans
- transportation inputs to masterplans
- design of shared space
- preliminary junction design
- parking studies
- traffic modelling
- public transport studies
- section 106, 278 and 38 negotiations
- expert witness



strategic allocations:

long marston airfield new settlement, stratford upon avon

mode transport planning have been appointed by Cala Homes to develop a comprehensive transport planning strategy in support of a new settlement to consist of 3,500 new homes, shops, restaurants, cafés, employment parks and new schools at the former Long Marston Airfield, which is within 10 minutes of Stratford upon Avon. The transport strategy seeks to provide:

- a new Western Relief Road to Stratford upon Avon;
- improvements within the town centre through a package of measures known as the Stratford Transport Package as well as other town centre and local highway initiatives;
- upgrade and divert existing public transport into the site; and,
- the unique opportunity to upgrade the Stratford Greenway with a new guided bus and/or rail.

The preliminary traffic modelling package, which has been undertaken in close consultation with Warwickshire County Council, indicates that the delivery of such a transportation strategy will enable the full delivery of the masterplan proposals as well as providing wider benefits to Stratford upon Avon during the plan period.

Client: Cala Homes

contact us

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market housing:

doseley works, telford

mode transport planning were appointed by David Wilson Homes and Breedon Aggregates to provide transport planning advice and detailed highways assessment in support of a planning application for 460 new residential units at the former Doseley Works, Telford.

In addition to the new development, the application will provide improvements to the local highway network, public transport facilities, new pedestrian linkages and traffic calming facilities along Frame Lane.

The Transport Assessment included a detailed access strategy and assessment, whilst the Travel Plan seeks to reduce car movements to and from the site. The site was awarded planning consent during July 2013.

Client: David Wilson Homes & Breedon Aggregates

go ape!



Last July the team got let out of their cages and went ape for the day... we think everyone's exorcised their inner monkey now!

