

# [07 NEWSLETTER]

mode

transport planning

Autumn 2020



## MD's first word

I am pleased to announce that despite the world-wide pandemic, mode continues to grow steadily. Throughout 2020, we have brought new staff into the business and this focused recruitment of high-quality staff will remain a key for the business as we move into 2021.

This is not to say that COVID doesn't bring its challenges. We have had to adapt to new working practices and remain committed to our focus of developing and honing relationships with our clients. However, our staff have responded to these unforeseen changes and we continue to demonstrate that our ongoing success can be attributed to this team of professionals. Their resilience is mode's key asset in delivering our clients' needs and aspirations during these difficult times.

We are very happy that our efforts this year have again been recognised, as we rose into the top 30 of UK consultants in our industry rankings.

If we are to continue with this momentum we have gained during lockdown, it will be down to our politicians, policy-makers, architects, planners, and engineers to raise this change to ensure that the "place-making" utopia we have all been seeking is delivered when we start to emerge from the pandemic.

Ultimately, this new future will be shaped by the behaviour change necessitated by this pandemic. The key will be to ride the wave of this change and shape it into a more sustainable future.



## Could COVID Kill "Predict and Provide"?

Since Buchanan's "Traffic in Towns" (1963) report "predict and provide" has characterised transport planning in the UK, through predicted future demand for travel and then provided the required infrastructure.

30 years later, a "New Deal for Transport" (1998) abandoned 'predict and provide' as unsustainable due to its focus on the car. The "New Deal" promoted a more sustainable, "predict and provide" approach. Yet, at its core, planning policy still remains wholly focused on the car:

*"Development should only be prevented ... if ...the residual cumulative impacts on the road network would be severe."*

However, a recent paper (2016): "Transport Planning: Turning The Process On Its Head" argued that a better approach to transport planning would be to focus on opportunities created by a "vision and validate" approach. This means, envisioning from the outset what sustainable growth would look like. Then validate that vision through design and modal shift techniques.

During lockdown, road trips were down around 35%, whilst levels of cycling have nearly tripled and public transport use has also declined. This change was clearly forced on us by necessity, and it is unclear when or if it will return to previous levels.

Yet, architects and planners have turned to predicting the endless possibilities of the future transport and suitable mobility as we've all witnessed the sustainable "vision", the question is: are we now really going to start validating it?

## what we do:

- transport assessment
- travel plans
- environmental impact assessments
- transportation inputs to masterplans
- sustainable travel studies
- transport policy review
- junction design
- traffic modelling
- public consultation
- inputs to public realm design
- section 106 negotiation
- expert witness at planning inquiry

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## Travel plans

### Barts NHS Trust

We were appointed by Barts' Health NHS Trust to update and refresh their travel plan to ensure that their staff and visitors have access to a good range of sustainable travel options.

The Trust has five key hospital sites. However, they also operate a range of administrative services from a number of other locations.



## HSBC Birmingham redevelopment

### Mercia Real Estate

HSBC's former Birmingham offices have been earmarked to be transformed into a major hotel and student accommodation development. mode has been appointed to offer transport planning support to the proposed development.

Mercia Real Estate is seeking the go-ahead from Birmingham City Council for its plans for 12 Calthorpe Road which would see the offices converted into a 123-room hotel and 266 student bedrooms.

## Mullin Automotive Museum

### Mullin Automotive Museum Limited

mode supported a planning application for a new Automotive Museum. The Mullin at Great Tew will consist of a £130 million new development on a brownfield site near Chipping Norton in West Oxfordshire. Complete with museum, demonstration track, pavilion and 28 holiday lodges.

Attracting up to 200,000 visitors per year and allowing for luxury Concours d'Elegance events, mode transport prepared a comprehensive transport strategy. This included, extensive consultation and information was provided to the public to address any transport related concerns raised. This allowed the Planning Committee Members to reach a positive recommendation, voted in favour by twelve votes to eight.

## Lymm Hotel, Warrington

### Macdonald Hotels & Resorts

We were appointed to provide transport planning and highways advice for a mixed-use development at the former Lymm Hotel site on Whitbarrow Road in Lymm, Warrington.

The development proposals comprise 45 retirement apartments, 66-bedroom care home and 90 place children's nursery. The scheme included amended vehicular access serving a shared on-site car parking provision. The existing 62-bedroom hotel building was demolished to facilitate the new development.



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### Manchester

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### Reading

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