

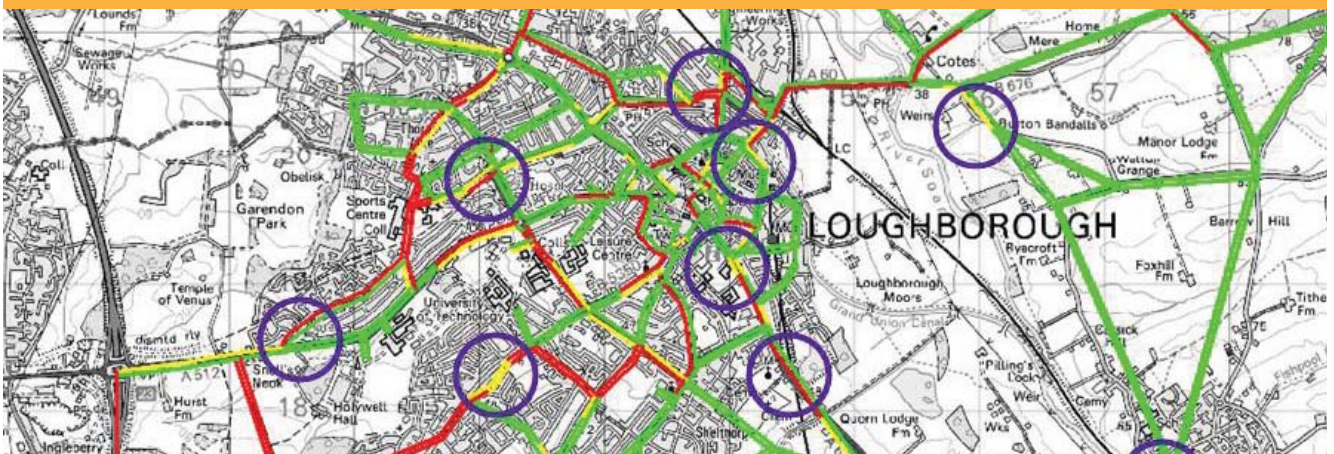
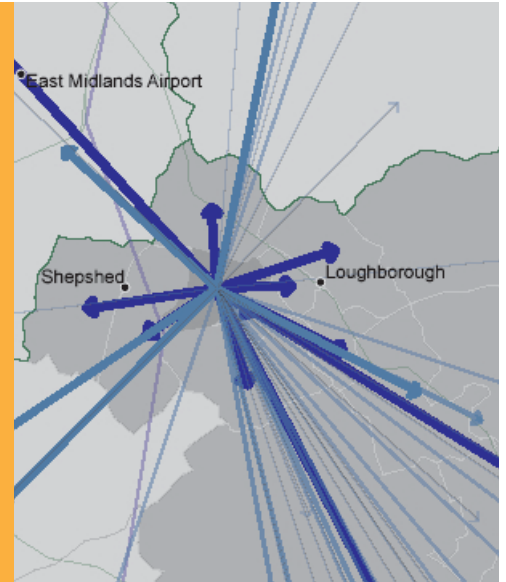
Evidence based land use and spatial strategies

The issues

For a number of years, UK government policy has encouraged integration between transport and land use planning. The aim is to develop sustainable towns and cities where housing, employment, education and leisure opportunities are accessible to all, thus minimising the need for travel outside the localised area.

The development of land use and spatial planning strategies is a high priority for councils as part of the production of their Local Development Frameworks. This can be an extremely demanding process: the potential impacts associated with eco towns and growth points have to be addressed in relation to both local and national agendas whilst seeking to maximise opportunities (such as CIF2) to secure central government funding. When developing these strategies, a wide range of potentially competing objectives has to be considered and appraised, alongside the impact on transport systems and the subsequent mitigation of these impacts.

Thorough appraisal of the transport implications of urban expansion and development proposals early in the development of land use strategies can have a significant influence on the scale, mix and location of allocated sites and their associated transport requirements.



Our capability

MVA Consultancy provides a wide range of specialist transport advice to local and regional authorities, and to scheme promoters, to assist in the development of land use and spatial strategies. Our expertise allows us to provide high quality, evidence-based independent advice in the following main areas:

- Appraisal of the impact of local and area-wide land use strategies on existing transport infrastructure and services.
- Development and appraisal of mitigation packages to alleviate the impacts.

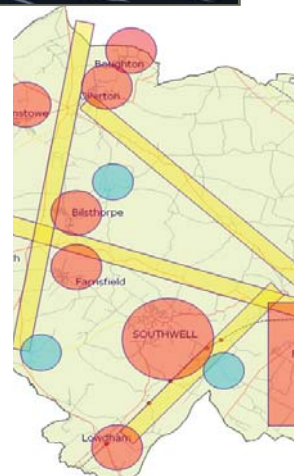
- Systematic comparison of alternative land use and spatial strategies.
- Identification of funding strategies for associated infrastructure proposals from private and public sources.
- Preparation of 'value for money' appraisals and business cases (NATA/DaSTS).
- Stakeholder, public consultation and research activities.
- Identification of the environmental and climate change impacts of transport measures.



Our approach

We have an innovative, evidence-based approach whereby we work with our clients to help them develop deliverable land use strategies that incorporate transport initiatives, in line with current best practice: "Transport for Sustainable Communities" and "Manual for Streets". This approach:

- Prioritises initiatives to reduce the need for travel and encourages the use of non-car modes.
 - Develops an area-wide transport strategy that mitigates the cumulative impact of the land use proposals.
 - Maximises the potential for on-site mitigation that can be implemented as part of the development masterplan through both transport interventions and integrated land use planning.
 - Seeks to minimise travel distances through the co-location of interrelated land uses.
- Maximises the opportunity for 'Smarter Choices' initiatives through the integrated provision for pedestrian, cycle and public transport modes.
 - Allows a funding framework to be set-up that enables the collection of monetary contributions from future developments.
 - Provides a deliverable strategy by addressing the financial and commercial implications of the transport mitigation requirements, ensuring they provide value for money.
 - Assesses the impact on wider policy objectives such as access to key services, economic viability and the potential effect on the environment.



Using a mitigation hierarchy

The investigation of mitigation measures is undertaken on a hierarchical basis with the level of mitigation represented as a percentage of the initial congestion impact of the site. The mitigation hierarchy aims to reduce the transport impacts by minimising traffic generations before traditional infrastructure proposals are considered. Our hierarchy is as follows;

- **Land use integration** - provision of related land uses either on site or close by, thereby reducing the need to travel or travel distances.
- **On and off site cycle and pedestrian linkages** - improves safety and encourages use of these modes for shorter journeys.
- **Public transport enhancements** - new and extended bus and light rail routes, bus priority, and integration with new and existing rail stations.
- **Smarter Choices** - promotion of non-car modes and healthier lifestyles.
- **Park and ride** - relief of the wider networks through diversion to optimal Park and Ride locations.
- **On-site highway** - optimisation of access options and provision of routes within the site to minimise impact on congested areas and/or provide relief for external traffic.
- **Off-site highways** - traditional improvements to the external highway networks.

This approach has been applied successfully to rural and urban communities, where land use and transport characteristics differ significantly, allowing all sites and strategies to be compared on an equitable basis.

Our approach can be undertaken using either existing strategic transport models where they exist or through the development of a 'bespoke' assessment tool, which is then potentially available for all local authorities and site promoters to use. The appraisal is fully multi-modal and can take account of existing and future proposals for public transport, cycle and pedestrian infrastructure.



The Benefits of this approach

Our approach has been of great value to planners when evaluating alternative land use strategies and sites in that the analysis is clearly presented, allows for comparison of strategies on an equitable basis and provides the justification for the infrastructure required to facilitate a deliverable land use and spatial strategy.

It also provides an evidence-based appraisal that allows land use and transport policies to be developed in a coordinated and coherent manner, bridging the potential gap between transport capacity and provision, and the demand for movement generated by development proposals. It facilitates 'buy in' from the public, stakeholders and scheme promoters and can also form the basis of inquiry evidence should this be required.

Our experience suggests that early involvement in spatial planning by transport planners can significantly reduce the transport impact of developments and the levels of traditional off-site highway infrastructure measures that are required, delivering benefits in the form of cost savings to planning authorities and , scheme promoters together with wider benefits to local residents and the environment.

Charnwood Local Development Framework

MVA Consultancy was commissioned by Charnwood Borough Council to undertake an assessment of a number of Sustainable Urban Extensions (SUE) and growth point scenarios to the North of Leicester. The assessments utilised transport models to deliver robust and integrated mitigation and infrastructure packages for each of the development scenarios under consideration. These were then utilised in order to inform the Local Development Framework Strategy and Consultation process.

Clifton, Nottinghamshire

We were requested by Barratt Homes to undertake an initial assessment of the impact of a new proposed growth point development. The site consisted of over 5,000 houses, retail and commercial space and a large office development.

The assessment involved determining the level of infrastructure required in order for the development to become viable without having a detrimental affect on the local transport network.



Who to contact

