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New developments and shared transport: cutting car dependency

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1. Executive summary & recommendations

Across the UK, new developments are being designed, consented and built out with underpowered and inconsistent approaches to the important role shared transport can play in delivering sustainability.

There is widespread planning approval of schemes that lock in car dependency. Shared transport is often not included within scheme design at all, and elsewhere it is only included at a very small scale (e.g. a single car club vehicle). However, there are numerous developments which are being planned around the ability of sustainable transport, including shared options, to cut the need for parking spaces, improve place and air quality and deliver 'gentle density'.

Unfortunately, the National Planning Policy Framework (NPPF) makes it difficult for councils to refuse applications that don't go far enough on shared transport proposals. The NPPF (paragraph 109) states: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

The 'Decision-Making in the UK Transport System' report by the Government Office for Science (2019) explicitly identifies this: "...were Government to provide more support for mobility substitution and sharing by prioritising low-carbon and active travel alternatives to car use and car share schemes in planning decision-making, this would help reduce the degree of (perceived and actual) lock-in to car dependence and ultimately improve the wellbeing of the UK population."

Despite the challenging policy environment, an increasing number of schemes are building in the sustainable transport options (e.g. car club, bike share, public transport, active travel routes) that support significantly lower levels of private car ownership.

> CoMoUK research indicates that each car club vehicle can on average replace 18 private cars

The Government's legally binding commitments on emissions reduction signposts the need to favour decarbonising options such as shared transport in spatial planning design in order to achieve behaviour change and in particular a shift away from low occupancy private car use. While shared transport isn't new, its applicability and viability are strengthening as the development planning sector looks to respond to the climate crisis, planning reforms, consumer demand and new mobility business models.

In this study, Collaborative Mobility UK (CoMoUK), the UK's national charity dedicated to the public benefit of shared transport, has identified the current uncertainty and ambiguity surrounding the scope and planning of shared transport in the context of new developments, and through this work, are seeking to unlock the full potential to deliver sustainable housing.

Recommendations

- **Redefine planning policy around people and place rather than cars:**
  Develop a bold vision for the creation of people centric neighbourhoods, placing shared transport at the heart of new policy. This policy should also deliver access via sustainable transport modes to key amenities such as shops, healthcare and green space. The revised approach should be formalised through Supplementary Planning Guidance.

- **Coordination of planning and transport:**
  There is a need for planning authorities to work hand in glove with other public authorities, highway authorities in particular, to ensure this ambitious approach is successful.

- **Limit parking provision for privately owned cars:**
  Limit average car parking provision to one private car per dwelling or less. The lower the ratios the greater the chance of breaking dependency on the private car and supporting the switch to sustainable modes. This allows the intensification of housing and will support the 20-minute neighbourhood policy objective.

- **Rethink the driveway:**
  Separate parking from the driveway to break the automatic link between private car ownership and make parking spaces less convenient than sustainable modes and more flexible to convert to other purposes. Make private car parking spaces chargeable.

- **Avoid 1:1 conversion to electric:**
  Without integrating a strategy for shared transport there is a risk that providing electric vehicle charging infrastructure, for privately owned EVs only risks further entrenching private car ownership and thus higher emissions. Shared cars should have priority access to electric charge points.

- **Invest in portfolio of sustainable transport options:**
  There is a need to invest in a package of alternatives to car travel including high quality public transport, integrated with cycling infrastructure, and a pool of shared cars and bikes, housed within mobility hubs. It is also important to ensure there is a range of amenities in walking distance.

- **Build in meaningful developer contributions:**
  Use developer contributions to boost transport sustainability. Ensure contributions begin at the point of the first residents moving in. Ensure planners, developers and landowners are fully engaged with the operators to co-design the shared transport solutions for the area. Create a fund of contributions to support car club development across the city which will ensure the wider scheme flourishes for the benefit of all.

- **Engage with shared transport operators early in the process:**
  Planners, landowners, and developers should review latest best practice of deploying shared transport. They should make contact with operators from the start of the process to draw upon their expertise for site specific advice.

2. Study methodology

The scope of this study has been:

1. Exploring how shared transport is currently considered within the development planning process by different stakeholders and identifying potential opportunities for improvement in the process.
2. Engaging with representatives from across the public and private sectors to validate pain points and areas of uncertainty.
3. Researching exemplar schemes or development proposals that seek to embed shared transport, and uncovering the methods for arriving upon or quantifying the shared transport service provision as part of sustainable development.
4. Conversely, identifying the key barriers to successful implementation of shared transport; and
5. Developing recommendations and guidance for all stakeholders

During 2021, CoMoUK undertook 15 interviews with: developers; landowners; consultants; shared transport operators; planning and highways authorities.

The work was carried out with the support of the consultants WSP.

3. Key considerations

Redefine planning policy around people and place rather than cars

The perception of a supportive environment was found to be imperative to the successful implementation of shared transport, with ambitious policy providing a strong foundation for increased delivery potential for shared transport.

> "A sea-change of policy is needed" (Developer)

As an example, Transport for the Southeast have set out a 30-year transport strategy for the Southeast of England with the sub-national policy supporting a shift away from planning for vehicles, to planning for people and places.

Whilst recognising that many parts of the region are still within the planning for vehicles stage, this bold progressive policy at a regional scale presents an opportunity for development planning stakeholders and mobility operators to interpret at a local level.

As it stands, there are no standards on the minimum provision of shared transport in new developments. The NPPF only recognises walking, cycling and public transport. Shared transport, especially shared cars are vital in order to enable people to break their dependency on the private car and their importance in this process should be recognised in NPPF.

Critical factors for success of low-car developments

While we have found restricted parking provision for private cars to be the single most important determinant of success or failure, these aspects are also vital:

- Access to reliable, frequent public transport and safe cycling infrastructure. Digital Demand Responsive Transport is a flexible complement or alternative to traditional bus in areas away from busy transport corridors.
- Access to key amenities such as shops, doctors, schools and green space by foot, cycle or public transport, akin to the 20-minute neighbourhood strategy
- Access to wider amenities via strong connectivity to local high streets.
- Need for supportive funding structures such as developer contributions for capital costs or private parking charges for revenue costs.
- Development scale of sufficient size to support sustainable transport modes in the development or surrounding area.

CASE STUDY: Exeter Planning Guidance

Exeter Supplementary Planning Document provides policy on car clubs, detailing that car-free and larger developments will be considered on their proposals of measures to reduce car use.

> Operators call for a "build in, not bolt on approach"

More explicitly, "occupiers will be excluded from residents' parking schemes, and a contribution will be sought towards the enhancement of facilities for public transport, cyclists and pedestrians. Similar considerations may apply to justify a car free development in other locations well served by public transport" (Exeter City Council Sustainable Transport SPD, 2013, 44).

In this SPD, Exeter City Council recognises car clubs as part of an overall package with potential for improved integration with bike hire schemes and bus tickets, for developers to consider. This SPD supported these developments:

- Albatross Road, Newcourt in Exeter developed by David Wilson Homes. The SPD led to the inclusion of a Co Cars electric car club car with a dual EV charging unit.
- Peppercombe Avenue, Hill Barton, Exeter with Barratt homes. Similarly, a Co Cars electric car club and charging unit were funded.

CASE STUDY: Leodis Square & CITU, Leeds

Leeds City Council developed Supplementary Planning Guidance which requests that developers provide funding for car club memberships at new developments. One example is Leodis Square, a 744 unit apartment block in Hunslet, south Leeds, which has only 263 parking spaces, a ratio of 0.3 spaces to units. Car access for residents is instead supplemented with the provision of two car club bays. A contribution was made to the car club operator.

The Leodis Square car club was launched in October 2020 in challenging circumstances. Regardless, 61 residents have already joined to use the vehicles at the development, elsewhere in Leeds City Centre and across the UK. Residents are offered 1 year's free membership of Enterprise Car Club (value £60 inc VAT) and £150 drive time.

A second example is CITU, an innovative eco-friendly development on the edge of Leeds city centre. Two vehicles are being provided. Developer funding is providing residents with 2 years membership and £50 driving credit to encourage people to try the scheme.

> "As people who walk to work and therefore don't need to commute, we really weren't using our car that much at all. We decided to sell our car, which was quite old and not environmentally friendly..." (Resident)

Rethinking the role of the car

All stakeholders identified that the status quo for local policy, scheme design and to lesser extent developer aspirations were a key blocker to successful shared transport deployment. The short-term focus within the planning process is typically on 'doing what is needed to secure planning permission', with shared transport operators only brought to the table post-planning consent. This presents difficulties for operators as there is a lack of understanding of shared transport business models.

Commercial viability for operators is hindered by scheme designs which lock in barriers to successful shared transport uptake. It also precludes discussion about how shared transport and sustainable transport options more broadly can deliver developments that are both more pleasant and denser – thus delivering more housing – while cutting transport emissions and boosting activity levels and public transport use. Finally, residents are likely to have already made their transport choices at the crucial life-changing moment of moving into a home.

Car parking

There is a critical correlation between parking provision for private cars in new developments and the opportunities for sustainable transport generally and shared transport particularly. Where ratios of private car parking to dwellings are low, residents are much more likely to adopt other mobility options. It will also create a more pleasant environment for walking and cycling.

Car club operators actively scope suitable sites based on the baseline provision of private car parking.

A rule of thumb stated in interviews was that 1 car per dwelling or less is required for car sharing to be feasible. When quantifying the amount of shared transport to provide, critical mass must be considered.

There are limitations to offering only one shared vehicle, or too few shared bikes in a development, as residents will have concerns about availability and may not sign up. Where there are concerns about the viability of additional car club vehicles, the cars could be opened up for use by local residents outside the new development, including being placed in adjoining streets to tap into the wider market.

Integration of services through a single mobility hub or network of mini hubs increases connectivity, convenience and viability of sustainable modes.

An alternative approach is the provision of a peer-to-peer online platform for sharing residents' cars between themselves. It would be difficult to plan with any certainty for likely rates of sharing although significant incentives could be offered to encourage participation. A hybrid is emerging where the developer provides the car and pays the peer-to-peer platform to make it shareable with users.

Mobility hubs

Mobility hubs are highly visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside improvements to public realm and community facilities where relevant. The redesign and reallocation of space from the private car, enhances the experience for travellers and create a more pleasant environment for everyone.

Rules of thumb on shared transport provision

The table below sets out a range of examples to draw upon when planning shared transport provision in new developments. The figures should not be taken as fixed allocations as the scale will depend on many factors. Early engagement with operators is encouraged.

	Scottish city	Outer London	Edge of English town
No of units	150	200	500
Current average parking ratio ranges	1.2	1	1.2
Proposed parking ratios	0.9	0.5	1
Reduction in parking spaces	45	100	100
Average cars displaced by car clubs vehicles from CoMoUK research	10	24	9
No of car club vehicles required	4-5	3-4	10-11
No of shared bikes required based on 1 bike to 10 units	15	20	50

Notes

The figures used to calculate the number of car club vehicles per dwelling are based upon number of cars displaced by each car club from CoMoUK research. They illustrate the numbers of cars displaced by each car club vehicle which can be translated into car parking spaces displaced. NB these numbers vary depending on how favourable the conditions are for living without a private car.

Parking barns

A system increasingly adopted by forward-thinking developers is to shift whatever parking space is provided for private cars to the edge of a development in a "parking barn" or off-site plot. This raises the inconvenience factor of using private cars while signalling that the active modes, public transport and shared modes that should be located closer to people's front doors are more convenient.

This approach also frees space close to homes for shared green space and play areas. Such space can be developed in a flexible way to allow parking to be reduced and allocated to other purposes. The parking barn also offers greater potential for charging for parking or at least for the parking of multiple private car spaces per household. Charging is ideally done on a monthly basis to offer regular opportunities away from privately owned car, annual charges risk occupants taking the "safe" option each year and locking themselves in for 12 months.

Higher parking provision is sometimes justified as a means to avoid residents of the new development parking in surrounding streets. However, there should be no need for this if the car club and other alternatives to the car are done well. The use of chargeable parking permits in surrounding streets can have the double benefit of eliminating spill over parking and creating the conditions for the expansion of the car club across the neighbourhood.

Existing standards for cycling parking are 1 space per 2 residents. It is recommended that the guidance is updated to include the provision of shared bikes which can reduce the need for cycling parking as each shared bike can service around 10 dwellings.

There are a few different models for providing shared bikes/e-bikes including:

- App based self-service shared bikes, often part of an area wide scheme
- A pool of bikes stored in secure shelter, bookable via online platform
- Leasing of bikes on long term loan to residents
- A bike library for a mix of "try before you buy" loans and hires

4. Successful implementation

The planning process includes a range of public sector authorities (at different scales and across different disciplines), often with contrasting views and agendas. For example, a council's Highways team can take road capacity for cars as a starting point and run on a 'predict and provide' basis. This sees it assume that historic travel behaviour is an accurate predictor of future behaviour, and can be done regardless of the legal need to decarbonise. Conversely, Planning departments often take more visionary outcome-led approaches focusing on place-based solutions however they can sometimes ignore transport completely.

Local authority departments for both highways and planning are typically resource-constrained and have to respond in the most systematic and efficient manner to multiple development planning applications. There is therefore a capability gap (in both time available and technical understanding) for how officers within these departments can consider and support more progressive approaches (that may be a slight deviation from traditional policy).

The need for improved advice and communication

With regards to the existing Development Planning Control Process, stakeholders unanimously cited a lack of guidance and limited communication between parties within the system as a barrier limiting stronger deployment of shared mobility.

> "The current process is very rigid and there is an overall lack of initial guidance" (Developer)

> "We require support on things like the people to talk to, the expected development density. There is a need for a formula-based tool." (Developer)

CoMoUK has a CPD course that is being updated to incorporate lessons and case studies from this project.

See more:
learning.como.org.uk

Developer Contributions: Section 106/ Section 75 and Planning Conditions

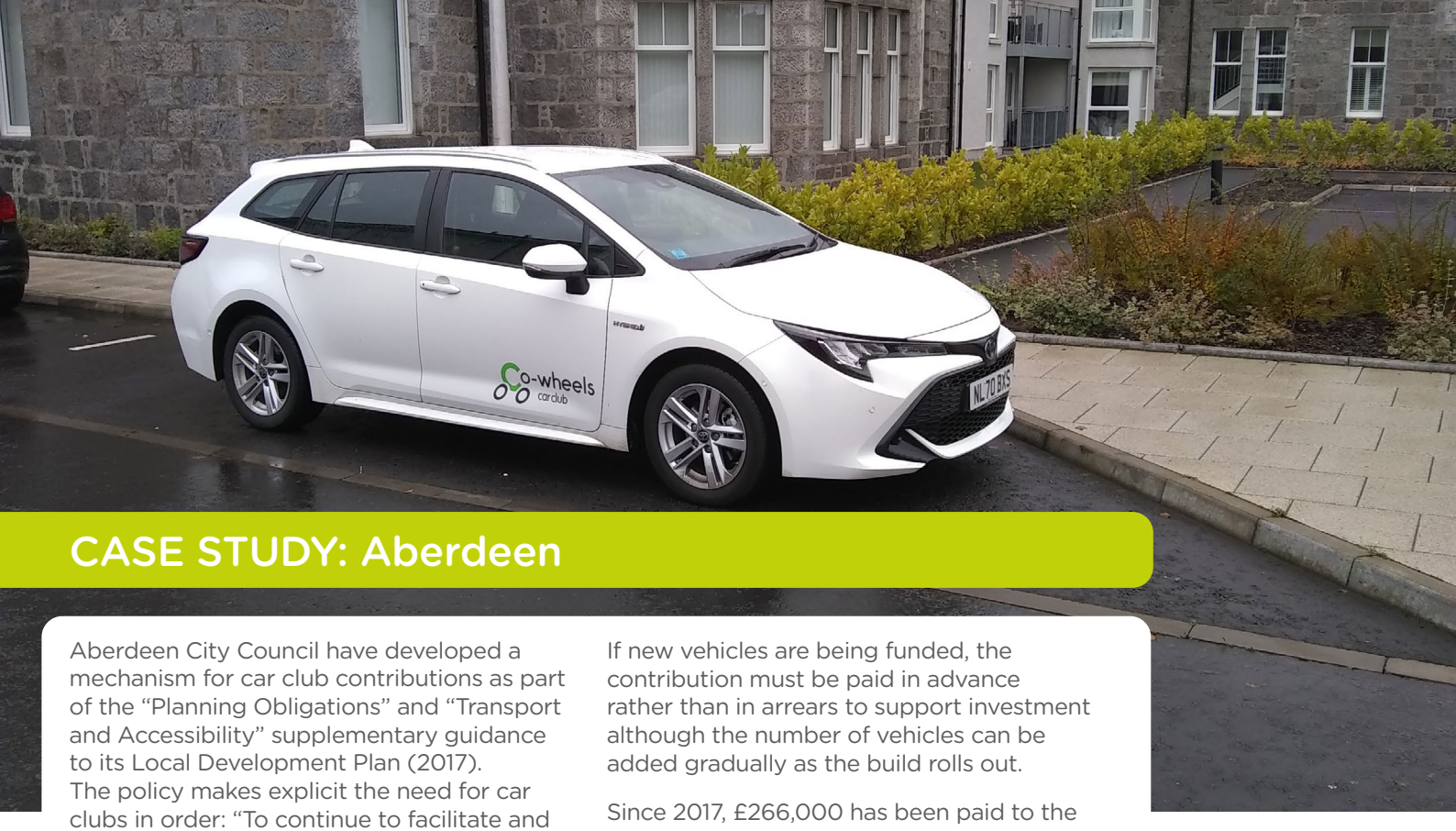
There is an opportunity for improvements in how the existing development control process might achieve better outcomes, through well-implemented planning conditions, or the use of Section 106/Section 75, (the former applies to England and Wales and the latter to Scotland), agreements with greater co-design.

Stakeholders stated that Section 106 agreements, whilst intended to secure much needed funds to mitigate development impacts and support sustainable measures, have sometimes resulted in less ambitious and appropriate "tick box" provision of shared mobility.

They can result in too little funding being allocated, too late in the process to create a robust shared transport offer. Using planning conditions as a mechanism for funding can address this.

Drawbacks observed with the implementation of Section 106/Section 75 are:

- Legal wording being outdated and/or influenced by local authority needs by aggregating shared transport into public transport contributions.
- Lack of understanding in mobility business model planning – Section 106/Section 75 contributions are often too small or arrive too late in the process resulting in a bare minimum shared mobility offer that doesn't recognise commercial viability.
- Involving the operators from the early stages will help to inform the choice of modes, scale of operation, locations and marketing approach. Planning conditions can be co-designed to ensure funded incentives for residents are aligned with developer objectives, fitting the wider marketing offer.



CASE STUDY: Aberdeen

Aberdeen City Council have developed a mechanism for car club contributions as part of the "Planning Obligations" and "Transport and Accessibility" supplementary guidance to its Local Development Plan (2017).
The policy makes explicit the need for car clubs in order: "To continue to facilitate and promote the car club in order to provide transport choice without necessitating individual car ownership."

The council has a systematic approach which coordinates car club development in a holistic way across the city. The process applies to residential developments of at least 3 units where full parking provision is limited. The developer makes contributions based on the parking shortfall between the number of spaces there would have been with higher parking ratio compared to the lower standards. As every car club car is shown to remove between 9 and 23 private cars from cars sold or not bought through CoMoUK research, Aberdeen City Council have taken a mid-point figure of 17 cars equal one car club car. They require one car club vehicle to be funded by the developer for every 17 spaces removed by the lower parking ratios.

If new vehicles are being funded, the contribution must be paid in advance rather than in arrears to support investment although the number of vehicles can be added gradually as the build rolls out.

Since 2017, £266,000 has been paid to the car club from 42 planning applications. This has funded 8 cars and many memberships. In the future they hope the refreshed planning guidance in 2022 will include an automatic inclusion of car clubs rather than only in scenarios with parking shortfalls.

An example is in Dyce, where Co Wheels were able to provide three vehicles in an area which is demographically challenged for normal key car club audience. Seed funding from S75 development can help tackle car poverty in some areas and introduce low and zero emission vehicles in some locations.

The developer contributions are pooled to enable the growth of the car club across the city and ensure the whole scheme is more sustainable. For example, for comparison of a similar sized area, Newcastle has only 23 cars compared to 44 in Aberdeen.

Size	Car club in area not at capacity	No car club or car at capacity
Small developments (up to 50 units)	Developer contributes £400 for every unit with parking shortfall plus 2 memberships and driving credit.	If the shortfall of space is more than 17, the developer must fund additional vehicles, and each dwelling receives 2 memberships and driving credit. Funding for the car club is provided for 3 years including EV infrastructure.
Large developments (50 units or more)	Developer contributes £400 for every unit with parking shortfall plus 2 memberships and driving credit.	If the shortfall of spaces is more than 17 then the developer must fund up to 3 additional vehicles. Funding is provided for the car club for 3 years including EV infrastructure.

Importance of early engagement and continued dialogue

Service operators overwhelmingly reported being brought into schemes ‘too late’, resulting in little to no influence in the overall shared transport strategy of a new development. As it stands, operators tend to provide a fixed cost service responding to a predetermined level of service defined by local policy. From an operator point of view, this limits influence in the scale of deployment, and often results in implementation of the minimum viable product as opposed to a more ambitious target that truly responds to the scheme proposals and might encourage shared mobility uptake.

Operators call for a “build in, not bolt on approach” with soft market testing to be encouraged as part of early engagement which is at a point to influence density and design.

Whilst a ‘traditional’ Transport Assessment follows predict and provide principles (required as part of the formal process for attaining planning consent), an alternative approach is to decide which options meet sustainability, air and place quality ambitions, provide those options and then monitor and manage their use.

Operators and developers told us that the planning process itself is limiting as mode share targets are largely based on current data, and not on future trends that consider changes in travel patterns and the need to decarbonise.

Importance of marketing and incentivisation

It is recognised that there is an important role for marketing in supporting the provision of shared transport, especially if coordinated as part of the first impression a potential resident has of a development. Shared transport should be evident within a marketing approach that promotes healthy living and net-zero lifestyles as scheme selling points. This could be in the form of packaged incentives offered to residents to elevate shared mobility to being at least as convenient as private car ownership in meeting mobility needs. With conscious consumerism and an increasing number of people wanting to live sustainably, this is a growing market for developers and house building.

A house move is a pivotal point for potential behaviour change, and with the right incentives, may lead residents to adjust the way they travel.

Packages of incentives such as mobility credits that can be used for a range of sustainable transport options could be funded initially through developer contributions and then continued through service charges.

Stakeholders shared that there is a lack of research and guidance within the planning process to help understand the demand for shared mobility.

CASE STUDY: Bremen, Germany

Bremen, in northwestern Germany, is an exemplar city for showcasing the possible with regards to car clubs, reportedly having removed more than 6,500 private cars from the streets. Through the introduction of a Car-sharing Action Plan in 2009, the city now (as of January 2022) has a total of 500 car club cars available at over 125 car club stations to its ca. 21,500 users, including 80 free-floating vehicles.

The city has a parking norm of 0.8 cars and 2 bike parking spaces per dwelling. In new developments, specifically, developers are required to fund a package of mobility management measures, for example, public transport tickets, car club memberships or bike sharing stations as incentives that support a low car lifestyle.

Impacts analysis	Developments with Mobility Management Offers	Developments without Mobility Management Offers
% car free households	34%	16%
% daily trips made by car	29%	40%
% trips on public transport	17%	10%

5. Best practice guidelines

The recommendations to address the observed industry painpoints, concerns and confusion surrounding shared mobility provision are broken down by stakeholder below:

Stakeholder / planning Stage	Site selection and feasibility	Concept design to planning consent	Build-out to occupation	Operation
Developer & design team / consultants	• Ensure site feasibility work encompasses shared transport assessment process providing shared transport feasibility score. • Quantify shared transport benefits for the site's investment case and development value (such as savings from reduced car parking footprint, and market value of lifestyle offerings). • Map existing shared transport provision as part of the local transport network. • Whole Design Team awareness of shared transport opportunities and risks.	• Attend soft-market testing event with operators. Determine what could be viable, desirable and feasible. • Consider how shared transport sits as part of the downstream business model and occupation (e.g. Build-to-Rent and managing agent responsibilities). • Include shared transport in the preparation for planning conditions. • Analyse existing and future shared transport provision (through socio-demographic analysis, propensity mapping and mapping local service models) - developed as an accessibility scoring. • Off-plot parking and flexible designs to accommodate shared transport both now and with future expansion.	• Secure provision of services. • Pay the contribution to the operators in full at start and not "drip fed" over 3 years although the number of vehicles can be added gradually as the build rolls out. • Gather requirements from end operators and develop handover strategy. • Advertise shared transport lifestyle benefits through estate agent and marketing suite. • Resident-facing / personalised Travel Plan packs.	• Provide handover to end occupier / managing agent / stewardship so shared transport proposals do not get lost between planning and occupation. • Design and monitor surveys against original forecasts to quantify the demand (and unmet demand) for shared mobility. • Point other development applications to conduct site visits and end user interviews of those sites considered best practice.

Stakeholder / planning Stage	Site selection and feasibility	Concept design to planning consent	Build-out to occupation	Operation
Local Authority – Planners; Highways; & District / County Authority - Planners and Highways	• Encourage teams to be organised as place-based, offering a more holistic view to planning process whilst valuing shared transport mobility. • Use Growth and Place teams (where available) to provide Planning + Highways advice and to support car-capped development . • Establish an internal starting point (between Planning and Highways departments) to support a deviation from parking minimums subject to a strong shared transport offer. • Develop SPG and point applicants to respond to this at scoping stage. Ask applicants to outline parking provision, type and location (e.g. proportion on-off plot). • Promotion to applicants of shared transport solutions & best-practice in the region & shared transport operators.	• Require evidence of a net zero transport strategy. • Seek a design code that consolidates parking to open up opportunities for change. • Require applicants to develop a 'decide, provide, monitor and manage' approach for trip generation and mode share. • Promote people and place-centric policy .	• Prioritise a long-term stewardship strategy through planning conditions over Section 106 contributions (or future versions such as community infrastructure levy). • Focus attention on Travel Plans with granular monitoring of trip rate and mode share targets (i.e. to further validate the case for low car parking and more shared mobility). • Focus attention on Car Park Management Plan ensuring appropriate controls and flexibility is in place to support a shared transport offer.	• Point other development applications to conduct site visits and end user interviews of those sites considered best practice. • Collect and aggregate the data on shared transport uptake at new developments over time by different site typologies. • District/ county to require Local Authorities to share best practice of recently completed and monitored schemes, and elevate this to DfT. • Develop a planning portal to aggregate shared transport provision across new developments.

Stakeholder / planning stage	Site selection and feasibility	Concept design to planning consent	Build-out to occupation	Operation
Service providers & operators	Produce and share case studies of successful operations to support development applicants in 'making the case'.	Share operational data and uptake thresholds with developer and design team.	Provide tailored service proposal refined to reflect end user demand and adjacent user base.	Deliver dashboard performance of shared transport provision to developer (with option to share with authorities). This level of data sharing can inform better decision making around shared mobility.

CASE STUDY: Hatfield, Hertfordshire

The redevelopment in Salisbury Square, Old Hatfield, comprises five houses, five flats, 12,000ft^2 of commercial space and significant public realm works. The scheme should be complete by the autumn of 2025, with the public realm and mixed-use block finished first in 2024. It sits in a sustainable location, less than 100m from a major bus interchange and railway station, but is constrained by its position in a conservation area and high levels of car ownership in the surrounding community.

The scheme will initially include one car club space accessible to the wider community, with auto-enrolment for new residents. There is an aim to add a second car club space after completion based on demand.

Additionally, the location will provide more than double the required amount of bicycle parking in the scheme, including modern, attractive and secure long-term storage for occupiers of the flats and offices.

Critically, the car parking area is designated as 'shared space'. Due to the landowner and developer - Gascoyne Estates' on going ownership and interest in the scheme, spaces can be removed over time and replaced with public realm improvements.

It is important to engage meaningfully with the community, giving them genuine choices which have an impact on the scheme – the results are often substantially different from the views of the noisy minority, especially in relation to parking.

CASE STUDY: Wolverton, Milton Keynes

The Love Wolverton scheme will regenerate an important town-centre site comprising a 1970's shopping centre and adjacent car park in Wolverton, a Victorian railway town now forming a diverse neighbourhood within Milton Keynes. Wolverton is a compact, walkable, tight-knit place formed mainly of red-brick terraces laid out on a grid of streets, with a traditional, highly independent mixed-use high street and market square.

The new development is made up of 6 compact blocks with 115 homes, including 29 homes for the over 50s, 9 commercial / community units. The scheme is working with the co-housing group, Still Green.

Love Wolverton promotes sustainable transport through the following initiatives:

- Proximity to local public transport nodes including train and bus in addition to easy access to MK's redway cycle network.
- Upgrading the bus stop on the site boundary and off-site public realm improvements.
- Provision of a new sustainable transport hub including a Brompton Bike Dock, Wolverton's first MK Nextbike dock and four car club vehicles provided on and off-site. Vouchers for residents as part of Travel Planning.
- Above policy compliant cycle parking for residential accommodation.
- Improved connectivity across the town centre through reinstated historic route and two new car-free little streets aligning with existing pedestrian routes.
- Restricted private car parking spaces in line with census data, controlled through on-site, paid-for permit scheme.
- EV charging provision in the form of active and passive infrastructure.
- Active communications around low-car scheme when marketing properties.
- Potential CPZ accounted for in the S.106 agreement.

Having gained planning permission in July 2021, the project is expected to start on site Q3 2022 and achieve practical completion in Q4.

CASE STUDY: Streatham Vale, London

Streatham Vale is a development site by the Hadley Property Group and Clarion Housing Association created as a joint venture. Streatham Vale will see 258 homes, commercial spaces and a Cycle Hub.

The Cycle Hub is aimed at encouraging residents to take up active travel through the provision of rental of cargo bikes, e-bikes, e-scooters, beginners' cycling lessons, bike storage, bike and scooter charging points, a bike lift, lockers, a drinking fountain, a bike part vending machine, washing facilities, and changing rooms.

There will also be bike repair services available for residents of the scheme, bookable via an app. The app will also provide information about facilities, social ride events, cycle routes and weekly competitions.

Find out more about CoMoUK
and its work at **www.como.org.uk**

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