



Office of the
Deputy Prime Minister

Creating sustainable communities

UNDERSTANDING SUSTAINABLE COMMUNITIES & IMPLICATIONS FOR TRANSPORT

Richard McCarthy

Director General, Sustainable Communities Group

Office of the Deputy Prime Minister

local and regional government • housing • planning • fire • regeneration • social exclusion • neighbourhood renewal



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The Sustainable Communities Plan



Sustainable communities:
building for the future

Office of the Deputy Prime Minister
Bland House
Breconshire Place
London SW1E 5DU
Telephone: 020 7844 3000

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www.communities.odpm.gov.uk
or from:

The Office of the Deputy Prime Minister
PO Box 236
Wetherby
West Yorkshire
LS23 7NB
Tel: 0870 1226 236
Fax: 0870 1226 237
Telephone: 0870 1207 405
E-mail: odpm@wotton.press.net

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Origins of the Communities Plan

This is a programme of action to tackle pressing problems in our communities in England: homes are unaffordable in some areas, but are being abandoned in others. We need decent homes and a good quality local environment in all regions.

[Sustainable Communities Plan, page 5]



What makes a Sustainable Community?

- Social and cultural
- Governance
- Environmental
- Housing & the Built Environment
- Transport and connectivity
- Economy
- Services

[The Egan Review: Skills for Sustainable Communities, pages 20-21]





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Sustainable development

- Sustainable building
- Planning reform
- 60% brownfield target
- Increased green belt
- Higher density development
- Sustainable community strategies
- Liveability

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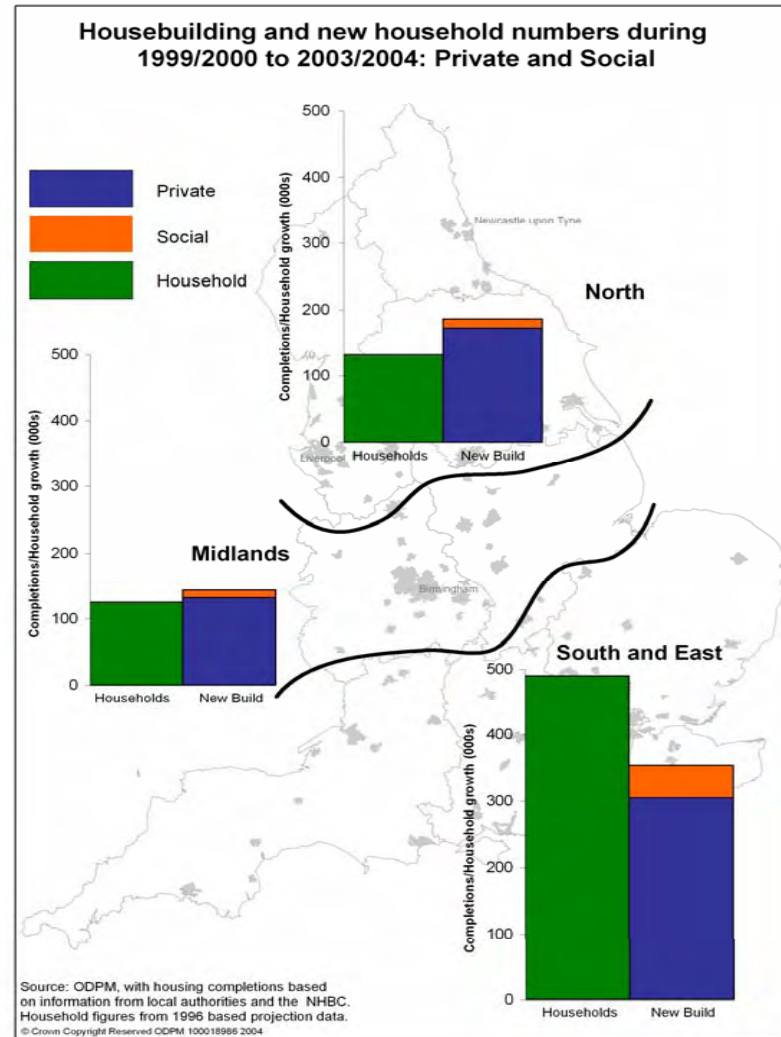
Public Service Agreement (PSA5)

Achieve a better balance between housing availability and the demand for housing, including improving affordability, in all English regions while protecting valuable countryside around our towns, cities and in the greenbelt and the sustainability of towns and cities.

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Housing Market Imbalance





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The four Growth Areas

- **Thames Gateway**
- **MKSM**
- **LSCP**
- **Ashford**



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The four Growth Areas

- Combined with London, the growth areas have the potential to deliver **an extra 200,000 homes** above previously planned levels by 2016
- Growth proposals are not imposed – being agreed through the planning process
- **Local delivery** and **regeneration vehicles** are being established to take forward proposals – driving forward targeted investment and co-ordinated decision making in identified key growth locations



- **Growth Area Agenda is wider than just house building - need to create homes in places where people want to live and work:**
 - Infrastructure planning and provision is key – required alongside housing to cater for growing populations/demand
 - Need for a strong economic base - a good infrastructure, employment and opportunity for all, and a good climate for enterprise and investment
 - A good physical environment - clean, safe and environmentally sustainable
 - Strong leadership - reinvigorated local democracy, strong partnerships
 - Shared values - building cohesion and respect across communities.



Implications for Transport

Sustainable Communities need transport links to...

...support the economy – moving people and goods – local and strategic links

...be accessible to all – not just private car owners

...be environmentally sustainable – encouraging modal change



Implications for Transport

- Growth Areas provide the opportunity to build in sustainability from the outset.
- Location of homes, jobs and the supporting infrastructure will be considered together – encouraging a sustainable approach.



What are the issues?

- Transport networks in the south east will remain under pressure **irrespective of additional house building**
- Adequate **funding** availability – an important issue but not the only one
- Need to have an understanding of **what** infrastructure is required, and by **when** – detailed studies required to identify priorities
- Transport needs are very **location specific** – dependent on local circumstances and demand. Unable to prescribe a one-size fits all approach.



What are the issues? (2)

- **Timing** of project development and implementation is key – risks if too early or late
- Need to develop **sustainable transport solutions** – to help create a modal shift, away from car dependency. Cannot attempt to just build our way out of under-capacity on the highway network.



What are the levers? (1)

- Close, **joined up working with partners** is critical – at national, regional and local levels. Partnership working is required to **prioritise** transport interventions.
- **‘Bending’ mainstream funding** towards the Growth Areas - the growth agenda is a cross-Government, long-term programme
- For example, DfT have committed or planned **c£3.5bn** for transport schemes across the four Growth Areas



What are the levers? (2)

- **Additional top up funding** – e.g. from ODPM Growth Areas and Thames Gateway programmes and ODPM/DfT's jointly administered Community Infrastructure Fund
- **Harnessing private sector funding** – through s106 contributions
- **Transport Innovation Fund** – a new pot of DfT funding from 2008/09



Community Infrastructure Fund

- New funding pot announced as part of SR04 process
- **£200m** fund - £50m for 06/07 and £150m 07/08. Held within DfT's budget but administered jointly with ODPM
- To support essential new transport schemes needed to **unlock housing** sites across the four growth areas.
- Schemes were provisionally approved in March – wide ranging in terms of cost and nature of works
- Final decisions on successful schemes expected later this year.



Developer Funding

- Developers need to play their part in supporting the costs imposed by development
- Circular 05/05 clarifying the use of s106
- Local partners taking forward in Growth Areas – MK “prospectus”
- Government’s response to Barker is under consideration



Transport Innovation Fund

- **Transport Innovation Fund (TIF)** - a new pot of DfT funding – from 2008/9. To help..
- support the costs of smarter, innovative local transport packages that combine **demand management** measures such as road pricing with **modal shift** and better bus services;
- support **innovative** mechanisms which raise **new funds locally**;
- support the funding of **regional** and **local** schemes that are beneficial to national productivity.



Current Issues – Thames Gateway

- Positive record of investment – over £1bn
- Engaging with partners to ensure transport and housing planning is co-ordinated and partners
- Innovative work in North Kent to share out available road capacity in a more effective way
- Work with partners to tackle difficulties at individual sites



Current Issues – Newer Growth Areas

- Again, a positive record of overall investment – over £2bn
- Benefiting from major strategic national schemes – M1 widening, West Coast Route Modernisation
- East-west links will be important in the long-term to unlocking the economic potential of the Growth Areas
- But local schemes are vital too - Cambridge guided bus, Ashford J10A , etc.



Good progress has been made already...

- c£3.5bn DfT funding for transport schemes in Growth Areas
- Improved joint working on delivery in four growth areas - Community Infrastructure Fund – early signs of significant impact
- Innovative new approach in other ways too - highways issues in North Kent, s106 in Milton Keynes

...and it is important that this continues as the plans for the Growth Areas develop.