

# Gear Change:

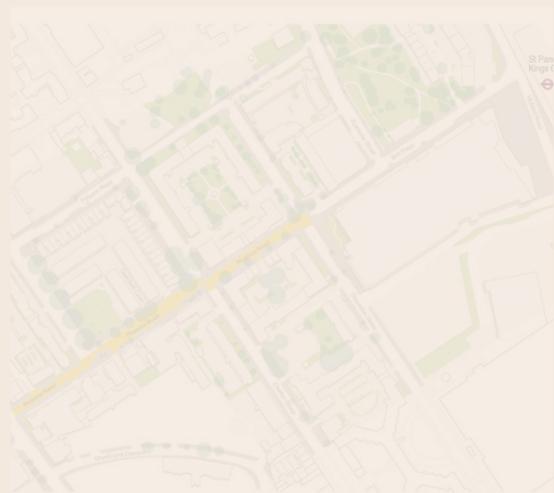
sweeping changes ahead for  
developers and local authorities

# Introduction



**We are proud to be considered one of the UK's leading transport consultants, renowned for working on some of the most highly-complex, challenging and iconic schemes.**

**Momentum is an integrated, people-first transport consultancy. We are progressive, knowledgeable thinkers in planning, analytics and engineering. Everything we do is carefully and diligently designed to create transport strategies and solutions that inform, integrate with, and are integral to every aspect of the built environment today and for the future.**



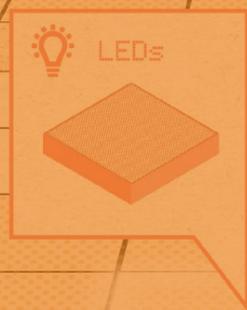
# Gear Change

The Gear Change document, published by the Department for Transport, reads alongside a series of recently-published transport and highway design guidance. The document sets out a radical change in the way transport infrastructure and transport users are considered in England, in a clear move towards a Dutch-style active travel approach to our roads and highways.

Local authorities and developers will be affected alike by the anticipated changes and must prepare in order to thrive and deliver. We can help our clients with this transition.

As one of the UK's most highly regarded transport consultancies, our ability to design and create spaces for people and the way communities interact with their surroundings has seen us work on some of the most exciting and forward thinking projects, developments and schemes across the world.

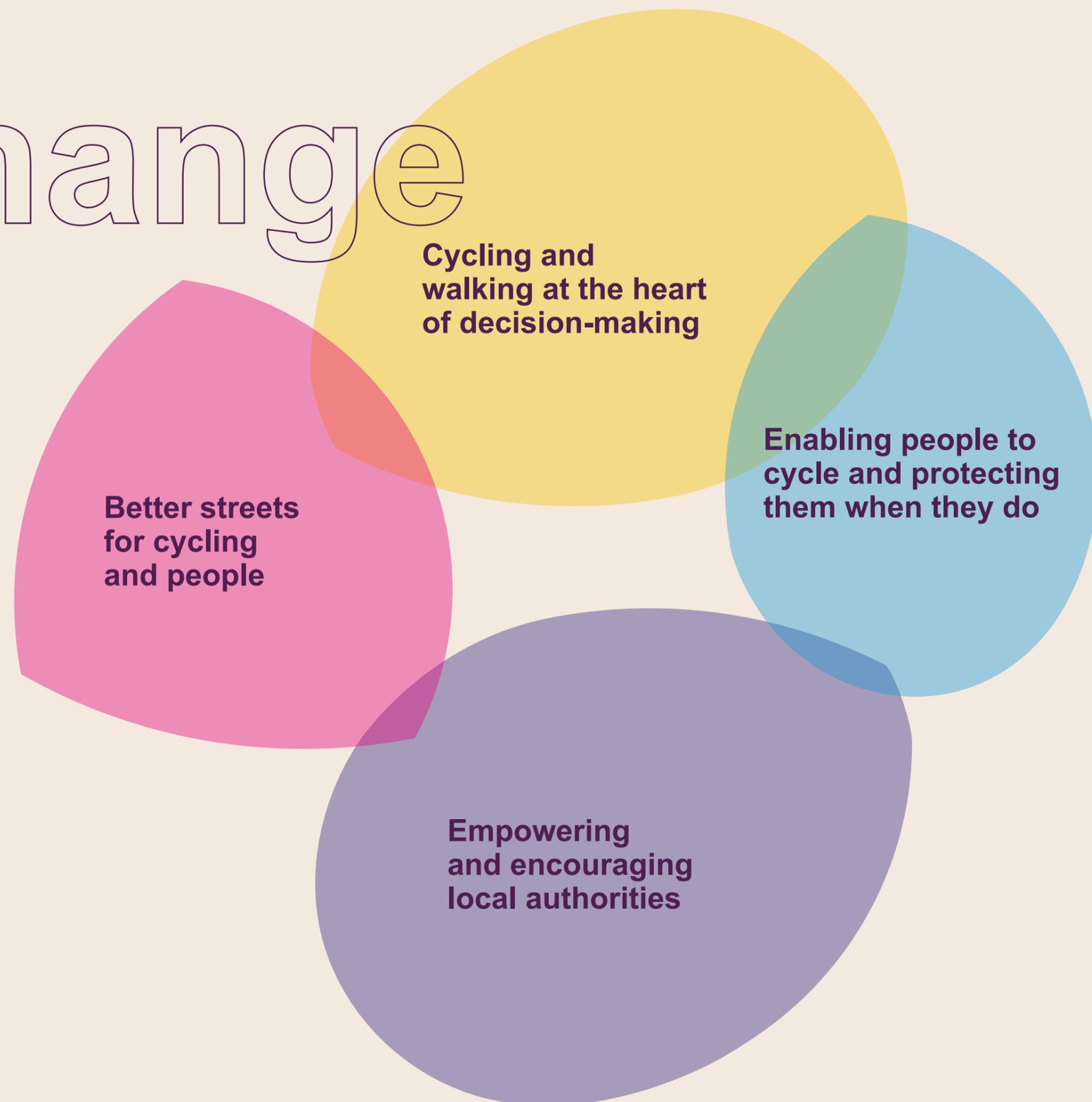
We are ready for Gear Change. We have put people at the heart of what we do since our inception and have the skills and experience required to deliver real change.



# Gear Change

**Gear Change aims to transform the role of cycling and walking to help tackle the global climate change emergency and to address the emerging public health crisis. Government recognises that active travel has a critical role to play in improving our air quality and encouraging a healthier and happier society.**

**To deliver this ambitious vision, active travel will be embedded in wider policy making and local authorities will be encouraged and empowered to take bold decisions. Planning applications will be refused, and funding will be refused (or rescinded) if standards set are not met.**



# Gear Change

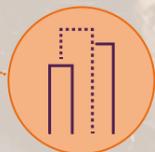
The changes will see a new statutory consultee introduced into the planning system: Active Travel England.

This new body is intended to both enforce and assist, pressing for adequate walking and cycling facilities associated with developments, whilst providing expert advice and supporting local authorities.

## Impacts on our clients



Transport funding for local authorities will be allocated on a performance basis with respect to sustainable travel outcomes, particularly cycling and walking.



Planning permission for developers will not be granted if the new design standards are not met.

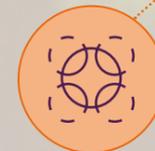
## Opportunities for our clients



Research has demonstrated that walking, cycling and public realm improvements can deliver value for our clients, with increased footfalls and spending commonly reported – getting these improvements right is crucial to maximising the economic and social value potential.



Wellbeing will become a key focus and tenants will pay a premium for a building that provides a clean, safe and attractive environment.



There's an opportunity to deliver real change that will help communities and businesses thrive.

The ramifications of Gear Change will be complex and will require local authorities and developers to work together like never before. At Momentum we work collaboratively with our clients to facilitate long-lasting relationships between both private and public organisations - whilst simultaneously delivering schemes that work for people.

We have the skills, experience and knowledge to help local authorities and developers adapt to these forthcoming changes and new demands.

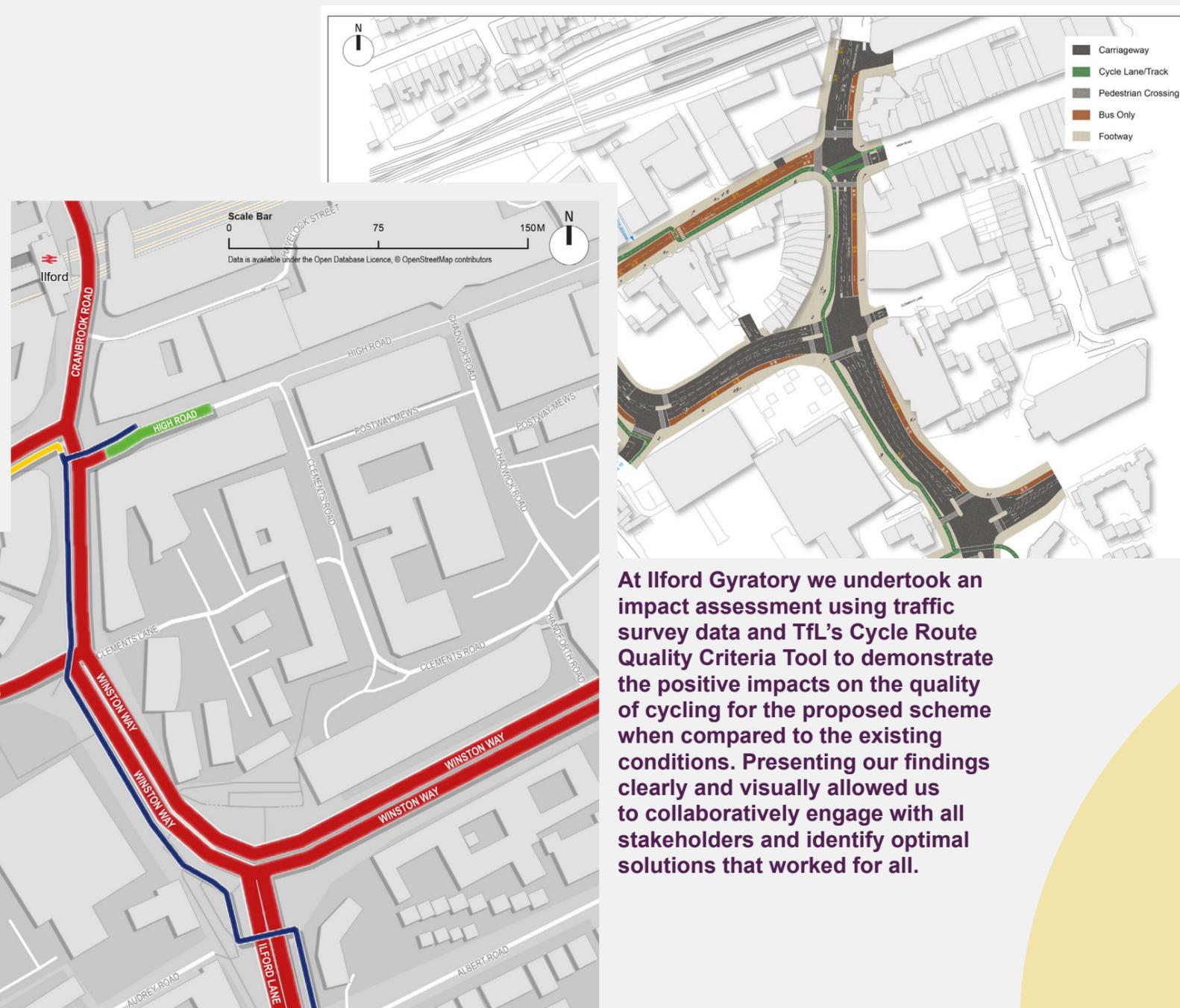
# Ilford Gyratory

**Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.**

DfT.

**ILFORD CYCLE ROUTE PROPOSE**

- █ Road cycle
- █ Cycle level
- █ Con base
- █ Road cycle



Images.

Left. Map produced by Momentum's in-house design team as part of the initial assessment stage.

Right. Render image of the initial concept junction design produced by Momentum's team of engineers.

**Physically segregated bike tracks on main roads, including at junctions, are the most important thing we can do to promote cycle use.**

At Ilford Gyratory we undertook an impact assessment using traffic survey data and TfL's Cycle Route Quality Criteria Tool to demonstrate the positive impacts on the quality of cycling for the proposed scheme when compared to the existing conditions. Presenting our findings clearly and visually allowed us to collaboratively engage with all stakeholders and identify optimal solutions that worked for all.

DfT

The concept and preliminary design proposals designed by Momentum for the Ilford Gyratory included segregated cycle tracks along all key routes, connecting the Ilford Gyratory with existing and planned cycle routes. The segregated tracks also connected with the nearby station entrance and town centre, providing safe, comfortable and inclusive cycle infrastructure to key travel destinations.



# Olympia

**A clear stakeholder engagement plan to articulate the case for change can take time but will increase political and public acceptance of a scheme at an early stage.**

DfT.

We understand that success relies on productive discussions both at strategic and detailed levels.

For the Olympia project the monthly Transport Operations Group, which Momentum often chairs, gathers over 20 stakeholders including the council and TfL officers, the developer and the contractor. A key element of our added value has been our capability to chair, minute and action different elements of the discussions to reduce programme, safety and financial risks whilst benefiting all road users.

Our ability to translate technical engineering requirements and modelling results into simple, clear and powerful narratives has contributed to the project gaining support from stakeholders who had previously limited knowledge of the scheme.

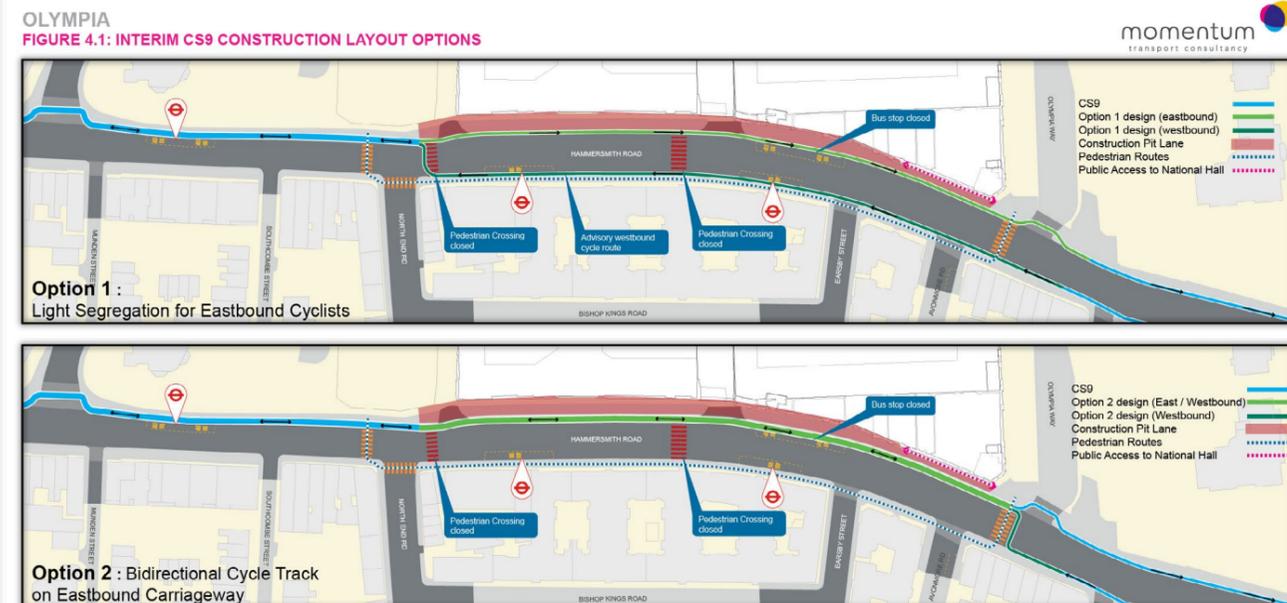


**We want new developments to be easily and safely accessible and navigable by foot and bike**

DfT.

Our modelling and analysis also allow us to visualise cycle-led solutions. At Olympia data analysis, alongside Vissim modelling, assisted in determining the preferred layout of a cycle lane adjacent to the development that would best improve both the pedestrian environment and the safety of the cycle lane.

Options were tested using different tools and parameters to assess the operation of each cycle way design. This included assessments of journey times, congestion, impact on buses and safety of pedestrians and cyclists. Different layouts resulted in different results and suited individual policies and parameters. We leveraged the various tools available to create the best design for the specific requirements of the site and stakeholders.



Images.

Above. Pedestrian modelling output showing the mean density and internal circulation of pedestrians.

Left. Map produced by Momentum's in-house design team as part of the engineering concept design stage which assessed various options for safely integrating the cycle route within complex construction arrangements.

# Bloom Clerkenwell

**Proposals must be clear and unambiguous, as detailed as possible, including good maps and drawings, and frank about the disadvantages, to build trust and discourage misrepresentation.**

DfT.

Similar to our work on the Olympian masterplan, our work at Bloom Clerkenwell highlights the importance and success of our approach to engaging with wide groups of stakeholders to solve design challenges and competing demands for space.

Working with TfL, a wide package of construction logistics options were developed which sought to balance the needs of construction, alongside those of pedestrians, cyclists and motorised traffic within the spatial constraints of the existing road.



**Above:**  
Render of Bloom Clerkenwell (Image copyright HB Reavis)

**Left:**  
Visualisation of Bloom Clerkenwell streetscape

# GSK

We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–18. For many people, these journeys are perfectly suited to cycling and walking.

DfT.

As identified in Gear Change, many short car journeys would be suited to walking or cycling. As part of our work assisting GSK to relocate staff to their head office in Brentford, we identified those staff members that would be best placed to travel to the head office site by alternative modes.

We interrogated postcode data, travel survey data and parking data through GIS mapping software to look at staff proximity to both the Brentford site and to public transport stations. Using this analysis we were able to devise a bespoke and incentive-based travel strategy, dependent on staff home addresses to influence travel to and from the site.

As part of this strategy, we implemented a two-phase token ballot reward scheme, as well as other complimentary measures which aimed to encourage sustainable travel, but which also supported staff needs

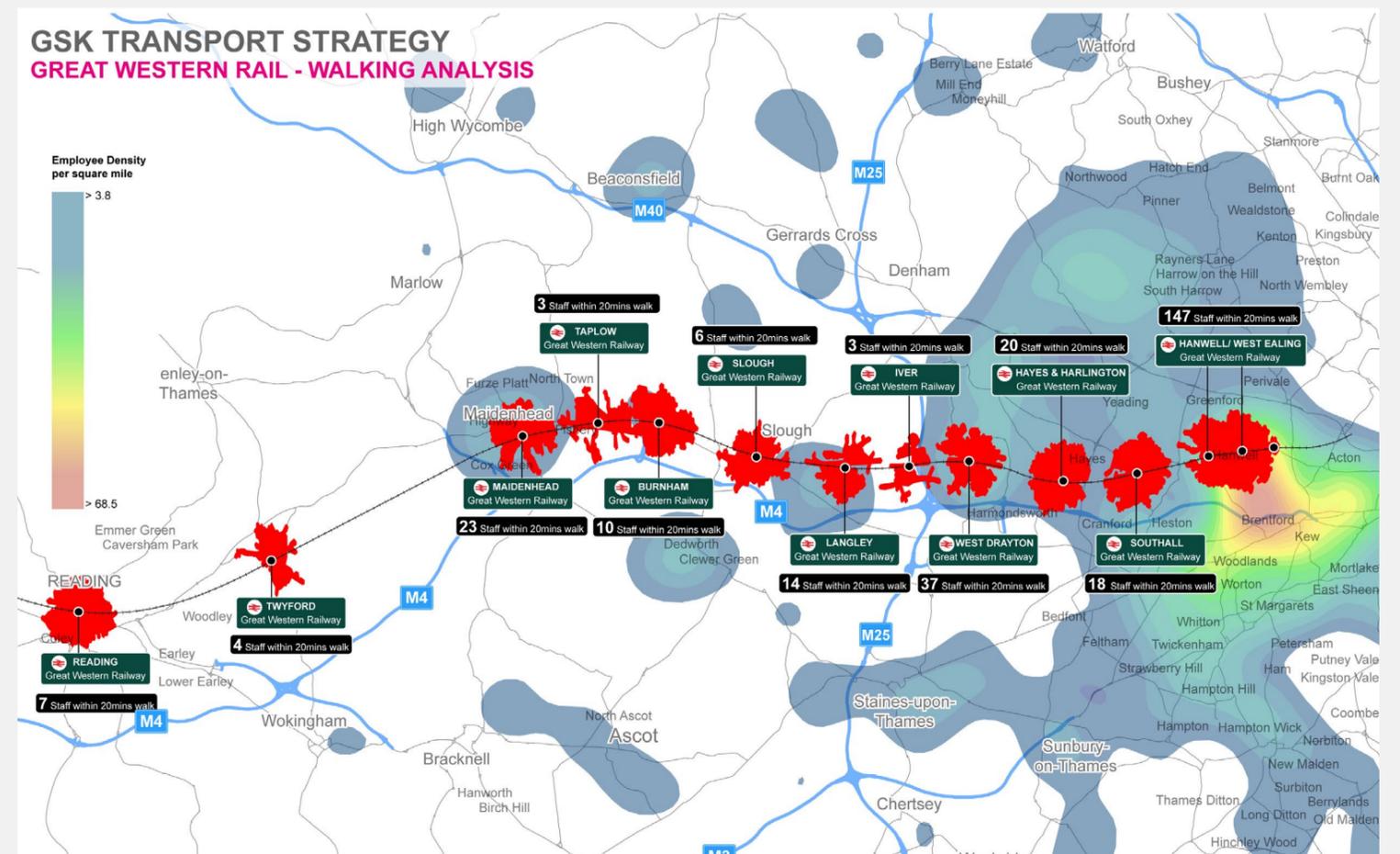


Image. Above. Map showing the number of employees living within a 20-minute walking catchment from a key rail service.

# Enfield Town

Improvements to highways should always seek to enhance accessibility for all.

DfT.

Momentum has worked closely with LB Enfield, lead highway designer and engagement specialist, in ensuring that throughout the various stages of design and engagement, people from protected groups have been able to express their opinions on the scheme proposals.

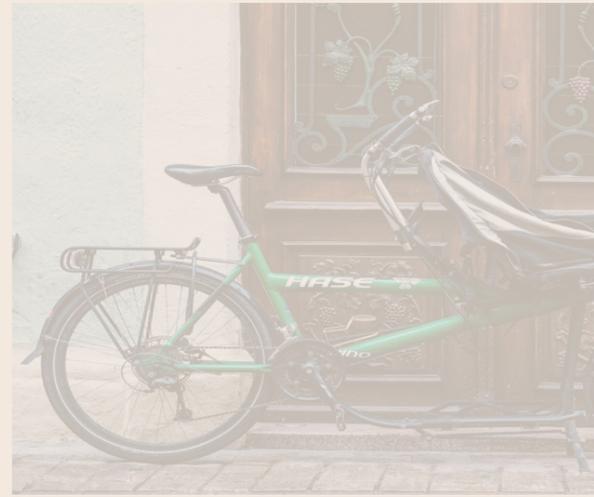
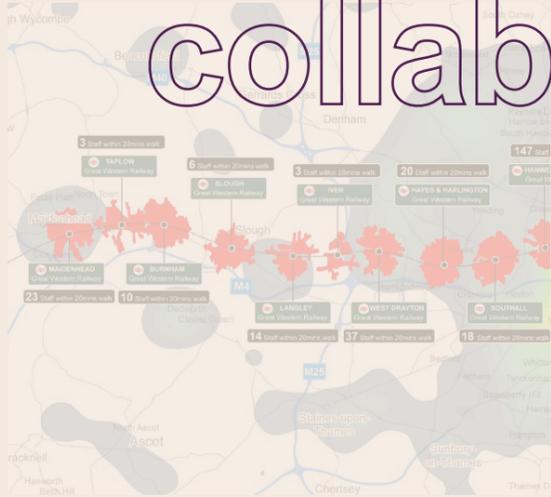
Furthermore, Momentum has undertaken detailed reviews of the proposed designs to consider the forecast impact of changes from an Equality Impact perspective, advising on design mitigations.

This work has culminated in the production of an Equality Impact Assessment to support the scheme proposals.



Image. Above. The London Borough of Enfield Transport Plan

# Delivering improvements through good design and effective collaboration.



**Momentum devises progressive transport and mobility strategies across all transport modes that consider the diverse needs, mixed uses and competing demands within future developments. We work closely with architects, design teams and planning authorities to develop complex schemes that integrate with the urban environment.**

**We understand what influences transport mode choice and how the varying characteristics of different land uses affect travel patterns. We pride ourselves on developing comprehensive and bespoke transport and access strategies that cover all users and needs within a development - from pedestrians and cyclists to servicing and logistics.**

**We know what it takes to change gear.**

# Our experts

For more information on Gear Change and Active Travel our experts are available to answer any questions.



**Dave Murphy**

Associate  
dave.murphy@momentum-transport.com



**Will Salt**

Senior Consultant  
will.salt@momentum-transport.com



**Mailys Garden**

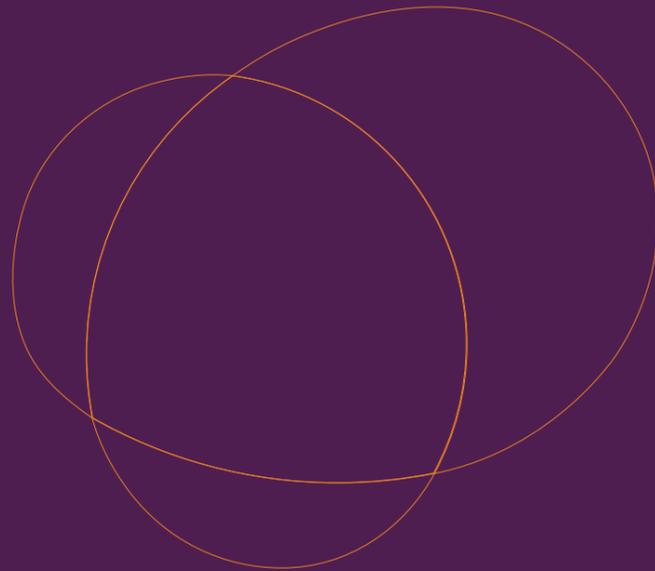
Associate  
mailys.garden@momentum-transport.com



**Yousef Shiebani**

Principal Design Engineer  
yousef.shiebani@momentum-transport.com





Clerkenwell House  
23 Hatton Wall  
London  
EC1N 8JJ

t. +44 (0)20 7242 0228  
e. [info@momentum-transport.com](mailto:info@momentum-transport.com)  
w. [www.momentum-transport.com](http://www.momentum-transport.com)