



**Putting people
at the heart of
what we do.**



Welcome to the autumn 2023 edition of Momentum's Connect.

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Momentum is planting a tree for every 10 copies of Connect that have been printed.



November 2023
Transport and the commitment to the climate challenge have both been under the spotlight in the UK.

With debate on all sides of these politically hot topics, we're going back to Momentum's core foundations in this issue of Connect. Since our company was founded in 2012, we have aspired to design for everybody, putting people at the heart of what we do. This fundamentally means our strategies always aim to improve the lives of the communities we're working in. To do this means taking into account differing needs and offering considered and progressive transport solutions.

Many of our guiding principles mean we're strongly in favour of sustainable modes of transport, good public transport and active travel. Simply, we believe they improve people's lives through better air quality, addressing climate change, and creating better, safer spaces with fewer dispossessed communities and reduced road traffic accidents.

Since our last Connect, we have launched our Conversations in Momentum podcast, and have been joined by some incredible guests to bring these ideas to life. In this issue of Connect, we bring together a snapshot of those conversations. You can find the full written transcripts of the podcasts at www.momentum-transport.com/blog/ - or listen wherever you get your podcasts, just search for 'Conversations in Momentum'.

We also take a look at what's ahead for Momentum City, our exemplar global city which showcases how progressive transport planning and urban design involves understanding the link between transport and land use, and the future shape of our towns and cities.

There are many solutions in our transport and urban design toolkit to build equitable cities, address the challenges of public health and climate change and deliver connected spaces which safeguard our environment for future generations. We hope you enjoy finding out more about these in Momentum City and in this edition of Connect.



Contents

Conversations in Momentum

	06 - 07
Season 2, episode #1. Leon Daniels, OBE.	
	08 - 09
Season 2, episode #2. Vision Zero with Nico Bosetti.	
	10 - 11
Season 2, episode #3. Rachael Murphy, CoMoUK.	
	12 - 13
Season 2, episode #4. Debbie Akehurst, Central District Alliance (CDA) and Katie Mulkowsky.	
	14 - 15
Season 2, episode #5 Nova with Derek Griffiths and Claudio Borsari.	

	16- 17
Case study snapshot	
	18- 19
Recent articles	
	20 - 21
Momentum City Illustrations by Tasia Graham and Luis Demano.	
	22 - 23
About our contributors	



The self-healing city. Leon Daniels.

Conversations in
Momentum: season 2,
episode 1, May 2023.

"I think we have increasingly seen, across the world, the repopulation of cities. And the reasons for why this has been happening, I think, are very strong."

We've all seen cases where people have moved further and further out of cities, as they're trying to afford and get the space that they need in a home for a growing family. People move further and further out, they get bigger property, it's not quite so expensive. But that leaves them with extended journey times and perhaps increased costs to make those journeys to and from their place of work. And then, of course, the kids leave home and the two of you are rattling around in this big property. And at the point in your life when you need services, healthcare, access to shopping and so on, you're in the middle of nowhere and are basically a hostage to a private car.



What I've seen young people do increasingly is not to go down that route, with a repopulation of cities combined with taking old buildings, old warehouses, old factories, old offices and repurposing them as residences.

And that's very exciting because this fits with young people, in particular, often choosing to rent rather than buy. And I don't just mean their homes, but also their phones and their transport and all the rest of what you need.

I'm very excited that cities are growing. We've got more people living in London than at any time since World War II. It's an opportunity to live and work in a city where you've got museums and galleries and restaurants and cinemas and beautiful walks - and you're only a short distance away. And in terms of health, walking and cycling is so much more of an option. The private car is almost irrelevant and, under city conditions, public transport is often good.

As an extension of that, I'm very excited about a concept which I can only partially define, which is the idea of a self-healing city. A city that's able to adjust to changes, as we've seen very dramatically through COVID. To adjust to changes in commuting habits, leisure habits, the way in which people organize their work.

The self-healing city is one that is organized and built in such a way that it copes with all the stuff that life throws at it, and it just swallows it down and keeps on thriving. There's lots of

ways we can think about that - but the key ingredients have to be the ability to walk and cycle; the provision of generous and inexpensive public transport; very, very low reliance on the private car; and having enough density in the city so that communities can exist and support each other, and so on. So that's my dream of a city."

To hear the full conversation with Leon Daniels, search for 'Conversations in Momentum' wherever you listen to podcasts.

Momentum and the future city

Momentum City is our exemplar city, built on two parallel commitments – to society and the environment.

Throughout the City we take a closer look at the landmarks, challenges and opportunities that are common to global cities. Journeying through the spaces we consider how each development connects with its urban environment, operates within it and how this is likely to evolve in the future.

To find out more visit: www.momentum-city.com





The road to zero.

Nico Bosetti.

Conversations in
Momentum: season 2,
episode 2, June 2023.

8

Momentum and road safety

Our experienced road safety team is dedicated to the principles of Vision Zero and undertakes a full range of road safety projects and place safe design at the heart of all our projects. To embed the systems approach of Vision Zero we provide reviews, often at the earlier stages of a project, which consider safe streets, safe speeds, safe behaviours and safe vehicles in the context of transforming places. We help local authorities create and consult on Vision Zero policies, strategies and action plans. Using our experience in road safety, our integrated planning, engineering and data analysis team can undertake collision reviews and assessments, and road safety audits.

Our passions for data and road safety come together in analysing collisions, looking for patterns, trends and potential improvements. We focus these investigations at junctions, along routes or across towns and counties, and carry out GIS, statistical and big-data analysis.

To find out more visit: www.momentum-transport.com/service/road-safety-vision-zero/

“There’s a lot of things to bring to zero at the moment. Vision Zero is a global initiative to get to zero deaths and/or serious injuries resulting from road collisions. It’s been adopted by many cities in the world, including Blackpool which was the first British town to declare a Vision Zero target back in 2007.”

They’ve been pioneers, and it was introduced in London in 2018, where the plan has been to eliminate all road deaths and serious injuries by 2041, with an interim milestone in 2022. The objective was that by 2022 there would be a 65% reduction in the number of people who are killed or seriously injured on London streets compared to levels in 2005 to 2009.

The latest progress report from Transport for London showed us that in 2019, London had reduced the number of people killed or seriously injured by 39%. So if you remember the baseline, the aim for 2022 was a 65% reduction. We were at 39% in 2019 and edged up to a reduction of 52% in 2020 under pandemic road conditions. We don’t yet have the



2022 data, but it’s very likely that we have not reached the milestone we’re aiming for, simply because most people have been returning back to normal as we came out of the pandemic. That said, we have made good progress.

It’s worth touching on what’s been achieved in recent years as there have been some real achievements. The first is bringing down speed limits on local and city roads to 20 miles per hour. It’s been done across the UK and in London, many boroughs have been doing it. Reducing vehicle speeds is really key to achieving Vision Zero, but there’s still a way to go. Even in London, for instance, there’s about a third of boroughs which haven’t really made a comprehensive change to speed limits.

The second element where we’ve been successful is Transport for London’s programme to redesign all the accident hotspots in the city. That’s providing street layout changes that will slow down speeding drivers and improve visibility, for example elevated crossings, pedestrian priority crossings, roundabouts, pedestrian islands for intersections, speed bumps and narrowed roadways that slow down vehicles. You could also count into that the expansion of the network of cycleways and quiet ways which provide safer routes for cycling or riding an escooter.

The third aspect is safety standards for lorries. There’s been incredible progress here from Transport for London in effectively licencing the bigger vehicles that come into the city, to make sure that they have really good visibility of their surrounding environment as much as is possible. Vehicles that do not meet those minimum safety standards cannot operate in London. That’s been a real sea change.

Our roads and streets were designed for cars and to move as many cars as possible, as quickly as possible. This is something we need to change to ensure that intersections are safe for pedestrians and cyclists. We’ve talked about staggered pedestrian crossings, or places where there’s no pedestrian crossing at all and how you can improve that. How do you widen pavements or provide advanced stopping lines for cyclists? I guess the big item that’s outstanding is compliance with speed limits because you can lower the speed limits all you like, but if compliance is patchy, then you’re going to struggle to reach Vision Zero.

And I think that’s understandable from a driver’s perspective - if a road has been designed to accommodate faster vehicle speeds and if they think that they’re unlikely to be caught speeding, then it’s very tempting to go faster than the speed limit. But of course you forget quickly that you are prone to human mistakes and that these mistakes are more likely to be deadly, the faster you drive. So while we can improve the way we check on speed limits and controls you can’t monitor every street in the city. And that’s where we come back to design and designing for safer speeds.

To hear the full conversation with Nico Bosetti, search for ‘Conversations in Momentum’ wherever you listen to podcasts.



9



Shared transport. Rachael Murphy.

Conversations in Momentum: season 2, episode 3, June 2023.

"I love hearing somebody else say the numbers* because they are genuinely, I think, remarkable."

One of the best things about CoMo's role is shared transport makes sense - it's popular with people and with local authorities. I think we are in an age where sharing is more and more how we access goods, be it Spotify, be it streaming TV, or be it tool libraries to do DIY at home. We are moving as society, as we absolutely should be, towards greater use of shared assets. And I think you can see that coming across in the way that we access transport. Most people can afford a car, and a bike, but (with shared transport) you are suddenly able to access e-bikes, e-scooters, a cargo bike and a van if you're getting things from IKEA, should that be what you need.

One of the other things is that commuter patterns are of course radically different post COVID. And as much as we may feel like we're settling into something, they are erratic. Most people are not going Monday to Friday to the office. So

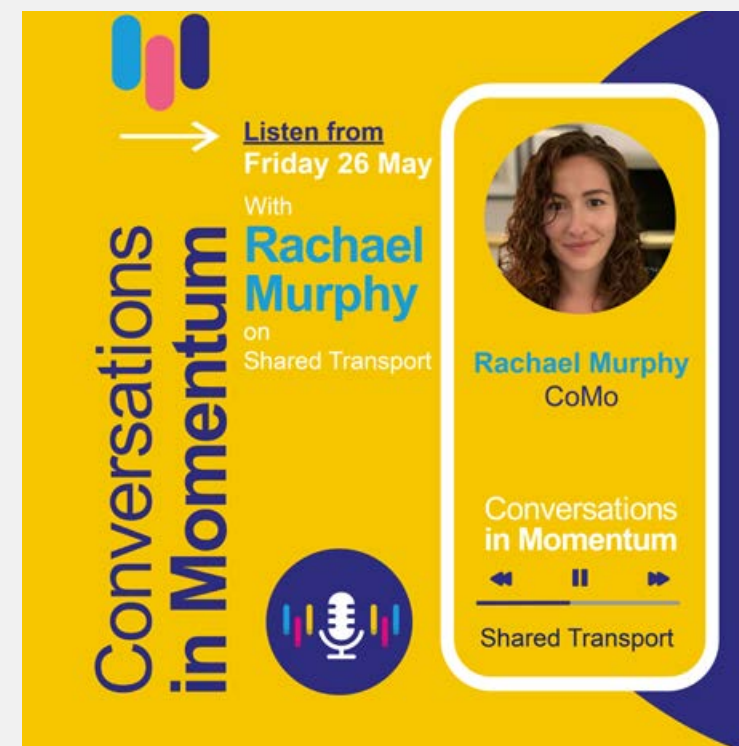
Momentum and smart mobility

Developments in technology such as battery-powered transport and connected, autonomous vehicles are changing how people choose to move. Much of their impact is yet to come, and will depend on how we manage their implementation.

These new modes of transport come with great potential: to help decarbonise transport, reduce air pollution, improve convenience and accessibility, and support high streets. But to achieve these benefits, our cities need to get the implementation right. This means planning for the infrastructure these vehicles will need – from e-scooter parking, to connected and digital infrastructure that could allow safe deployment of autonomous vehicles. We are considering these new possibilities in our designs – and build in flexibility to accommodate them. We always do this depending on the local context: not all new modes of transport will be appropriate everywhere, they must support our aims to encourage human-centred and net-zero mobility.

Through a combination of data analysis, behavioural insights, cartography, GIS and graphic design, we create bespoke data driven visualisations designed to identify opportunities and constraints presented by new transport technologies. To date, our research and expertise have supported public and private deployment strategies for e-scooters and e-bikes in 25 cities, including Dublin, Mississauga, Bordeaux, Marseille, Oslo and Rimini.

To find out more visit: <https://momentum-transport.com/service/smart-mobility/>



families that maybe had two cars, could they suddenly look at a car and some shared options just to supplement that? I think we're seeing those changes reflected in the increased usership.

And it's a virtuous circle. The more shared [transport] people see on the street corner, the more people they know accessing these services, the more likely they are to get involved as well. We did a piece of work last year within the Scotland team about users and non-users. And what really stood out with non-users was they just had no idea what it was. There was a car with a different logo on the side and it wasn't something that they knew how to access. So I think just physical presence over time will create a virtuous cycle. Maybe I'm being overly optimistic, but I do think the more people see it, the more people know about it, the benefits are obvious and we will only see these trends increase and increase.

There are so many good examples. I was in York with my colleagues for a day. My expectations of how much of York I would see were really low. And we took the scooters out as a group and what we were able to cover to access the city just increased tenfold by using the shared transport option that was there.

Another example, the car clubs in Aberdeen, is a fantastic collaboration between an operator and a local authority (Aberdeen City Council). Where there are new developments being built, there are expectations around minimum numbers of car clubs and that is the default option when people are moving into that area. I think we all know when we look at behaviour change, that moments in people's lives where everything's already up in the air, be that going to uni, a new job, a new city, kids or whatever it might be, those are the moments where your behaviour is most likely to change.

So I think that focus on new homes, new beginnings, I've always just really liked as a way of just finding new opportunities to impact how people travel.

I love the big inner city options. But actually I couldn't let the session go without talking about some of the rural options that we see where you've got a community running something for themselves, often in collaboration with a bigger operator, but it's really locally branded. It responds to local issues and they're dotted all over the UK and I have to say lots of them are in Scotland. I think particularly where you see islands who are sick of really high levels of tourism, where people are bringing so many cars onto their beautiful island. Actually having car clubs or bike share there, that people can access, what an amazing opportunity and it's just filling such an obvious need that we have.

To hear the full conversation with Rachael Murphy, search for 'Conversations in Momentum' wherever you listen to podcasts.

***CoMoUK research showed that Scotland's Car Club membership rose by a fifth and replaced more than 8,000 privately owned vehicles, and that nearly half a million journeys were made with shared bikes in 2022.**





BIDs . Debbie Akehurst...

Conversations in
Momentum: season 2,
episode 4, July 2023.

Momentum and CDA

Momentum has been working on an ongoing basis with Central District Alliance Business Improvement District (CDA) since 2021. This support allows CDA to deliver public realm and movement improvements across the BID area.

The work includes providing highways expertise and design development on the Central District Alliance BID Place Plan, which is a strategic, coordinated approach to supporting streets and public spaces in the CDA BID area. Momentum has also supported with identifying places where there may be an opportunity for CDA to support public space improvements that help celebrate neighbourhood identity, enrich the natural environment and promote sustainable movement.

In November 2022, working in partnership with Camden Council, CDA supported public realm works at Red Lion Street, providing new trees, improved cycle lanes and pedestrian links and better wheelchair mobility. Residents, workers, and visitors are now enjoying more public space in Holborn.

In June 2023, a temporary pocket park was delivered in Clerkenwell and was showcased throughout June as part of the London Festival of Architecture. This was a collaborative project alongside the London Borough of Islington which is providing innovative solutions to implementing new green spaces in the highway. This rewarding project saw a number of benefits, such as greening the highway and the associated positive impact on people's physical and mental health, providing an additional place to stop and rest, and providing a place to socialise and enjoy interaction with others.

Momentum has also been working alongside Islington on the development of a council-owned garden, St John's Garden, close to Farringdon Station.

To find out more visit: www.momentum-transport.com

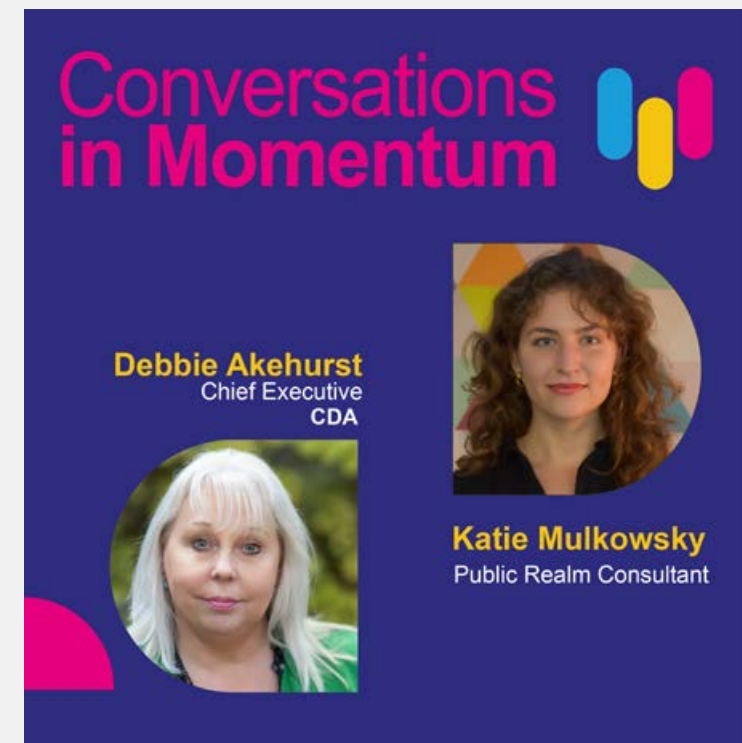
"I think what's really important is that BIDs are a real catalyst for change."

But I also think, if you stopped Joe Bloggs on the street and asked him what a business improvement district was, I don't think many people would know. But BIDs, especially now, play such an important role in terms of London and London's economy. And not just London, because obviously there are BIDs across the country, but there's 70 currently in London.

I think one of the things that COVID has shown is the real importance of outside space. So we as a business improvement district are doing a lot of work around how we implement outside space, working closely with both of our boroughs of Camden and Islington.

We do a lot around place making but also about showcasing the area. So working very, very closely with our businesses so that we can help them in terms of where they do business. For Central District Alliance, we sit between the City and the West End. So what we want to make sure is that people don't just see our area as an area to pass through to get somewhere else, but that actually it's very much, 'well, what can I do in this area?'. So we have the British Museum as an example, which gets in the region of six and a half million visitors a year. But what we want is those six and a half million visitors to stay in the area, go to some really nice restaurants, cafes and bars, and actually see some of the other great cultural and architectural interests that we have in the footprint. And that helps feed the whole SME ecosystem, that in turn helps support those bigger, global and corporate businesses that we have in the area.

But then on the other side our businesses operate within a community, so we do a lot of community outreach as well through our ESG programme. I think overall BIDs are a real, good force for change. We act as brokers, so we're very good at bringing the private, public and voluntary sectors together to work collaboratively because we all operate in the same area.



...and
Katie
Mulkowsky.

"That's a really good point. We have a few projects happening right now on the public realm side that demonstrate the potential of the BID model."

Almost acting as a translator between many different stakeholders, who obviously have different levels of engagement with the local area, whether they're workers or residents, whether they're members of the council or the business community. The first UK BID was in Kingston, and originated with the conception of a BID being a high street. Something that I really like about the way that we've articulated the strategic spatial vision for the BID here, is moving away from just that high street model and considering what it means to look at a place in context. Particularly with all of those complicated stakeholder networks and partnership opportunities that Debbie just mentioned. I think it's really powerful.

And moving away from just thinking about a high street, part of what we consider as connecting people now, in these discussions of climate and active travel, are green links and low-pollution links and common spaces like parks. And not just thinking about those places where people might gather to have coffees and conversations, but how they get there to begin with and whether there are alternatives to highly-trafficked roads.

We're working with Islington Council on St. John's Garden, a garden just behind Farringdon Station. This is a project which has 50/50 CDA and Islington council contribution, but has also been informed by really, really deep collaboration with the local residents' network. Equally a lot of the ideas that we got for what might shape the park, and what people might want to see, came from knocking on doors and talking to people, which is a very soft form of stakeholder engagement that from a planning point of view can really have so much practical power. So yes, that BID model, of us navigating between different stakeholders is also informed by the way that we ourselves navigate the space, which can be a really powerful thing when it comes to place making and place shaping.

To hear the full conversation with Debbie Akehurst and Katie Mulkowsky, search for 'Conversations in Momentum' wherever you listen to podcasts.



Derek Griffiths & Claudio Borsari

Conversations in Momentum: season 2, episode 5, June 2023.

Reclaiming the highway, taking bold action to create new space for pedestrians and cyclists in Westminster.



Momentum and Nova Victoria

Nova is Landsec's exciting development linking Victoria Station, Buckingham Palace and the Royal Parks in the heart of Westminster. The substantial scheme comprises a mix of world class office space, high-quality residential apartments, retail units and 17 restaurant destinations, together with a significantly improved public realm. The generous street-level public spaces are complemented by active facades and pockets of desirable areas of public realm designed for the 115 million commuters, visitors, workers and residents who reside and travel through Victoria Station.

On behalf of Landsec, and working with a the PLP Architecture-led design team, the team at Momentum was pivotal in ensuring numerous successful planning applications for the scheme and securing a significant transport benefits package as part of the Section 106 agreement.

Momentum led the preparation of the detailed design of over £10m of Section 278 highway and transport improvement works surrounding the development, securing full approvals with both Westminster City Council and Transport for London as highway authorities. Momentum's work has been instrumental in transforming Victoria into a people-focused destination.

To find out more visit: www.momentum-transport.com/portfolio_items/nova-victoria/

In our podcast, Derek and Claudio pick up the baton from Niamh Sutherland, Senior Engineer at Momentum, who presented the bold transformations at Nova to the London Walking and Cycling Conference 2023.

To set the scene, Nova is immediately to the north of Victoria train station and Momentum has been involved with Landsec's scheme since we were founded eleven years ago. This island site stretches and is bounded by Buckingham Palace Road, Bressenden Place and Victoria Street, and also encompasses London's Inner Ring Road. It's a very vehicle-dominated space but also one with a huge number of opportunities for sustainable transport with the train links, the coach station, and all the bus services that run through that space.

The area had been closed since 2011 as part of the works for the improvement to Victoria tube station. So five years ago, when we got to design and develop the next stage of the Nova Estate, that area became a clear opportunity to create a much better space rather than a vehicle-dominated road. Some of the functions for vehicles had to be retained and it was a fairly long negotiation with the nearby theatre to understand their servicing requirements and how we could accommodate those into the newly-developed Allington Street. The result of that was the creation of a time-based access system and booking system to be operated in conjunction between the Victoria Palace Theatre and Nova, that allows us to concentrate deliveries for the theatre in the morning and then close the street in the afternoon and evening and leave it almost as a completely-pedestrianised area.

To try and isolate - and find a way of freeing up - Allington Street as a street for public realm really meant that we needed to look more widely at the wider network. Allington Street had previously been used by buses, and by deliveries and servicing. So we really needed to look for a solution to remove or manage those functions. One of the key ways we looked to do that was to provide a bus link that effectively ran against the flow of the one-way traffic that we had on Victoria Street, to allow those buses to turn and avoid Allington Street. That solved one problem, but it created another one - ie we needed to entirely redesign two fairly significant, signalised junctions within Central London, put additional traffic stages through those junctions, which impacted on capacity, impacted on pedestrian crossings and really constrained the area even further from a general traffic point of view. But it also provided opportunities to do better in all of those cases and to really look at a vehicle-dominated space and how we could create new spaces and new crossings for pedestrians.

Additionally, overall it probably reduced the journey time for each bus around the area by about one or two minutes for each of them, which in the context of Central London is quite

a significant result. All the knock-on effects of eliminating what were previously-designed staggered crossings and creating a new large crossing, which is more aligned with the main pedestrian flows between Victoria Street and Victoria Stations, as well as looking at some of the safety issues around some of the side road junctions like Carlisle Place, gave us the opportunity to look more widely at all those issues.

In terms of improvements for cyclists, what had been the case for the last ten years is that cyclists had a gap of about 40 or 50 metres between Allington Street and Bressenden Place, where they literally had no way of actually cycling in an eastbound direction. So if you were arriving at Victoria Station and wanted to just quickly jump on your bike and go to Parliament Square, to do that legally you'd have to travel along a loop of probably a kilometre to get to where you're going, which is obviously a long way from sustainable ideals. The new contraflow really helped resolve that gap and allowed us to provide that link in the eastbound direction, and also really added value to some of the existing cycle provision in the area. All of a sudden the cycle hire dock in Allington Street become accessible in terms of travelling east and Nova's basement cycle parking facilities are all serviced from Allington Street as well. Previously you would have been expected to push your bike down the footway. We anticipated that that wouldn't necessarily have happened and you'd have got cyclists either cycling on the footpath, or taking their life in their hands and cycling on the road, neither of which we'd want to encourage. So resolving that has certainly improved one of the cycle links in that area.

The project has been a clear game changer. I think it demonstrates a process of how to transfer priority from vehicles to people and cyclists, even in relatively recent schemes (the overall master plan of the area was designed and built in the last decade) - this is an update and a step forward.

The transport assessment, which was written in 2018, was one of the first documents in London to start to utilise the Healthy Streets indicators, although still in a very high-level way because they were still being developed by TfL themselves. But that was very appreciated in the discussions with Transport for London and the GLA, which I think links to the next key element of building consensus across multiple stakeholders. In this case that included Westminster City Council, TfL and the transport users of the area, with an evidence-based and systematic approach, and with the support of an interested client like Landsec, the Nova developers.

When the site fully opens in the next few weeks I think then we'll really see some of the new pedestrian desire lines open up through the area and people really being able to embrace access across that Nova island. All things point to it being a really positive change.

To hear the full conversation with Derek and Claudio, search for 'Conversations in Momentum' wherever you listen to podcasts.

Case study snapshot.

Momentum’s sustainable transport strategies make the best use of available land and encourage the use of public and active transport.

We devise mobility and freight solutions that support the resilience of urban spaces including micromobility and innovative urban logistics such as consolidation and ‘first and last mile’ strategies. We help our clients (including local authorities, councils, commercial developers and architects) to develop more efficient and sustainable transport strategies. These strategies can reduce their transport carbon footprints, positively respond to ESG requirements and help make better use of existing infrastructure for servicing, mobility and permeability.

► Stratford Station Urban Design Framework

Momentum is a key part of the 5th Studio-led design team commissioned by LLDC to create an Urban Design Framework for the future of Stratford Station and its surroundings. The framework aims to resolve the severance between ‘old’ and ‘new’ Stratford created by rail lines and major highways. It also aims to provide a long-term design solution for Stratford Station to accommodate the growing demand for rail services and enable further development growth.



Image credit 5th Studio



▲ Portland House Construction Pit Lane

The refurbishment of Portland House, a landmark tower, gained planning permission in February 2023. Stripping back the existing building to its shell and core and retaining the existing building structure, whilst cleaning the façade and adding a new double-height reception and rooftop extension, Portland House has been designed to be net-zero in both construction and operation, and will target WELL Core Gold and BREEAM ‘Outstanding’. We worked with developer Landsec and demolition contractor Erith to meet their obligations to ensure a safe method of vehicle access during the renovation, while minimising the impact on general traffic on London’s inner ring road. Our additional aims were to find a solution which avoided additional TfL pit lane rental charges and the costs associated with statutory utilities disruption.



▲ Qatar Countrywide Experience

Momentum supported in the preparation of transport and access plans for more than 40 tourist attractions in Qatar, forming part of the ‘countrywide experience’ for the 2022 world cup. The sites ranged from street festivals, to beach resorts, cultural attractions and open air shows. We reviewed opportunities for access using public transport, shuttle buses and micromobility, as well as defining any parking requirements. Key to the strategy, our team developed a hub-and-spoke strategy to serve regional sites, with demand concentrated on regional gateways which are easily reachable by bus or metro from Central Doha, also functioning as consolidation hubs for deliveries.



◀ 55 Gracechurch Street

Momentum supported client Mighty Oasis with a planning application for the redevelopment of 55 Gracechurch Street, including the full suite of transport planning deliverables and a ‘Healthy Streets’ transport assessment. Shortlisted in the New London AWARDS 2021, UNBUILT category, NLA says: “55 brings together the ingredients that make the city a dynamic and exciting place to be. The design builds upon the City’s network of alleys and courtyards, opening up the ground-plane to re-establish historic pedestrian routes. An 80% increase in public realm is supported by night-time servicing via concealed vehicle lifts.”



▲ Cardington Street Junction Relocation (HS2)

Momentum worked with Barhale on a new, temporary signalised junction, aligned to the south and opposite Varndell Street, as part of the HS2 construction logistics programme. Momentum modelled the junction and led the preparation of the detailed design of highway and transport improvement works surrounding the Euston Station development, securing full approvals with TfL. For the redesign of the new junction, Momentum’s work has been instrumental in providing our client with the necessary design and information to facilitate construction logistics and their utility works. We navigated the challenges associated with the design of a new junction on a busy road in London, working under the Building Information Modelling System (BIM).



Recent articles.

Read all our articles,
across engineering,
modelling and
transport planning, at
www.momentum-transport.com/blog

18.



01

▲ **How to develop effective crowd management plans that prioritise safety and enhance guest experiences.**

The importance of crowd management plans to prioritise safety and the upcoming ‘Protect Duty’ (aka Martyn’s Law).

The future innovators of transport ▼

Impressions of two recent school visits as part of Camden STEAM.



02



03

▲ **How Sustainable Urban Drainage Systems (SuDS) can move us towards a more climate-resilient future for our public spaces.**

Extreme weather, including flooding, is expected to increase in the coming years. It’s more important than ever to consider the role that good public realm can – and must – play in managing climate change.



04

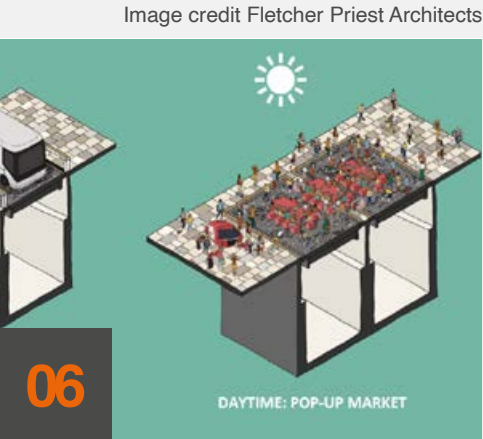
◀ **The future is (not) bright, it’s well lit**

Can well-lit streets activate spaces for all users, all year round?



▲ **Is now the time to turn the dial down for private car usage in new residential developments?**

Balancing the need for accessibility, the transport reality experienced by different communities in different places, and our engrained habits and behaviours.



06

▲ **Enabling “each square metre to serve many different purposes”**

Design innovation and multi-use servicing vehicle lifts.

Image credit Fletcher Priest Architects

19.





Momentum City.

Safeguarding our cities for future generations.

20.

▼ **The University**

Where academia meets community and industry. A collaborative 24-hour space, embodying cutting-edge tech, sustainability and mobility. Connected yet providing places to ‘disconnect’ and learn. It’s a ‘mini city’ inspired by, and for, the next generation of Momentum City dwellers.



▲ **The Museum**

Visitor experience, visitor experience, visitor experience. Moving at your pace through a beautiful space, where exhibitions are the hero, and back of house, front of house and the surrounding area perfectly interact to create a comfortable and inspiring community space.



▼ **Public Realm**

Connected, inclusive, sustainable. A comfortable space to walk, to sit or just ‘to be’. A place to observe and socialise, yet a driver of our economy and society that interacts with our natural environment. A space for trees and trade, birdsong and city sounds.



▲ **The Train Station**

If mass transit is the backbone of a city, then the train station is the beating heart. The entry and exit point for thousands of commuters and the first experience of the city for many.



▼ **Commercial District**

Old buildings meet new in Momentum City’s commercial district, bringing external connectivity, flexibility to adapt to tenants’ needs, effective internal movement, activated spaces and seamless logistics and back of house operations. An area of exciting development and places to relax for our City commuters.



► **The Stadium**

A cultural and community hub bringing together thousands of people in one place. The stadium has unique characteristics and distinct design solutions to avoid pressures on the transport and pedestrian environment. Spectator comfort and safety are the priorities.

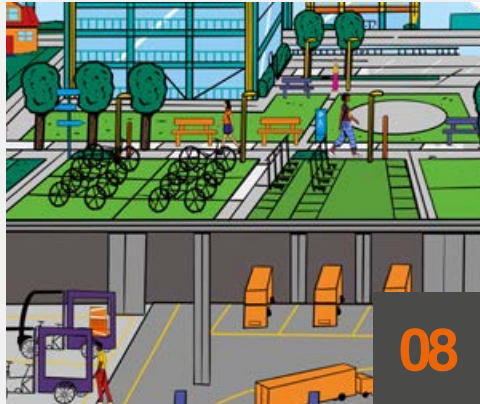
▼ **The Logistics Hub**

Good logistics management ensures that valuable city space is used effectively. And the simple aim of our Logistics Hub is just that – by making distribution, deliveries and servicing more efficient and sustainable.



▼ **Co-location**

A mixed-development model, where new homes sit alongside light industrial, retail and offices. Bringing opportunities and challenges, and requiring careful planning and consideration. Transport becomes the key to balancing the competing demands of residential and industrial land use.



▲ **The Hospital**

A spot in Momentum City where vehicle access is a must. Arrival is calm and relaxed, blending drop-off points and accessible parking, with public transport connections, active travel and wayfinding for all. Green spaces around the hospital provide tranquillity for staff, patients and visitors alike.

▼ **Our Homes**

There’s no place like home! Momentum City residents live in a mix of dense urban centre developments co-located with manufacturing and retail, student accommodation, affordable housing, and housing developments in our suburban areas, across owner-occupied and social and privately-rented accommodation.



▲ **The Festival**

Partnerships lead the way and bring a long-term, strategic outlook to events that last just a matter of hours. Momentum Fest generates revenue, protects the environment, promotes sustainability and above all makes sure everyone, no matter who they are, has the time of their lives celebrating our City.

21.

About our contributors.

Leon Daniels OBE

Leon is recognized for his world-class experience, expertise and knowledge of public sector transport in the UK, Europe and the Far East. Until his retirement from TfL in 2017, Leon brought his unique range of in-depth skill and experience to his role as Managing Director, Surface Transport. He continues to make a significant contribution to the progress of global thinking on road and vehicle safety, efficiencies and the social effects of autonomous vehicles and technical developments on road and rail. He is passionate about ensuring that the lessons of the past are fully recognized in planning for the future.



Katie Mulkowsky

Katie has worked as an urban planner in both London and New York on climate forward projects that also spearhead community development. She is a Senior Consultant at Momentum and has worked closely with Debbie and the team at the Central District Alliance on several projects.

Debbie Akehurst, Central District Alliance (CDA)

Debbie is the Chief Executive at the Central District Alliance, the Business Improvement District (or BID for short) comprising the Holborn, Clerkenwell, Farringdon, Bloomsbury and St. Giles areas of London.



Nico Bosetti

Nico is a Senior Consultant at Momentum. He previously managed research projects for think tank Centre for London. Nico is passionate about creating new developments that nudge us toward making sustainable choices, and that are accessible to everyone.

Derek Griffiths

Derek is a Director at Momentum and leads the engineering team, drawing on his experience as a chartered civil engineer delivering transport and public realm schemes across the world, from inception and planning through to design and construction. He has recently been involved in the highway works around London Victoria, Madison Square Garden's new Stratford Arena, and UCL's new Dementia Research Institute.



Rachael Murphy, CoMoUK

Rachael is Scotland Director at CoMoUK, the national organisation for shared transport, a charity for promoting its social, economic and environmental benefits. Rachael was director of the Community Transport Association in Scotland for three years, bringing amendments to the Transport Act, highlighting the role of community transport, and fostering key relationships with third sector, community and government bodies. She is a trustee of Lothian Community Transport Services and a founding board member of the Scottish Rural and Islands Transport Community, and sits on the board for Aberdeen University's Masters course: transport and intelligent mobility.



Claudio Borsari

Claudio is an Associate at Momentum and is passionate about the relation between transport and urban planning, sustainability and inclusive cities. He has experience on transport strategies for urban master plans, development planning, major events, stadia and stations and has recently worked on projects including Nova N2, Elizabeth House and Cardinal Place Public Realm.

With thank you to our podcast hosts: Amelie Cosse and Joe Tang
And our blog writers: William Heubner, Ken Hy, Tobias Bryson, David Hart,
Wayne Taylor and Tom Eadie **Connect** editor: Sarah Pryor
Art direction and layout: Gema Peñarrubia Carrión

