



Alan Young, Associate mode transport planning

Professional Qualifications

Chartered Engineer

BSc (Hons) Civil Engineering

MBA Business Administration

Professional Memberships

Fellow of the Institution of Highways and Transportation

Member of the Institution of Civil Engineers

Summary

Alan has over 25 years varied experience of highway design and transportation planning. His experience includes leading multidisciplinary teams comprising in-house staff and external consultants for a variety of public and private sector Clients.

Alan led the team of consultants who drafted MfS (Department for Transport, 2007), which is bringing about a fundamental shift in the way people share and enjoy the street, recognising that streets are not roads but part of the Public Realm. MfS represents a significant departure from many of the design principles enshrined in previous guidance. It encourages the implementation of design standards which create more people-orientated streets and help create stronger communities.

Alan also led the team that drafted the recently completed Manual for Streets 2: Wider Application of the Principles (2010), which was commissioned jointly by CIHT, DfT, ADEPT, CABE and the HCA. This study explores how the principles of the original Manual for Streets (MfS), can be applied to a wider highway network plugging the 'perceived' gap between residential streets and trunk roads.

Following on from this work Alan was asked to contribute to a review of the Abu Dhabi Street Design Manual with reference to MfS1 and MfS2. In particular reference to 'place' and 'public realm' and the importance of considering the needs of pedestrians of all abilities. Alan has also been asked to draft Solihull Metropolitan Borough Council's Street Design Guide (2012-ongoing) paying particular attention to local context and 'place'.

A long standing guidance note, Transport in the Urban Environment is currently being updated. Alan has been asked to draft two chapters and edit a number of others.

Alan's wide experience includes; urban design, regeneration, masterplanning, transport studies, local plans, providing evidence at public inquiries, design and implementation of highway improvements, traffic management studies, parking studies, accident analysis, and safety audits.

Sector Experience

Research

Manual for Streets (2007)

Alan led the work and research on the Manual for Streets (MfS) for the Government and Welsh Assembly which was published by the Departments for Transport and Communities and Local government in 2007. The new guidance has had a significant impact on professional thinking towards the better design of streets and the raising of awareness across professions of the need to give greater priority to the design quality.

The new guidance sets out an approach that is much more about creating places rather than solely for the movement of vehicles. It looks closely at how the relationship between the buildings and the street is essential in creating places that are good for people. The document also advocates a strong movement hierarchy putting pedestrians of all abilities and cyclists first, followed by public transport and its users and finally other motor vehicles. The use of distributor roads and cul-de-sacs as the 'default setting' for development has been replaced by networks of connected streets that should respond to local context in form and layout. Based on new research into visibility sightlines, MfS also puts forward greatly reduced criteria for these which helps in the more efficient use of land and in delivering better places for people.

Manual for Streets 2: Wider Application of the Principles (2010)

Whilst MfS focussed on residential streets, it strongly recommended that the principles could be applied more widely. To assist with this a second study was commissioned, which Alan led, into the wider application of the principles covering the perceived gap in design guidance between MfS and the Design Manual for Roads and Bridges. The work has been commissioned by the Chartered Institution of Highways and Transportation, The Department for Transport, Commission for Architecture and the Built Environment, The Homes and Communities Agency, and the Association of Directors of Environment, Economy, Planning and Transport. The findings of this study will be published at the launched in September 2010, with four one-day conferences across England and Wales.

Designing Streets (2010)

Following the publication of MfS in 2007, the Scottish Government commissioned a similar document for Scotland, which was published in March 2010. Alan was an advisor to the project which was led by WSP's Edinburgh office. 'Designing Streets' is the first policy statement in Scotland for street design. It has been created to support the Scottish Government's place-making agenda and is intended to sit alongside the 2001 planning policy document Designing Places.

Abu Dhabi, Street Design Manual (2010)

Following on from the MfS work Alan was asked to contribute to a review of the Abu Dhabi Street Design Manual with reference to MfS1 and MfS2. In particular reference to 'place' and 'public realm' and the importance of considering the needs of pedestrians of all abilities first.

Streets and Transport in the Urban Environment

This longstanding guidance document was last updated 15 years ago in 1997. The Chartered Institution of Highways and Transportation is currently updating it and

have asked Alan to draft chapters on Designing Links for Mixed Traffic and Priority and Uncontrolled Junctions. He will also be editing a number of other chapters.

Residential Car Parking Research (2007)

Alan led this research which was commissioned by the then Office of the Deputy Prime Minister to consider what factors affected car ownership and how they could be more accurately forecast for residential development. There was and is wide concern that however attractive a scheme is it can be ruined by lack of or inappropriate parking. Alternatively the overprovision of parking can be considered a waste of developable land.

Regeneration

Derby Cityscape

Derby Cityscape is an Urban Regeneration Company tasked with regenerating Derby City Centre into a vibrant urban hub that will be the focus for civic, community, cultural, retail business and leisure activities. The project was led by EDAW (whose input includes project management, urban design and planning) with Donaldsons providing advice on property markets and development economics. Alan led on the highways and transportation inputs.

North Manchester Strategic Framework

Part of a team led by EDAW to identify strategies for the regeneration of North Manchester. The brief was to provide an integrated, long-term strategy, which built on the strengths of North Manchester, promoted the renaissance of the area and guide public and private investment. The overall aim was to ensure that all neighbourhoods in North Manchester are attractive residential areas, providing a range of quality housing, good schools. This requires a high standard of leisure, retail and social facilities, access to transport networks and a safe living environment.

Widnes Regeneration Ltd. Widnes Town Centre

Expert witness at a public inquiry for an Asda superstore and ancillary retail outlets, the first of five sites being promoted for regeneration of Widens town centre. Extensive data collection was required and consultation on access proposals and the effect on existing bus operations.

Smethwick Regeneration Partnership, Smethwick Regeneration Study

General guidance given identifying measures to improve access to and through Smethwick, particularly to potential employment areas and overcoming severance between residential areas and the High Street. This included consultation with the local community through a steering group and workshops.

Advantage West Midlands, Masshouse Circus Birmingham

A major scoping study to identify and evaluate alternative highway layouts in the Masshouse area of Birmingham City Centre with a view to removing the existing Rind Road 'collar' which stifles expansion of the city centre to the east. The work included a Value Management Workshop to assess key constraints and opportunities affecting the redevelopment of the area which formed the basis of a scoring matrix. The final report presented three options with a preferred option identified using the matrix.

Community Technical Aid (NI) Ltd, Belfast

Transport assessment of regeneration proposals following the proposed relocation of a heavy industrial site. The site lies on the 'peace line' and required extensive local consultation on access proposals involving both sides of the community through a steering group and presentation of proposals to the local community at public meetings.

St Modwens, Victoria Ground, Stoke

A feasibility study examining the potential for redevelopment of the Victoria Ground and adjacent industrial premises. This included highway improvements to a grade-separated junction on the A500, D-road.

Residential

The Wixams Development, Bedfordshire

Member of the Client's team that is working closely with Central Bedfordshire Council and Bedford Borough Council on a site just south of Bedford. The development proposals include 4,500 dwellings and 100,000sqm GFA of employment land. Was responsible for overseeing highways inputs and providing advice on the application of MfS and MfS2 to the masterplan process.

Lawley Village, Telford

WSP is providing key support to a joint venture consortium of Barratt Homes, George Wimpey and Persimmon Homes in the development for residential use over 100 hectares of land at Lawley to the western side of Telford. The project, which will provide around 3500 homes over an 18 year programme, will be undertaken by the consortium on behalf of English Partnerships.

Working closely with Architectural and Planning Consultants, Alans key involvement has been using his specialist expertise in the fields of transport planning and development infrastructure alongside a multidisciplinary team reviewing and developing proposals previously prepared and submitted by English Partnerships as part of an outline planning application, and thereafter to produce a deliverable cost effective strategy for the phased construction of the project.

Other factors included highly variable ground conditions which resulted from the undulating and often steep topography, and the brownfield nature of around two thirds of the Site which had previously been used for open-cast or deep shaft coal mines. These combined to create a highly variable set of engineering characteristics for which we had to identify differing foundation arrangements and remediation strategies for individual development parcels based upon a variety of ground improvement techniques.

Persimmon, Cape Hill Birmingham

Redevelopment of a recently disused brewery straddling the Smethwick/Birmingham border. A total of 950 units to be dealt with in two phases, the first a 625 unit planning application to Smethwick and the second a 325 unit planning application to Birmingham. Phasing of the applications was complicated by the different stance taken by the two authorities on impact necessitating close negotiation with both. The project continues with detailed design of highways and drainage.

Persimmon, Massey Ferguson, AGCO site, Coventry

Project Director responsible for the preparation of the Transport Assessment and transportation inputs to the Environmental Statement for the redevelopment of the site to be a mixed use employment (57,000sqm) and residential development (940 units). Required extensive liaison with Coventry City Council, the Client, masterplanners, planners and sub-consultants to prepare the submission material required for this large site. Highway and transport negotiations are ongoing.

George Wimpey, Barratt, Persimmon, Lawley Village, Telford

Project Director leading a team (including transport, highways, flooding, drainage, geotechnics and environmental issues) undertaking due diligence assessments of abnormal costs for a consortium of developers comprising George Wimpey, Barratt and Persimmon for a bid submission to English Partnerships. The site, for 3,500 units, is on the outskirts of Telford and has been subject to open cast mining, shallow workings and unengineered backfill.

Persimmon, Milton Keynes Millennium Bid

Support provide for Persimmon in their bid for preferred developer status in the biggest Millennium site to come forward. Work included co-ordination of multidisciplinary input concerning highways, drainage, transportation, geotechnical and environmental issues, advice on sustainability and input to the development of the master plan, the identification of infrastructure and abnormal costs.

Taylor Woodrow, Corby

An allocated development site of up to 1000 units on the outskirts of Corby. Key issues to the success of the site include establishing new direct links with the centre of Corby and demonstrating that the site can be developed regardless of the final route chosen for the realigned A43.

Crest, Hinckley

Highway capacity assessment for this mixed-use (residential and industrial) site in Hinckley to assess the effects of a change to the consented development proposals. Work included a travel plan for the residential element of the development.

The Catesby Property Group, Newark South

Project director for a site comprising 2,500 houses and 80,000sqm of industrial land on the southern outskirts of Newark. The work is on-going and we are currently supporting the allocation of the site through the structure plan process.

Forest Heath District Council, Red Ledge, Suffolk

Transport assessment for 1500 dwellings and 10 hectares of employment land identifying potential traffic problems on the local highway network and associated improvement measures. The project included the development of traffic calming measures acceptable to the local community through an extensive public consultation.

JJ Gallagher, Norton Farm Bromsgrove,

Expert witness at Bromsgrove Local Plan Inquiry in support of a site promoted by David Wilson Estates for 500 dwellings at Norton Farm. Evidence was given demonstrating that the site could be accessed from an existing busy junction and that a link road through the site would provide relief to Bromsgrove Town Centre and the residential area of Catshill, which lies to the north of Bromsgrove.

Hastings Borough Council, Hastings

Proposals for the renovation and refurbishment of the Pelham Group of buildings on the seafront including the creation of a large open space to improve the setting of the buildings. The traffic study required the development of options to improve facilities for pedestrian movement between the new and old town centres, to cater for the realignment of the distributor road along the seafront, to ensure no off-street parking was lost and to allow for provision for servicing local shops.

Derek Latham & Co. Ely

Two separate sites in Ely the first involved advice given to the architect on suitable traffic calming measures required for a 20mph zone as part of proposals for residential development. The second site required the preliminary design of a link road and associated junctions to provide access to approximately 500 dwellings.

University of Central England, Perry Barr, Birmingham

Support for the proposed development of 411 student flats adjacent to the campus. Parking and access issues of concern to the local highway authority were overcome through negotiation and presentation of evidence demonstrating a net reduction in peak hour trips on the local highway network.

Redrow Homes Limited, Narborough, Leicestershire

Access to the proposed redevelopment site could not meet relevant visibility standards. Since local residents had previously expressed concern over the speed and volume of traffic on the adjacent highway, various options were identified to reduce speed and hence the required standard for visibility splays. After reaching agreement in principle with the highway authority, local residents were consulted on proposed highway improvements.

Retail

Parkgate Development Proposals, Shirley, Solihull

The scheme was for a 8,200 sqm GFA foodstore, 10,00sqm GFA of non-food retail and 148 residential units. Support was provided at a Public Inquiry in support of members of Solihull MBC who objected to the proposal on the grounds that there was insufficient parking provision. The objection was made against officer advice that refusal would most likely lead to costs being awarded to the developer since a similar, but larger scheme had previously been granted permission. The Inspectors report is still awaited.

Standard Life, Joseph Chamberlain College, Birmingham

Redevelopment of Joseph Chamberlain College and Birmingham Sports Centre for 240,000 sq ft of non-food bulky goods retail. The site is adjacent to Belgrave Middleway, part of the Middle Ring Road and as such will have a significant impact on a major junction, ring road and arterial route from Birmingham City Centre. A scoping report was agreed with BCC and following extensive testing and assessment of junction improvements a Transport Assessment has been submitted with the planning application.

Wolverhampton & Dudley Breweries, Albrighton, Wolverhampton

Expert witness at a public inquiry in support of a proposed small retail store. Key issues included concern the over capacity of the adjacent car park owned by the brewery, the potential impact of parking on High Street, safety of pedestrians and access for delivery vehicles.

Pople Landscapes Limited, Cromford

Support to overcome highway objections for a change of land use from a nursery to a garden centre. A brief transport assessment was able to demonstrate that concerns over the poor accident record of the adjacent highway were ill-founded

Commercial

Wolverhampton & Dudley Breweries

Expert witness, for many sites over several years in support of proposals for, public houses, restaurant, hotel and leisure facilities located both in and on the edge of town centres. Typically issues involved, parking, pedestrian safety and impact on adjacent junctions.

Latham Architects, Windsor Home Park, Windsor

Evaluation of alternative access proposals to a proposed organic farm shop with regard to safety and ease of access.

Private Landowner, Derbyshire

Feasibility study followed by a full transport assessment for a roadside service area adjacent to a major trunk road grade-separated interchange. Work included negotiation with the Highways Agency to identify acceptable highway improvement measures.

Oldbury Aluminium (Alloy) Limited Oldbury Birmingham

Preparation of a proof of evidence in support of proposals for expansion including an extension of parking provision for staff and turning facilities for servicing vehicles. The local authority withdrew their objections before the appeal date.

Forest Heath District Council, Bay Farm Suffolk

Expert Witness supporting FHDC'S objection to land allocation for mineral extraction. Issues concerned routing HGV's through villages and their impact on the more vulnerable road users due to narrow roads with little or on provision for pedestrians.

Bonehill Farm Tamworth

Preliminary highway improvements to formalise a shared access to commercial and residential premises. The highway authority had expressed concern over the safety aspects of the existing ad-hoc layout.

Clermont Leisure Cannock

Preliminary design of a new-shared access on to a trunk road for caravan showroom premises with an adjacent hotel. The Highways Agency accepted that the proposed access represented a net safety gain.

Leisure

Royal Shakespeare Company Stratford Redevelopment

Advice and support given on transportation and access issues to the RSC's appointed architects and design team for the redevelopment of the RSC's landholdings in Stratford.

Wicksteed Park Kettering

Advice given to improve internal parking arrangements and access/egress management to reduce congestion on the local highway network on bank holidays and at weekends.

Chesterton Selly Oak Birmingham

Support given for a planning application for licensed premises in a local shopping centre. Officers were initially concerned with the possible impact of parking on local streets since the proposed development had no on-site parking. Parking beat surveys carried out as part of the transport assessment demonstrated that there was ample spare capacity in an adjacent car park and on local streets.

Highways

Chelsfield Plc. Merry Hill Shopping Centre

Project Director for the detailed design, contract preparation and awarding of two contracts for junction road improvements with a total contract value of £3m.

Worcestershire County Council, Wyre Piddle Bypass

Support given to the County Council to justify the provision of the bypass based on the strategic importance of the route and the likely removal of trips from both Wyre Piddle and Pershore using a NATA framework.

Bourneville Village Trust, Traffic Management Study

A study commissioned to identify and evaluate traffic problems and to suggest highway solutions to overcome them which were in keeping with, and sympathetic to, the local environment of this conservation area. Questionnaires were delivered to all households and businesses within the study area to establish principal areas of concern. A manned exhibition was then held to canvas local opinion prior to submitting a preferred scheme to the highway authority for committee approval.

Wyre Forest District Council, Blackwell Road Kidderminster

The primary objective of the study was to identify means of reducing pedestrian/vehicular conflict along a shopping street on the outskirts of Kidderminster. Narrow footways left pedestrians vulnerable and had been a contributory factor to a fatal accident. A second objective, facilitated by reducing conflict, was the enhancement of the environment and the economic viability of the local centre

Warwickshire County Council, A435 Studley

Development and presentation of several bypass options to overcome existing traffic problems through Studley. The study required extensive data collection for a traffic model, which was used to evaluate alternative alignments. Options were discussed at workshops before being presented at a 3-day public exhibition.

Barratt West Midlands Limited, Stafford Borough Local Plan Inquiry

Evidence presented at the Local Plan Inquiry in support of Barratt's proposals for an alternative alignment for Stafford Eastern Bypass to access their site at North Baswich.

Education

University of Central England, Edgbaston, Birmingham Design/Supervision of Internal Highway Works, 1998

Preliminary design of options for a master plan of the campus identifying improved pedestrian access and movement through the campus, zoning of car parks to enable control of differential parking policy, and the design and supervision of the preferred option which has been phased to suit budgetary constraints. In addition other work includes successful negotiations with the highway authority in support of several hundred student flats and a sports hall.

Selly Oak Colleges, Birmingham

Selly Oak Colleges is a federation of 17 colleges located off the Bristol Road, a major arterial route into Birmingham City Centre. Plans to expand the colleges were opposed by the authority because of problems associated with on-street student parking. The study assessed future parking demand and identified locations on-campus for the provision of additional spaces, whilst recognising the unique ecological importance of the campus.

Homeward Senior School Kent, Expansion of School,

A transport assessment including draft proposals for a school transport plan which identified a number of measures to help reduce congestion on the local highway network. The highway authority accepted phased introduction of the proposed expansion based on the measures identified.

Lathams, Derby

Advice given on traffic issues likely to effect the relocation of a primary school from the inner city to the suburban fringe, including the introduction of a school transport plan.

Primary School, Sutton Coldfield, Birmingham

Surveys to identify existing demand for on-street parking by parents and the degree of congestion on the local highway network. Survey results are to be used when exploring options for possible future expansion.