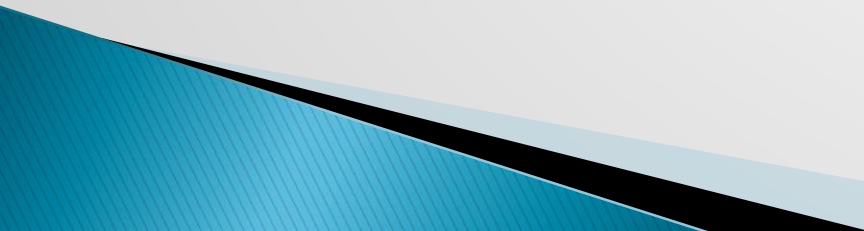


Many voices!
*–how the worlds of
transport, planning and
environmentalism are speaking out*

Lynda Addison OBE
Chair of TPS & CIHT Sustainable Transport Panel

Current activities – focus for today

- ▶ What's the problem?
 - ▶ Who is doing what?
 - ▶ Working with Government
 - ▶ Transport Planning Society
 - ▶ Chartered Institute of Highways & Transport
 - ▶ Royal Town Planning Institute
 - ▶ Plus Others
 - ▶ Further action required
- 

Context

- ▶ Growing urbanisation – 81% of England & Wales pop. (45.7 mill)
- ▶ Only 18% rural (10.3 mill)
- ▶ Rural residents +% older & increasing, +% more affluent, +% own homes, higher car ownership
- ▶ Growing population
- ▶ Increasing health issues including obesity
- ▶ Pollution
- ▶ Climate change – important
- ▶ Consolidation of facilities, larger units
- ▶ Planning & housing policy – unbalanced
- ▶ Transport policy & power – fragmented
- ▶ Political & public attitudes & behaviours pro-car
- ▶ Economy & Brexit focus
- ▶ Reducing public finance
- ▶ Increasing divisions in society
- ▶ Delivering change extremely difficult given politics/governance/policy/attitudes/complexity/risk assessment

Why integrate planning and transport?

- ▶ Is this a quality place?
- ▶ Will it encourage active life styles?
- ▶ Will people walk to services or use public transport to work?
- ▶ Is the location accessible?
- ▶ Would you want to live here?
- ▶ Are they “sustainable” ?

These are very new developments but car based



What is sustainability and sustainable transport?

Living within environmental limits

Respecting the limits of the planet's environment, resources and biodiversity – to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations.

Ensuring a strong, healthy and just society

Meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity.

Achieving a sustainable economy

Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays), and efficient resource use is incentivised.

Using sound science responsibly

Ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.

Promoting good governance

Actively promoting effective, participative systems of governance in all levels of society – engaging people's creativity, energy and diversity.

What are the barriers to integration?

- ▶ Structures national and local
- ▶ Political attitudes & values
- ▶ Public attitude & values
- ▶ Government priorities & pressure
- ▶ PINS
- ▶ Quality of local plans
- ▶ Lack of collaboration
- ▶ Lack of consistency & coherence of delivery
- ▶ Silo working
- ▶ Professionalism
- ▶ Complexity
- ▶ Skills



Who is doing what?

- ▶ TPS
- ▶ CIHT
- ▶ RTPI
- ▶ Private Sector
 - Developers
 - Consultants
- ▶ PHE
- ▶ Many other organisations



National Planning Policy Framework

- ▶ Pre 2018 version & 2018 version
- ▶ Responses submitted – consistency
- ▶ Joint letter –
CIHT/TPS/RTPI/CBT/LS/TCPA/UTG/LFofACS
- ▶ Key messages
 - Need to define development locations in Local Plan
 - Planning and transport integration essential
- ▶ Changes made but not enough
- ▶ Looking at forthcoming Guidance

Consistent messages

Key messages – NPPF

- ▶ NPPF should provide clear criteria for the siting of development – limiting a number of the objections that are made to development proposals on transport and environmental grounds
- ▶ The accessibility of a development location by range of sustainable transport options should be key factor in determining a development's suitability
- ▶ Involve transport authorities and operators throughout planning process so transport provision part of solution not hurdle to be overcome
- ▶ Site layout for developments should make provision for buses, cycling and walking – reducing car dependency so reducing traffic impact of new development on existing infrastructure

Responding to other consultations

- ▶ Transport assessments
- ▶ Public health and air pollution
- ▶ Clean air strategy
- ▶ Bus Services Act – accessible information
- ▶ Major highways programme



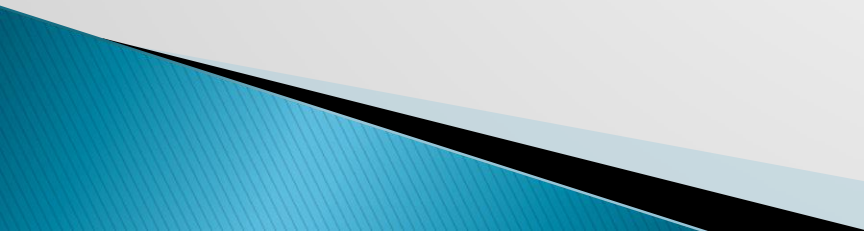
Consistent messages

Transport Planning Society



- ▶ Transport Planning Day campaign
- ▶ People's Award
- ▶ Cross sector
- ▶ Working with Government to effect change
- ▶ NALC – guide for Cllrs
- ▶ Working on integration

Chartered Institute for Highways & Transport – actions

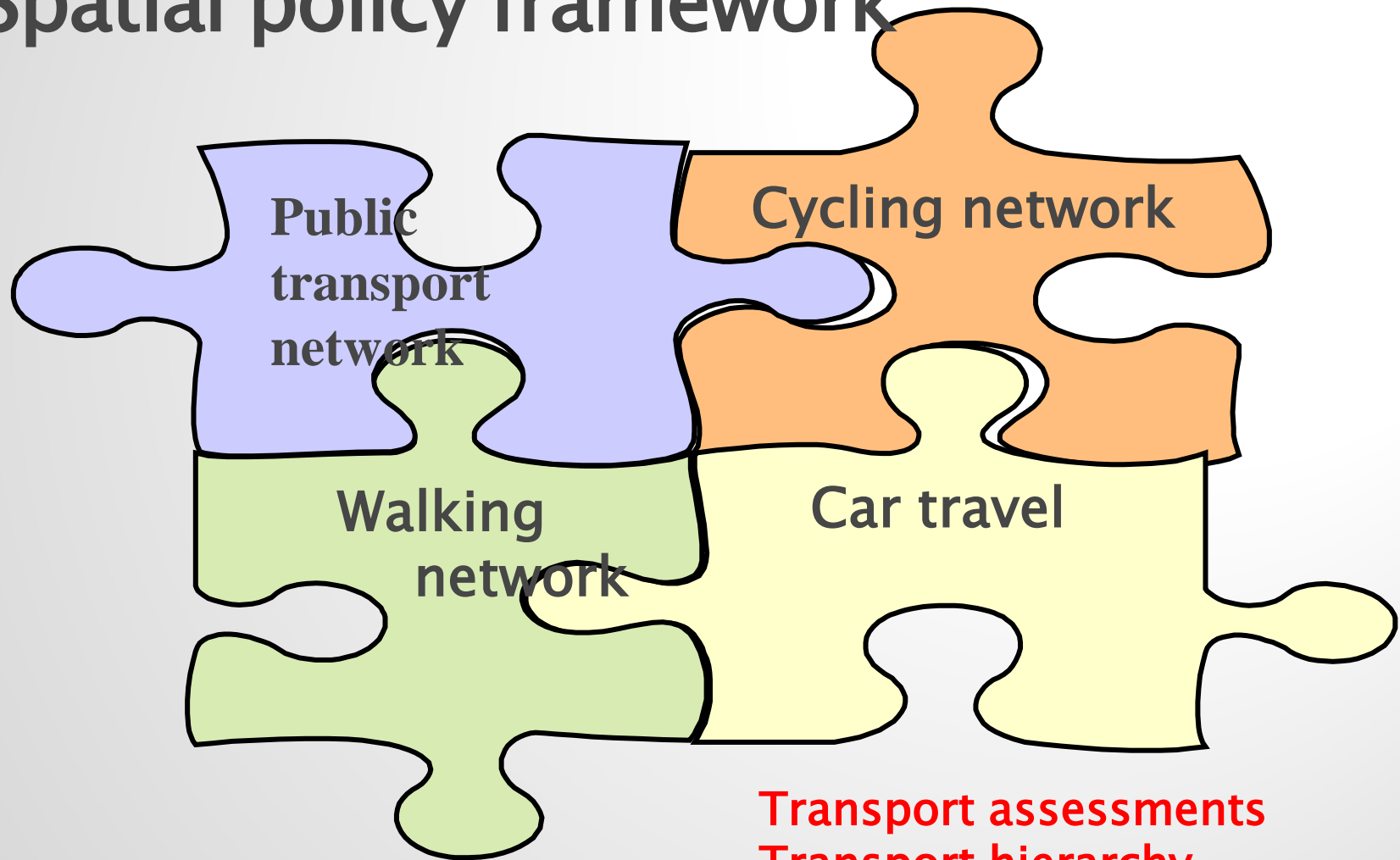
- ▶ Promoting walking & cycling
 - ▶ Guidance on walking & cycling
 - ▶ Manual for streets
 - ▶ Working with bus industry
 - ▶ Integration planning & transport advice
- New advice in preparation
- ▶ Currently being drafted
 - ▶ Cross discipline group
 - ▶ Cross sector group
 - ▶ Advice for all sectors
 - ▶ Hope to influence Government
 - ▶ Aim to focus on “how” based on vision of “what”!
- 

Advice – main messages

- ▶ Strategic policy & plans to lead
- ▶ Transport part of evolution > +
- ▶ Plan developed with transport bodies
- ▶ Local authority to drive locations
- ▶ Selection of sites based on accessibility criteria
- ▶ Local plan includes clear 15 year plan
- ▶ Applications required to develop + deliver accessibility



The importance of an effective local Spatial policy framework



Transport assessments
Transport hierarchy
Travel planning
HOOKS

Further action

- ▶ NALC publication
- ▶ Advice finalisation
- ▶ Advice dissemination & communication
- ▶ Influencing forthcoming NPPG
- ▶ TCPA transport policy
- ▶ Garden settlements transport action
- ▶ 2019 Transport Planning Day
- ▶ Further joint action

