

Improving what we do!
Better planning , better transport,
better places

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Focus of presentation

Context

- ▶ National policy range
- ▶ Revised NPPF 2018
- ▶ Forthcoming NPPG
- ▶ Housing demand
- ▶ Impact of new development on
 - Social
 - Economic
 - Environmental

Forthcoming Advice

- ▶ By range of players
- ▶ For whom
- ▶ Focus of advice
 - Working within NPPF
 - But working smarter
 - Changing approach
 - Vision & plan led
 - New methodologies
 - Collaborative



Transport for New Homes

- ▶ Car-based living & design – parking & roads dominate
- ▶ Housing targets/deliverability
- ▶ Traffic created by building location
- ▶ Lack of co-ordination
- ▶ Lack of effective planning – transport/facilities
- ▶ Plan for people not cars – destination
- ▶ Mixed uses/community facilities
- ▶ Choice of site location
- ▶ Design of layout
- ▶ Provision of transport options
- ▶ Design of transport facilities

Problems

Solutions

Opportunity!!!

- ▶ Scale of growth
- ▶ New settlements
- ▶ Government attitudes
- ▶ Young people
- ▶ Clear evidence of poor practice
- ▶ Growing cross sector concern
- ▶ Health & well-being agenda



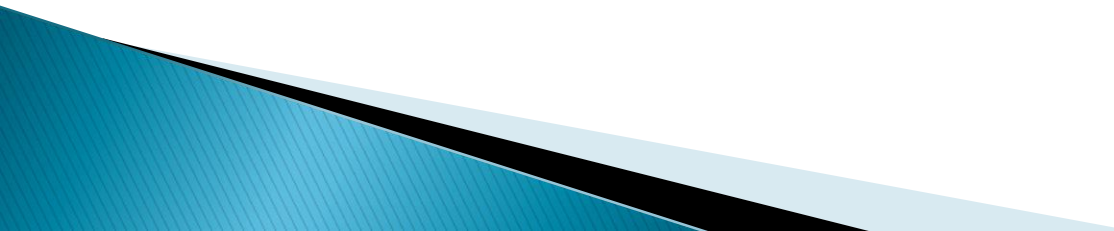
Need to integrate planning and transport?

- ▶ 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



Fundamentals of Advice

- ▶ Set within current NPPF & regulation
 - ▶ Seeking to work SMARTER
 - ▶ Produced by collaboration of:
 - Professional bodies – CIHT, RTPI, TPS
 - Local Government representatives
 - Private sector – consultancies, developers, public transport operators
 - Academic representatives
 - ▶ Drafted to help all relevant professionals, communities, other key parties
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Fundamental change required!

- ▶ Proactive not reactive
- ▶ Clarity of requirements
- ▶ Integrated transport & local plan
- ▶ Right spatial scale
- ▶ Business case required
- ▶ Delivery plan
- ▶ Partnership/collaboration
- ▶ Skills, expertise
- ▶ Challenge necessary
- ▶ Long term view
- ▶ Mode share targets
- ▶ Networks
- ▶ Attention to details
- ▶ Pieces of a jigsaw
- ▶ Focus of design – people
- ▶ Inter-linkage old & new development
- ▶ Long term collaboration arrangements
- ▶ Challenge alternative

Strategically


Locally

Sustainable transport in NPPF


- ▶ Highlights key sections & supportive text
- ▶ Addresses critical barriers
- ▶ Identifies linkages & role of transport to achieve wider objectives




Key recommendations 1

- ▶ Change to be driven by strategic policies & local plan
 - ▶ Process for their evolution is critical
 - ▶ Develop a clear vision for the place in collaboration for 15/20 years
 - ▶ Ensure the future for sustainable transport is integrated into it from beginning
 - ▶ Base vision on clear evidence base
 - ▶ Process has to be iterative
 - ▶ Work with all transport bodies & operators
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Key recommendations 2

- ▶ Relate plan to the geography
 - ▶ Make it spatial
 - ▶ Align local policy & investment strategies
 - ▶ Integrate transport strategy into local plan from beginning
 - ▶ Evidence base & indicators to include health, environment, demographic as well as all transport modes
 - ▶ Establish accessibility & mode share requirements in Plan
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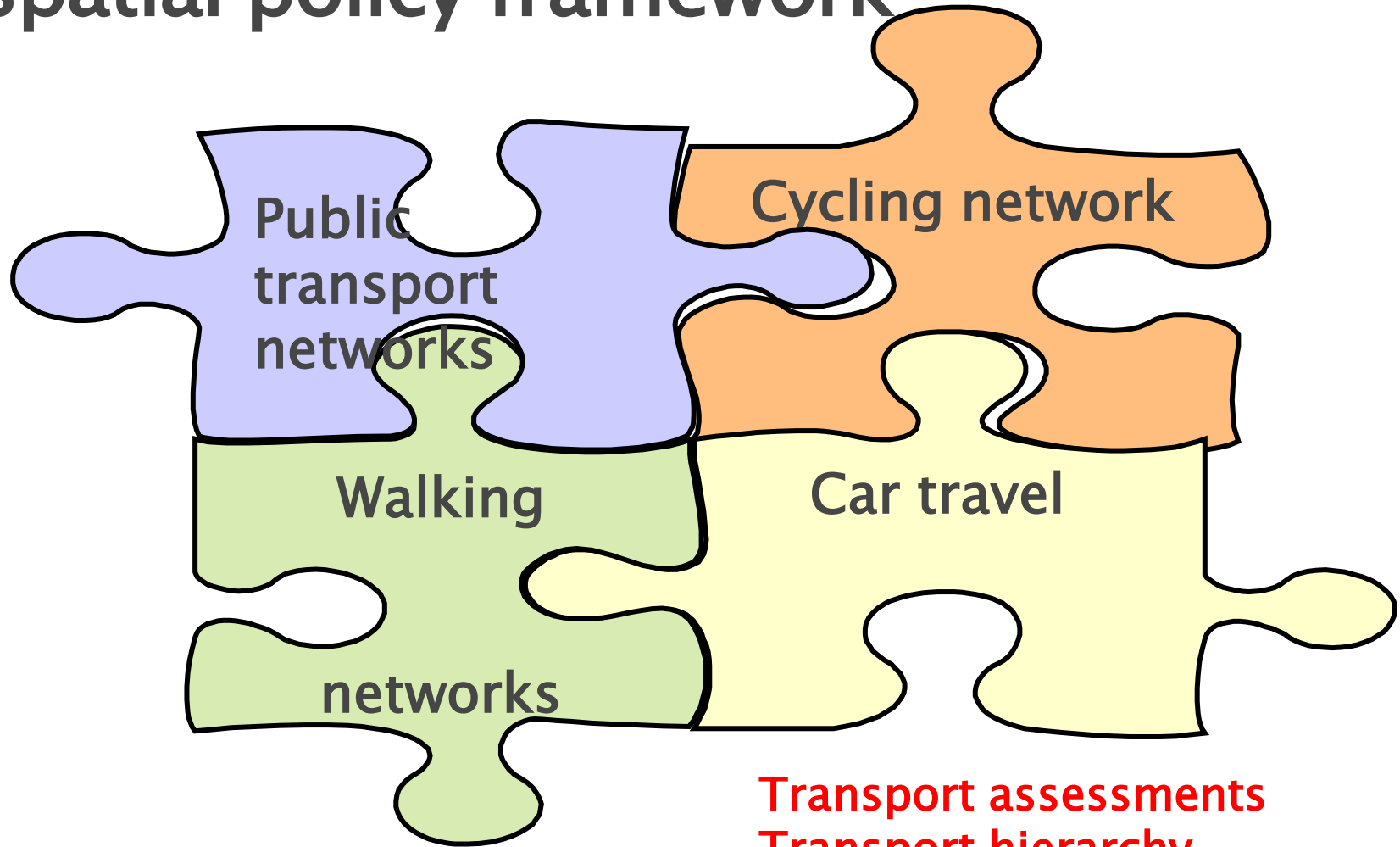
Key recommendations 3

- ▶ Authority drives choice of development sites based on clear criteria incl. accessibility
 - ▶ Local plan vision & objectives tested through multi-criteria assessment – scenario based
 - ▶ Use of “predict & provide” methodologies abandoned
 - ▶ Uncertainty should be recognised –need for flexibility
 - ▶ Collaborative IDPs should be part of Plan
 - ▶ Statement of Common Ground highlights joint work, consensus & key requirements
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Key recommendations 4

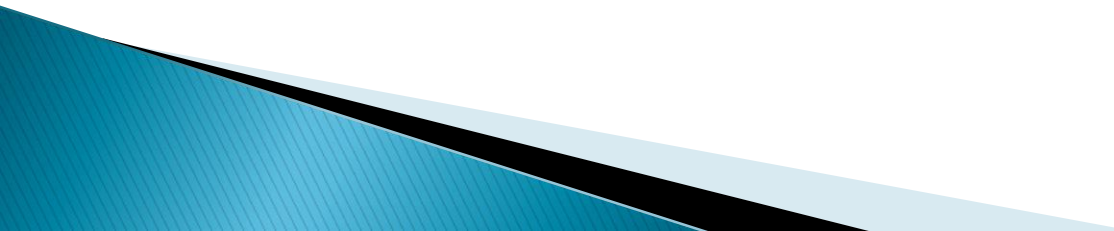
- ▶ Strategic & local plans define “significant” & “severe” in local context using evidence
 - ▶ CIL & section 106 linked to sustainable transport strategy in Plan
 - ▶ Link between development & accessibility should be explicit spatially
 - ▶ Strategic policies, vision & plan should be monitored through clear multi-criteria indicators
 - ▶ Plan should implemented collaboratively & project managed through accountable body
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The importance of an effective local spatial policy framework




Transport assessments
Transport hierarchy
Travel planning
HOOKS in plan

Planning applications

- ▶ Context explicit in Local Plan + Transport Plan
 - Location led by plan
 - Policy – clear criteria, local services
 - Targets – mode share, accessibility etc.
 - Requirements explicit – forward looking
 - Evidence from plan & partnership
 - Community views of transport requirements
 - ▶ Transport assessments – objective led
 - ▶ Specific local network requirements established
 - ▶ Determination & consistency
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Key messages for new Guidance

- ▶ Integration of planning & transport required in Plan
 - ▶ Clear criteria for siting of development promoted
 - ▶ Accessibility of development location by range of sustainable transport options key factor accessing development's suitability
 - ▶ Requirement to involve transport authorities and operators throughout planning process – transport part of solution not hurdle
 - ▶ Reducing car dependency seen as of key importance
 - ▶ Site layout makes provision for buses, cycling and walking – developed with providers
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Not rocket science.....
... *common sense*



Where there is
a will there is a
way!

It can be done.