

Improving what we do....

Better planning , better transport, better places

Jon Parker

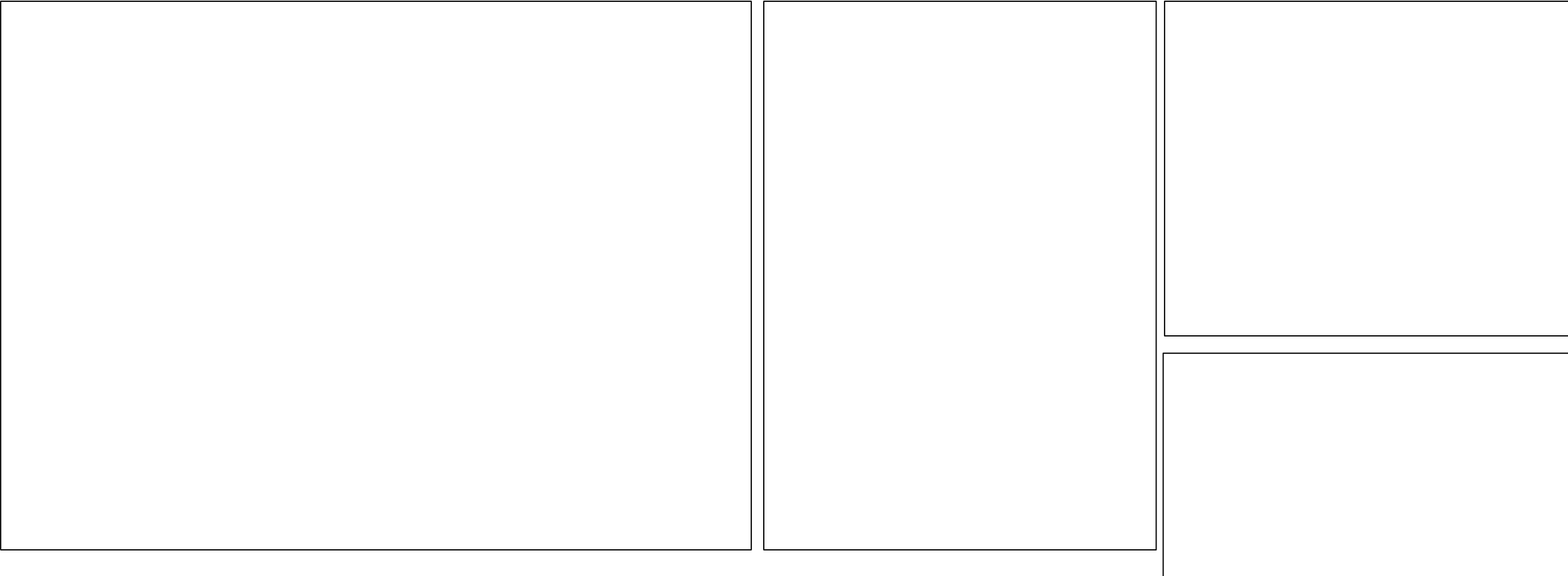
Managing Director, ITP &
CIHT Sustainable Transport Panel Member

Background

- Growing recognition that 'the planning system' isn't creating the sustainable transport outcomes we desire
- Planning and transport aren't as aligned as they should be
- Just look at the places it has created....



We aren't only ones saying this...



Transport for New Homes

- Articulated this as....
 - Building the wrong types of homes in the wrong location!
- But why is this happening when...
 - All stakeholders say they want the same thing?
 - And policy supports 'sustainable' development?

And there are big reasons for change...

- Environment / air quality / climate change
- Economy / congestion
- Health, well being and happiness?
- Other things happening:
 - aging population, new technology, mobility of millennials

Background

- Hands up if you can name a place.....(in UK, outside London)
 - Where less than 50% of people drive to work?
 - Where a development is genuinely 'sustainable'?
- So where is it all going wrong?

CIHT Response

- Assembled multi-disciplinary team to:
 - Scrutinise process and find exemplars
 - Work with stakeholders to dissect planning process
 - Develop new advice to improve delivery
- Advocates a new way....
 - 'Plan for people and you get people, plan for cars and you get cars'

Fundamentals of Advice

- Set within current NPPF & regulation
- Produced through collaboration:
 - Professional bodies – CIHT, RTPI, TPS
 - Local Government representatives
 - Private sector – consultancies, developers, transport operators
 - Academic representatives
- Drafted to help all relevant professionals and interested parties including local communities

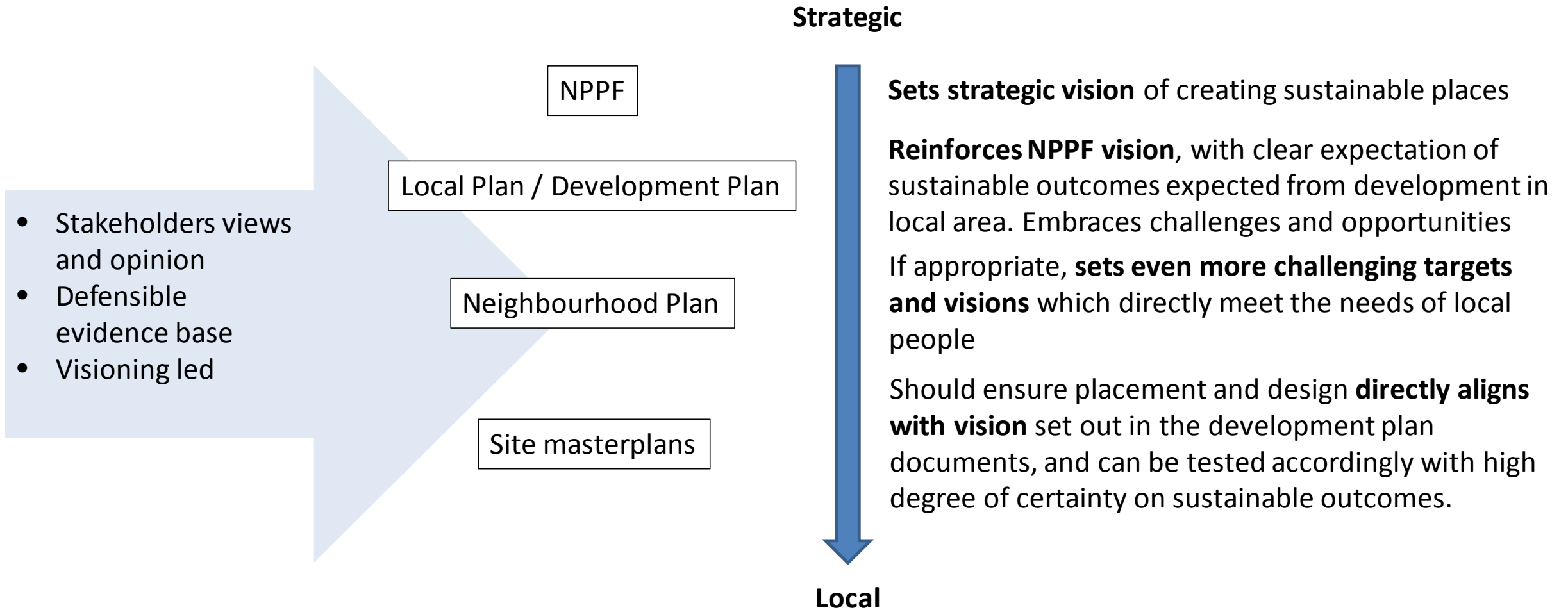
Fundamentals of Advice

- Targets 2 key aspects of development:
 - Local Plan (STRATEGIC)
 - Development planning / masterplan (LOCAL)



Key recommendations: 1. Vision

- Change to be driven by **strategic policies & local plan**
- Work **collaboratively** to develop a **clear vision** for 15-20 years:
 - What do we want this place to be like?
 - Set out measures to achieve it
- Base vision on **clear evidence base**
- Ensure **sustainable transport** is integrated from the outset
- Must be **iterative process**



Key recommendations: 2. Local Plan

- Relate plan to the **geography**
- Make it **spatial**
- Align local planning policy & **local investment strategies**
- **Integrate transport strategy** into the local plan from outset
- Evidence base & indicators to include: **health, environment, demographics**, as well as **all transport modes**
- Establish **accessibility & mode share requirements** in Plan



Car-oriented city

- Road building
- Car parking
- Lower density
- Decentralisation



Sustainable mobility city

- Public transport
- Cycle networks
- Roadspace reallocation



City of places

- Public realm
- Street activities
- Traffic restraint
- ToD/mixed use developments

C: car-based

- Average network speeds
- Day-to-day variability
- Vehicle congestion
- Car parking availability
- Road traffic accidents
- Noise
- Air pollution

M: SUM-based

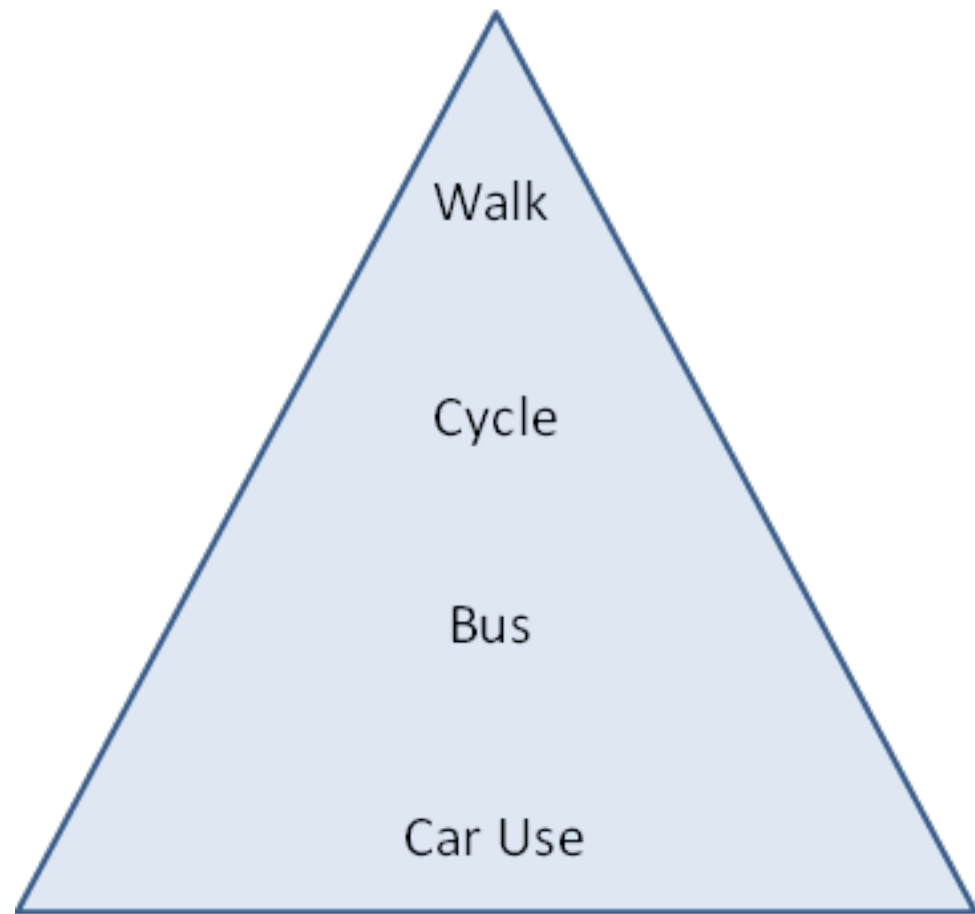
- PT frequency and reliability
- Access to bus stops and stations
- Safety and security
- Seamless travel
- PT modal split
- Walking/cycling modal shares
- Door-to-door travel times by mode

P: place-based

- Time use in transport modes
- Intensity of street activities
- Time spent in local area
- Value of high quality public space
- Health of the population
- Social interaction
- Social equity and inclusion
- Community severance

Key recommendations: 3. Evidence

- Shift away from “predict & provide” methodologies
- Authority drives choice of development sites based on **clear criteria** inc. accessibility
- Test local plan vision & objectives through **scenario-based, multi-criteria assessment**
- Need for **flexibility** - uncertainty should be recognised



Site masterplans should always....

Firstly, provide direct, safe and short routes between key land-uses

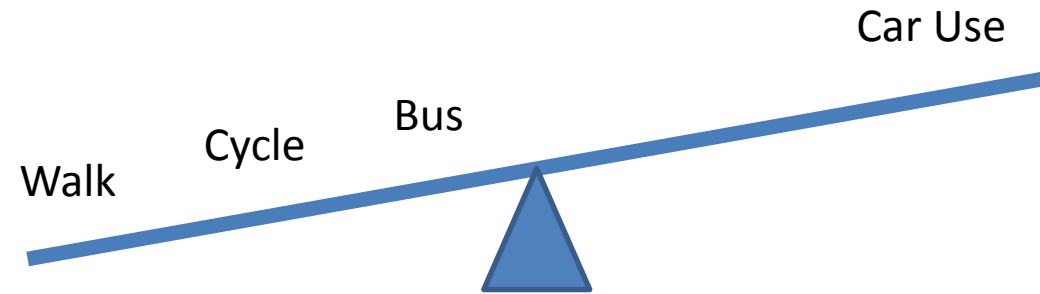
Secondly, plan for direct and convenient segregated cycle routes adopting the very latest design standards

Thirdly, ensure priority is offered to local bus services to allow them quick and easy access to local services

Fourthly, allow minimal capacity for car use only after all other sustainable options have been considered

Key recommendations: 4. Impact

- Strategic & local plans establish an **evidence-based definition of “significant” & “severe”** in local context
- CIL & section 106 linked to Plan’s sustainable transport strategy
- Make the link between development & accessibility explicit
- Monitor strategic policies, vision & plan through clear multi-criteria indicators
- Implement the Plan collaboratively - project managed through accountable body



Site masterplans should seek to 'tip the balance' in favour of sustainable modes, objectively tested through a proper examination of evidence from elsewhere and local circumstances. For example any route within the development should always seek to be quicker, easier and cheaper by sustainable modes than the private car

What does a 'better place' look like?

- Advice will include a range of case studies
- Challenge: Finding places with evidence on the impact on travel behaviour of residents / employees





Longer, similar time, indirect
(and considerable parking restraint)



Shorter, just as quick, more direct

In summary

- Advice seeks to improve sustainable outcomes
- Part of a process that requires all to think and act differently
- First stage is recognising current system is failing
- Solution lies in visioning the future we want
- And developing places and schemes that meet that vision
- Sustainable transport is then the enabler....
- The solution not the problem!

Acknowledgement

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- Kenny Duncan - Crest Nicholson
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- Andrew Hugill, CIHT

Thankyou and questions?

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Key questions

1. Do people recognise the deficiencies / need for change?
2. Can this be achieved within existing policy framework?
3. How do people feel about predict and provide?
4. What are biggest barriers facing sustainable development?
5. Will advice be useful or does it need something else?
6. Where are the exemplar case studies?
7. What about wider stakeholder attitudes?