

Transport Planning Society

Meeting Date	10 th January 2019
Report Title	Chair's Report
For Decision or for Information?	For Information
Decision Sought	N/A
Report Summary	This report summarises my main activities since the last Board meeting and other key issues.

Introduction

Little time seems to have elapsed since the last meeting so this is a short report. Since the last meeting my priorities have been supporting Kate on issues surrounding the "paid" personnel following on from the last meeting, the Transport Summit, speaking on transport at a TCPA event on garden communities, meeting with the DfT and KPMG, pursuing the Advice through CIHT together with preparing a note for DfT on areas for the NPPG to consider, and meeting the No. 10 Policy Advisor on housing/planning/transport.

Further to our last Board meeting, Isabelle Clement, Director of Wheels for Wellbeing, has agreed to become part of the Policy Group.

Activities

A key activity for me focuses on the implementation of the last Board in respect of reviewing the way the Society pays those people providing services and Kate will report on the progress made and discussions held.

The DfT is moving ahead with working with the MHCLG on preparing new guidance in respect of the NPPF and asked for input from me in the context of the CIHT working group on advice on the integration of planning and transport. This was provided and is attached in the Appendix. It is hoped that there will be further interaction with DfT and possibly MHCLG on this in the New Year. I was also invited by DfT to meeting with them and KPMG to discussion some research KMPG are doing for

the Transport Knowledge Hub. This is looking at the longer term changes that should be considered in respect of planning and transport. However it was an ideal time to talk about the issues being addressed in CIHT/TPS/RTPI Advice and the outcomes of the Transport for New Homes report as well as our work e.g. on methodologies.

Following on from the latter report I was invited to see the Special Adviser to the Prime Minister's Office together with Stephen Joseph and others from the team to talk about what changes should be made. The focus was on the Guidance to be prepared by MHCLG with DfT. The meeting was short and much of the time spent covering the conclusions from the FIT report on Transport for New Homes. The special Adviser has been sent the attached Appendix and they have also agreed to host a discussion early this year on the issue. This is being pursued by FIT and I am sure TPS will be part of it.

Unfortunately we were not successful in the bid the TPS and Jo Field's company jointly submitted to the Public Affairs Award. Getting into final was good however.

The Transport Summit was a very useful event and one that should be included in our annual calendar and budget. I think we need to ensure we have a very visible presence at this meeting.

Looking ahead

Work continues on the Advice which I hope will be concluded by the end of January. I will be speaking at an TfNH event in January on the key messages together with a draft "checklist" being prepared with Tim Pharaoh.

There are also the 2 opportunities where we can present papers to raise our profile and re-affirm our objectives namely: the next TPM in Oxford and the 3rd Annual Public Health & Sustainable Transport Summit in March in Bristol. I have yet to prepare papers for these events.

2019 looks to be a very exciting but challenging year. I think there are real opportunities to influence Government around the issues we believe are fundamental; we should be able to promote the CTPP; we could be promoting a second Transport Planning Day; there are the potential changes to our skills qualifications that Keith has been working on; and there will be the outcomes of our brainstorming meeting on the future to implement whatever they may be. All these will coincide with Stephen taking over as Chair and Laura as Treasurer – a challenging time for them both. I wish them ever success.

Lynda Addison
20th December 2018

APPENDIX

Notes to DfT:

Key elements/main messages for NPPG based on work so far on CIHT Working Party on Advice (December 2018)

The focus below is on the nature and content of the Strategic and Local Plan, as this should then drive the key subsequent decisions and actions.

The NPPF requires Local Plans to include strategic policies. These should flow from a compelling and clearly expressed place-based vision, developed collaboratively, with a timeframe that extends beyond the plan horizon and underpinned by a robust and proportionate transport-related evidence base. These are essential to seeing localities develop and evolve in a way that is consistent with wider economic, social and environmental goals.

These policies must be informed by and aligned with long-term investment in strategic infrastructure as well as behaviour change aspirations, so that they are capable of clearly and consistently steering neighbourhood plans and other local strategies. Development proposals and decision making should give great weight to these policies if more sustainable patterns of development and better-quality place making are to be achieved.

Government actions and behaviours, and that of the Planning Inspectorate in particular, needs to put much greater weight on transport and movement related evidence and more consistently, as well as have regard to how access and movement is facilitated by more sustainable means to achieve a better modal split with all its benefits.

At Plan Level

- Strategic and Local Plans should establish a **place-based vision for how they evolve in the long term, to steer an appropriate development strategy over the Plan period**, supported by an integrated sustainable transport strategy which is designed for that purpose. Clear strategic policies should be established covering both spatial planning and transport which are clearly integrated and consistent.
- Plans should be devised from the beginning through a collaborative approach to the development and assessment of the strategy, to foster buy-in and shared ownership, with all key players including transport infrastructure providers and operators appropriately represented and consistently and meaningfully engaged. The collaborative approach should be appropriately formal, transparent and evidenced, and maintained through to completion of the plan-making process and its subsequent delivery.
- The Local Plan should integrate the relevant transport strategy of the Local Transport and Highways Authorities, as well as Highways England and Network Rail, and Sub-national Transport Bodies (STBs) where applicable. Where necessary, LTAs and LHAs should seek to ensure their own plans are up-to-date and fit for purpose, to properly inform Local Plans. The investment plans of transport providers (including, where applicable, corridor-based strategies and initiatives that cross Local Plan boundaries) should inform and be informed by Local Plans.
- The evidence base for assessment of strategic and Local Plans should include health, lifestyle and environmental data as well as standard demographic and transport information. The evidence base should consistently highlight across the plan area, and at a suitably early stage, where transport capacity presents opportunities and constraints to the development strategy. Where investments are planned for delivery within the plan period, the plan should both facilitate this, and where appropriate, take advantage of the opportunities presented.

Transport providers should signal where localised and more targeted measures can be put in place, and where measures to address current capacity constraints need to be tackled, with particular emphasis on rebalancing transport networks in favour of more sustainable modes to address the health, lifestyle and environmental issues highlighted.

- The Strategic and Local Plan vision should be subject to an evaluation and robust, transparent and proportionate transport assessment process to ensure that it is viable and deliverable in terms of meeting clear sustainability and mode share targets, including but not limited to, economic development, public health and climate change mitigation and adaptation.
- The transport-related strategic policies in Local Plans should be capable of evolution providing for a degree of flexibility regarding delivery of certainly larger scale or more innovative projects or measures whilst still focused on the vision. This is especially relevant given the current level of uncertainty around the impact of behaviour change and technology.
- The strategic objectives should be developed through a scenario-based approach which is subject to a multi-criteria evaluation process which focuses on delivery of the vision and not maintaining historical patterns of movement.
- The Plan should be accompanied by an Infrastructure Delivery Plan developed in collaboration with all stakeholders involved in its delivery. It should be reviewed, and updated, as key technological and other changes require but maintaining consistency with the vision and objectives. Transport plans and evidence are expected to evolve having regard to the likelihood of infrastructure and services being deliverable on different timescales, that may not always align. Thus, the development trajectory needs to sit alongside a phased Infrastructure Delivery Plan that allows both the suitability and timing of potential locations for development to be appropriately assessed for their capability of being accessed sustainably and only included in a plan if there is reasonable certainty that is practically achievable at the point it needs to be brought forward to meet objectively assessed development needs.
- At the point plans are submitted for independent examination, the Local Planning Authorities should be able to demonstrate quickly and cogently to the Planning inspectorate that the plan has been prepared with regard to and in conformity with these requirements. Sufficient time should be given to ensuring that the Examination covers these matters, at a suitably early stage in the Programme. Specifically, the EiP should appropriately and adequately test the transport strategy as an integrated part of the strategic/Local Plan and how far it has been developed collaboratively with those parties that will deliver it, and how far it will support the delivery the plan's place-based vision.
- Accessibility levels and mode share requirements (including clear targets for mode shift towards more sustainable modes) should be included in the Plan. It is likely that plans will need to be informed by and have regard to maps and diagrams of proposed transport networks or key corridors for all modes to ensure the spatial integration of development with transport is transparent.
- Infrastructure Delivery Plans should determine the management and monitoring processes required to deliver the required outcomes across the plan area, and pursued through all appropriate avenues not just development management. Local authorities should be prepared to drive and project manage the implementation of the Plan rather than just react to planning applications.
- The Statements of Common Ground prepared by plan-makers should be required to include the agreed extent of joint work with the transport authorities and providers and over what

period of time to both inform and evidence ongoing and meaningful collaboration throughout the plan-making process; and in particular, agreement on what transport investments and interventions are required and deliverable in support of the plan strategy.

- The Strategic Plan and Local Plans, and their proposed site allocations, should be subject to a transport assessment and scenario testing to ensure that the overarching plan vision can be realised.
- Any guidance set out by Government in support of plan-making, development design, and decision-taking, must take the opportunity to define “significant” and “severe” transport impacts in the sense of NPPF Paragraph 109; while providing appropriate scope for flexibility of interpretation based on context and local evidence as well as any policies to effect changes in mode share. This should follow through to authorities being able determine planning applications in the context of their Local Plan policies confidently. It is for the Local Authority and other decision takers to determine what constitutes “significant and acceptable” in relation to sustainable transport measures in their Plan and within clear parameters set out in Guidance.
- The language used in NPPF paragraph 108 does not in and of itself provide sufficiently strong grounds for promoting sustainable transport, with terms like ‘appropriate opportunities’, ‘significant impact’ and ‘acceptable degree’ left open to interpretation. The Guidance should expect the relevant Strategic Policies in Local Plan to do so.
- The Guidance should state how applications will be assessed for conformity to overall place-based vision of the Plan rather than simply whether, viewed in isolation, they are allowable because they don’t breach network capacity and safety criteria.
- NPPF Para 109 states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”* The Guidance should support the Strategic and Local Plan determining the quantification of ‘severe’ within the context of its vision, objectives and integrated transport and planning policy. This would point to a shift in approach compared to current practice with more importance focused on the strategic approach within a Local Plan and its overall impact on promoting sustainable transport solutions rather than local highway issues. This would support mode share and behavioural changes approaches and move away from development highway schemes based on past trends and assuming a “worst case” scenario.
- CIL and Section 106 policies should expect to make provision for local, and where appropriate, more comprehensive sustainable transport network improvements as evidenced in the Plan. Guidance should make clear that it is expected that these measures should be sequentially prioritised over delivery of additional road capacity in the evaluation of development strategies, potential sites, specific development proposals and transport strategies in support of them.

At Development Management level

- The vision should be aligned and delivered consistently through the wider development planning assessment process. Local Plans should set out the conditions and obligations required to secure the necessary outcomes. Strategic allocations should be informed by and be evidenced alongside such requirements.
- The level of accessibility to key existing or potential transport services or the opportunity to include new services in large development areas should be a key determining factor in assessing planning applications. The Local Plan should include a clear statement of the minimum quality of accessibility by sustainable modes to offer a credible choice in the local

context; and ensure proposals satisfy these with respect to key local destinations e.g. local shops, primary school, health facilities.

- Development proposals should describe how they support the Local Plan's place based vision for access and movement taking account of viability, deliverability, resilience to change and explicit sustainable development outcomes.
- Transport assessments for sites should assess alternative land use and transport options to define the optimum sustainable transport strategy giving it priority. They should also present evidence to demonstrate that there is a reasonable prospect that the preferred option can be delivered (a clear move away from traditional predict and provide highways-based approach to transport planning).

**Lynda Addison on behalf of the cross-sector CIHT led Working Party on NPPF advice.
12th December 2018**