



Legislative Support to Sustainable Mobility in the UK The English Example

1. How do we secure travel plans through the planning process?
2. What guidance/best practice do we use in the UK
3. Why it doesn't always work - lessons learned!!
4. What can they achieve if you get them right

A travel plan secured through the planning process is a **long-term management strategy** for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.

Overview of what a Travel Plan secured through the planning process seeks to achieve

Travel plans were first secured through the planning system within the context of *Planning Policy Guidance Note 13: Transport from 2001 onwards*

- This provides English planning policy the opportunity to secure travel plans through planning conditions and/or obligations (most often using a Section 106 agreement)
- These planning conditions provide **legal mechanisms** to deliver national, regional or local planning policies by attaching requirements to limit, control or direct the manner in which a development is carried out.
- These planning obligation can require the payment of a **financial contribution** towards implementing planning measures necessary to mitigate the impact of a development.

- PPG 13 (2001) provides national guidance on the integration of development and transport planning, in order to;
 - ..reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, cycling and walking.

- The PPG makes specific reference to travel plans and identifies in paragraph 88 that the relevance of travel plans to planning, “lies in the delivery of sustainable transport objectives including:
 - Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, cycling and walking;
 - Reduced traffic speeds, improved road safety and personal security particularly for pedestrians and cyclists.

- It goes on to say, in paragraph 90, that the travel plans should be:
 - Worked up in consultation with the local authority and transport providers. They should have measurable outputs, and should set out the arrangements for monitoring the progress of the plan, as well as the arrangements for enforcement, in the event that agreed objectives are not met.

What we know.....

- Travel plans in the planning process **are** an integral tool in managing the demand for travel
- Essential tool for the delivery of National, Regional and Local policy
- Well implemented Travel Plans are proven to mitigate adverse traffic impacts of a development
- Recognised for their myriad of additional complementary benefits
- Play a part in the attainment of many key Local Authority policy deliverables

BUT.....

“One hazard in [trying to effect change] is psychological reactance. Whenever it becomes clear that someone is trying to persuade us of something, we instinctively take the opposing view.”

Extract from ‘Personal responsibility and changing behaviour: The state of knowledge and its implications for public policy.’

Halpern et al 2004

What happens in reality?.....

- Adopted or suggested travel plan guidance varies considerably
- Local authority guidance is sometimes slow in its production and adoption
- Appropriate TP guidance can inform every major policy within the Local Authority but rarely does
- There are not always the resources for effective implementation
- Due to historic 'miss-direction', TPs can be seen as beaurocratic hoop jumping exercises when attached through planning process.

And there's more!!!

- Not knowing full extent of what's been secured
- TP co-ordinators wearing too many hats
- Differing interpretation by engineers, planners, members, developers...
- Mistrust from developers/greedy LAs
- Unwieldy agreements
- Unenforceable conditions
- Lack of joined up thinking

Why was guidance needed?

- No standards, TPs can involve unnecessarily complicated negotiations with no consistency and slow down the planning process.
- The benefits to all stakeholders in the process had to be more apparent and address real issues we know exist in securing travel plans through the planning process
- Concern that travel plans can be dropped on developers after the planning permission
- Fear that they can be an unknown commodity an open ended cheque and the negotiations can be long and unwieldy. The guidance are designed to negate this.

Using the Planning Process to Secure Travel Plans – Department for Transport (DfT) 2009

- Commissioned by the Department for Transport, in consultation with Communities and Local Government, to give further impetus to the use of travel plans as a means of promoting sustainable transport
- Best current practice from examples around the country and draws on the results of recent research
- Examines way in which the planning process and travel plans inter-relate currently and how this could be more effective.

Guidance for Workplace Travel Planning for Development – Transport for London (TfL)

- The Guidance for Workplace Travel Planning for Development aids the preparation of TPs associated with new developments in London.
- The objective is to establish a process to achieve consistency in the way high quality TPs, associated with development proposals, are prepared, secured and implemented across Greater London.
- Adherence to this guidance is a material planning consideration as it is TfL's recommended standard referred to in the London Plan.

Land Use	Threshold at or above which Travel Plan is required		
	No requirement	Enterprise Travel Plan	Full Independent Travel Plan
Shopping Centre	<20 Staff <2500m2	>20 Staff <2500m2	2500m2
A1 Food/Non Food Retail	<20 Staff <1000m2	>20 Staff <1000m2	1000m2
Garden Centers	<20 Staff <2500m2	>20 Staff <2500m2	2500m2 above 20 employees
A3/A4/A5 Food and Drink	<20 Staff <750m2	>20 Staff <750m2	750m2
B1 including offices	<20 Staff <2500m2	>20 Staff <2500m2	2500m2
B2 Industrial	<20 Staff <2500m2	>20 Staff <2500m2	2500m2
B8 Warehousing and Distribution	<20 Staff <2500m2	>20 Staff <2500m2	2500m2 or 20 employees
C1 Hotels	<20 Staff <50 beds	>20 Staff <50 beds	50 beds
C3 Residential	<20 Staff <50 units	>20 Staff <50 units	50 units
D1 Hospitals/medical centers	<20 Staff <50 staff	>20 Staff <50 staff	50 staff
D1 Schools	All developments to have a School Travel Plan	All developments to have a School Travel Plan	All developments to have a School Travel Plan
D1 Higher and Further Education	<20 Staff <2500m2	>20 Staff <2500m2	2500m2
D1 Museum	<20 Staff <100,000 visitors annually	>20 Staff <100,000 visitors annually	100,000 visitors annually
D1 Places of Public Worship	<20 Staff <200 members/regular attendees	>20 Staff <200 members/regular attendees	200 members/regular attendees
D2 Assembly and Leisure (other than stadia)	<20 Staff <1000m2	>20 Staff <1000m2	1000m2
D2 Stadia	<20 Staff <1500 seats	>20 Staff <1500 seats	1500 seats

Land Use Thresholds

Travel Plan Status	Development Status	Activity
	A. Scoping	Establish need for travel plan and define relationship to Transport Assessment if appropriate. Agree scope with Borough officers (and GLA/TfL if a referred planning application).
	B. Pre-application	Prepare appropriate travel plan report submission (with baseline data if appropriate) to Borough officers (and GLA/TfL if required).
	C. Submission	Submit travel plan and Transport Assessment for consideration alongside planning application to borough (and GLA/TfL if a referred application). Agree heads of terms of travel plan. The terms of any conditions and Planning Obligation must be resolved.
	<i>Determination of Planning Permission</i>	
	D. Post-application and pre-opening	Establish detail of travel plan strategy in accordance with conditions and/or Planning Obligation. Implement appropriate measures prior to occupation.
	E. Post-opening	Roll-out implementation of travel plan(s).
		Review and monitor success of travel plan in accordance with travel plan strategy and conditions/Planning Obligation. Liaise with Borough officers (and GLA/TfL if appropriate).
		Ongoing review and improvement of travel plan.

Assessment Tools – ATTrBuTE

- ATTrBuTE is a Building and Evaluation Tool for Travel Plans
- **BUILD:** There is a checklist that can be printed out and used by the author to assist him/her in 'building' the Travel Plan Report
- **TEST:** The formal checklist tool can be used by the author prior to submission of the plan, in order to test whether they have worked up their submission satisfactorily. Testing with the tool can identify weak areas of the plan, which would benefit from additional work before the plan is submitted
- **EVALUATE:** When the Travel Plan Report is submitted, the Borough Officer (and TfL for referred applications) can evaluate the submitted report using the tool in order to determine whether it has been worked up sufficiently.

Transparency and Equity

- Clear indication of what is needed and when
Previous status sheet
- Set out clear survey timescales
Full survey requested on the 1st, 3rd and 5th year after occupation. At end of 5 years targets are reviewed
- Build in independence to the process
Automated third party monitoring
- Methodology
Standard iTRACE compliant data collection

What can be achieved?

- DfT model indicates that 50% of reduction in congestion required by their 10 year plan will come about through planning and soft measures
- The Mayor of Londons vision for 2025 is no new built road capacity, the delivery of accessibility to the city will be through Demand Management measures such as Travel Plans
- There are modal shifts of 10% & 20% clearly evident in the UK
- Evidence suggesting an average TP (implemented properly) can achieve a reduction in car driver trips of between 15 and 20%.

Conclusions.....

- Work in partnership
- Make the process as transparent as you possibly can
- You still have to sell the benefits (perhaps even more so?)
- Make what you secure realistic and achievable
- Don't be afraid to bargain and negotiate (& I need to learn to speak Spanish!)

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