Transport Planning Network Conference

Creating visions for better places

#tpn2019

Welcome

Victoria Hills MRTPI FICE
Chief Executive
Royal Town Planning Institute

@VictoriaRTPI

#tpn2019

The history and politics of visioning

Phil Goodwin

Emeritus Professor of Transport Policy,
UCL & UWE

#tpn2019

(This presentation is slightly different from the one given at the conference, by addition of two extra slides and some amendments based on discussion at the conference. It may be used freely, with acknowledgment, but note that some of the images, copied from the internet, may be copyright of the original producers, who are rarely identified)

A Collective Institutional Cognitive Dissonance of Town Planning?

- Visions in conflict with the images used to express them?
- Clarity of intent vs confusion of practice?
- Self-fulfilling forecasts?
- 'Long- term' taken to mean 'Later'?
- Strategies with incompatible components... ?

(I shall argue it's not as bad as that)

Liveable NEIGHBOURHOODS 2019

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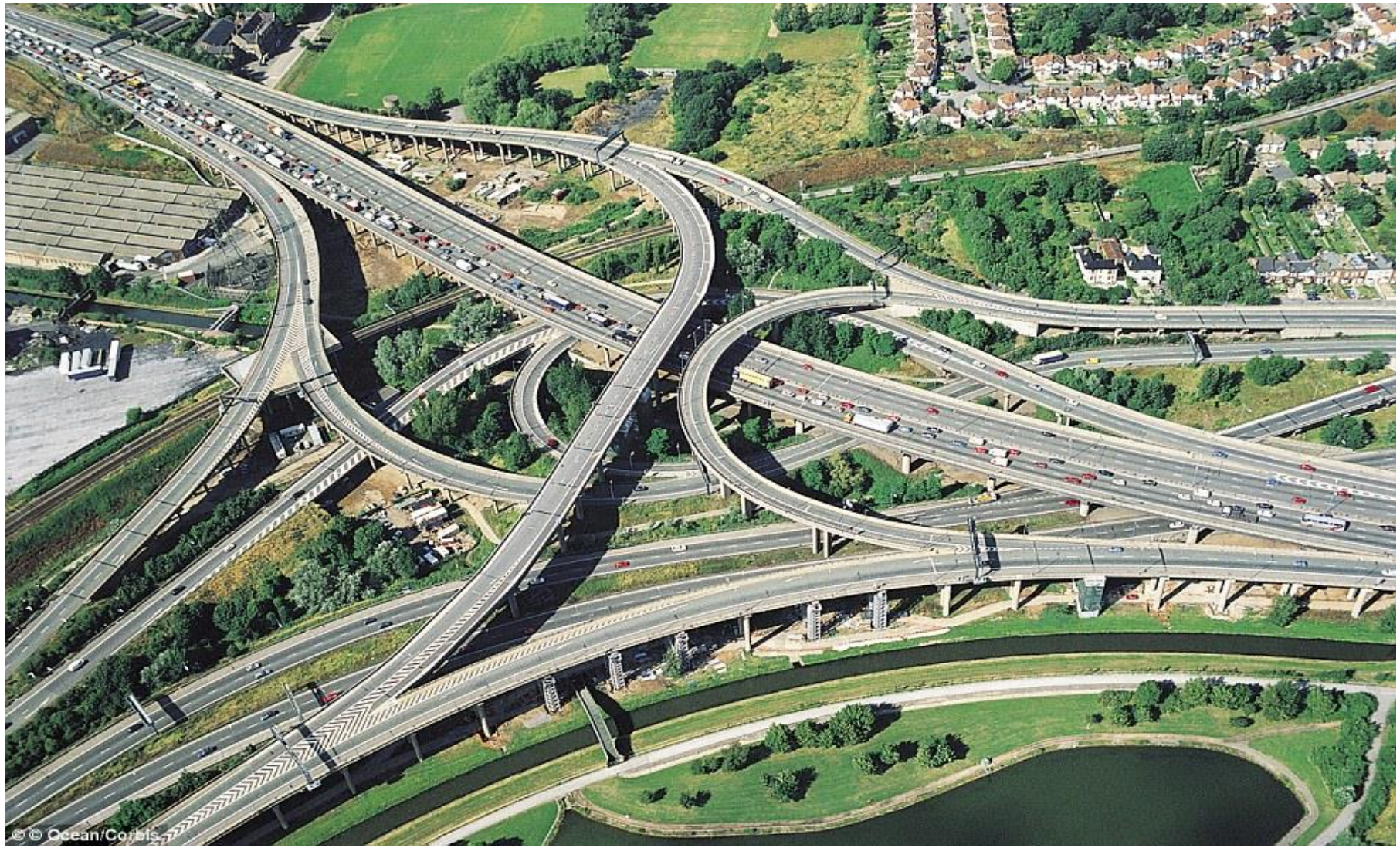
TRANSPORT FOR LONDON

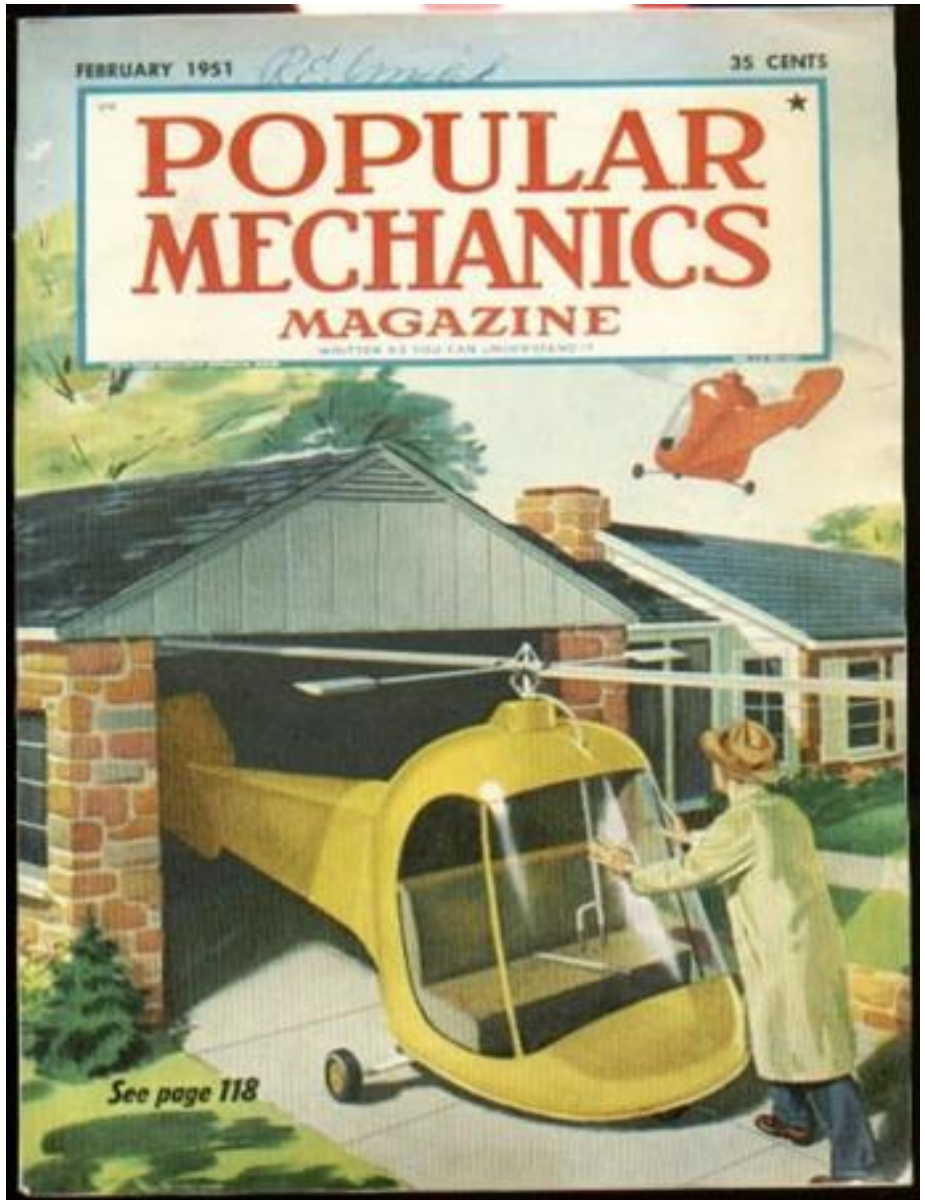


‘The hidden beauty of Spaghetti Junction’ (Mail Online 2012)

The Technocratic Tradition since 1920s

Films, Science Fiction, Toys, Cars

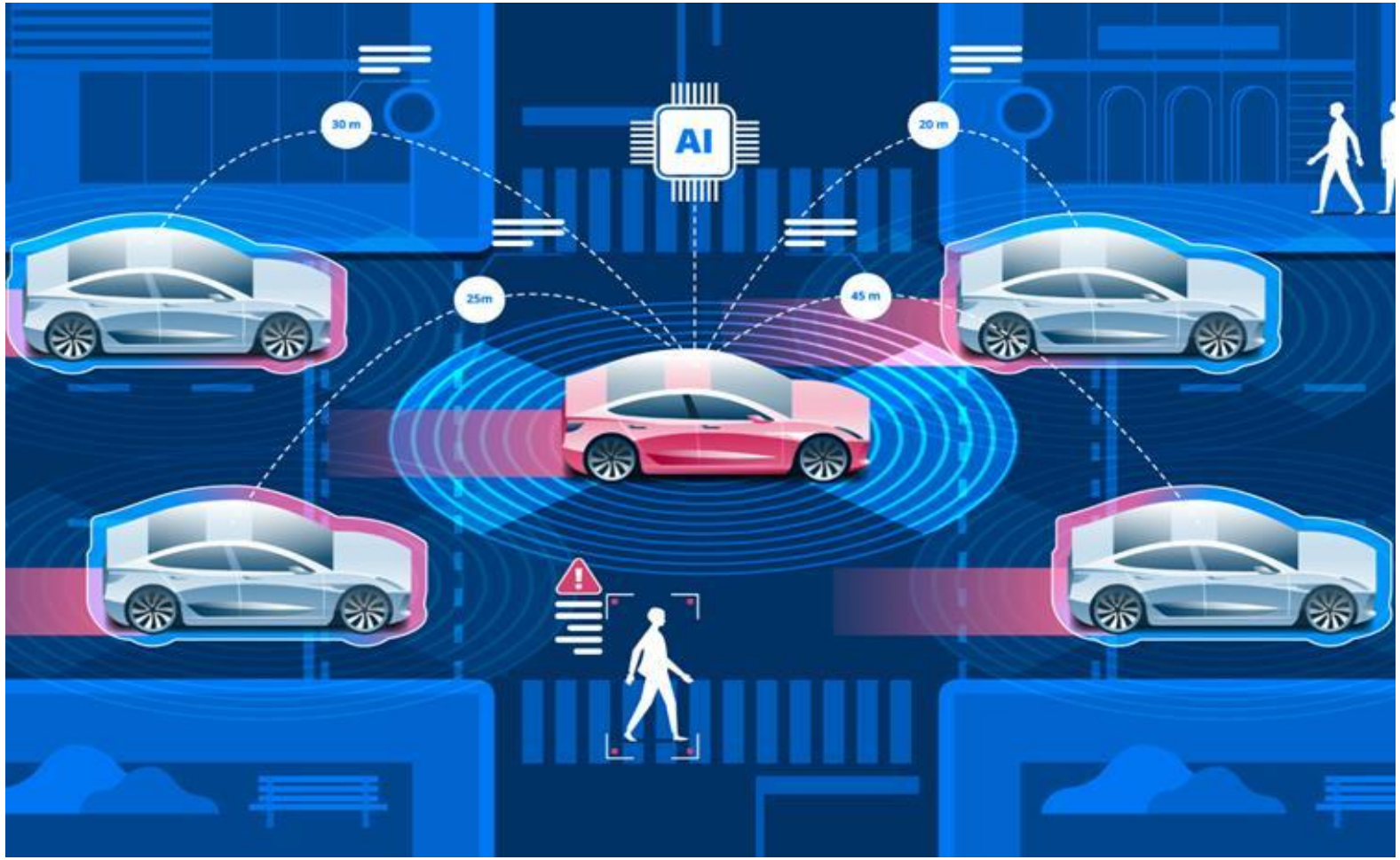
(*not* the solution to planning issues, but it affects people's minds)


FEBRUARY 1951
35 CENTS
POPULAR MECHANICS
MAGAZINE
See page 118

“Flying cars could cut emissions, replace planes, and free up roads”

but “not soon enough”


POLICE
POLICE
POLICE


AI
30 m
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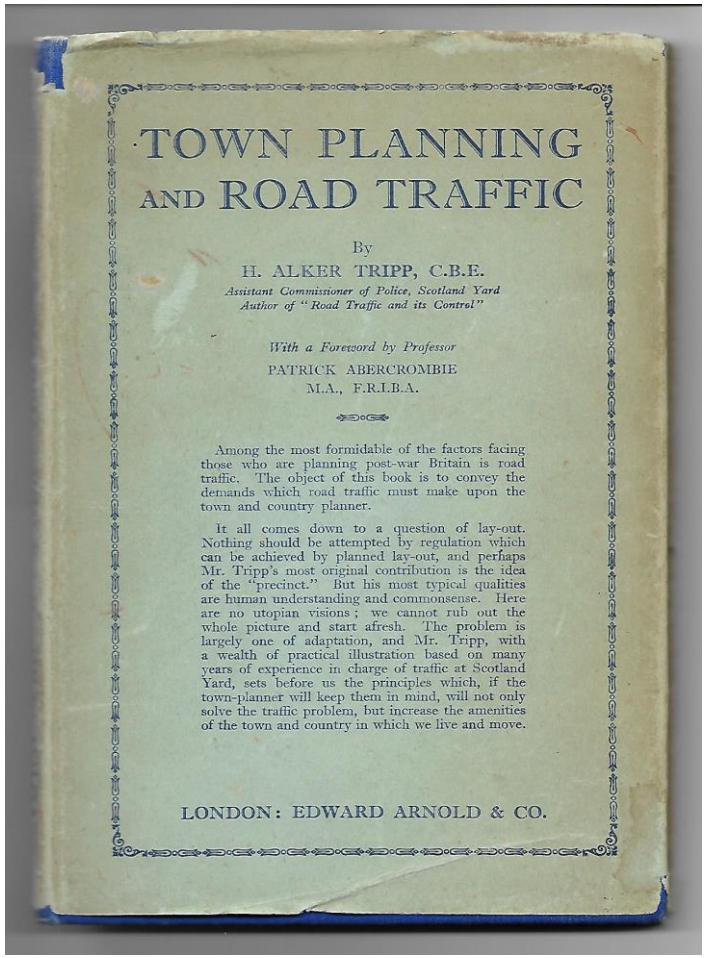
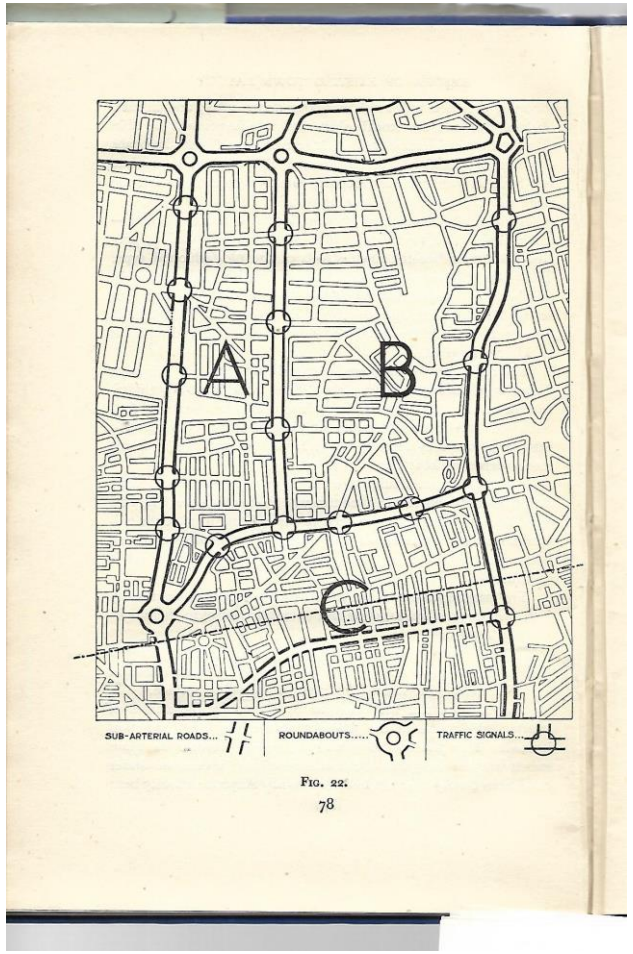
The Planning Tradition 1930s-1950s

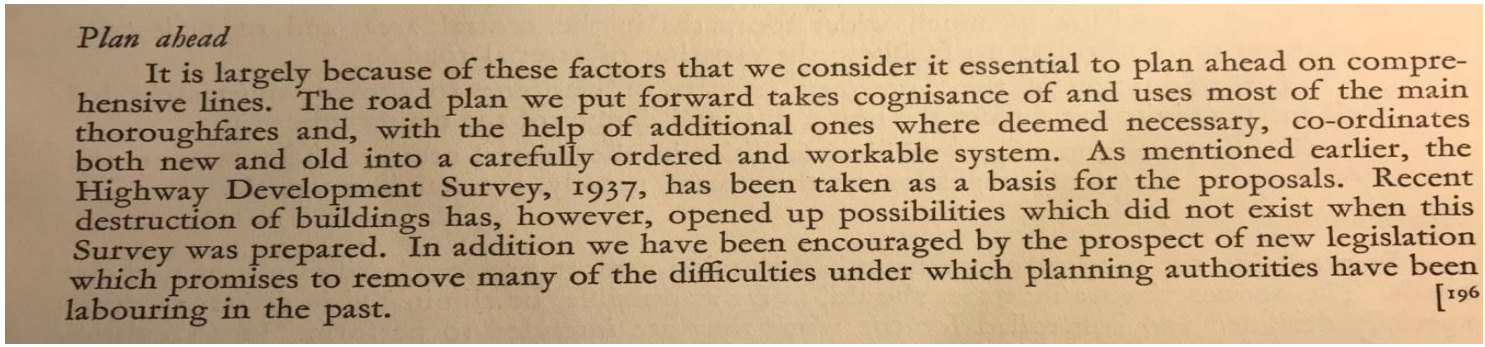
A strong welfare tradition in town planning, often with socialist orientation, which sought better living conditions by slum clearance, decentralisation, modern suburbs, and roads to match - but simply did not understand the feedback mechanisms that would increase car ownership and undermine the intentions.

Alker Tripp, Assistant Commissioner of Police, the 'father of traffic calming'...



... in precincts, vehicle priority on arterials, and fresh air in the country





Plan ahead

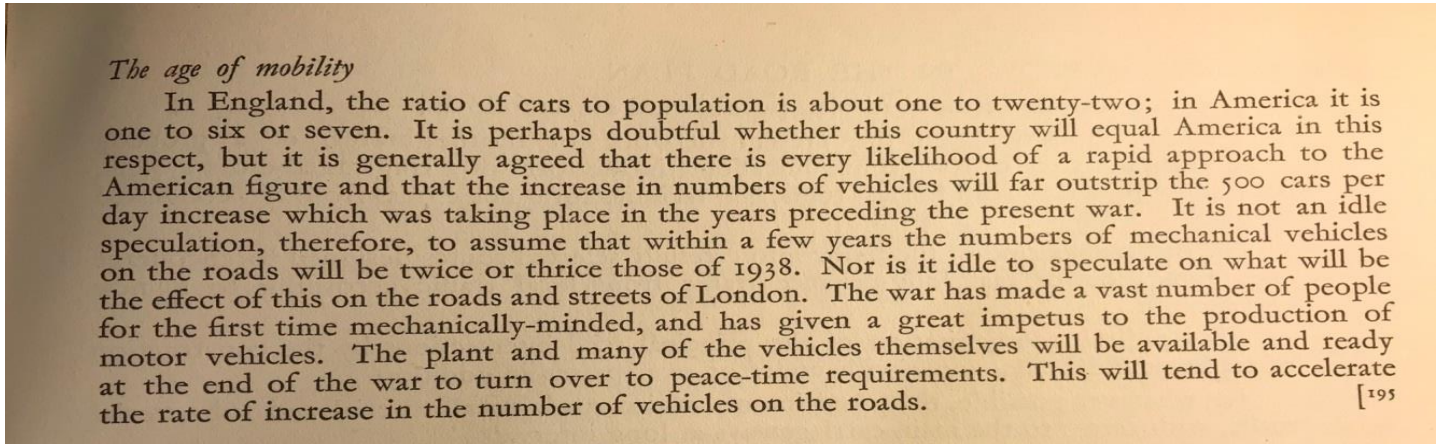
It is largely because of these factors that we consider it essential to plan ahead on comprehensive lines. The road plan we put forward takes cognisance of and uses most of the main thoroughfares and, with the help of additional ones where deemed necessary, co-ordinates both new and old into a carefully ordered and workable system. As mentioned earlier, the Highway Development Survey, 1937, has been taken as a basis for the proposals. Recent destruction of buildings has, however, opened up possibilities which did not exist when this Survey was prepared. In addition we have been encouraged by the prospect of new legislation which promises to remove many of the difficulties under which planning authorities have been labouring in the past.

[196

Abercrombie, 1944

A new road plan, based on decentralisation of population and employment...


REATER LONDON PLAN 1944
COMMUNITIES 5
PROPOSED EXTENSION OF EXISTING BUILT-UP AREAS AND SITES FOR NEW SATELLITE TOWNS
N
W
S



The age of mobility

In England, the ratio of cars to population is about one to twenty-two; in America it is one to six or seven. It is perhaps doubtful whether this country will equal America in this respect, but it is generally agreed that there is every likelihood of a rapid approach to the American figure and that the increase in numbers of vehicles will far outstrip the 500 cars per day increase which was taking place in the years preceding the present war. It is not an idle speculation, therefore, to assume that within a few years the numbers of mechanical vehicles on the roads will be twice or thrice those of 1938. Nor is it idle to speculate on what will be the effect of this on the roads and streets of London. The war has made a vast number of people for the first time mechanically-minded, and has given a great impetus to the production of motor vehicles. The plant and many of the vehicles themselves will be available and ready at the end of the war to turn over to peace-time requirements. This will tend to accelerate the rate of increase in the number of vehicles on the roads. [195

... and increases in car ownership. County of London Plan 1943 “it is not an idle speculation, therefore, to assume that within a few years the numbers of mechanical vehicles will be twice or thrice those of 1938....The war has made a vast number of people for the first time mechnaically minded, and has given a great impetus to the production of moter vehicles...”


GREATER LONDON PLAN
COMMUNICATIONS
ARTERIAL ROAD SYSTEM
EXPRESS ARTERIAL ROADS
ARTERIAL ROADS
SUB ARTERIAL ROADS
EXISTING BUILT-UP AREAS (RESIDENTIAL)
THE ADMINISTRATIVE COUNTY OF LONDON
5 EDINBURGH
6 CAMBRIDGE
BIRMINGHAM 4
7 IPSWICH
GLOUCESTER 3
SOUTH WALES 2
8 CANTERBURY
EXETER 1
BRIGHTON 9
EASTBOURNE
PORTSMOUTH 10
N
W
E
S

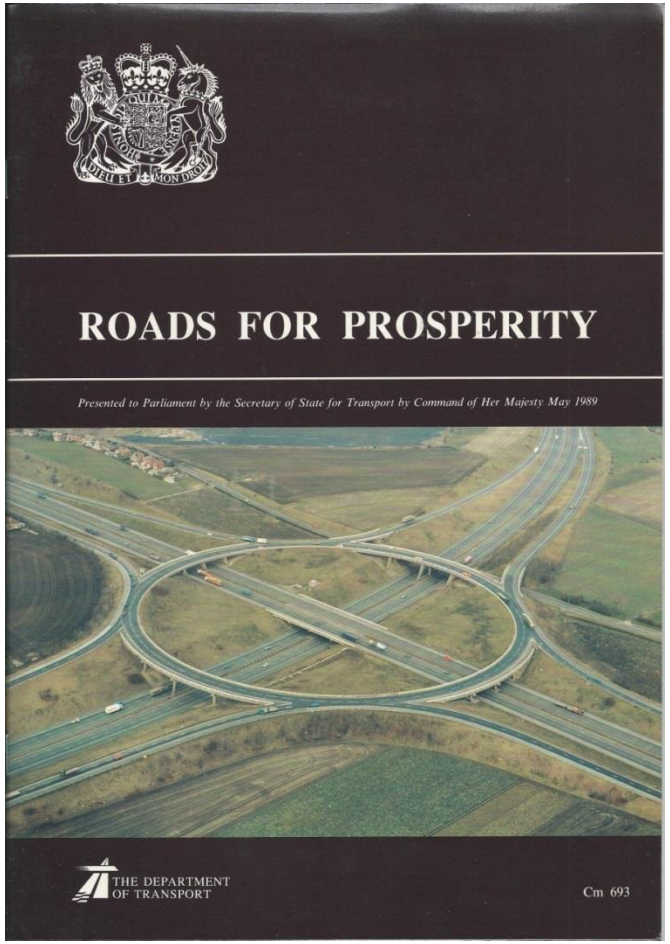
Abercrombie had lasting effect on transport planning

1944 plan became the 1960s proposal for three concentric ringways in London, the Motorway Box which led directly to the 'Homes Before Roads' protest movement in the 1970s, which, in parallel with professional rethinking, later gave an intellectual critique of 'predict and provide', which is now an essential part of the new urbanism, and recognition of 'better places'. But not immediately...

Buchanan 1964

Figure 5: Los Angeles, USA *"There is nothing to suggest that we would gain by spreading out our own cities, or still further spreading the conurbations, in order to reproduce the conditions of Los Angeles. All the American experience of sprawl suggests that in our small country we would do well to have no more of it"*, Traffic in Towns para. 424

1989: the high point of 'predict and provide', and its downfall



Margaret Thatcher - 'the biggest road programme since the Romans' - but 'New Realism' 1991: even twice as much road building would not keep up with traffic forecasts, so demand management especially of car use would become necessary

'Roads to Prosperity' abandoned by 1994

Tories plan U-turn on car culture

Exclusive

Polly Ghazi
Environment Correspondent

TRANSPORT Secretary Brian Mawhinney has given a clear signal that the Government is preparing a dramatic U-turn on road building, reversing a decade of policy.

In his first full interview since taking office, Dr Mawhinney signalled that, for the first time since the war, the Conservatives have turned away from unfettered car ownership — what Baroness Thatcher famously described as 'the great car economy'.

The development may effectively spell the end of the Government's £19 billion road-building programme, which has aroused violent opposition across the country. The beginning of the end could come as early as next month, when the programme is likely to be savaged in the Budget by Chancellor Kenneth Clarke, who is desperately seeking to cut public spending.

Dr Mawhinney used his interview with *The Observer* to issue an invitation to the environment lobby to present him with concrete ideas on how to shape a new transport policy for Britain.

'"The great car economy" is not a phrase I have chosen to use in my first 10 weeks in this job — nor do I envisage using it in the future . . . I am happy to talk in detail to the green lobby about how they see transport policy developing and ask them how, for example, the Government could persuade people to get out of their cars and use public transport.'

Dr Mawhinney, who could only embark on such a significant change of direction under the instruction of the Prime Minister, is understood to have launched a wide-ranging review of the motorway-building programme that will include a number of schemes deeply unpopular with Tory MPs, such as widening the M25 to 14 lanes in Surrey.

In his interview he also spoke positively of measures to control traffic such as cutting speed limits and restricting rush-hour access to busy roads.

While emphasing that the car had 'brought great freedom and choice to the British public', he added that managing traffic rather than building roads was the way forward. And he hinted that he may scrap unpopular road schemes through open countryside and wildlife habitats.

'Environmental concerns about transport are obviously taking a higher priority in people's minds . . . and we must address these better over the next decade,' Dr Mawhinney said. I want to look with particular care at schemes that have major environmental sensitivities.'

Dr Mawhinney's remarks confirm speculation that the Cabinet is embarking on a fundamental rethink of transport policy. Earlier this year Environment Secretary John Gummer warned that rising traffic levels were stifling cities and towns and that 'the car must become our servant rather than our master'.

At the time he appeared to be a lone voice. But events are now conspiring to push the Government towards a greener roads policy. With the general election less than two years away, Conservative MPs in the South-East of England are vociferously opposing the M25 and other motorway widening schemes. Smog alerts this summer have heightened public anxiety over the link between car fumes and asthma. And in two weeks' time, the influential Royal Commission on Environmental Pollution will publish a devastating assault on the Government's transport policies. The report will urge Ministers to halt the £190n roads programme, put up to 13p extra on a gallon of petrol and massively increase investment in public transport.

Although one of the least known quantities in the Cabinet, the tough, bright Ulsterman, the former Minister of State for Health, is generally viewed as a politician 'on the way up'.

He is a personal friend of John Major and his views will carry more weight than Mr Gummer's in Cabinet.

The first act of Dr Mawhinney's predecessor, John MacGregor, on joining the DoT was to ask for the most enthusiastically pro-roads script available for his first speech. Dr Mawhinney's, by contrast, was to 'ask a lot of fundamental questions about our policies, including the £2bn a year road-building programme'.

At the Conservative Party Conference in Bournemouth on Tuesday, he won a standing ovation for announcing a clampdown on 'belching monsters' — vehicles breaking the MOT's exhaust-fume standards.

The next day he outlined his general strategy on the seafront promenade outside the conference hall.

'I want to achieve a better balance between the economic

Continued on page 2

OBSERVER SUNDAY 16 OCTOBER 1994

Diversion: Government is switching course amid concerns about road schemes and pollution./Photograph by Neil Libbert.

Tory U-turn on road-building policy

Continued from page 1

benefits of motoring, the public's right to choose to drive and what I have called social and physical environmental protection. The road-building programme is not going to go down to firmpence ha'pennys. We have an economy predominantly built around the road, and anybody who thinks we can change that overnight is not living in the real world.

'We have to take a serious look forward. We have an adequate existing network of roads. Do we really have to continue roads policy for the next 30 years the way we are doing it now?'

In a major shift of emphasis from his predecessor, he understood the need to manage motorway traffic, rather than indefinitely extending highways to meet demand.

Dr Mawhinney has ordered officials to investigate the alternative of introducing lower speed limits — 50mph in busy periods or restricting traffic at times of peak demand. 'I am exploring whether such measures could make up a sustainable policy programme,' he said.

Such language will delight the green lobby. But campaigners will be anxious to see the rhetoric translated into concrete action.

'It would have been unheard of for his predecessors to welcome in the environment groups and encourage a national debate,' said Stephen Joseph, director of Transport 2000. 'But we need much more than tinkering round with petrol rises. We need a comprehensive strategy to get people back on to public transport.'

The signs are not all good. The Transport Secretary remains wedded, for example, to motorway tolls, an initiative roundly condemned by MPs on the Transport Select Committee, who warned that traffic would shift to country roads. He also displays little enthusiasm for investing in public transport.

The acid test will be how the Government responds to the Royal Commission's demands for what amounts to a transport revolution. But nothing short of slashing the roads programme and injecting huge sums into public transport will satisfy the green lobby — now, indeed, a growing number of Conservative MPs.

Labour environment spokesman Chris Smith has already pledged to impose a six-month moratorium on the roads programme and drop several controversial schemes, switching funds to public transport. And, according to a Friends of the Earth survey, no fewer than 12 Tory MPs in marginal seats face public hostility to unpopular local road schemes.

Sir Geoffrey Pattie, a Conservative Party vice-chairman who, as MP for Chertsey, is leading opposition to the M25 widening, has no doubt which way the Transport Secretary and the Cabinet must jump.

'There are times in politics when the tide of public opinion changes fundamentally,' he said. 'We are at one of those moments now with transport policy, and Brian Mawhinney must move with it. If he doesn't, he will lose the battle.'

Leader comment, page 26

Predict and Provide - but

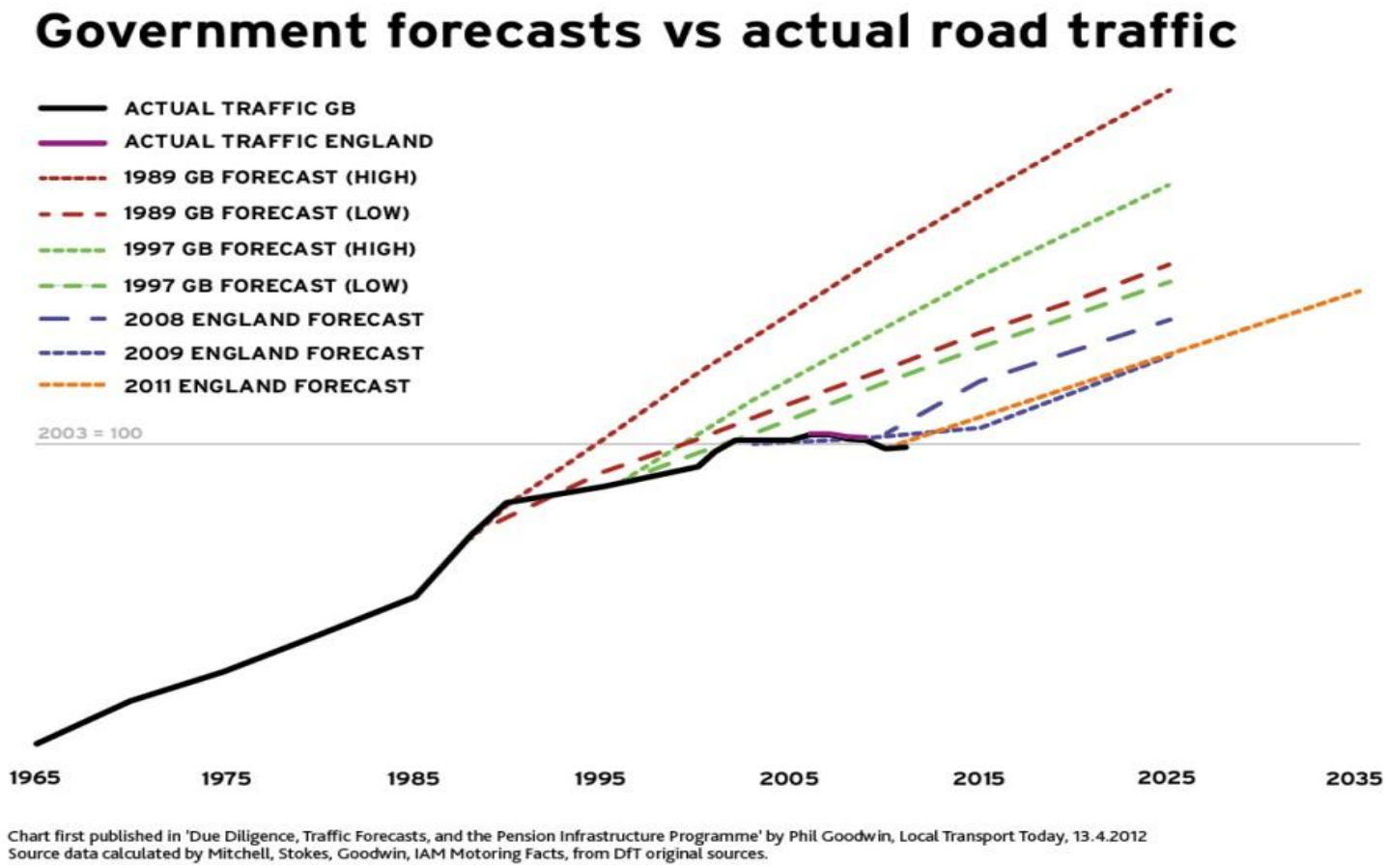


Chart first published in 'Due Diligence, Traffic Forecasts, and the Pension Infrastructure Programme' by Phil Goodwin, Local Transport Today, 13.4.2012
Source data calculated by Mitchell, Stokes, Goodwin, IAM Motoring Facts, from DfT original sources.

REVISIONS 1990s

LEARNING – German town centre pedestrianisation, Dutch traffic calming…

+

RESEARCH - Induced traffic, ‘disappearing’ traffic

=

‘New Realism’ that predict and provide road building doesn’t work – and alternative policies to reduce car dependence do work

Led by Conservative local authorities in SE 1991-94, New Labour White Paper 1998, but loss of momentum after 2000

Around 1991, car use in towns started declining (but not noticed for 15 years)

Figure 7: Miles travelled by car/person/year by local authority area type[52]

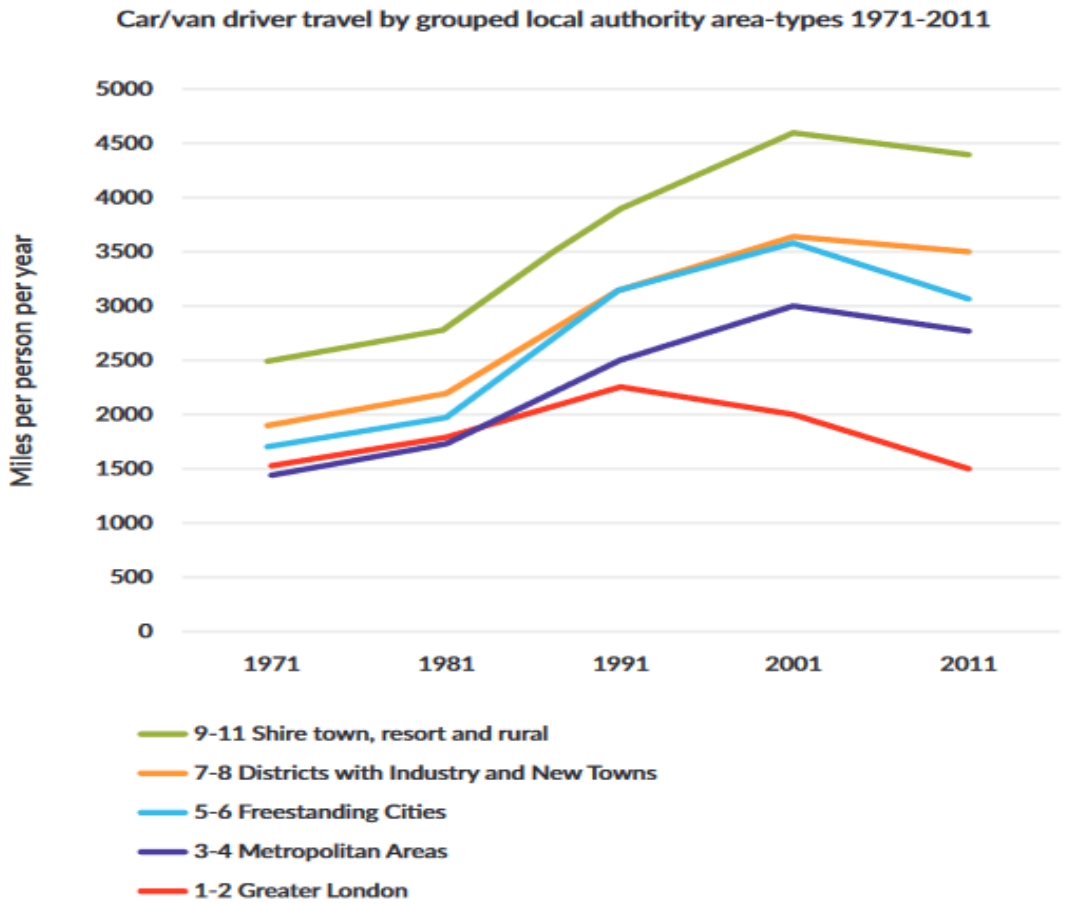
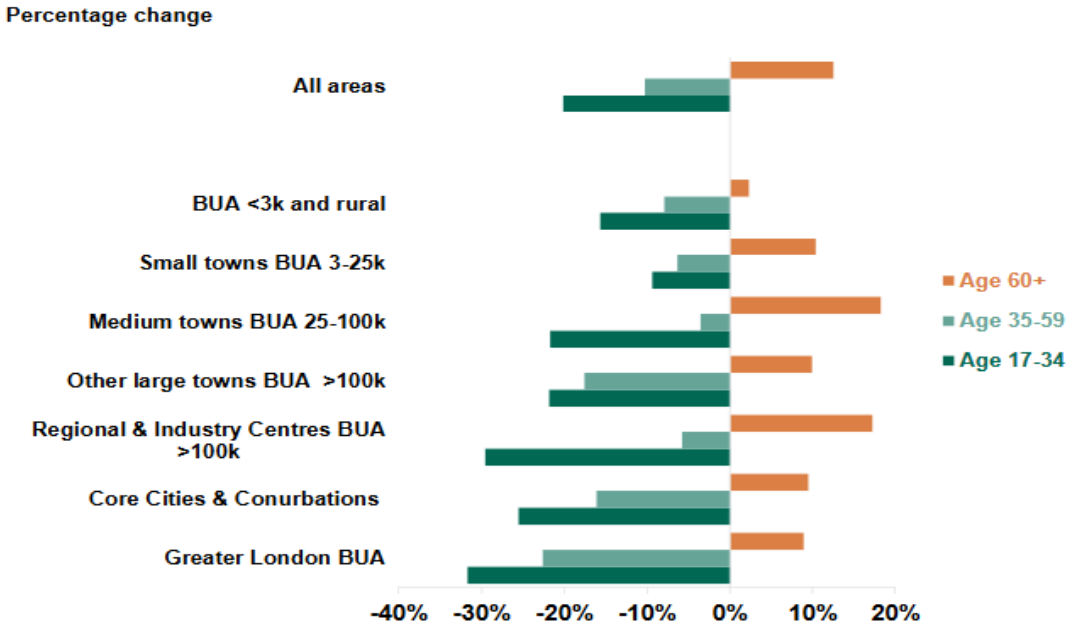


Image courtesy of: Peter Headicar

...especially for young people

(Peter Headicar, Chatterjee et al)

Chart 17: Percentage change in car driver miles per head per year by age group and area type and BUA size: England 2002-5 to 2011-14



National Travel Survey: England 2016 - Page 18

Urban Policy/Density/Transitions

Rich, economically successful cities with high incomes and growing population – greatest reduction in car use **(London – similar trends to cities like Munich, Paris – and smaller cities like Freiburg, Strasbourg…)**

- Also reductions in medium size towns especially English ‘sustainable travel towns’ 2004-8 ,
- and lower car use in high density new urban developments.

Behaviour change builds up over time triggered by life events – same profile as time-dependent lagged elasticities

Better Transport for Better Places

Long lived images from the past
County of London Plans 1943-45
Two traditions 1970s-1989
Clarity of intent 1990s…
… but inconsistency of application
Where next?

Congestion, Mobility, Health, Quality of life, & Equity

The *central* policy problem is the dominant role of private car use.

If we don't tackle that, all other solutions will be partial, temporary, or self-defeating.

It can be solved by reduced car use, better provision for alternatives, and more sensible pricing, taxation, regulation, development and planning - including planning of non-transport services.

Better, cleaner, fairer and more comfortable conditions for nearly everybody.

Resistance to this approach

- Politicians fearful they will not be supported,
- Deeply rooted illusions that predict-and-provide policies can work
- Vested interests in continuing and expanding the market for cars
- Most *millions of people have got locked in to car dependence, and see no viable alternative*

  public transport services are expensive, poor quality, or crowded, walking and cycling poorly funded, and continually impeded by excessive traffic.

This resistance can be overcome and turned into *support* by a careful and far-sighted *implementation strategy which makes the necessary improvements at the same time as any restrictions,*

and gives people ***time to adjust*** *their life styles and choices.*

Such a policy takes time - a **10-20 year timetable,** with conditions that would still be improving for **another 20 years** after that.

From year 1 all policies, initiatives and projects to be tested for consistency with this long term process.

1% reduction in car use per year - *a policy to form the habits of the next generation.*

But Climate Change as an Emergency?

change the habits of the present generation

- *we do not have 10-20 years to implement the policies and another 20 to see the full impacts.*
- Even on the most optimistic assumptions about the role of electric vehicles, we need to reduce the amount of car use by a minimum of something like a third in the next 10 years,
- *A reduction in car use of about 3% a year*.

The Collective Institutional Cognitive Dissonance of Town Planning

“Every City Hall in North America has this problem - cities make clear statements about the kind of growth they want (smart growth) and the kind they don't want (sprawl)

But their rules, policies, standards, incentives etc make growth in WRONG places much easier than in RIGHT places”

Brent Toderian 2019

The challenges facing transport planning

Four provocations

#tpn2019

Unlocking development and economic productivity

Keith Mitchell

Director, Community Development & Infrastructure

Peter Brett Associates (now part of Stantec)

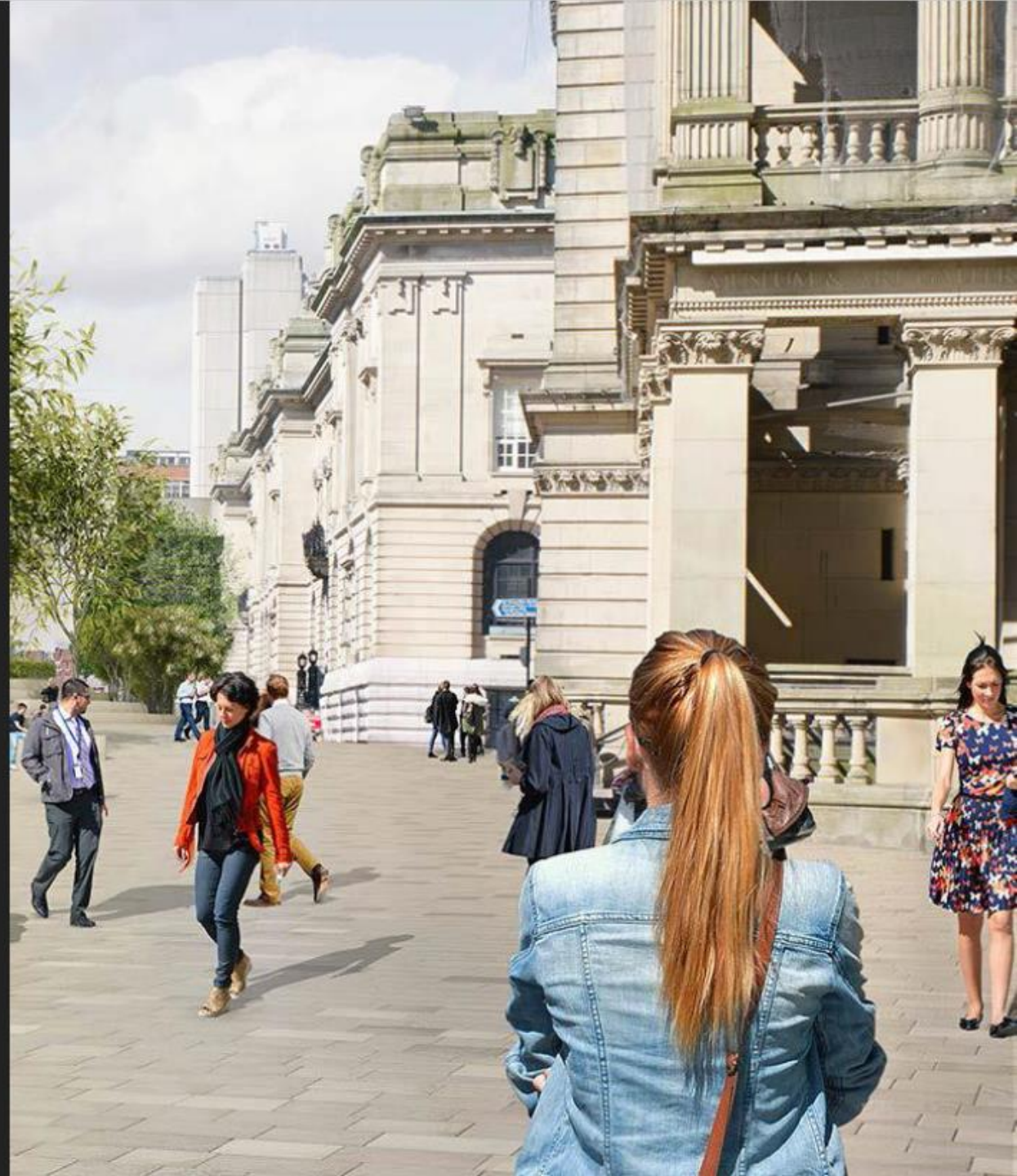
#tpn2019

Stantec

Housing & Growth Vs People & Place?

RTPI/ TPS Transport Planning Network Conference

Keith Mitchell, Director, Community Development & Infrastructure, Stantec



Housing & Growth – our current trajectory?

MORE HOUSING: MORE GROWTH

PLACES FIRST

pba peterborett now part of Stantec Designing with community in mind

Loneliness Depression wellbeing obesity health Air-Quality diversity cancer diabetes Emergency Climate-Emergency Nitrous-Oxide PM10 inclusion Emergency

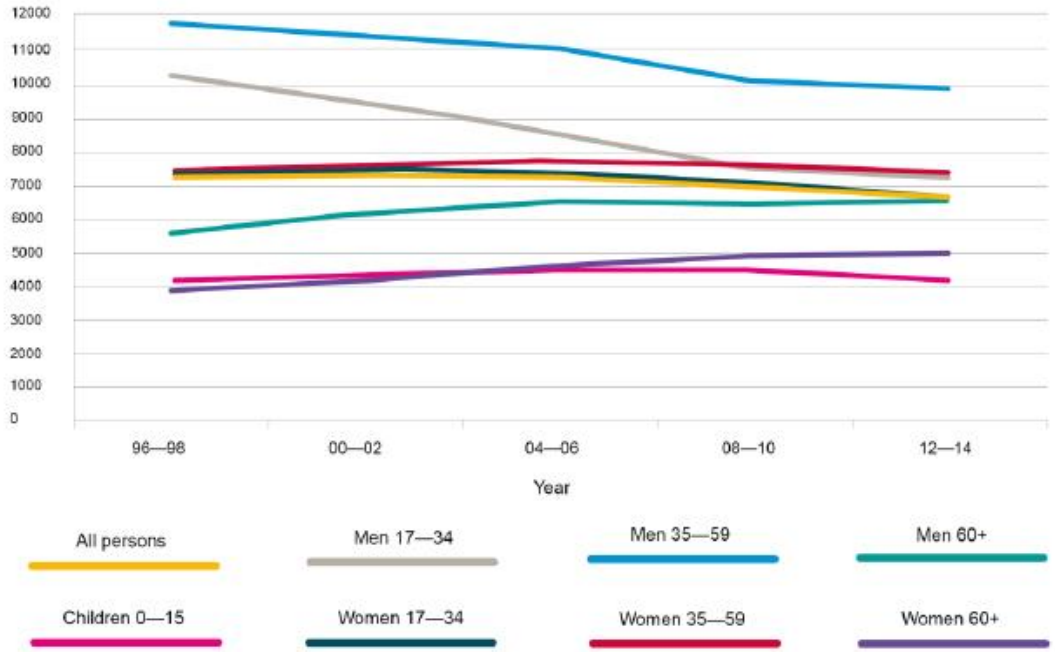
WordItOut

Heading in the opposite direction of current trends

MEETING THE NEEDS OF A CHANGING SOCIETY

PLACES FIRST

Car driver: Miles per person per year by age and gender 1996—98 to 2012—2014



pba peterbrett now part of Stantec Designing with community in mind

An inflexion point – from next generation to this generation?

Advancing Net Zero Lead Partner

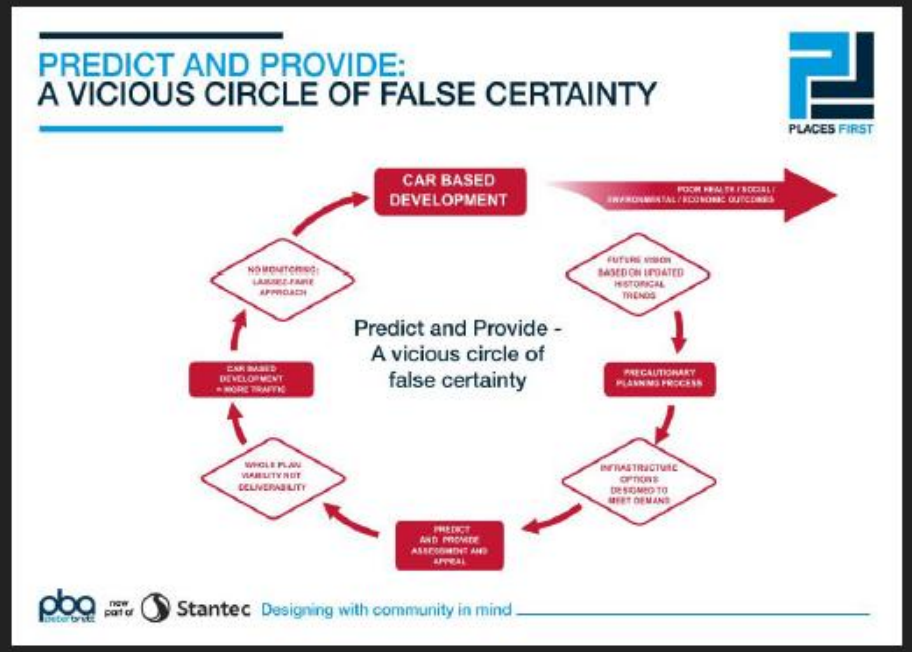
REDEVCO

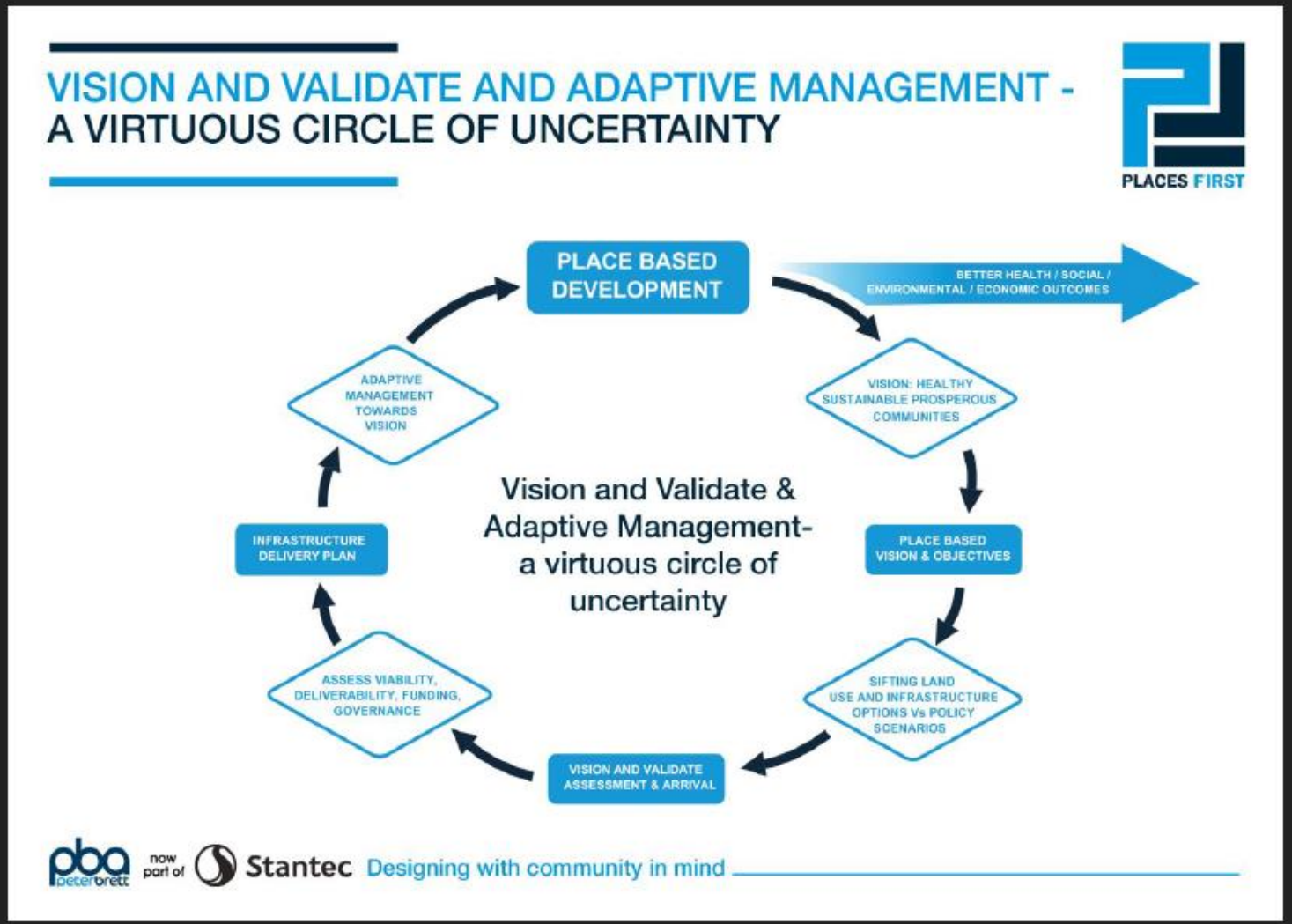
Programme Partners

bam GROSVENOR JLL

Berkeley Group HOARE LEA

Disruptive change needs a new approach to planning





Three Steps towards change

Steps for Change

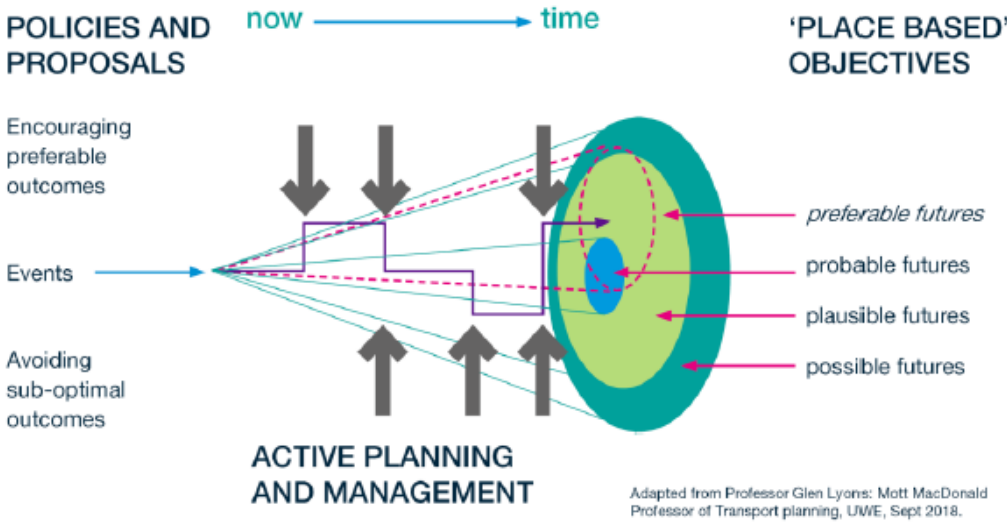
Making Futures Brighter

1. Turn planning on its head – vision replaces prediction

HANDLING UNCERTAINTY: SETTING THE VISION

PLACES FIRST

Handling uncertainty in planning and decision making



Adapted from Professor Glen Lyons: Mott MacDonald Professor of Transport planning, UWE, Sept 2018.

Examples of Overarching Objectives

Prioritisation of objectives should reflect the views of local communities and influence the outcomes of the plan.

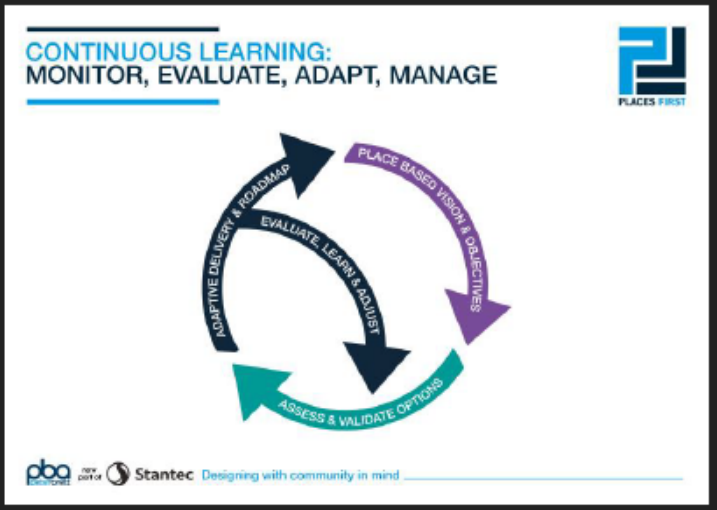
Community A Priority Objectives:

1. Provide access to a range and choice of jobs for everyone seeking to work
2. Offer quality homes that are affordable for all
3. Deliver reliable fast internet connection for all
4. Enable a fulfilled life without the need to own a car

Community B Priority Objectives:

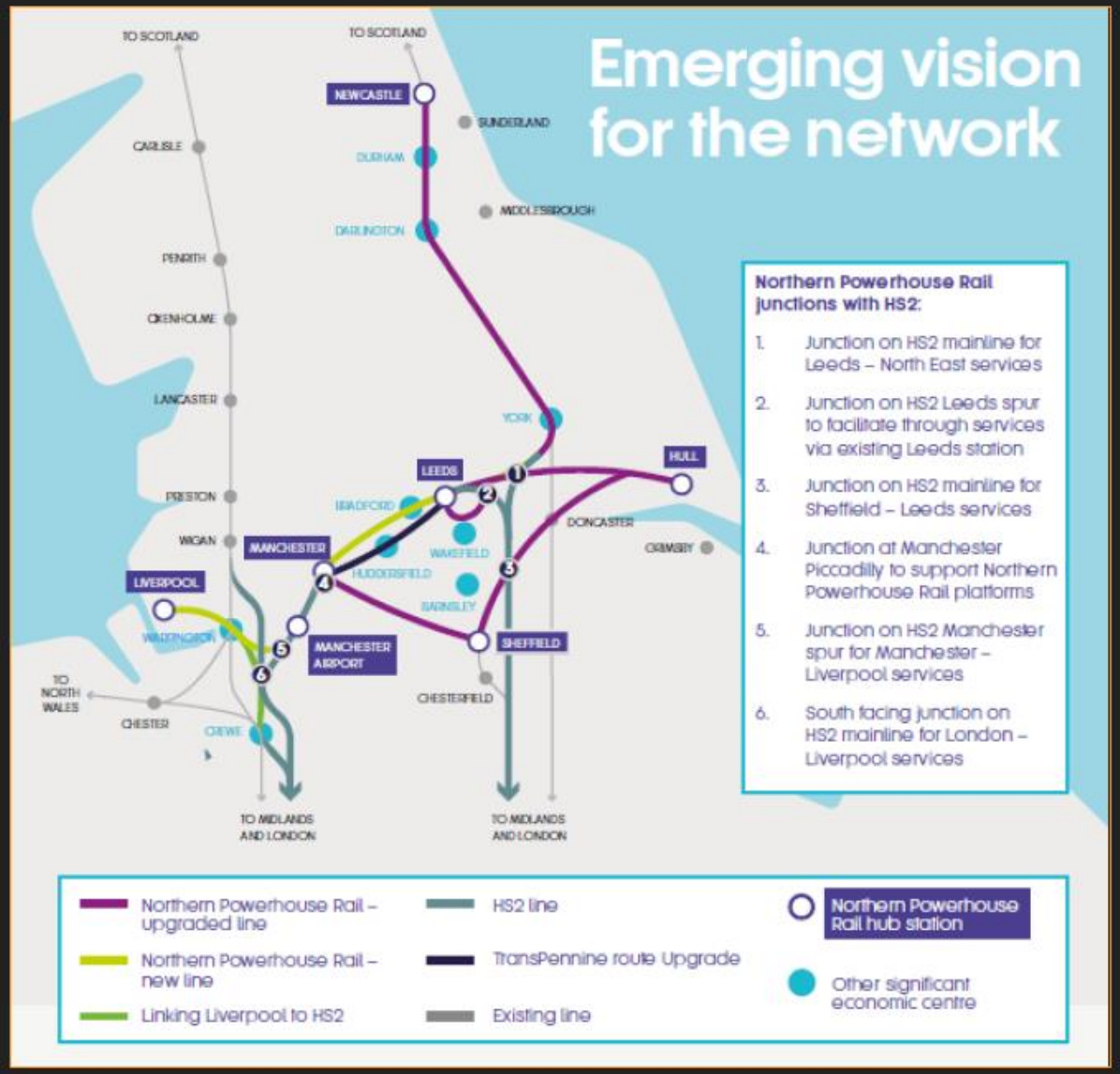
1. Ensure no child is harmed by poor air quality where they live, study and play
2. Enable the creation of a supportive, safe, friendly community
3. Provide convenient access to high quality and available health services
4. Provide protection from flooding, diseases and other hazards

pba peterbrett now part of Stantec Designing with community in mind

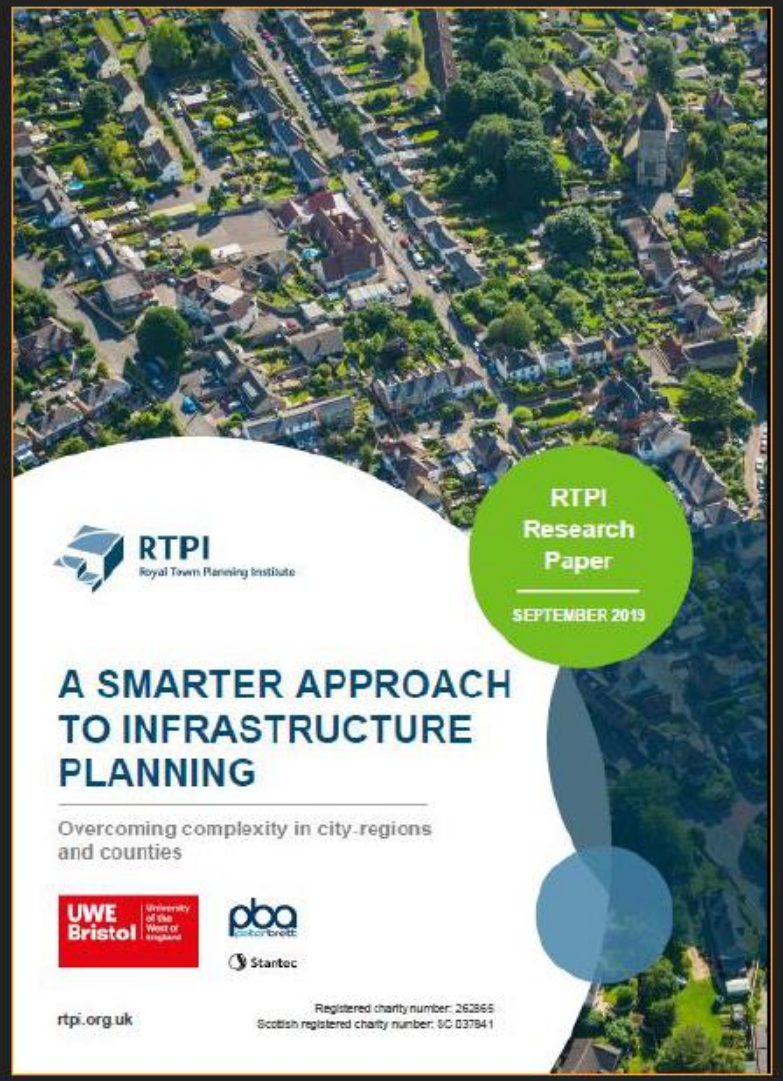


Adaptive management replaces hope for the best

2. The right development in the right places



3. A Smarter Approach to Infrastructure



How do we influence decision makers to accelerate change?

Public Health England; Infrastructure & Projects Authority; National Infrastructure Commission; Homes England; Highways England; Network Rail; Independent Transport Commission; Devolved Nations; Sub National Transport Bodies and Combined Authorities; Professional Bodies including RTPI, CIHT, RICS, BPF; Academia including UCL Bartlett School, UWE, University of Leeds, CREATE; Third Sector including Campaign for Better Transport, CPRE; Transport Operators; Local Government; Consultancy; Investor Developers; House Builders and more….

Delivering net zero carbon

Leo Murray

Co-Director

Possible

#tpn2019

Promoting equality and inclusivity

Joanna Ward
Associate Transport Planner
Elliott Wood Partnership

#tpn2019

elliottwood

engineering a better **society**

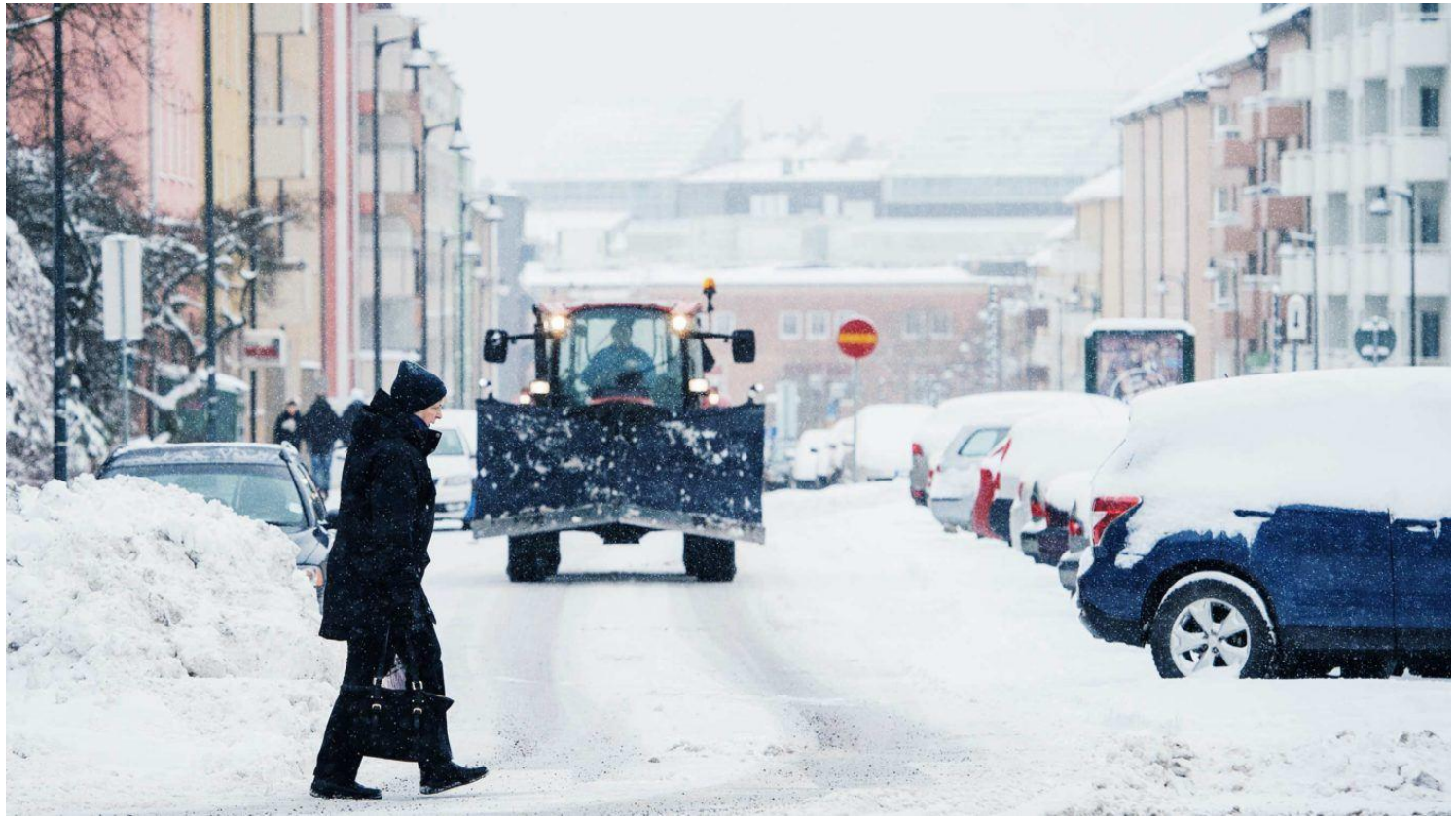
Whose transport system is it anyway ?

Whose transport system is it anyway ?

‘*Transport is at the heart of how we live our lives. It helps us get to work, stay in touch with friends and family, contribute to society and access vital services like healthcare and education. Easy access to transport is central to building a stronger, fairer economy.’*

Department for Transport - Inclusive Transport Strategy – updated July 2019

Whose transport system is it anyway ?

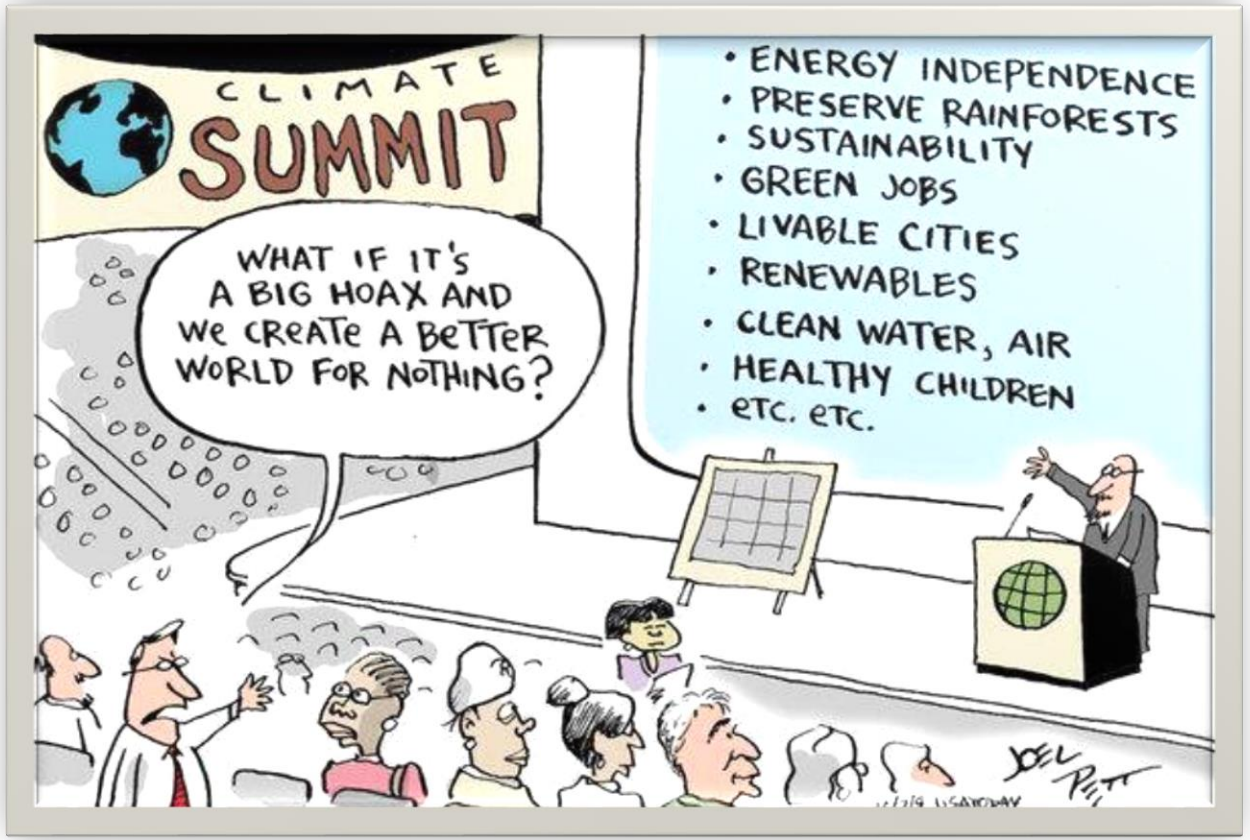


Whose transport system is it anyway ?

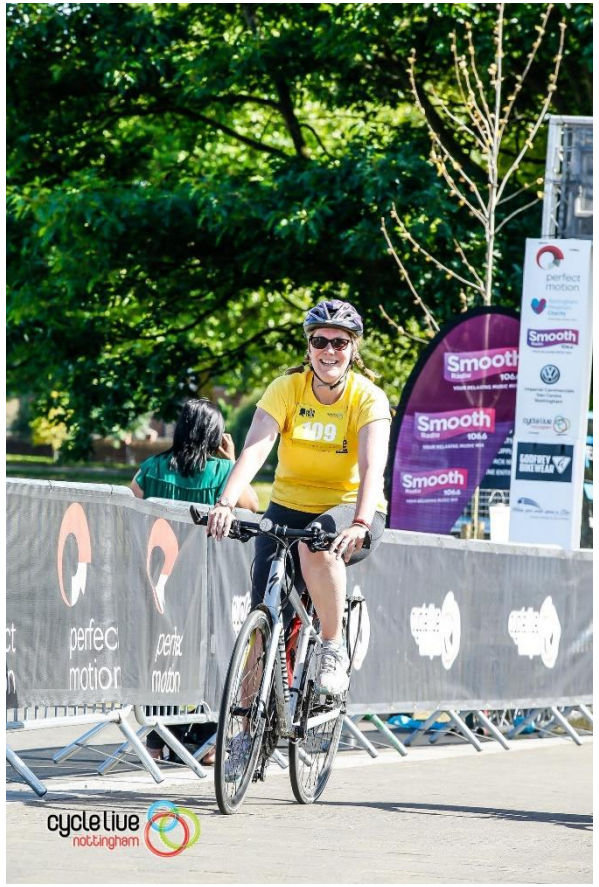
A Transport system fit for everyone;

- Coherent
- Direct
- Safe
- Comfortable
- Attractive

Whose transport system is it anyway ?



Whose transport system is it anyway ?



elliottwood

Whose transport system is it anyway ?

- j.ward@elliottwood.co.uk
- Elliott Wood https://www.elliottwood.co.uk/
- Women in Transport https://www.womenintransport.com/
- Transport Planning Society https://tps.org.uk/
- Twitter @JRWWRJ

elliottwood | engineering a better **society**

Adapting to future mobility trends

James Gleave

Director

Mobility Lab

#tpn2019

Mobility Lab

Adapting to future mobility trends

James Gleave
Director

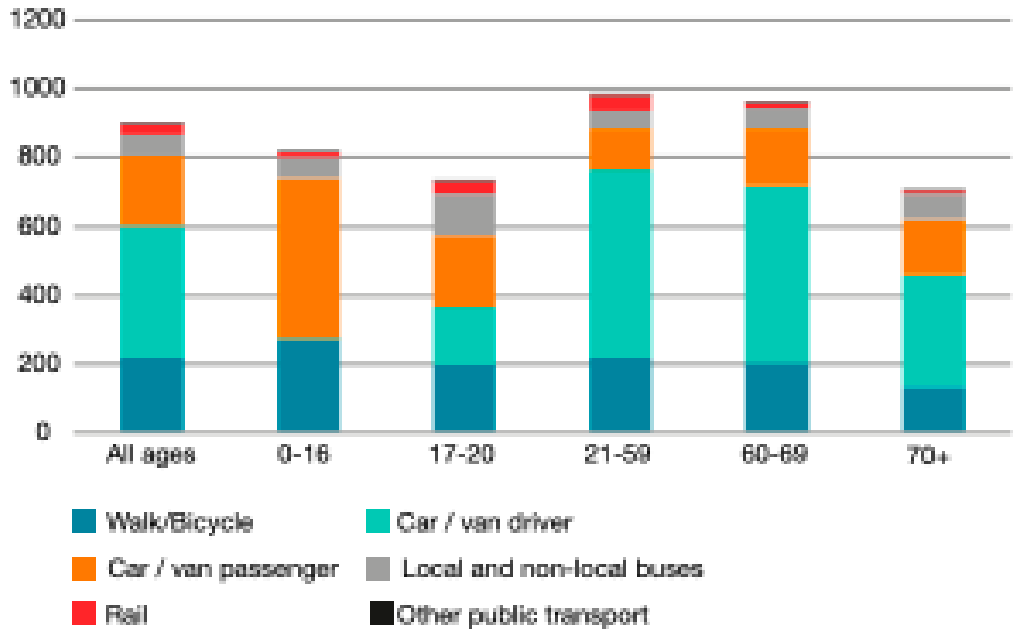
The future vision of your area isn't just yours to own. And there are big opportunities in doing that.

Mobility Lab

Thinking about impacts of change is good

Issues	Optimistic Outcome	Pessimistic Outcome
Sharing	Policies encourage autonomous vehicle sharing.	AVs are promoted as private luxury goods.
Social exclusion	Policies designed to maximize AV affordability and accessibility ensure that they are widely available.	AVs are only affordable and available by privileged (affluent) users.
Environmental sustainability	AV policies support environmental goals.	AV policies give little consideration of to environmental concerns.
Operated cooperation	AV operating systems are programmed based on cooperative, altruistic and ethical principles.	AV operating systems are programmed based on competitive, aggressive and defensive principles.
Public transport	Public policies support public transport, providing funding and favoring shared vehicles in traffic.	Public policies focus too much on AVs and fail to support public transport.
Intermodal traffic regulations	AV policies and programming respect human life. They minimize crash risks and protect vulnerable road users (e.g., through lower speeds).	Public policies and programming favor AV occupants over other road users, and so will favor affluent over more vulnerable groups.
Network information systems	Data networks are designed make more sustainable and efficient decisions regarding route choice and parking at a fleet level.	Data networks are designed to maximize profits so critical information is only available to affluent users.
Sensitive data management	Personal data are carefully managed based on general public interest.	Data are used for commercial purposes. AVs collect an abundance of sensitive private information.
Parking	Policies facilitate the conversion of parking facilities into recreational, green, and building areas, or into active transport infrastructure.	Parking policies remain as they are, so parking continues to consume valuable land that could be used for more sustainable or social purposes.
Curb Access	Curb access is efficiently managed to serve shared vehicle passengers along with other uses.	Curb space is congested and dangerous, and other others (pedestrian and bicyclists) are harmed.
Land use policies	Urban areas become more attractive places to live. Transport policies promote quality of life.	Urban land is managed to accommodate AV travel, to the detriment of other social groups.
Transport network design	Transport networks are designed to be safe for all. Urban transport planning favors sustainable transport modes.	Transport networks are restructured to accommodate AVs' needs. Other modes see no comparable protection or investment.

Source: Litman (2019)



Source: NIC (2018)

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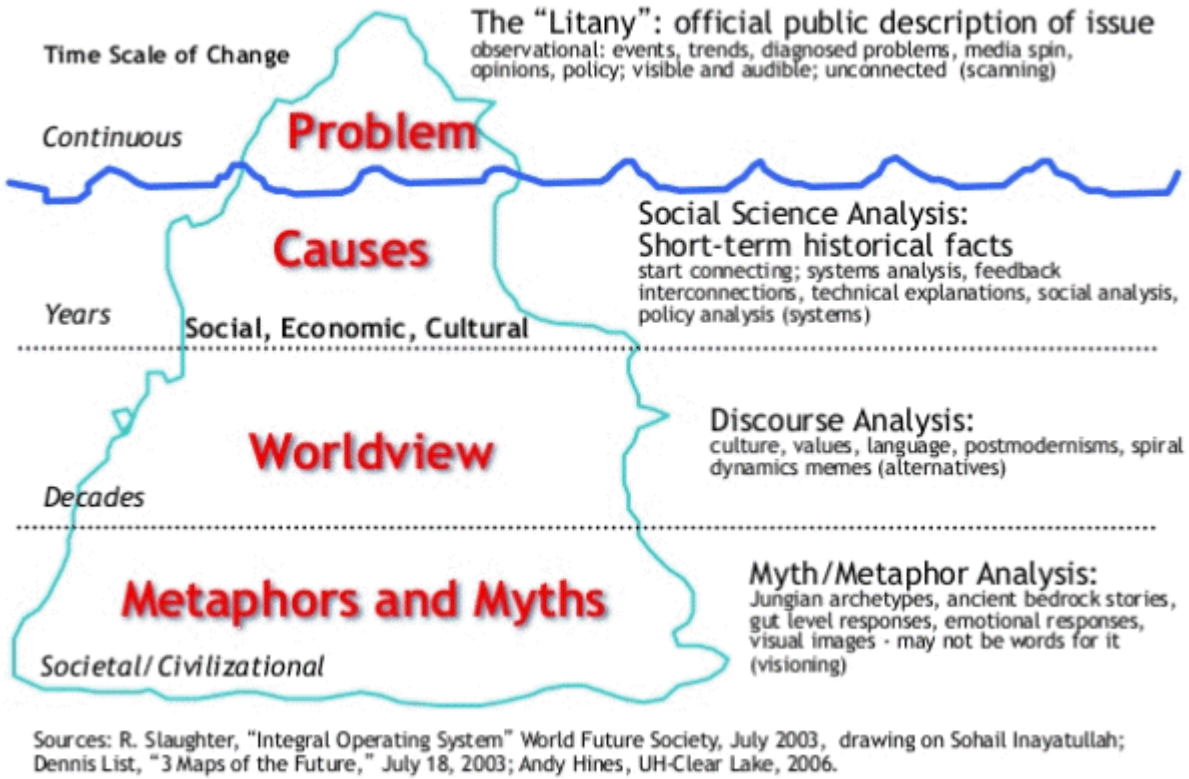
Understanding the change process is good



Sources: R. Slaughter, "Integral Operating System" World Future Society, July 2003, drawing on Sohail Inayatullah; Dennis List, "3 Maps of the Future," July 18, 2003; Andy Hines, UH-Clear Lake, 2006.

Facts about what is happening is often our evidence, but understanding deeper levels of causality allows us to ascribe meaning to them.

When you understand that meaning, you can vision successfully.

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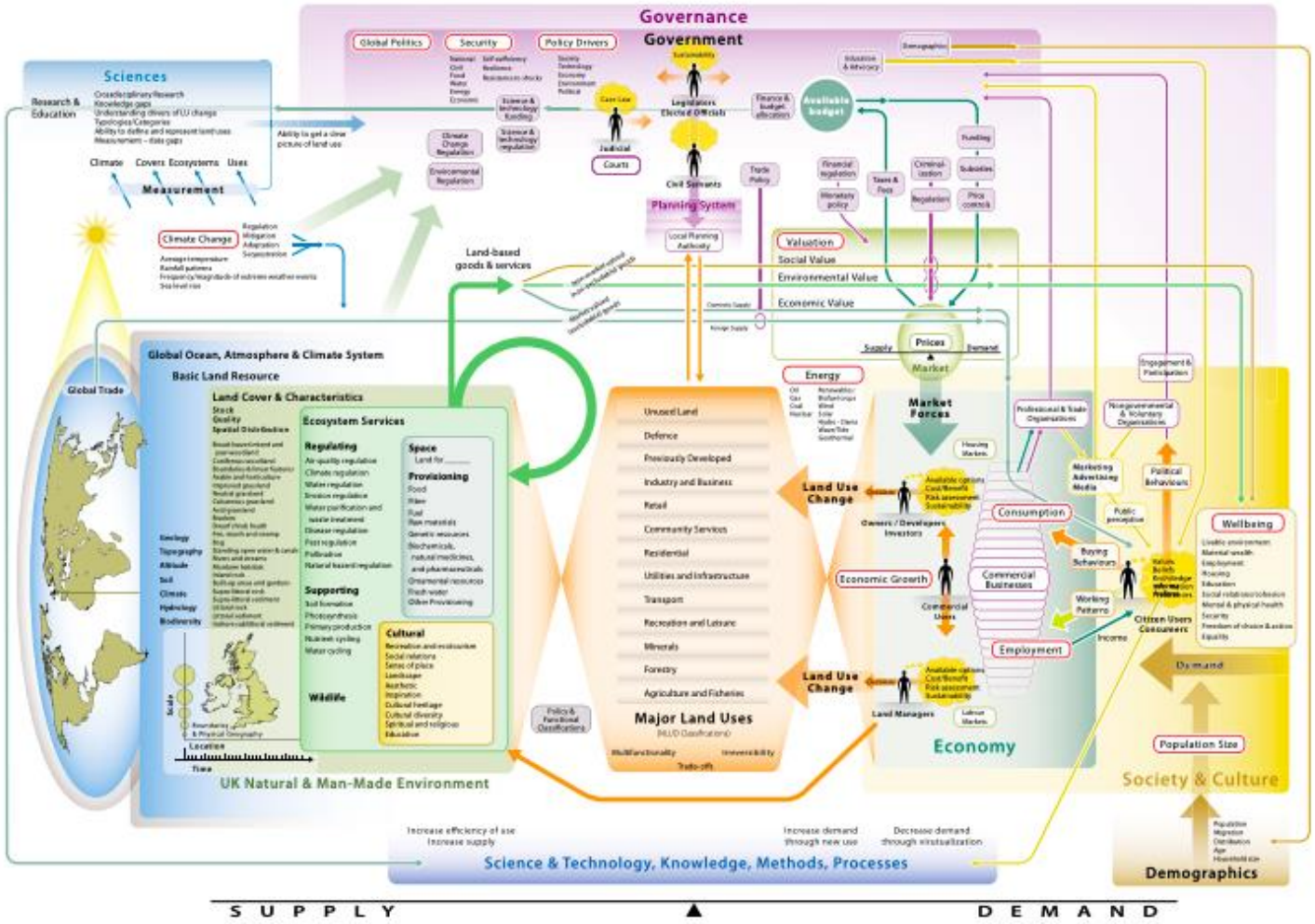
Current power structures have built up interatively over time



This is a simplified version of the land use system in the UK!

Source: Government Office for Science (2010)

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Considering who should have the agency over the future is better

Upholding the social contract

National Government

City / Regions

Local Authorities

Acting independently and having free choices

Travel choices are constrained by practicality, cultural norms, and by the social structures that influence us.

Established players

Disruptive influences

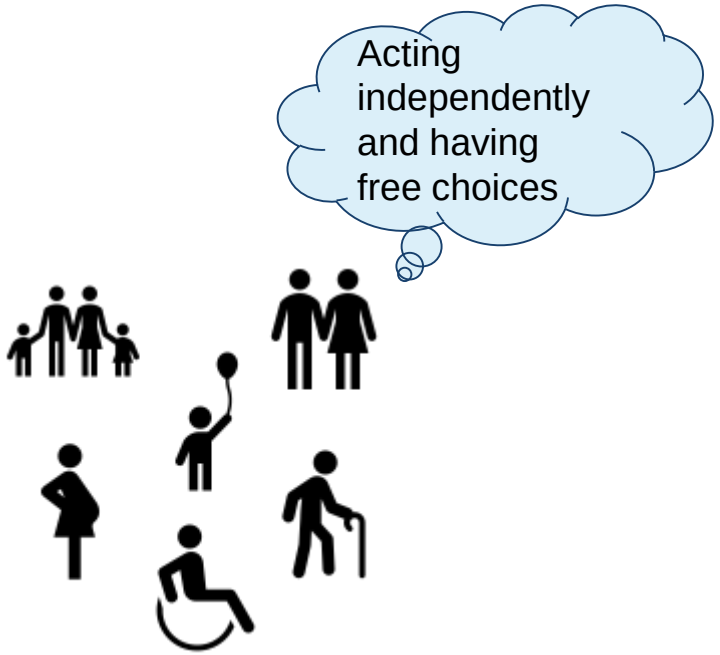
Maximising utility

Social Action

Lab

What powers over the future would you give up?

- Should communities own the vision for their area, and task authorities with delivering it?
- Does this need to be enshrined in law to happen?
- Will communities care enough about their future to take meaningful action?
- Can they be trusted?



- Should they be empowered to run services?
- Should Neighbourhood Plans be beefed up, with professional support?
- Can they better define ‘what works?’
- Should we have a Future Generations Act?

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We then get to break out of what we always do

	Steward	Leader	Customer	Provider	Funder	Regulator	Legislator
Early intervention	Champion	Agenda Setting	Catalyst	Innovator	Early Adopter	Encourage Voluntary Codes	Green Papers
Framing, piloting, market forming	Convening Power	Strategy and Skills Planning	Standard Setting	Reformer	Fiscal Incentives	Governance	White Papers and Draft Bills
Scaling and market building	Connecting Networks	Educating and Informing	Intelligent Customer	Service Provider	Grants and Subsidies	Building Regulatory Environment	Primary and Secondary Law
Mature markets and ecosystems	Co-producing	Collaborating	Consumer and supply chain protection	Choice Architect	Platform Provision	Compliance	Amend Rules

Source: Cabinet Office (2016)

Mobility Lab

Thank You

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Workshop One

Is the planning system equipped to respond to these challenges?

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Break

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Workshop One

Is the planning system equipped to respond to these challenges?

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Lunch

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Why do we need a vision?

Lynda Addison OBE FCIHT MTPS

Chair of the CIHT Sustainable Transport Panel & Immediate Past Chair of the Transport Planning Society

#tpn2019

Is this what we want to create?
Are we professional taking ENOUGH action?

Transport is a key ingredient

Are we exploiting it effectively?

TransportPlanningSociety

RTPI
Royal Town Planning Institute

THE CHARTERED INSTITUTION OF HIGHWAYS & TRANSPORTATION

And climate change!

We can’t afford to ignore & take no action!
We have a key role!!

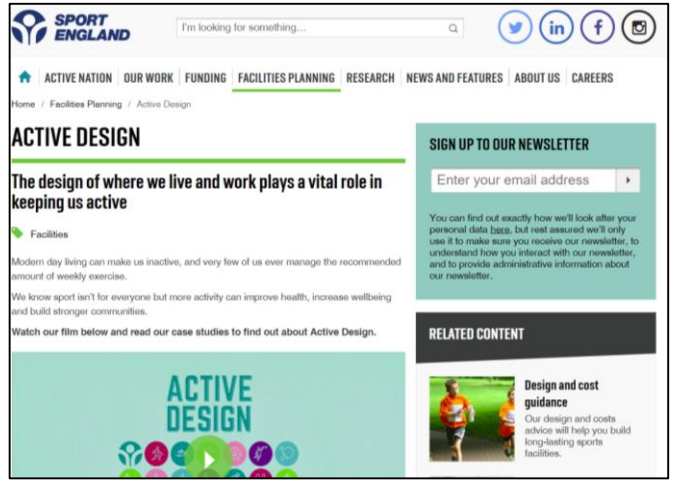
Transport is part of answer to climate emergency

TransportPlanningSociety

RTPI
Royal Town Planning Institute

THE CHARTERED INSTITUTION OF HIGHWAYS & TRANSPORTATION

We aren’t only ones saying this…



Can we address these issues without a vision & a plan?

- ✓ Health, well being and happiness

But also

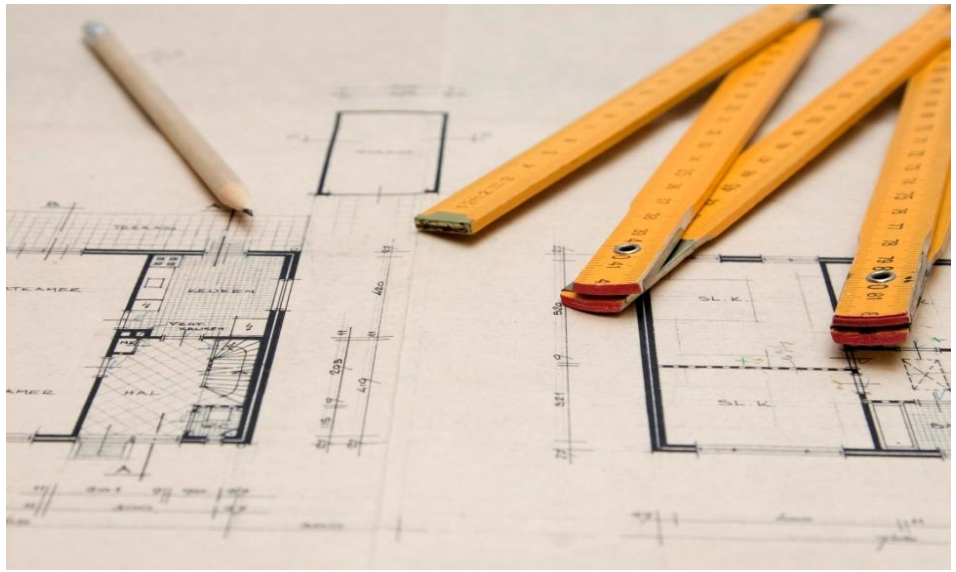
- ✓ Environment / air quality / climate change
- ✓ Economy / congestion

And other things happening:

  - aging population, new technology, mobility of millennials, behavioural change, increasing uncertainty about going forward

Vision is required because….

- Change is driven by **strategic policies & local plan**
- Need to work **collaborative**ly to agree how to respond to issues
- A **clear vision** for 15-20 years will establish:
  - What do we want this place to be like?
  - Set out measures to achieve it
- But base vision on **clear evidence base**
- Ensure **sustainable transport** is integrated from the outset and throughout
- Must be **iterative process**



Strategic

NPPF

Local Plan / Development Plan

Neighbourhood Plan

Site framework / development briefs

Planning applications

Local

- ✓ Stakeholders views and opinion
- ✓ Defensible evidence base
- ✓ Visioning led
- ✓ Infrastructure Delivery Plan
- ✓ Implementation Programme/ Board

Sets strategic vision of creating sustainable places

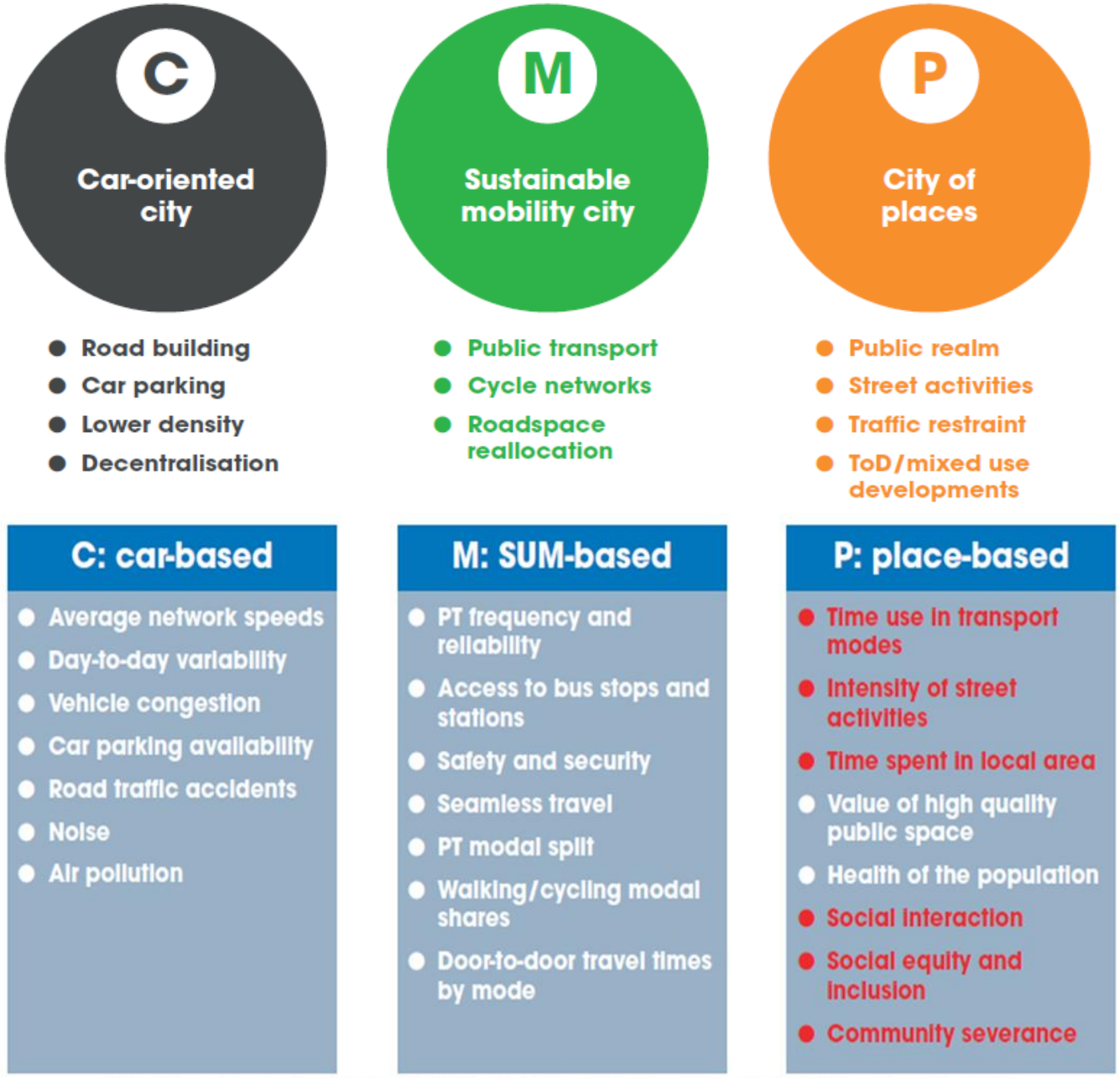
Reinforces NPPF vision, with clear expectation of sustainable outcomes expected from development in local area. Embraces challenges and opportunities

If appropriate, **sets even more challenging targets and visions** which directly meet the needs of local people

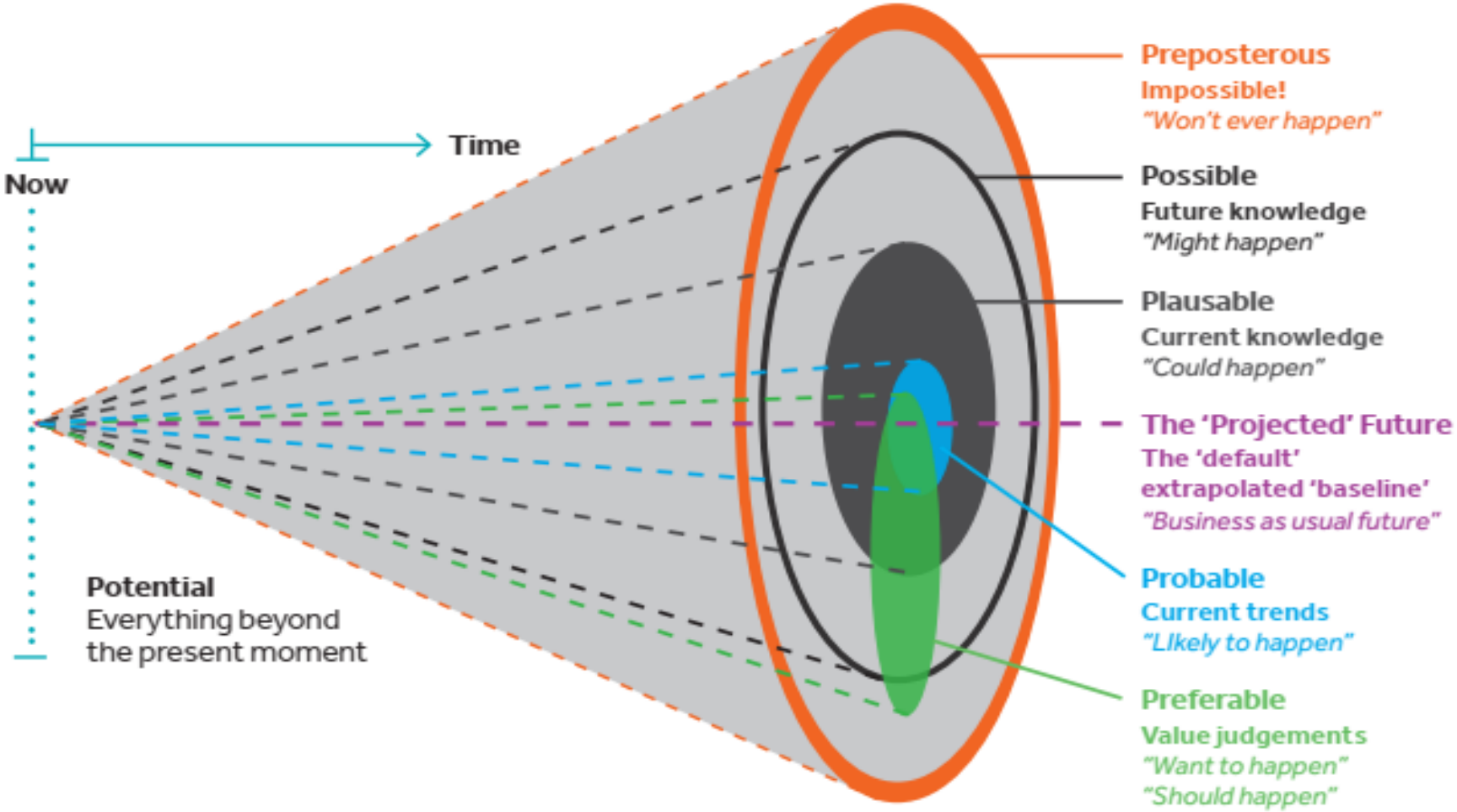
Should ensure placement and design **directly aligns with vision** set out in the development plan documents, and can be tested accordingly with high degree of certainty on sustainable outcomes.

The way we plan for transport affects the form of place

From work by Prof. Peter Jones - CREATE



Uncertainty Ahead

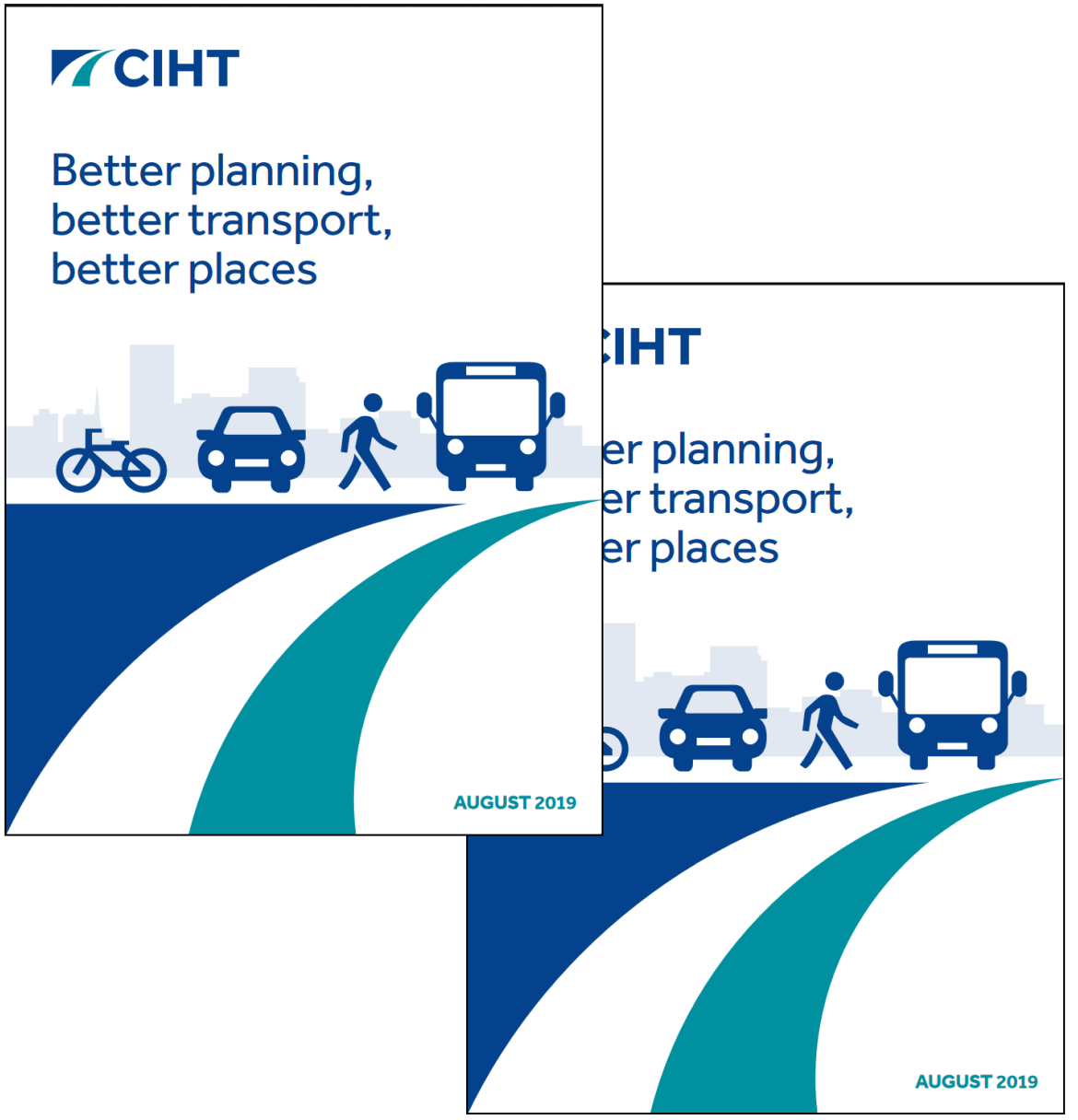


From CIHT Futures by Professor Glenn Lyons

New Advice just published

- Collaborative approach to
- Works within NPPF
- Based on review of current blockages
- Key conclusion was need for vision
- To be followed by more detailed toolkit

VISION IS AT ITS CORE



A response to current concerns

- Assembled multi-disciplinary team to:
  - Scrutinise process and find exemplars
  - Work with stakeholders to dissect planning and transport 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

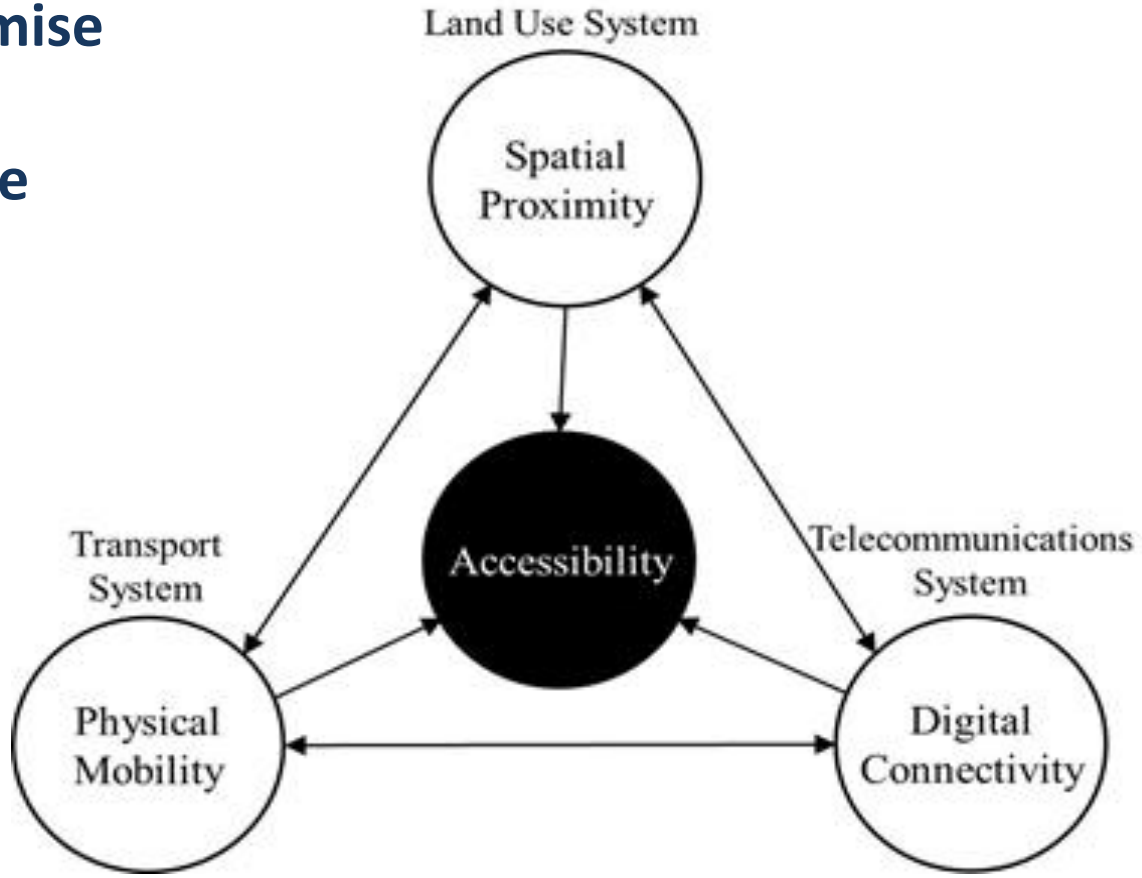
- Set within current NPPF & regulation
- Produced through collaboration:
  - Professional bodies – CIHT, RTPI, TPS
  - Local Government representatives
  - Private sector – consultancies, developers, transport operators
  - Academic representatives
- Drafted to help all relevant professionals and interested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

Vision drives Local Plan

- Relates plan to the **geography**
- Makes it **spatial**
- Aligns local planning policy & **local investment strategies**
- **Integrates transport strategy** into the local plan from outset
- Evidence base & indicators include: **health, environment, demographics,** as well as **all transport modes**
- Establishes **accessibility & mode share requirements & targets** in Plan
- Maps and plans networks for all modes in PLAN

All part of steps to achieve the vision

We need to understand the relationships to maximise accessibility & health benefits to achieve the Vision



From work by Prof. Glen Lyons - Transportation Research Part A: Policy and Practice, 88, 104-116.

Evidence is critical

- Shift away from “predict & provide” methodologies > OBJECTIVE LED – VISION BASED
- Authority drives choice of development sites based on **clear criteria** incl. accessibility
- Tests local plan vision & objectives through **scenario-based, multi-criteria assessment**
- Need for **flexibility** - uncertainty should be recognised

Impact assessment is against VISION

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

In summary

- Advice seeks to improve sustainable outcomes & deliver a collective VISION
- Part of a process that requires all to think and act differently - **collaboratively** throughout
- 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!

Not rocket science……

… *common sense*

Where there is a will there is a way!

It can be done.

We have the tools!

Workshop Two

Creating transformational visions at different scales

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What have we learnt?

Stephen Bennett

Chair of the Transport Planning Society
and Director at Arup

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Thank you for coming!

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