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Guidance on TA: Implications for TRICS® Users

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Associate

Delivering effective solutions to the challenges we are presented with
Evidence of a well-balanced company with an inherent flexibility & focus

poise balance technique



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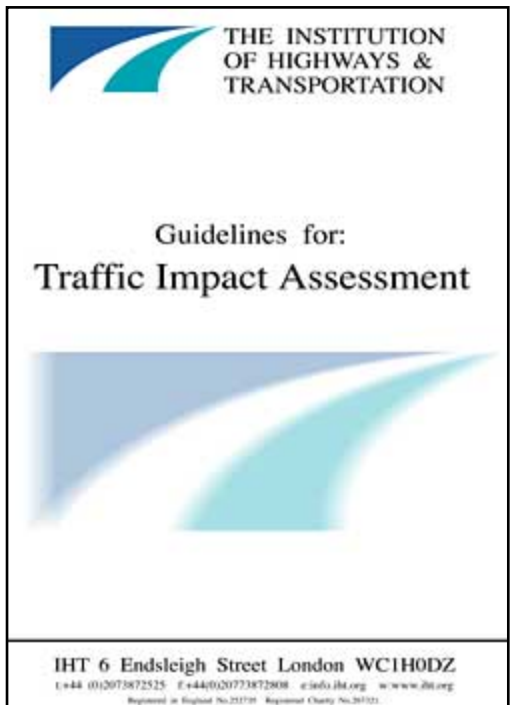
- Context - what we used to do
- New Guidance on Transport Assessment – what should we be doing now?
- Key issues for TRICS® users
- The way forward



What we used to do



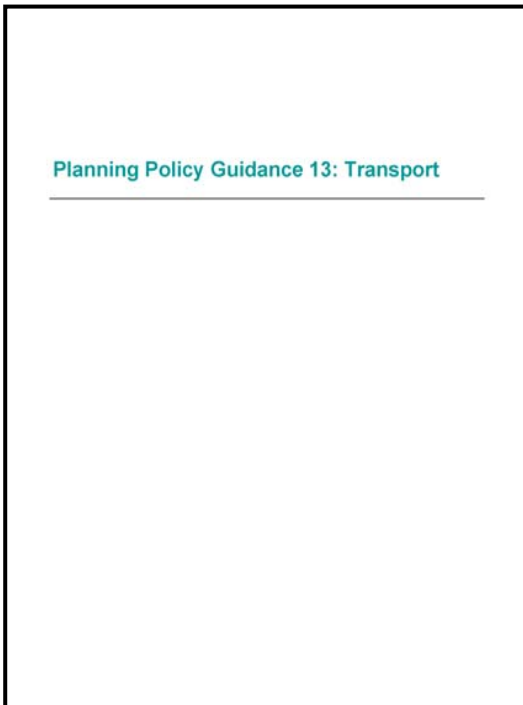
Traffic Impact Assessment



- Published 1994
- 'Predict & Provide'
- Good Practice:
 - Early scoping
 - Submission with, or prior to application



PPG13: Transport



- Published 2001
- Multi-modal focus
- Wider objectives to integrate planning & transport:
 1. Sustainable mobility
 2. Maximise site accessibility
 3. Reduce the need to travel
- Mitigation:
 - Walk, cycle, public transport
 - Travel Plans
 - New infrastructure



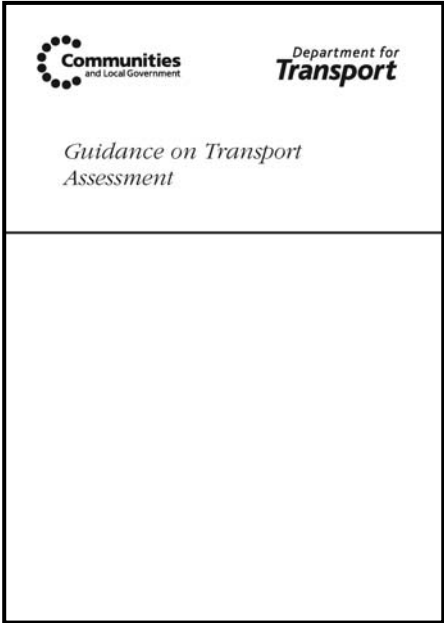
Missed Opportunity for Sustainability?

- 250 major applications in London, plus at least 10 per 33 Boroughs means at least 550 per year
- 34 LHA, with an average of 10 per 308 LPA means at least 3,000 per year
- 10 for each of the 46 Unitary Authorities means at least 450 per year
- At least 4,120 travel plans per year could be secured, maybe double this
- Since PPG13 published likely to have been in excess of [30,000 opportunities to require travel plans through the DC process](#)



How has TRICS® faired through this?

- Identify development site
- Find comparable sites on TRICS®
- Run trip generation
- Identify mitigation measures:
 - Walk, cycle & public transport infrastructure
 - Travel plan and other demand management strategies
 - Highway improvements



Guidance on Transport Assessment

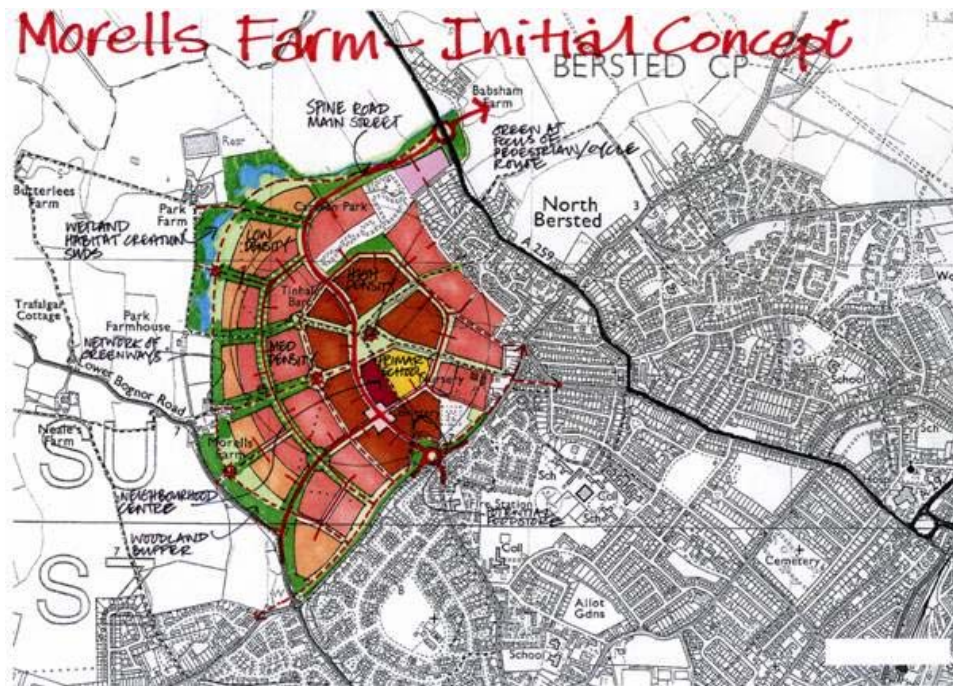


GTA Philosophy

- Iterative process
 - Reduce the need to travel
 - Maximise accessibility
 - Deal with residual trips
 - Identify mitigation measures



GTA Philosophy



Bognor Regis Urban Extension

- Improve non car-mode services/facilities
- Make best use of existing road capacity
- New build capacity as last resort

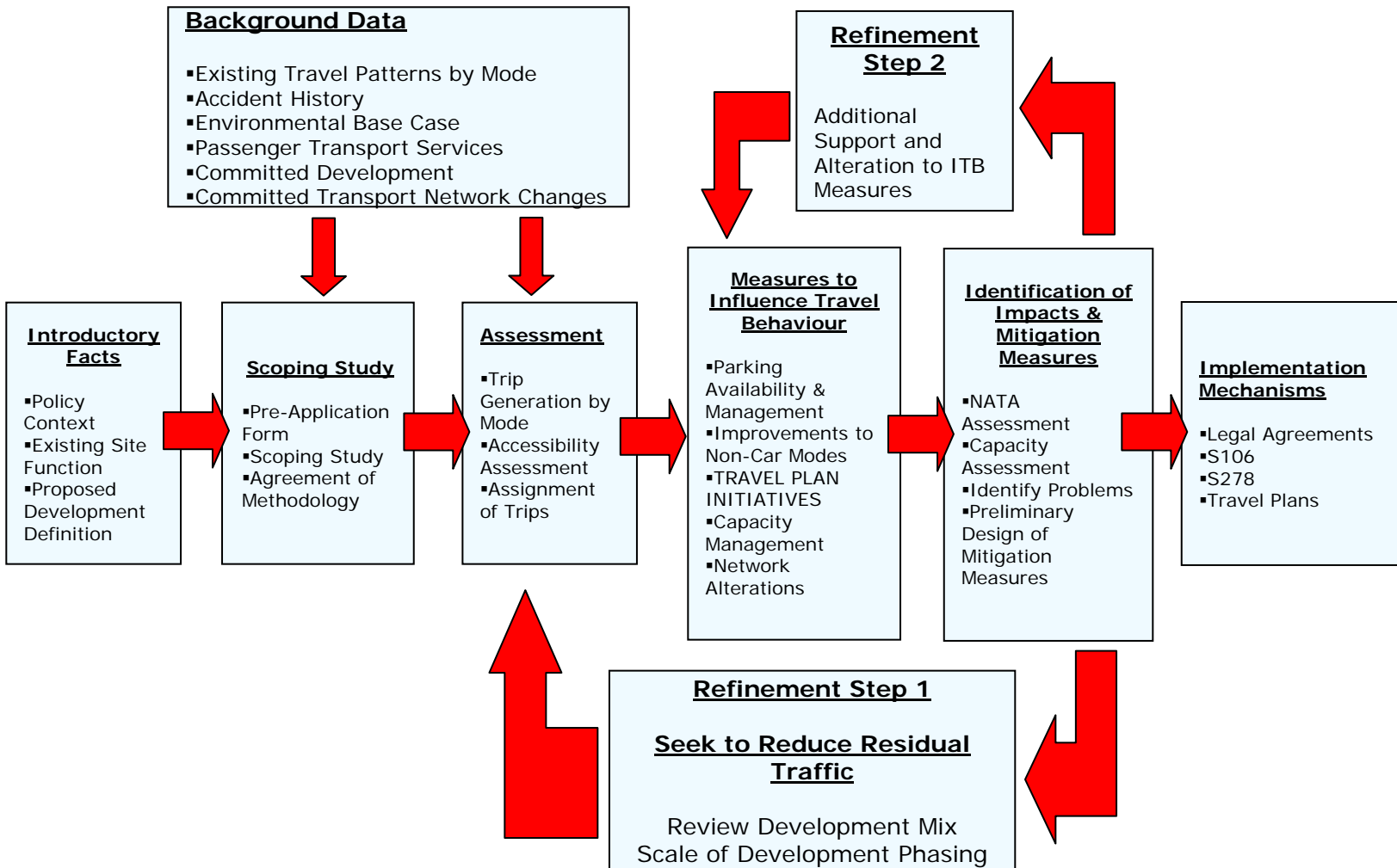


GTA & Travel Plans

- Integral part of Transport Assessment
- All developments which warrant a TA should also have a travel plan
- Preference for Outcomes over Measures
- Effective Monitoring regime
- Long-term Enforcement commitment



GTA Process





GTA Process & Travel Plans

1	Details of development proposal & planning policy framework	
2	Establish existing conditions	Surveys, safety issues, accident analysis
3	Review development plan /design	
4	Trip generation analysis	Assessment years, analysis period, etc
		Traffic & transit data & forecast
5	Develop sustainable strategy	Travel plan with targets by each mode
6	Establish baseline trip generation	Trip distribution & assignment
7	Environmental assessments	
8	Residual traffic impact & mitigation measures	Highways & parking design
9	Agree TA	Penalty clauses for failure to deliver appropriate trip generation targets by mode
10	Monitor & review	Independent, using standard approach



What should we be doing?



Assessing Our Site

- A return to ‘first principles’
 - Land use
 - Scale
 - Access arrangements

- Understanding travel:
 - Why do we travel?
 - Where do we go?
 - How do we get there?
 - Which route do we take?



Adjustment of development vehicular trips

- GTA paragraph 4.70:

“the element of development trips that is likely to be least sustainable is single occupancy private car. Hence it would be beneficial to place significant emphasis on reduction of this category of trips through development proposals and the TA preparation.”



Adjusting Trip Generation

- Measures to influence modal choice
 - Availability & accessibility of non-car modes
 - Design & layout
 - Travel plan & outcomes





Why Outcomes are Important!

- Effectiveness of measures?
- Focus on performance
- This approach holds the greatest potential for ensuring an effective travel plan

How to monitor Travel Plans

The approved monitoring process can be summarised in a few simple stages:

- 'Baseline data' is either calculated, or collected in a consistent manner using the TRICS® multi-modal survey.
- Travel plan measures and initiatives implemented are recorded.
- At a defined point in the future, 'after data' will be collated in the same way.
- The two datasets can then be compared to see what changes have resulted.
- The planning authority then decides whether the organisation /site has met its targets and takes appropriate action.

	A) New Sites	B) Expanding Sites	C) Existing Sites
1) Baseline Calculation			
i) Before Survey	n/a	✓	✓
ii) Estimate Trip Generation	✓	✓	n/a
2) After Survey	✓	✓	
3) Analyse Results	✓	✓	✓

- New GTA means delivery is essential – there is no margin for error!



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Implications for TRICS® Users

Barriers to Outcomes Approach

- Measures-based approach still used
- Inconsistent monitoring
- Comparability of data
- Fear of enforcement: stifle development
- Lack of specialist resources

= 30,000 missed opportunities!



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The way forward

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Standard Assessment Methodology (SAM)

UK Standard Assessment Method for Travel Plan Impacts
Advice for Developers & Planning Authorities

The standard is designed to measure the delivery of trip rate and mode share targets, particularly those associated with Transport Assessments and the related travel plans. Use of a standard approach across the UK will ensure that a consistent, fair and transparent approach to evaluating the performance of travel plans is adopted.

SURREY COUNTY COUNCIL
DORSET County Council
west sussex county council
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Kent County Council
Hampshire County Council
The Association for Com-muter Transport

- Focus on outcomes
- Consistency
- Provide quality data for TAs
- Assist enforcement
- Maximise resources



Our Shared Role

- Consistent advice
- Internal partnership
- Promote, develop & disseminate best practice
- Consistent monitoring & review
- Engage other stakeholders



Summary

- GTA reiterates need for travel plans to be integrated into process
- Credibility & delivery
- Step change in data requirements

- TRICS® & SAM = important role in delivering GTA objectives!



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