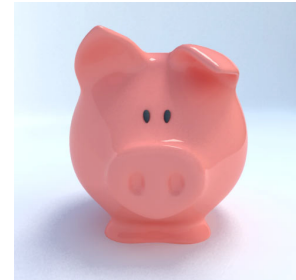
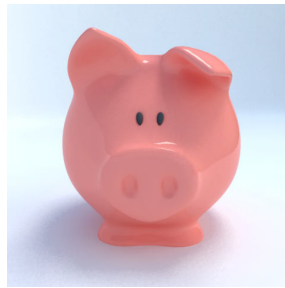




Putting trips in the piggy-bank – make or break?

Lessons Learnt



National Transport and Development Conference 2009

Jon Harris – Technical Director, Smarter Travel Choices, Mouchel



The Trip Banking Concept

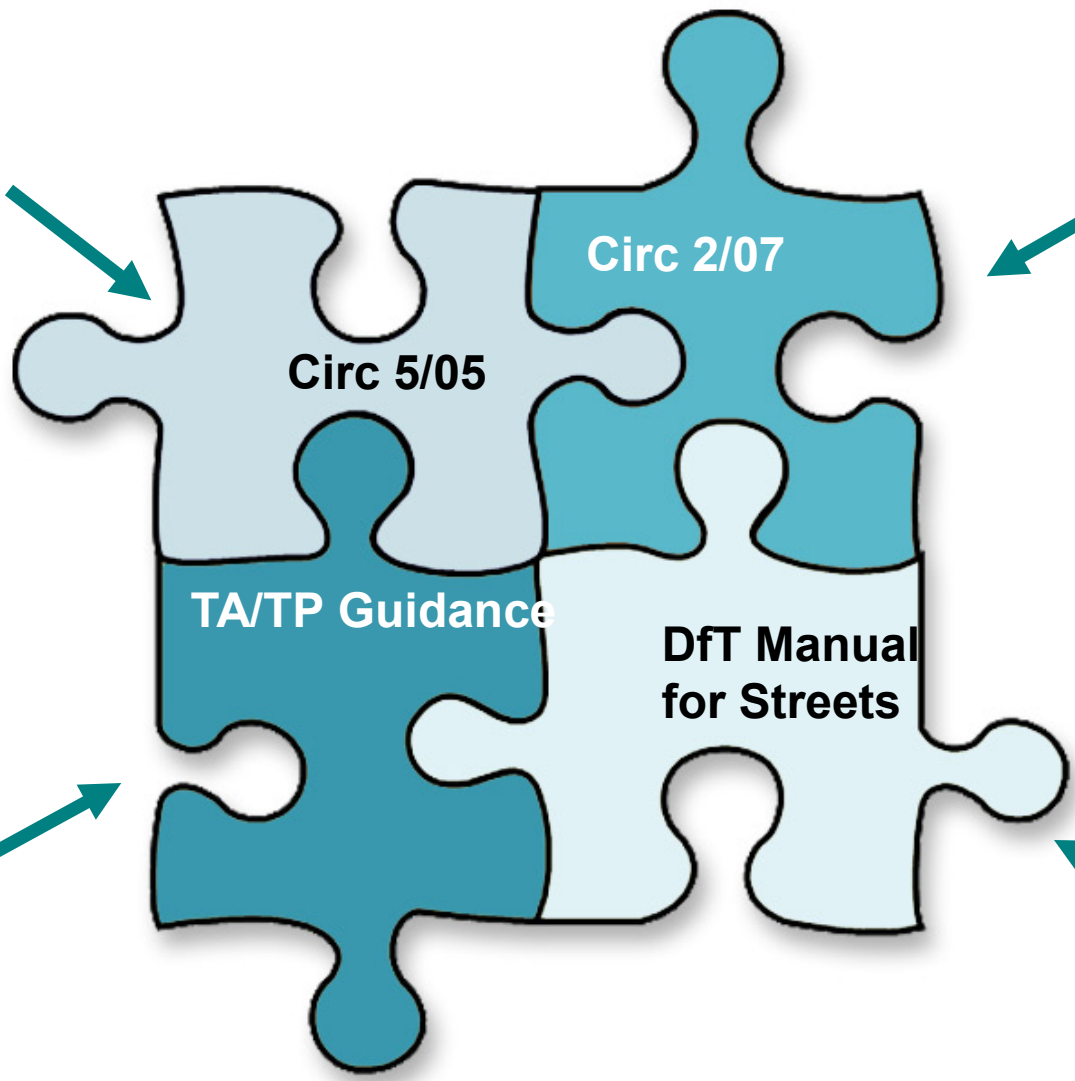
“To introduce wide area measures and smarter travel initiatives that enable a reduction in existing traffic levels, which is then ‘credited’ back to the development proposal, compensating in full or in part for the predicted impact of the development traffic”

Jon Harris, 2009



**DfT 2009
Guidance on
Travel Plans**

**CABE
Guidance and
best practice**



**LTP3
Guidance**

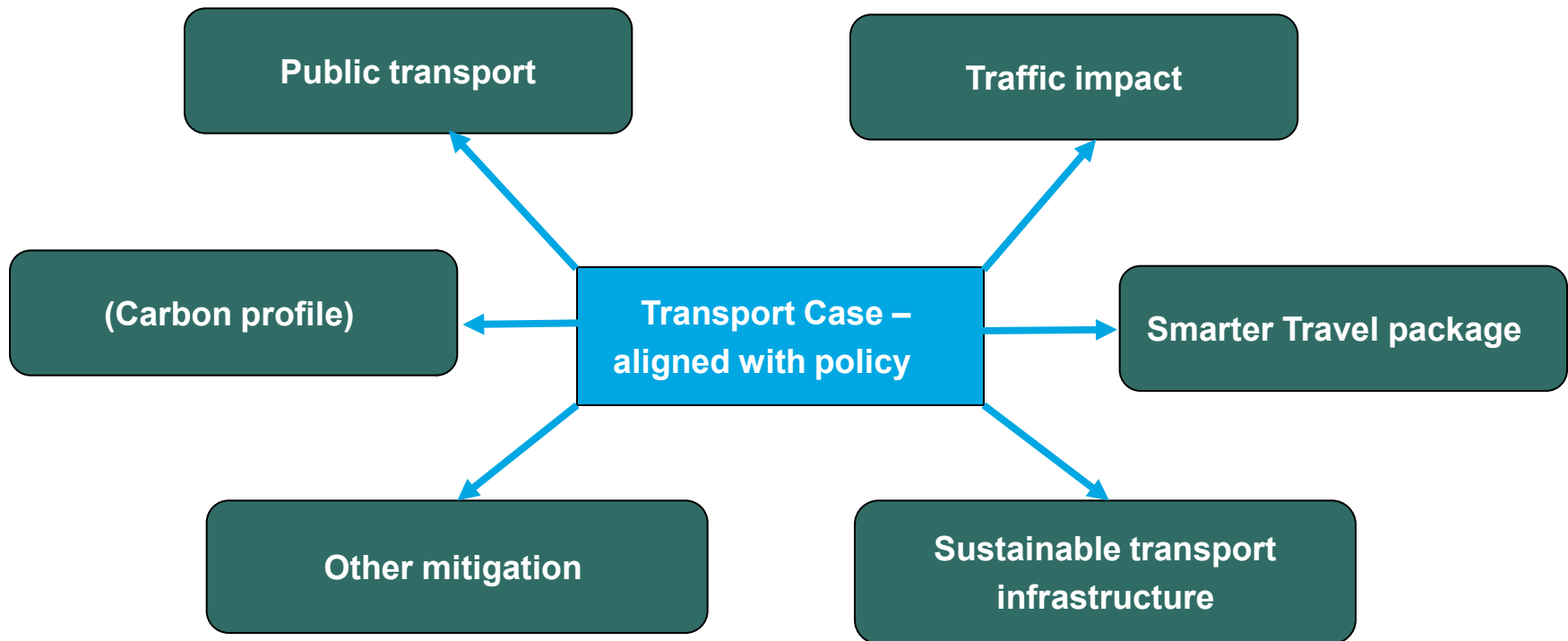
**DaSTs
studies**

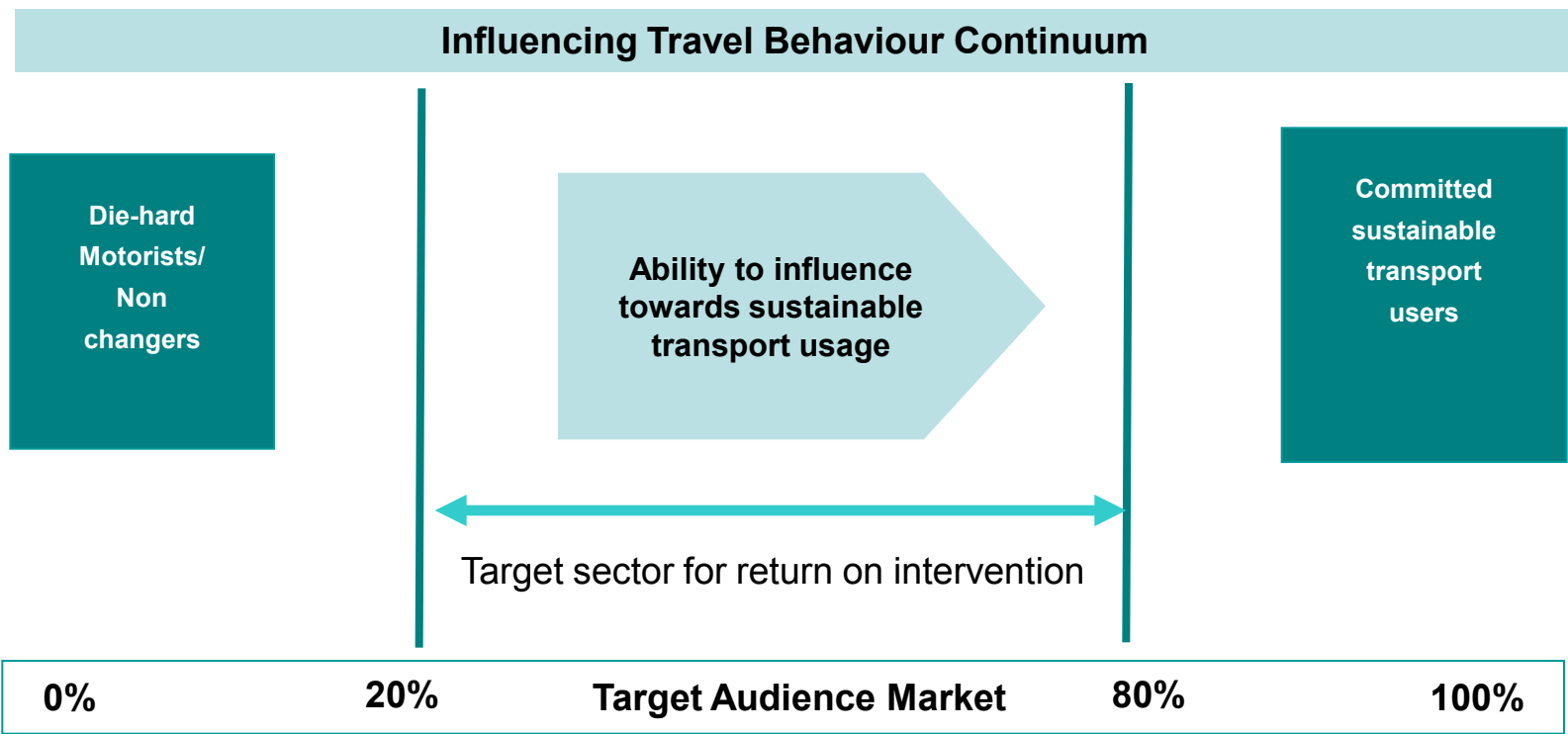


Government Guidance – the permission to ‘think smart’

- 2007 TA/TP guidance – ‘
 - nil detriment’ principle
 - TAs and TPs working **together**
- Circ 02/07 – Planning and the Strategic Road Network
- April 2008 – Building Sustainable Transport into New Developments: A Menu of Options for Growth Points and Eco-Towns
- 2009 Travel Plan and Planning Process guidance
- And so on.....

Creating an environment for trip banking – the essential ingredients



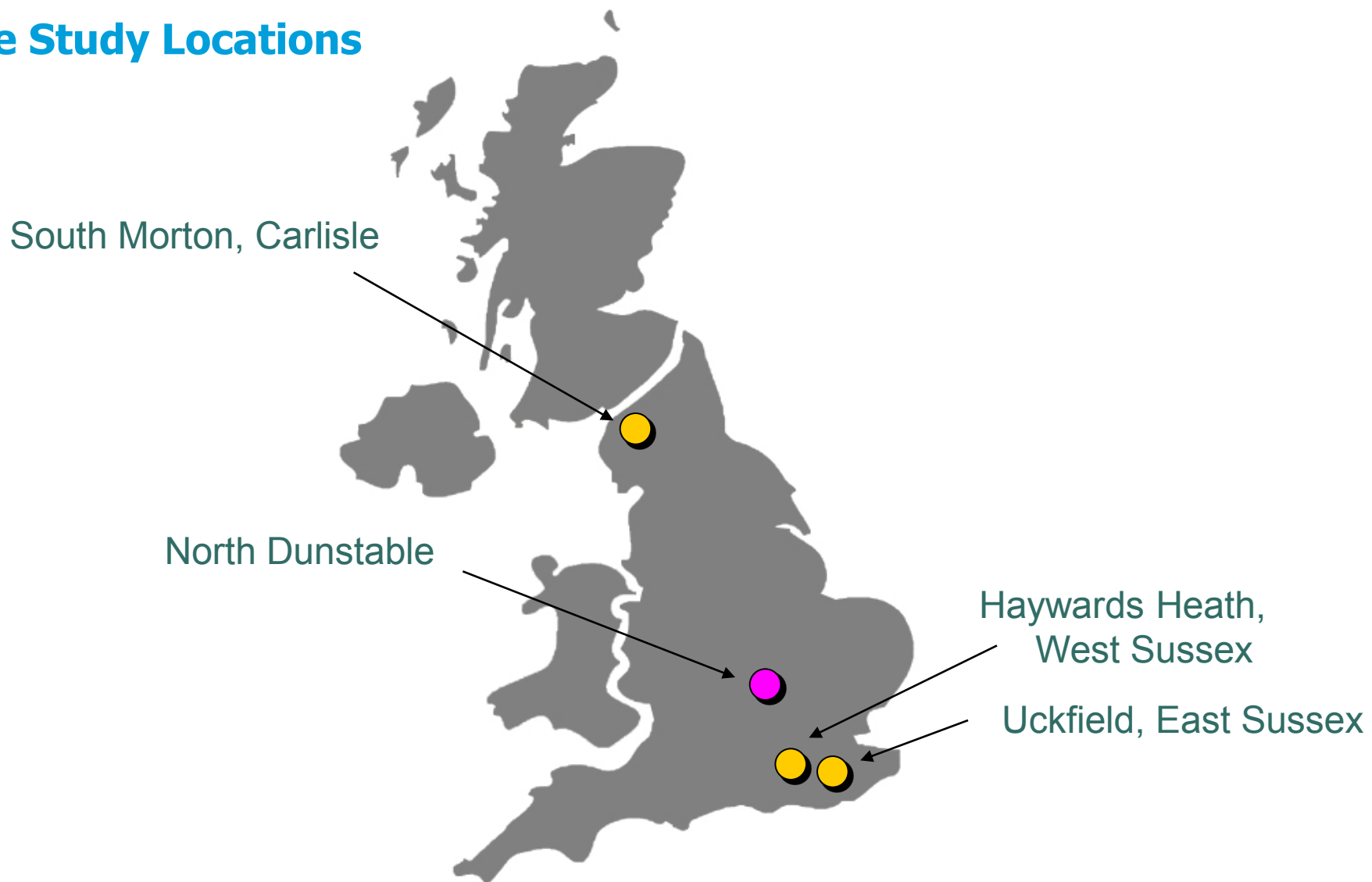


Targeted spending/activity where it has most impact





Case Study Locations





Bolnore Village

Haywards Heath, West Sussex

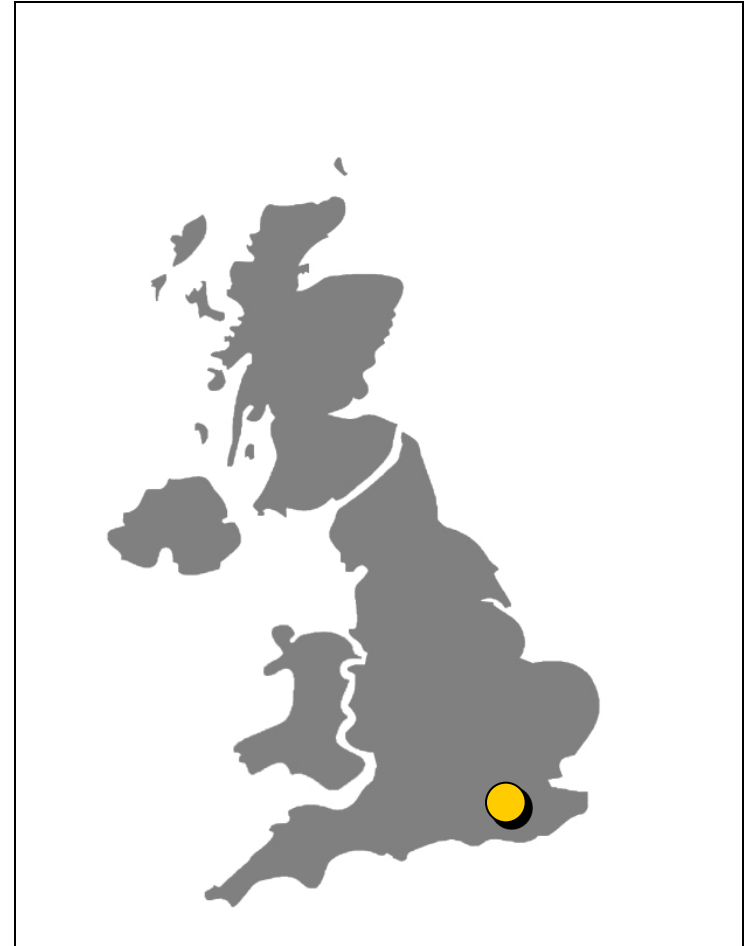
(applicant perspective)



Haywards Heath

Where is it?

- Between Gatwick Airport and Brighton
- Key settlement with SE commuter characteristics
- Medium sized town with hospital, college, main line station etc





The Key Issues

- Non-determination under Section 78 of the T and CP Act 1990
- Outline planning permission sought for a maximum of 785 units
- Allocated site pre PPG13 and PPS3
- Compliant with policy in principle
- Housing numbers and delivery
- A272 is a key east-west County link
- Highways objection on prematurity ahead of 'delivery' of the Haywards Heath Relief Road
- Use of sustainable transport techniques to enable advance occupations



Rationale

- Definable pool of residents that could be influenced on site already
- Up front engagement and surveys prior to application
- Public Inquiry considered the impact of the retrofit travel plan on
 - Existing Residents of the earlier phases
 - ‘New’ Residents of permitted phases to yet built and/occupied
 - The new “appealed” residents
 - The wider Haywards Heath community
 - Through traffic using the A272 east-west route



Outcome

- Inspectors' recommendation January 2008 – allowed on appeal
- Road versus Travel Plan solution
- Housing need important
- **Allowed 310 housing units plus 80 elderly persons units 'headroom' ahead of completion of the Relief Road with travel plan in place (para 22)**
- 25% modal shift was questioned but there was enough confidence that the travel plan would give some credit
- Reflected allocation except one development cell – 685 units total
- Paras 18 and 19 are the important ones concerning travel plans

Appeal Refs: APP/D3830/A/05/1195898
 APP/D3830/A/05/1195897
 APP/D3830/A/06/1198282
 APP/D3830/A/06/1198283



Uckfield, East Sussex

(local authority perspective)



Uckfield

Where is it?

12 miles east of Haywards Heath

Smaller market town at end of rail link to
London

Has a bypass already (A22)

Has a community hospital and
community college





The Key Issues

- In principle highways objection to further housing growth
- Inquiry for 3 conjoined appeals for housing development
- Non-statutory plan allocation of 400 dwellings already permitted – with no town centre solution or £ stream to fund completely
- Development of around 1250 units in total
- Ahead of the Local Development Framework process for the town centre and allocations
- Pre-existing town centre traffic problem
- Problems on certainty and delivery of the town centre solution at this point in time
- Section 106 route to secure investment
- Travel plan and smarter choices tested in detail by the Inspector



Smarter Choices Approach

- Creating a headroom option for the Planning Inspector to consider as a safeguard
- Enabling occupations linked to trigger points over certainty and delivery
- Achieving headroom and continued modal shift through a retrofit “community travel plan” across the whole town – 300 unit ceiling
- Measures kept going in parallel with any road-based engineering solution in the town centre
- Requiring a high quality travel plan approach for each of the specific sites



The tools that were used

- Detailed pedestrian mobility audits
- Gaps in network costed out and justified transparently
- Linked level of accessibility provision to acceptance of trip rates
- Modelling of carbon impact
- Section 106 that included
 - Hard measures
 - Soft measures
 - Performance based obligations



Outcome

- Inspectors Decision Feb 2009 – dismissed appeal supporting ESCC
- Para 39 – the Inspector agreed with Wealden District's and ESCC's joint position on town centre traffic impact - requiring a a town centre **scheme** to alleviate congestion
- Para 38 - Housing should come in tandem with this solution
- Headroom package recognised but in this case the primacy of a town centre scheme was placed ahead of any 'sliding scale' solution
- Smarter Choices alternatives were rigorously tested
- Inspector did recognise the sequencing of the 3 sites should new applications come in

Appeals Refs: APP/C1435/A/07/2046982
 APP/C1435/A/07/2042597
 APP/C1435/A/07/2053422



South Morton, Carlisle

(applicant perspective)



Carlisle – Morton

Urban Extension – part of Masterplan solution
for SW Carlisle



North Dunstable

(partnership perspective)



North Dunstable

Where is it?

Off J11 M1

Major employment zone

Mix of land use activities

AQMA

Luton BRT route

:





Trip Banking – Make or Break?



Trip Banking – The Case for Make

Can work 2-way – for local authority and for developer

Fully in line with the ‘think smart solutions first’ message

Permission to develop the approach is already in place -
builds on TA/TP guidance and Circ 02/07

Tested at public inquiry

Supports front-leading of smarter travel initiatives

Potential for a common approach that everyone can sign up
to – like ‘TRICS’ itself



Trip Banking – The Case for Break

Importance of banking the evidence ahead of the development

Must test the Smarter Choices options rigorously at pre/live application stage

Source locally relevant data about suppressed modal shift from the surrounding community

Travel plans as ‘add-on’ towards the tail of the planning process cannot give the guarantees needed (at Inquiry)

Smarter Choices may not and should not provide the 'bridge' to delivery in all cases

Consistency from PINS



Please contact:

Jon Harris

Technical Director – Smarter Travel Choices | Transport Planning

Mob: 07900 167 028

Email: jon.harris@mouchel.com

www.mouchel.com