

Localism: how can transport planning make its mark?

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Scope

- National transport policy
- Transport devolution
- Localism Bill/NPPF and implications for transport planning

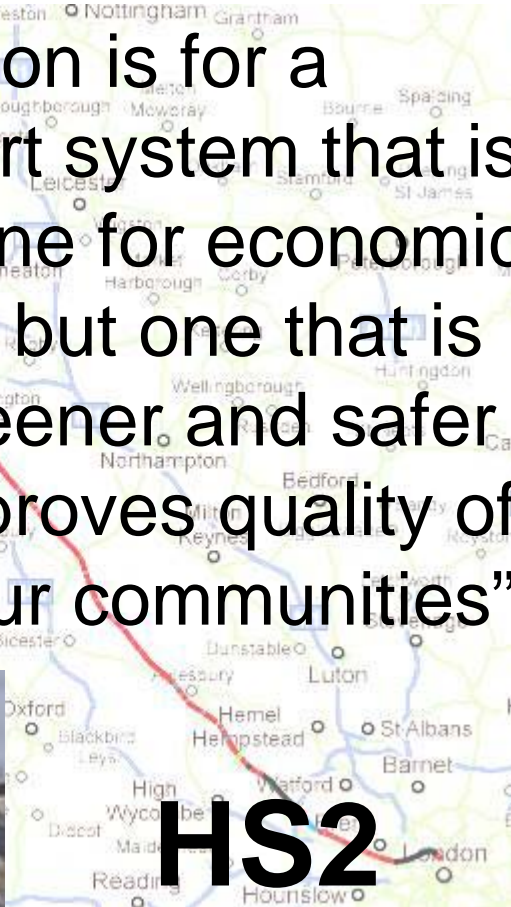


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National Transport Policy

“Our vision is for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities”.

Creating Growth, Cutting Carbon
Making Sustainable Local Transport Happen



HS2



Transport: coming your way?

- Reforms to bus subsidies
- Rail Devolution
- Local Major Transport Scheme Funding



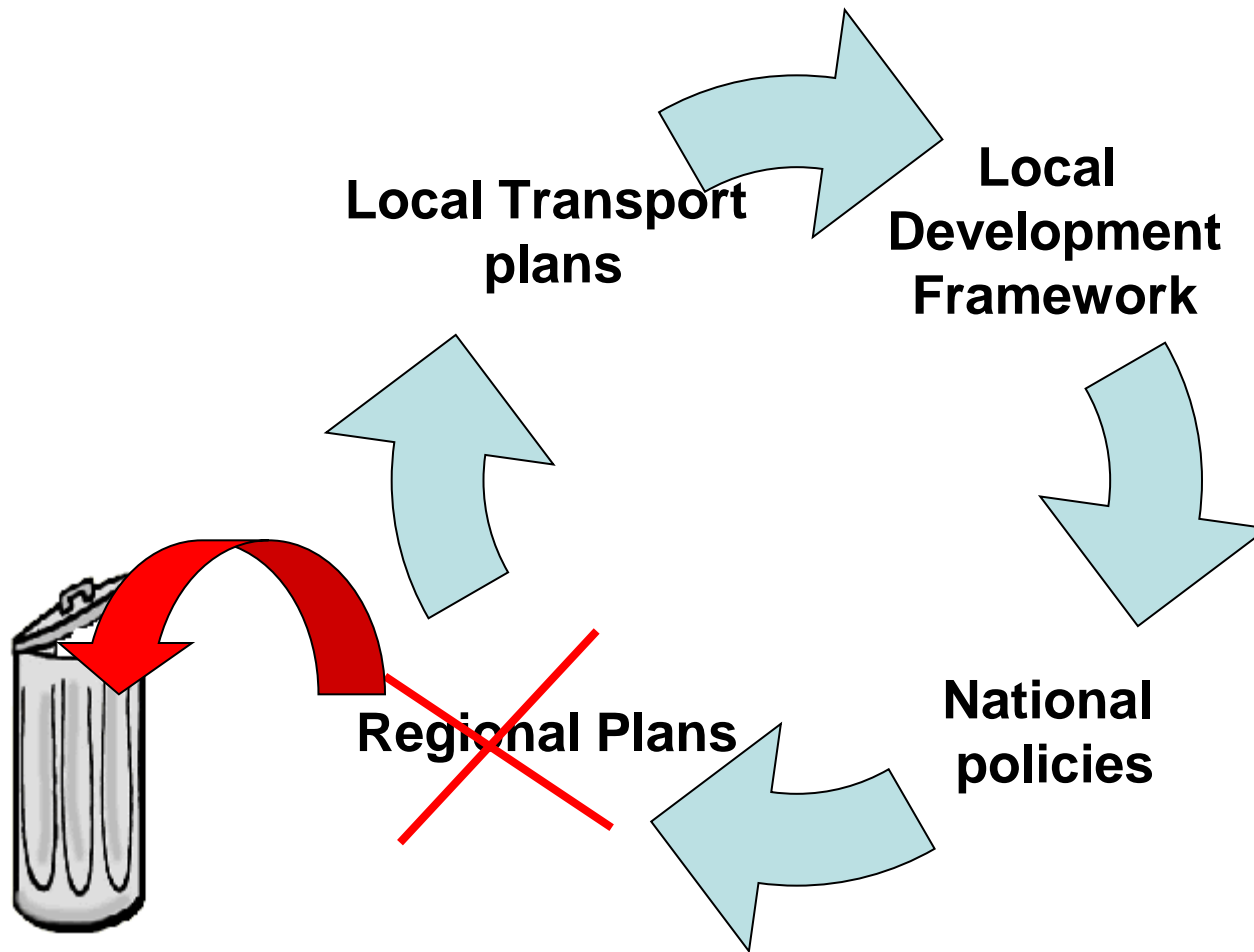


Localism bill: key planning reforms

Key Planning Reforms

- **Abolition of regional strategies**
 - **Changes to the Community Infrastructure Levy**
 - **Reforms to Local Plans**
 - **Neighbourhood Planning**
 - **Duty to co-operate**
 - **Abolition of Infrastructure Planning Commission.**
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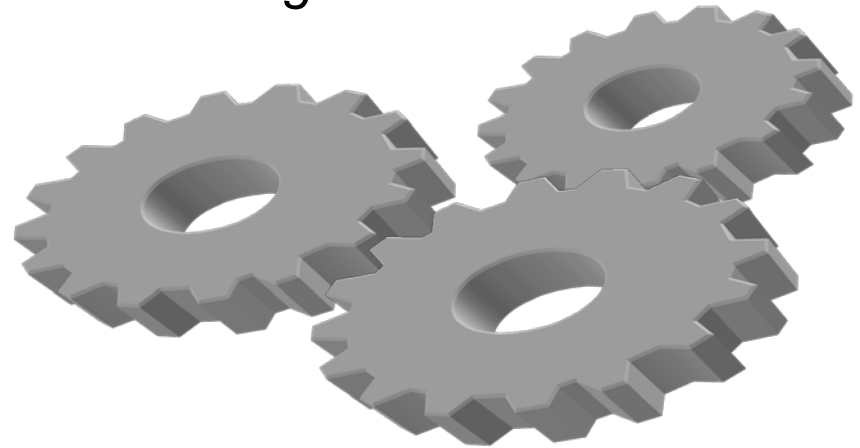
Transport planning and the planning system



Duty to co-operate

“In many cases there are very strong reasons for neighbouring local authorities, or groups of authorities, to work together on planning issues in the interests of all their local residents. This might include working together on environmental issues (like flooding), public transport networks (such as trams), or major new retail parks.”

Plain English Guide to Localism Bill



Large infrastructure schemes

“The Government thinks that these important decisions should be taken by Government ministers, who are democratically accountable to the public”.



Local communities and planning

“Neighbourhood planning will allow communities to come together through a local parish council or neighbourhood forum and say where they think new houses, businesses and shops should go”



Draft National Planning Policy Framework

“The planning system should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.” *para 83*

“...Development should not be prevented or refused on transport grounds unless the residual impacts of development are severe” *para 86*



Conclusions

- Integrated local transport systems are essential to the economic, environmental and social well-being of our communities
 - Transport decision-making should be localised
 - Transport planning remains central and its influence locally is through robust local plans
 - The change proffered in the Localism Bill and the NPPF provide opportunities and challenges not least the need for local authorities to work together effectively.
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Questions?

