

National planning policy

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Local transport in a global context'

24-25 November 2008



RTPI
mediation of space ·
making of place

trics[®]

No national planning policy (but plenty of systems change)



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Aspiration for Integration: from 'Land-use' to 'spatial' planning

- **1993: the 'Package Approach'**
 - ▶ Evolved into Local Transport Plans
- **1997: DETR; 1998: Transport White Paper**
 - ▶ Champions land-use/transport integration
- **2000-2003: PPG11→PPS11 RSSs; 2006 Act**
 - ▶ *"The Government's policy on spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function."*



Some of the gaps between transport and spatial policy

1. Regional disparities
2. Urban regeneration
3. Housing provision
4. Road pricing
5. Transport appraisal
6. Eddington's transport priorities
7. Etc, etc

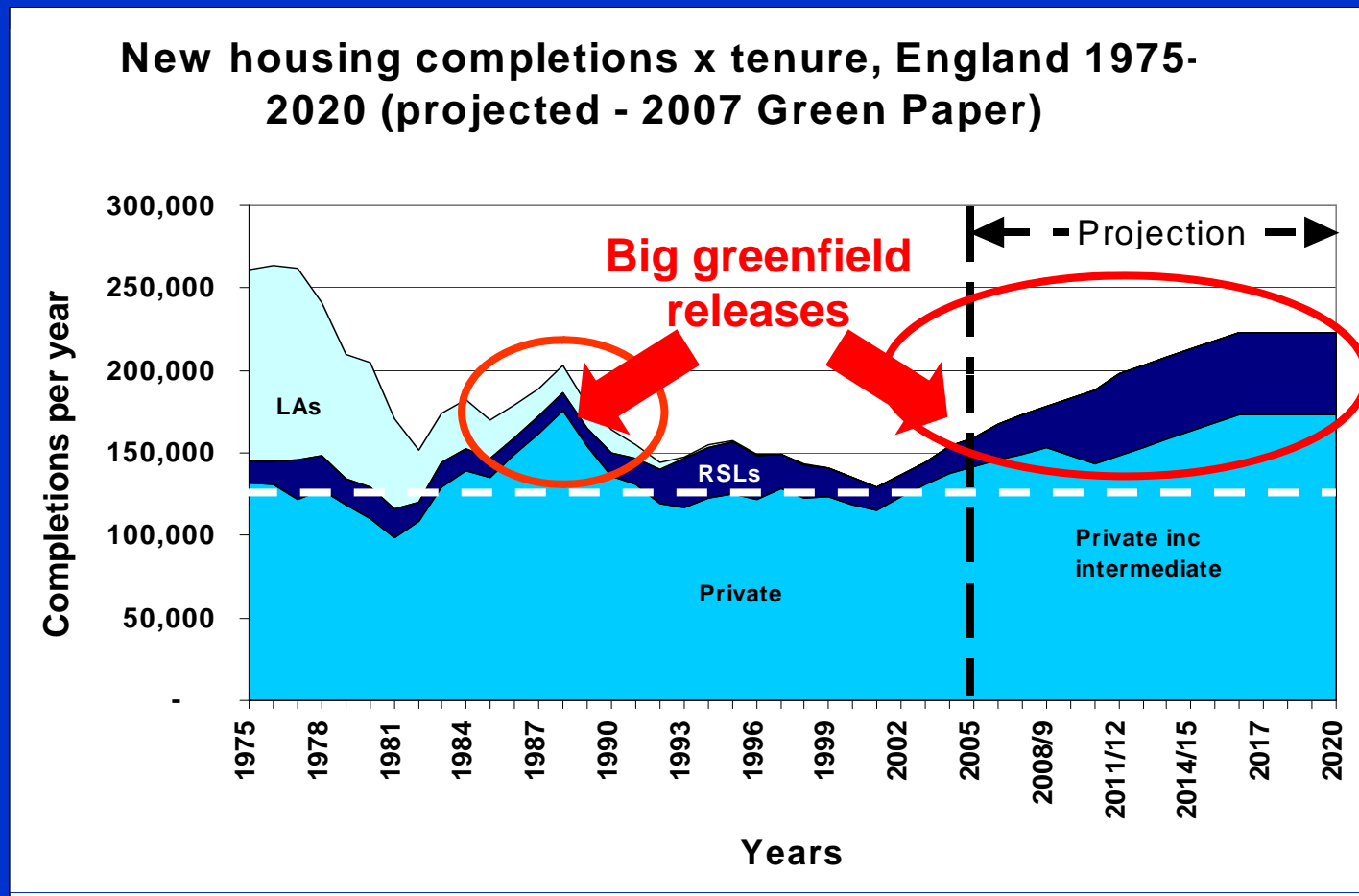


Housing: achieving 'decent homes for all'

- *"... everyone should have the opportunity to buy or rent a decent home at a price they can afford, in a place they want to live and work."* Government policy, restated by NHPAU (2008)
- Target: 3m by 2020 (4.3-5.3m by 2026), to return affordability to 2007 levels
- West Midlands housing choices 2008-26:
 - ▶ From new housing: ~400,000
 - ▶ From existing housing: ~5,000,000
- Conclusion: the 'decent homes' aim depends on existing homes more than new build



Effects of high housing land targets

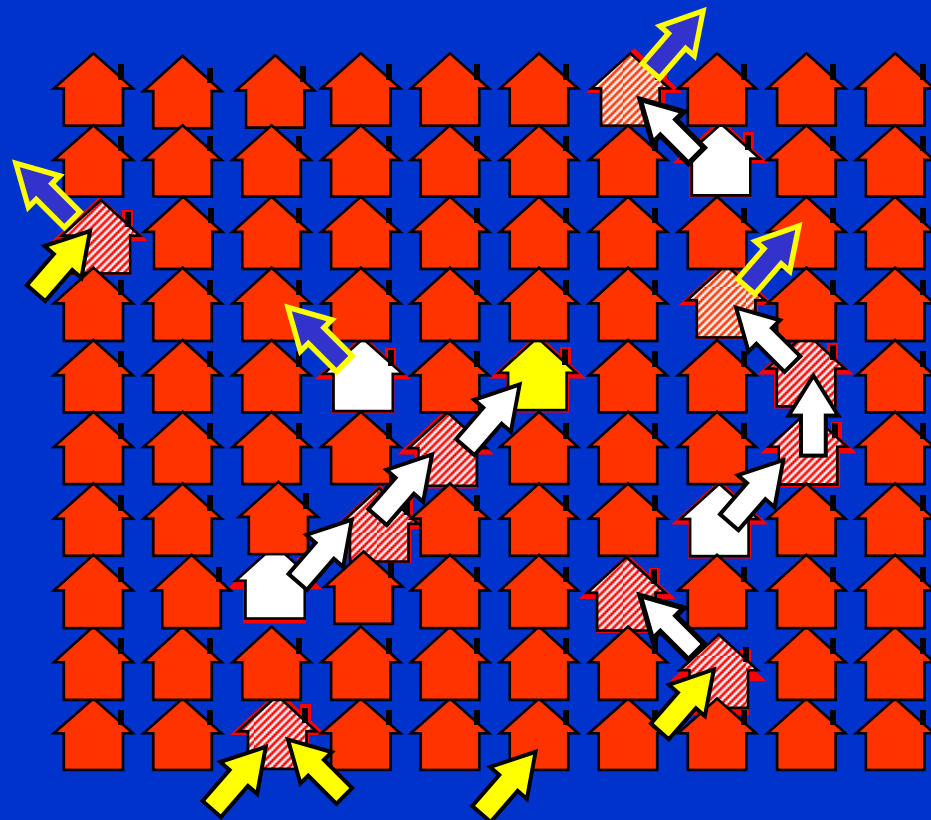


If housing land supply exceeds effective demand

- Developer interest and development finance concentrated on most profitable locations (greenfield)
- Infrastructure and service investment forced to follow
- Urban regeneration and brownfield development starved of investment
- Balance of attraction of existing neighbourhoods tilted away from MUAs



The power of 'churn'



Out of 100 houses, after a year :

- 90 have the same household
- 10 have changed hands
- 4 are vacant



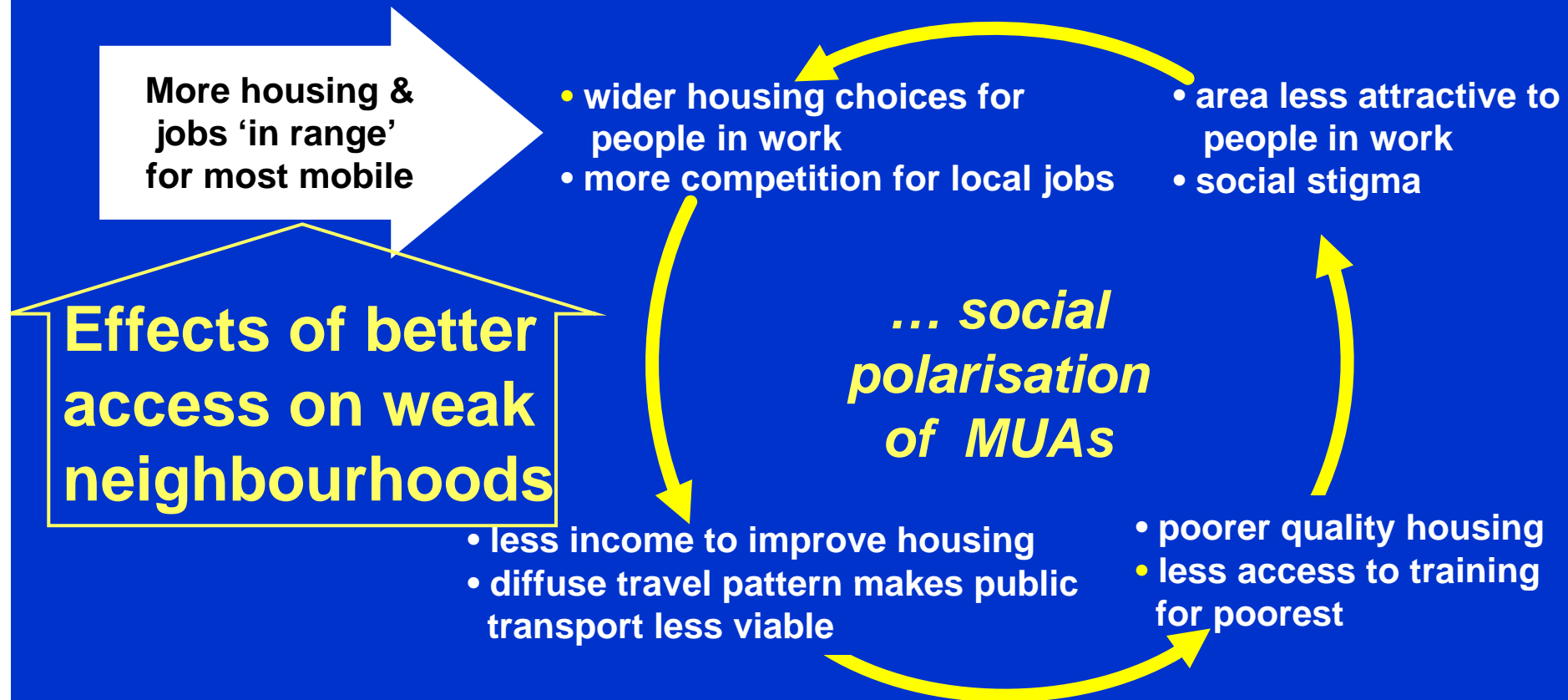
Changes in location in year

- 1 new house
- 10 have moved house
- 4 have left area or died
- 5 new households set up



**20 events:
much change**

Urban regeneration risk: access and locational choices



Trends in travel demand

➤ Increased travel demand 1972-2006

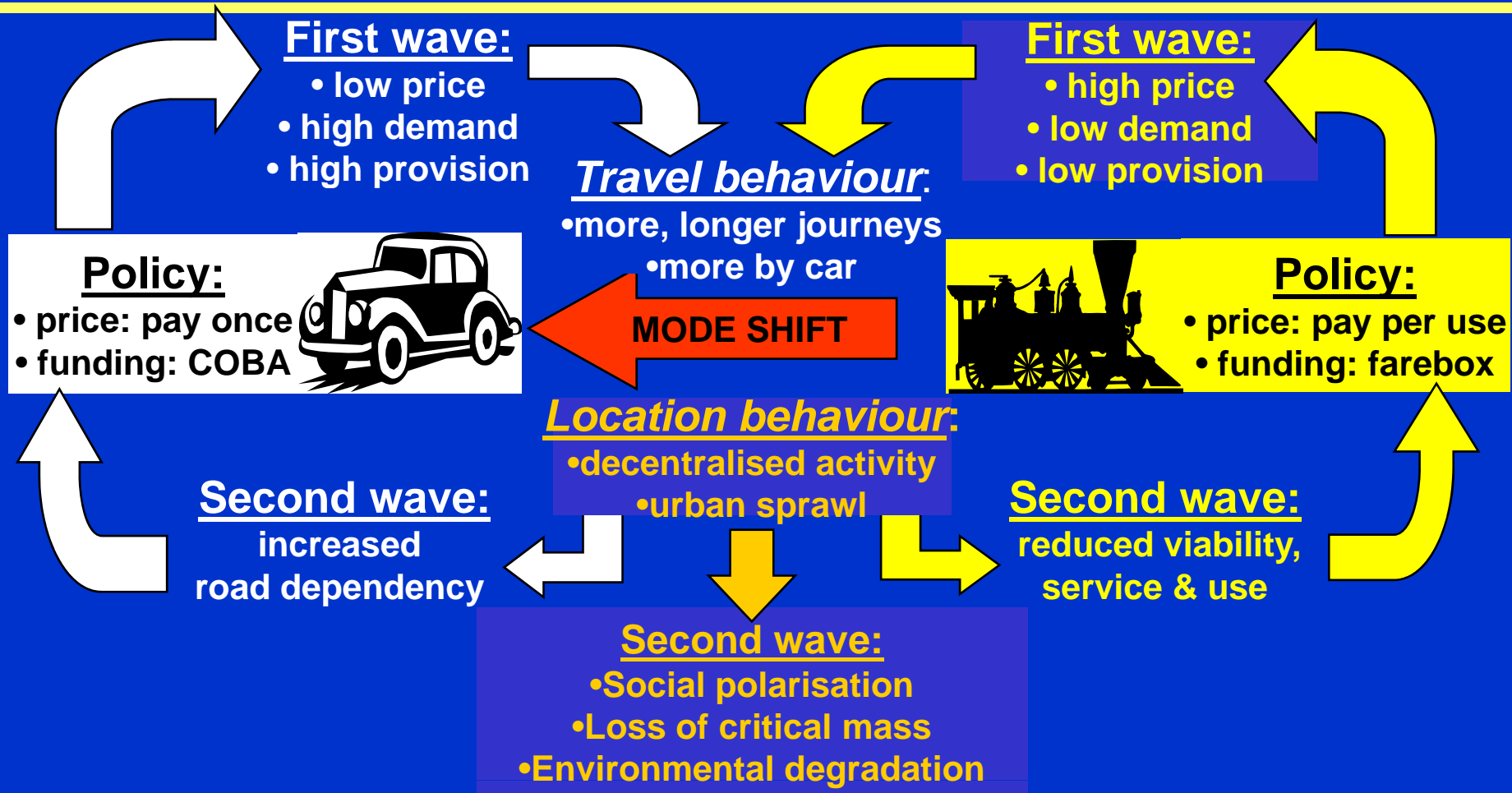
- ▶ Number of trips/head: +8%
- ▶ Total travel/head (person-km): +74%
- ▶ Average trip length (km): +47%
- ▶ Travel by car (person-km): +109%

➤ 60+% of extra travel is longer trips

- ▶ Too much for new development to explain (~1% pa)
- ▶ 'Churn' of existing stock provides 90% of options
- ▶ Road dominance widens locational choices
- ▶ Destination choice may be twice as sensitive as mode choice to travel time/cost change (Goodwin, LTT 2008)



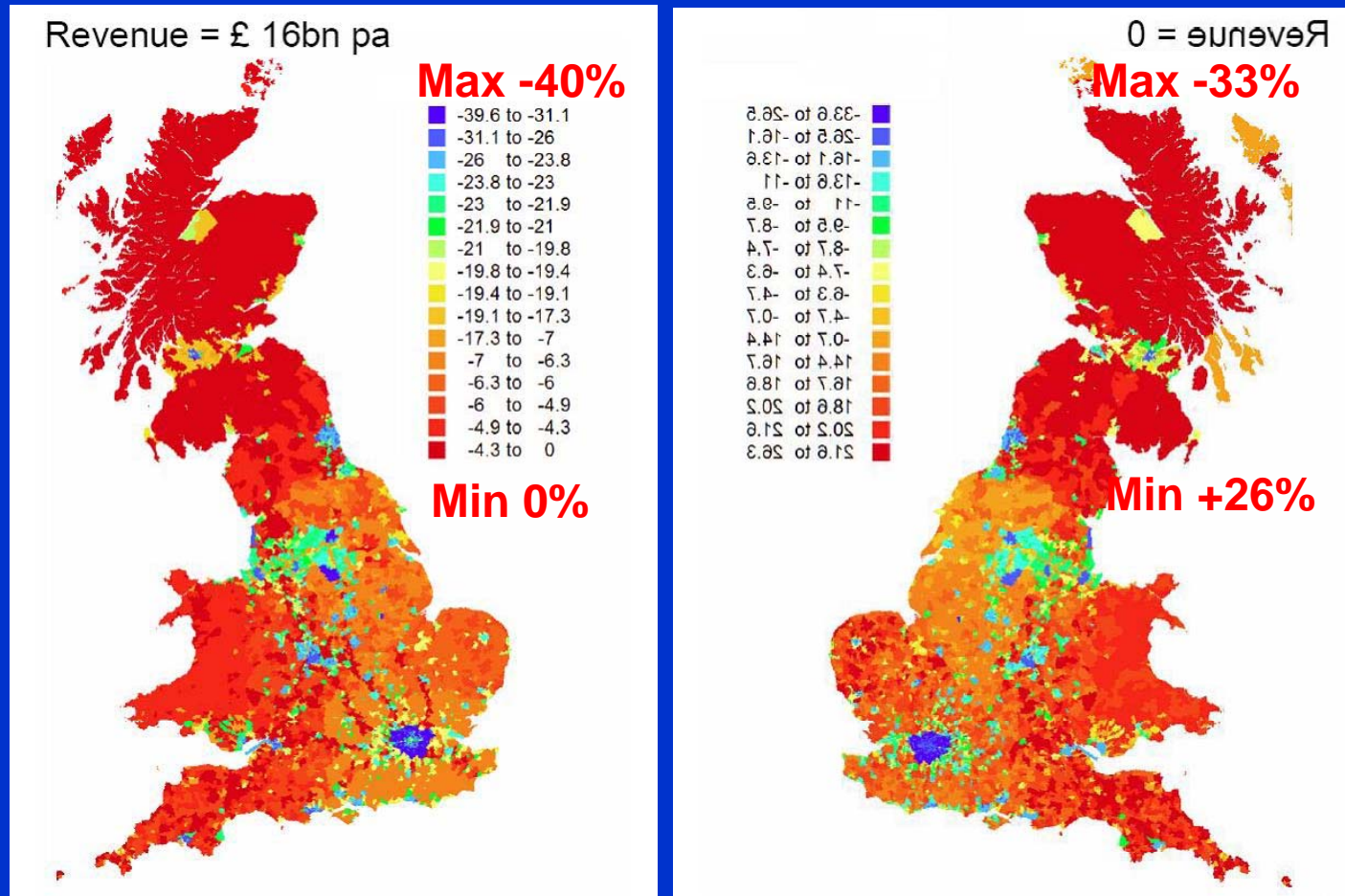
Road pricing and funding - perverse incentives



Revenue neutral pricing: more perverse incentives

**Modelled
% change
2001-2010**

Stephen Glaister
(2006) Waterfront



Impact of road pricing – West Midlands TIF

Key Results	2001 Baseline	2021 Current plans	2021 + non price measures	2021 + zonal pricing	2021 + distance pricing
Trips/day	5.186m	+10%	+9%	+9%	+9%
Delay	246,000 hrs/day	+22%	+13%	+8%	-6%
Delay/car trip	4min 50sec	5min 12sec	4min 57sec	4min 45sec	4min 11sec
Total cost	-	£2.0-2.4bn	£2.15-2.55bn	£6.1-6.5bn	Not given
Jobs	-	-40,000	'similar'	Not given	Not given

Road user charging: objectives, policies and impacts

Objectives	A. National GPS £ neutral	B. National GPS £ additional	C. Local £ retained	D. Fuel tax (HMT retained)	E. Fuel tax (earmarked)
1. Reduce congestion	++	+++	+	+	++
2. Reduce wear & tear on roads	-	+	-	+	+
3. Reduce global warming	--	+++	-	+	+++
4. Improve urban economies	--	-	-	0	+
5. Reduce social polarisation	-	-	-	0	+
6. Minimise cost	---	+	-	0	-
7 Maximise acceptability	-	--	-	-	0

Not very Good!

Much Better!

The costs of failure to integrate spatial planning and transport

- **Cities increasingly dispersed and polarised**
 - ▶ Selective migration of people and businesses
 - ▶ Infrastructure and environmental cost at both ends
 - ▶ Failure to realise urban economic potential (- except London)
- **More travel demand, more car-dependency**
 - ▶ Higher transport contribution to climate change
 - ▶ Greater vulnerability to fossil fuel shortages
 - ▶ More congestion, especially in the South East
- **Poorer quality of life**
 - ▶ Impact of traffic on home life and personal health
 - ▶ Impact on competitiveness in global labour markets

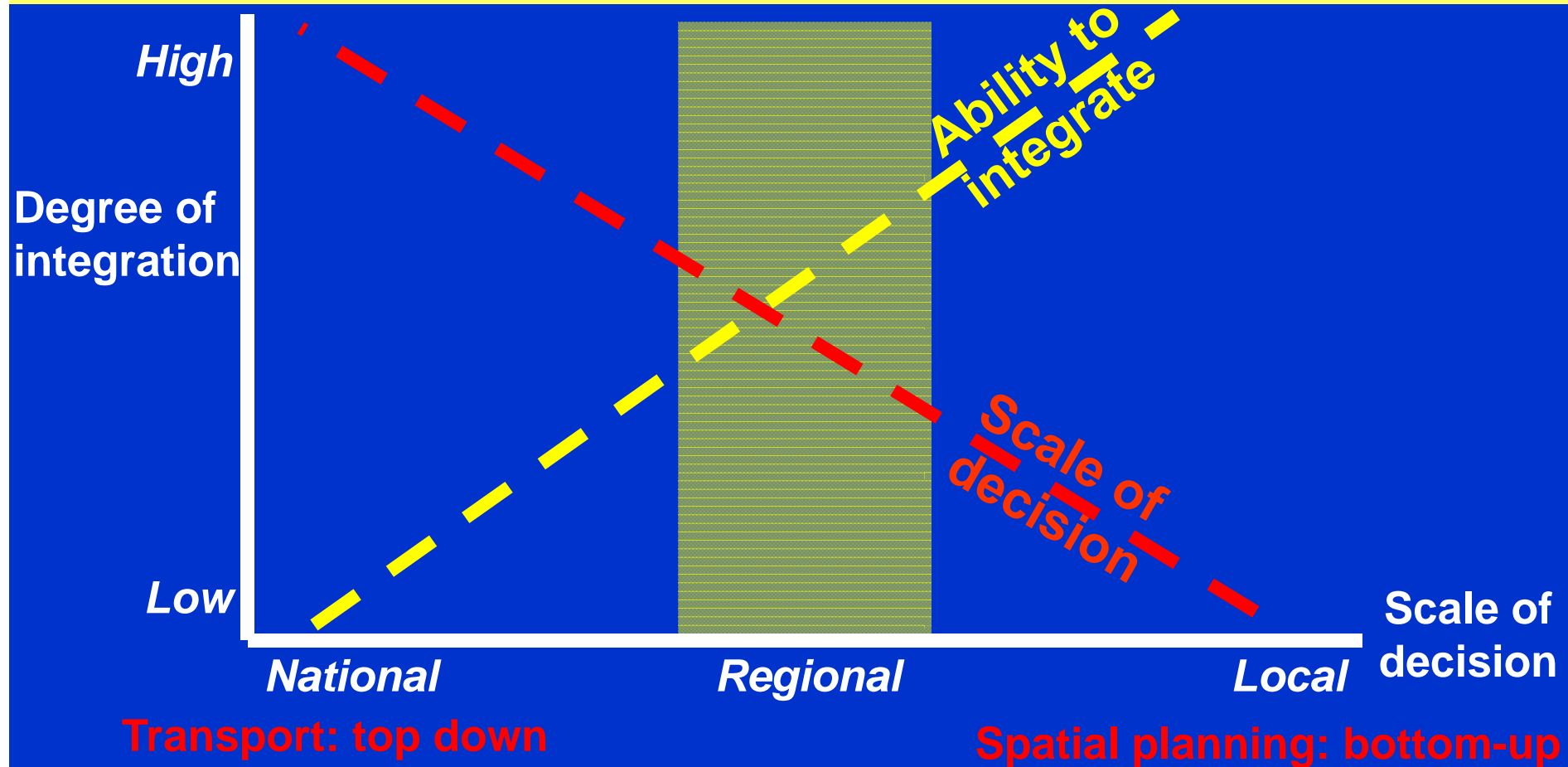


The potential from better integration

1. Spatial policy could contribute much more to meeting transport aims
2. Transport could contribute much more to meeting spatial policy aims
3. The barriers to better integration are mostly at national level
4. Local transport could make a much greater contribution if these barriers were reduced



Case for devolution: integration vs scale



Systems: overcoming the barriers - subsidiarity

It is ... intolerable and unjust for responsibility for what can be achieved by smaller and subordinate communities to be taken over by larger and higher-level social units” Pope Pius XI on subsidiarity (1931)

Purposeful devolution, revived city & regional leadership

- Stop parachuting in central ‘initiatives’ (Multimodal Studies, Growth Areas, Eco Towns, etc)
- Only take national responsibility for what can only be done nationally – eg regional balance, local/regional governance
- Progressively delegate responsibility for both spending and raising money for ‘place shaping’ (Lyons)



Critique of Local Transport Bill

- **Continues and amplifies UK tendency to treat transport in isolation**
 - ▶ Transport decisions by ITA separated from social and economic decisions of LAs
 - ▶ Implication that local road charging can be implemented by ITA, and will 'work'
 - ▶ Continues centralising tendencies, preventing holistic responses to transport '**Big Issues**'



Messages for the future – the agenda for Government

1. The urban transport crisis requires a step-change in regeneration and public transport
2. The climate change and fuel price challenges also require consistent pricing across modes
3. Integration and public support are essential to both – and both require devolution

These measures would also benefit the economy, quality of life and the environment (and, incidentally, help reduce congestion)

