

Travel Plan Monitoring Officer Report

For autumn 2014

Public Version

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Introduction

About this report

This report provides a review of the progress that has been made with regards to monitoring Travel Plan implementation in the West London sub-region. The period covered in this report is from September 2014 to January 2015, and encapsulates the autumn 2014 monitoring period.

This document should be read in conjunction with *Monitoring Officer Report: Covering the Autumn Monitoring Period, 2013*. The 2012 document, which was the first such monitoring officer report, contains details about the structure of the monitoring programme which will not be repeated here. It is presumed that autumn and spring Monitoring Officer Reports will be written for the duration of the ongoing Travel Plan monitoring programme.

About WestTrans

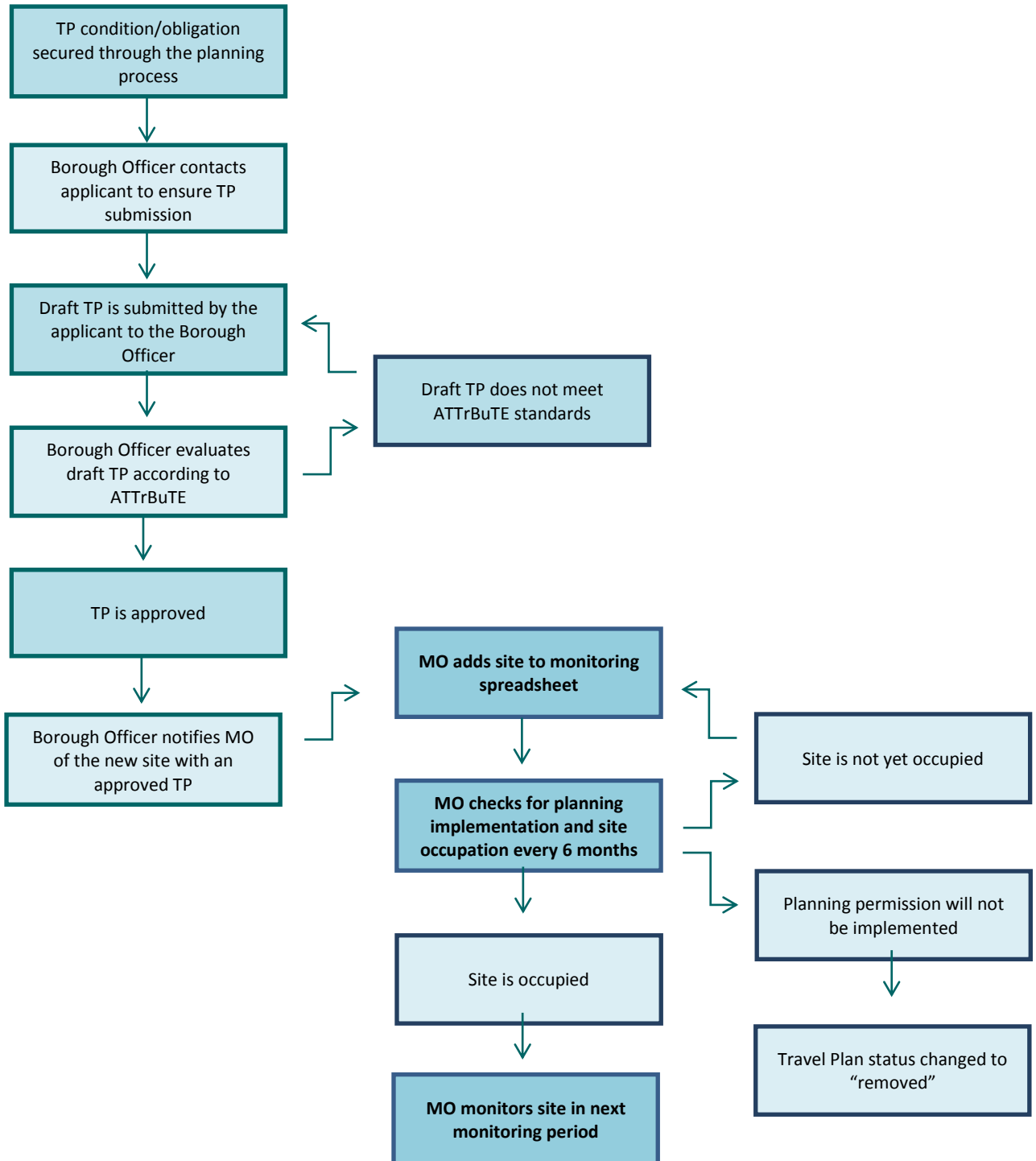
WestTrans is a partnership of the six West London boroughs of Ealing, Brent, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow. Led by Ealing Council, and joined by key stakeholders including West London Alliance, West London Business, BAA and the Park Royal Partnership, it works with Transport for London to identify, develop and implement transport projects to the benefit of the sub-region. It also contributes advice to West London leaders relating to the development of an appropriate transport strategy for West London and provides a platform to lobby regional and national government in a cohesive manner on behalf of the sub-region.

Travel Plans

Since June 2012 WestTrans has taken full responsibility for monitoring the implementation of Development Control Travel Plans across five of the six West London boroughs. Harrow Council takes responsibility for its own Travel Plan monitoring.

A *Travel Plan* is a strategic and dynamic management tool designed to influence travel behaviour, encouraging the use of sustainable transport modes to access a given development site, in order to secure a number of benefits, including reducing congestion and improving air quality. Sustainable transport modes include walking, cycling, public transport, car clubs, car sharing, electric vehicles, and teleworking. Travel Plans are required for developments that meet thresholds stipulated in local policy, or when local transport or case officers decide to include a Travel Plan requirement for a given site. Travel Plans are secured via planning conditions or section 106 planning obligations.

Process for obtaining and monitoring approved Travel Plans



WestTrans Aggregate Statistics

All boroughs - Travel Plans approved (June 2012 - Dec 2014)

Borough	2012 Autumn	2013		2014		Total
		Spring	Autumn	Spring	Autumn	
H & F	9	2	6	0	2	19
Brent	2	3	2	2	0	9
Hillingdon	6	4	1	4	5	20
Ealing	7	8	5	3	1	24
Hounslow	2	3	2	6	0	13
Total	26	20	16	15	8	85

Approved Travel Plans are those reviewed and approved by Borough Officers then sent to WestTRANS.

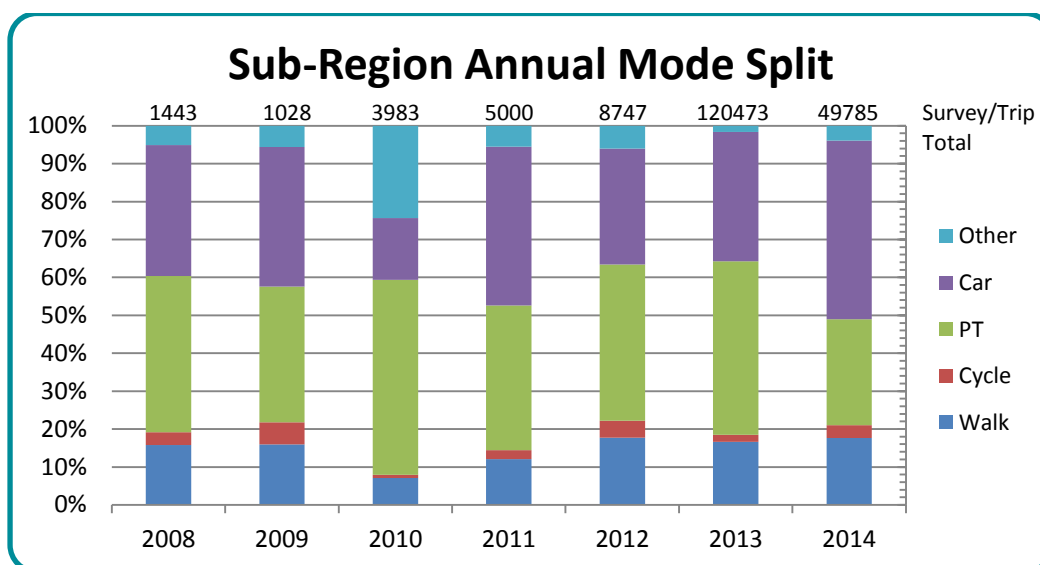
All boroughs - Site visits by Monitoring Officer (June 2012 - Dec 2014)

Borough	2012 Autumn	2013		2014		Total
		Spring	Autumn	Spring	Autumn	
H & F	1	2	5	2	3	13
Brent	1	3	4	2	3	13
Hillingdon	2	1	3	2	4	12
Ealing	1	3	2	1	2	9
Hounslow	3	3	3	1	4	14
Total	8	12	17	8	16	61

All boroughs - Monitoring Reports received (June 2012 - Dec 2014)

Borough	2012 Autumn	2013		2014		Total
		Spring	Autumn	Spring	Autumn	
H & F	6	7	10	4	4	31
Brent	11	13	14	11	9	58
Hillingdon	9	11	11	5	8	44
Ealing	10	11	11	12	10	54
Hounslow	9	15	9	13	9	55
Total	45	57	55	45	40	242

WestTrans - Modal splits



A few points about interpreting this chart

- This chart does not necessarily compare the progress of the same sites. It aggregates the modal split for all sites that have submitted monitoring reports since June 2012, including any data from those sites from earlier rounds of monitoring.
- For a comparison of progress made over time within the same site, see the individual site tables
- The sample size for modal split varies dramatically among years but is increasing

WestTrans - Status of all sites with Travel Plan conditions/obligations

Sites with Travel Plan conditions/obligations	360
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Sites that have implemented planning permission	216
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Travel Plan status	Complete	Approved	Draft	Check for submission	Not submitted
	4	181	23	0	12

Sites whose occupation status needs to be checked / re-checked	128
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Travel Plan status	Approved	Draft	Check for submission	Not submitted
	69	24	4	31

The above includes checking sites for development completion.

Sites that have been removed	16
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Sites that have implemented planning permission that have approved Travel Plans	177
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0 monitoring reports submitted	1 monitoring report submitted	2 monitoring reports submitted	3 monitoring reports submitted	4 monitoring reports submitted	Monitoring complete
48	57	33	22	14	3

Update on monitoring activity and operation

Survey Responses

In 2013, WestTRANS recorded **120,473** trips and survey responses! Previously, the number of recorded trips and surveys had been strong but not statistically significant enough to be considered representative of the region.

Following this impressive number, **49,785** trips and survey responses were recorded in 2014! If this level of reporting can be sustained for next coming years there will be an amazing data set to prove the value of implementing Travel Plans.

Travel Plan Quality

Please remember to include remedial action and to set targets in all travel plans. This remains our only action for any recourse when targets are not met and is especially applicable to residential sites where travel plan measures are rarely implemented. In all cases the setting of targets and inclusion of remedial action will be contested by consultants and developers but they are essential for holding developers to account.

S106 Issue

Following a misleading article, in early 2015, claiming that S106s could not be used to secure travel plan fees, it has since been confirmed by John Bosworth of Ashfords Law that the case, Oxford CC vs DCLG, was not representative of the practices employed by West London Boroughs.

In short, if you have a clear policy stating what the fee is for it, will not be challenged (legally).

RObUST - Legally vetted wording for securing travel plans in obligations

Please continue to use and promote RObUST to your colleagues and contacts.

Jan 2014 to August 2014 - 77 sessions from 64 users, of which 18% were new users.

Sept 2014 to Dec 2014 - 37 sessions from 20 users of which 51% were new users.

TRICS

WestTRANS has generated a significant amount of work for the TRICS Consortium Ltd; now a stand-alone company based in Surrey Council's offices. Approximately 60% of TRICS surveys carried out in the Greater London area are driven from the WestTRANS Monitoring Programme.

WestTRANS are currently in discussions with The TRICS Consortium Ltd to be recognised as a key stakeholder and are pushing for a change in their reporting format. Currently, TRICS reports are very technical and many travel plan coordinators are unable to interpret them, we are looking for a format TPCs can understand and use to build their action plans.

iTRACE Update

Licences for iTRACE have now been purchased and iTRACE monitoring will commence in spring 2015.

Cycle parking standards

Work has begun to produce cycle parking standards for new developments. This will focus on the quality of parking and the planning process - designing in not retro fitting.

Further information on this project will be circulated once it's begun. Estimated completion, autumn 2015.

Future projects for 2015

Delivery and Servicing Guidance

Autumn 2014 Highlights

Car Free Development

Student Accommodation Site Hammersmith

50% Walk to work! Food Supplier (Park Royal)

Over 25% cycling to work Bakery (Hayes)

Residential Site Success

Regeneration site - Ealing 20% walk, 16.5% cycle

Biggest Reduction in Car Use

Retailer Wembley: 17.1% point reduction in SOV 2008: 45.7%
2014: 28.6%

Highest Survey Responses

Temple (Kingsbury)	523 responses – 92% response rate
University (2 Campuses)	2054 responses – 11% response rate
International Media (SW London)	3536 responses – 64% response rate