

Travel Plan Monitoring Officer Report

For spring & autumn 2015



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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 February 2015 to January 2016, and encapsulates the spring and autumn 2015 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

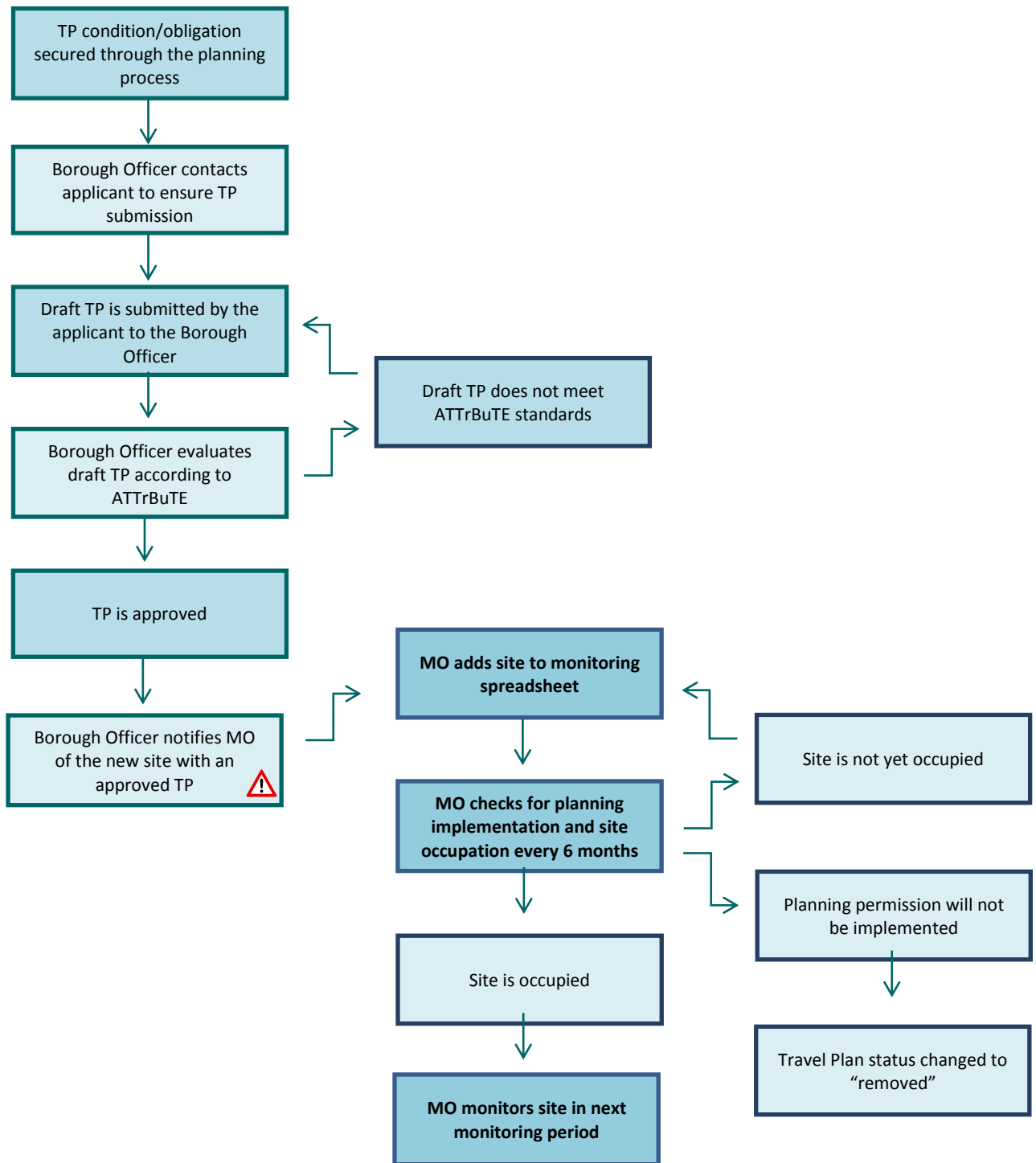
WestTrans is a partnership of the six West London boroughs of Ealing, Brent, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow. Led by Ealing Council, and joined by key stakeholders including West London Alliance, West London Business, BAA and the Park Royal Partnership, it works with Transport for 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



This remains a weak link in the process, not all travel plans are forwarded to the MO.

WestTrans Aggregate Statistics

All boroughs - Travel Plans approved (June 2012 - January 2016)

Borough	2012	2013		2014		2015		Total
	Autumn	Spring	Autumn	Spring	Autumn	Spring	Autumn	
H & F	9	2	6	0	2	1	0	14
Brent	2	3	2	2	0	1	0	14
Hillingdon	6	4	1	4	5	7	1	20
Ealing	7	8	5	3	1	5	5	20
Hounslow	2	3	2	6	0	1	3	18
Total	26	20	16	15	8	15	9	86

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

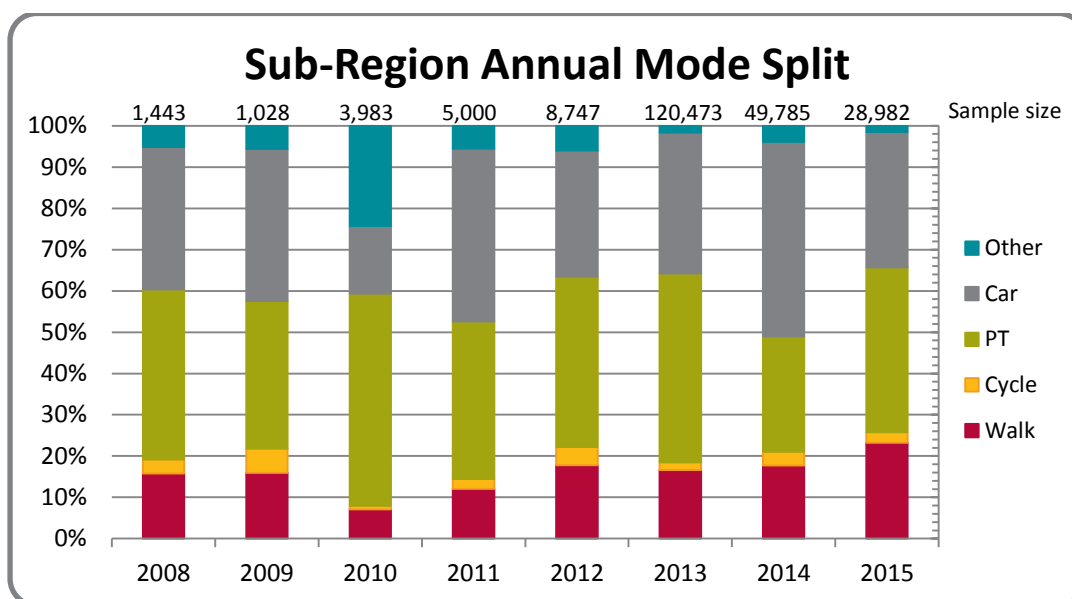
All boroughs - Site visits by Monitoring Officer (June 2012 - January 2016)

Borough	2012	2013		2014		2015		Total
	Autumn	Spring	Autumn	Spring	Autumn	Spring	Autumn	
H & F	1	2	5	2	3	1	2	16
Brent	1	3	4	2	3	1	2	16
Hillingdon	2	1	3	2	4	2	2	16
Ealing	2	3	2	1	2	1	1	12
Hounslow	3	3	3	1	4	1	1	16
Total	9	12	17	8	16	6	8	76

All boroughs - Monitoring Reports received (June 2012 - January 2016)

Borough	2012	2013		2014		2015		Total
	Autumn	Spring	Autumn	Spring	Autumn	Spring	Autumn	
H & F	6	7	10	4	4	4	2	37
Brent	11	13	14	11	9	8	8	74
Hillingdon	9	11	11	5	8	3	8	55
Ealing	10	11	11	12	10	6	12	72
Hounslow	9	15	9	13	9	14	7	76
Total	45	57	55	45	40	35	37	314

WestTrans - Modal splits



- 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.
- For a comparison of progress made over time within the same site, see the individual site tables

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

Sites with Travel Plan conditions/obligations	413
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Sites that have implemented planning permission	246
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Travel Plan status	Complete	Approved	Draft	Not submitted
	11	205	19	10

Sites whose occupation status needs to be checked / re-checked	45
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Travel Plan status	Approved	Draft	Not submitted
	14	22	9

The above includes checking sites for development completion.

Sites that have been removed	26
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Sites that have NOT implemented planning permission	96
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Site that have implemented planning permission that have approved Travel Plans	216
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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
60	63	47	19	20	8

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 help prove the value of implementing Travel Plans.

In 2015, WestTRANS recorded **28,982** trips, a fantastic achievement given the low number of TRICS surveys this year. We expect this to increase for 2016 and 2017 as more sites will be due a TRICS survey.

Approved Travel Plans

The number of approved travel plans remains low and you are all urged to review your emails, files and records to ensure all approved travel plans have been forwarded to WestTRANS. (travelplans@westtrans.org).

To help manage this, WestTRANS will also keep track of draft travel plans or any application with a travel plan condition or obligation even if a travel plan has not yet been submitted. Please email the site address or planning reference number and it will be entered into the WestTRANS database.

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 to secure a worthwhile Travel Plan.

TRICS

The number of surveys being completed by the TRICS consortium is declining, mainly due to cost but also because other suppliers can reproduce surveys that follow the TRICS methodology while providing a layman's explanation of the results. These results are not recognised by the TRICS Consortium and therefore will not be included in the TRICS database. The TRICS methodology is available on their website.

We have asked Transport for London for guidance on this matter:

So long as monitoring surveys follow the TRICS methodology they will have fulfilled their monitoring requirements - it is not a requirement that the surveys contribute to the TRICS database.

We continue to work closely with TRICS and support the growth of the TRICS database because of the value it brings for evaluating transport impacts. We are persisting with our request for a simplified output report and regularly exchange data on upcoming monitoring requirements.

iTRACE Update

We have been using the iTRACE system (an online tool for monitoring sites with Travel Plans - <http://london.itrace.org.uk>) this year to collect survey results directly from sites and will continue to use iTRACE for 2016. The system makes some air quality calculations based on journey legs; we will begin to include this information in future reports.

Cycle Parking Standards

We have finished the cycle Parking Guidance document and will circulate it shortly, a huge thank you to everyone who contributed - it was not possible without your assistance. We are also exploring options to pilot a parking inspection programme to compliment the guidance and the Travel Plan Monitoring Programme.

Future projects for 2016

Delivery and Servicing - Online Creator for users

Cycle Parking Monitoring

Autumn 2015 Highlights

Hammersmith

Residential Site

48% Walk to work

Student Housing Site

Car free for 2 years

Ealing

Ealing Council - Perceval House

15% of staff cycle to work.

Brent

Construction Haulier

2009 SOV - 74%

2015 SOV - 42%

Hounslow

Faith Sites

Two sites where 33% and 68% of visitors walk.

Hillingdon

Large Factory

2012 - 3 Cyclists

2015 - 31 Cyclists