

WESTTRANS

TRAVEL PLANS

WESTLONDON



Travel Plan Monitoring Officer Report

Spring & Autumn 2017

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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 subregion. The period covered in this report is from February 2017 to January 2018 and encapsulates the spring and autumn 2017 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 Monitoring Officer Reports will be written for the duration of the ongoing Travel Plan monitoring programme.

About WestTrans

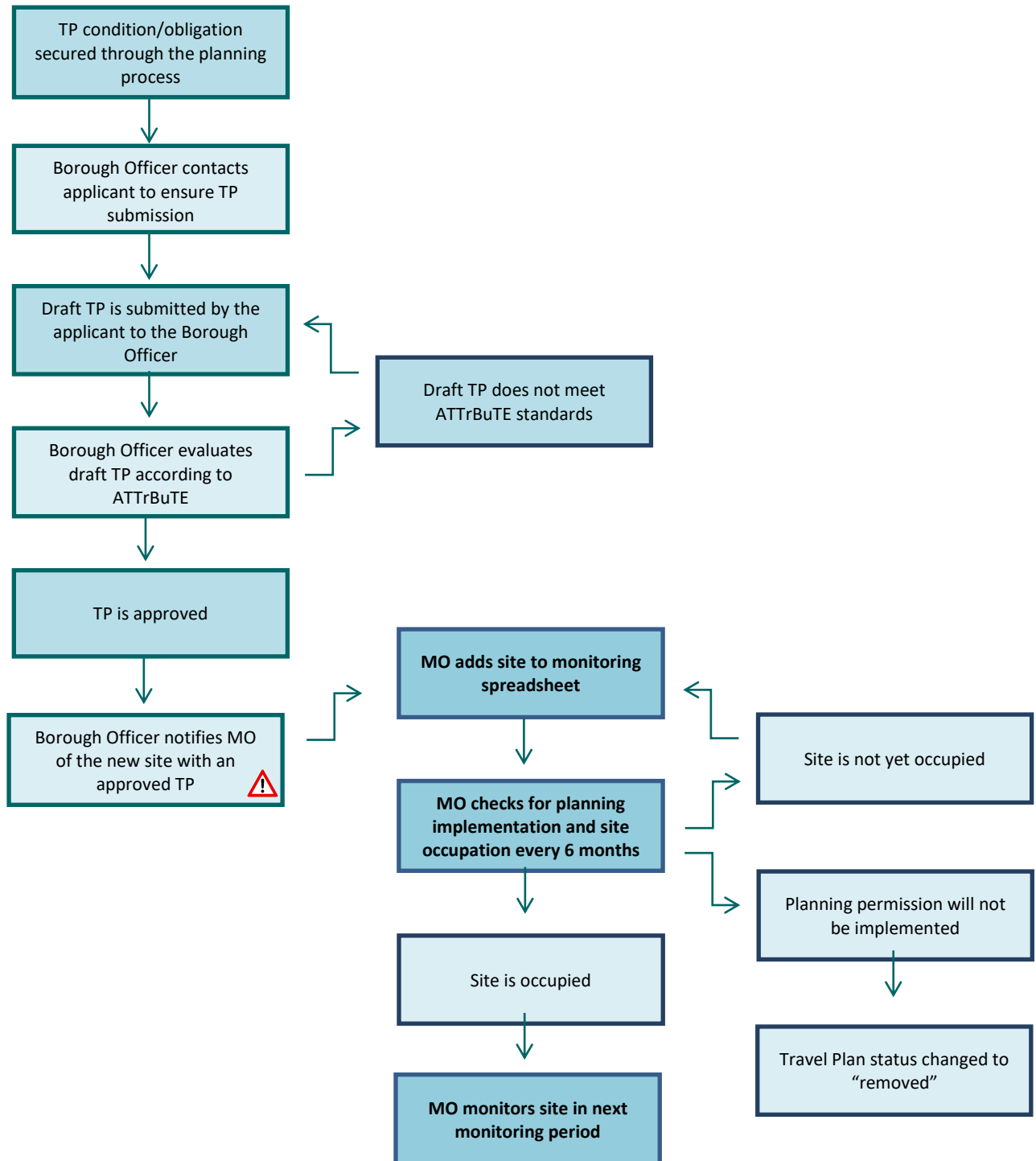
WestTrans is a partnership of the six West London boroughs of Brent, Ealing, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow. Hosted by Ealing Council, and joined by key stakeholders including West London Alliance, West London Business, BAA and the Park Royal Partnership, it works with Transport for London to identify, develop and implement transport projects to the benefit of the subregion. 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 subregion.


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

Borough	2012 Autumn only	2013	2014	2015	2016	2017
H & F	9	8	2	1	4	3
Brent	2	5	2	1	2	1
Hillingdon	6	5	9	8	5	3
Ealing	7	13	4	10	8	8
Hounslow	2	5	6	4	2	1
Total	26	36	23	24	21	16

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

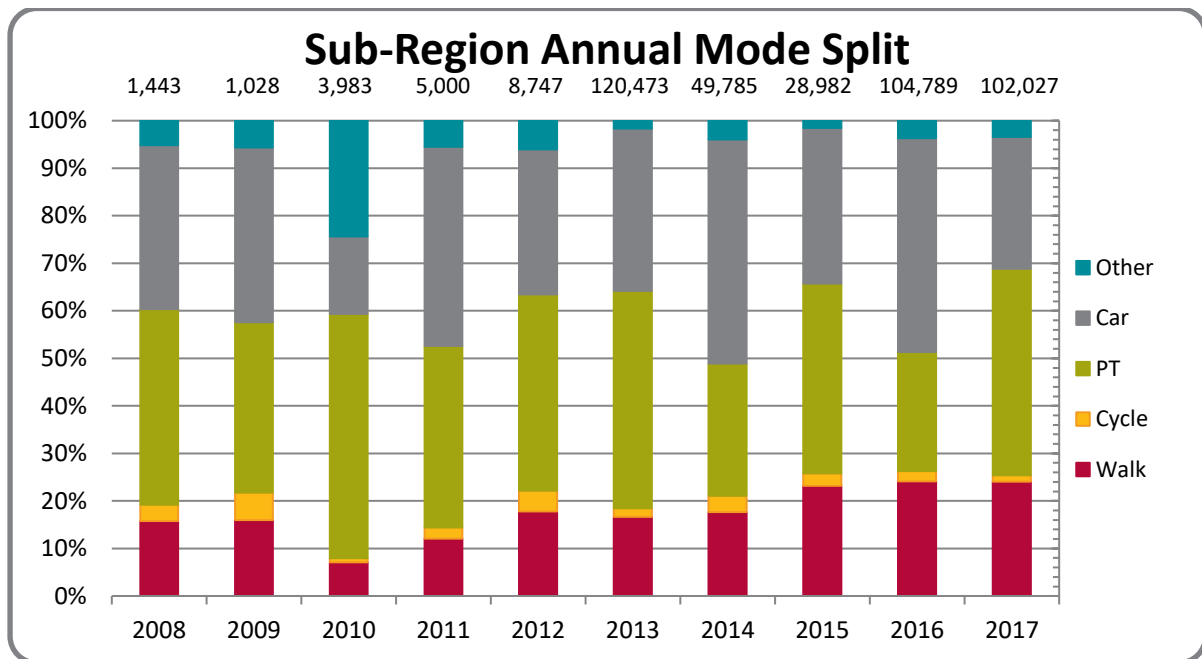
All boroughs - Site visits by Monitoring Officer

Borough	2012 Autumn only	2013	2014	2015	2016	2017	Total
H & F	1	7	5	3	1	5	22
Brent	1	7	5	3	2	6	24
Hillingdon	2	4	6	4	3	1	20
Ealing	2	5	3	2	6	8	26
Hounslow	3	6	5	2	7	10	33
Total	9	29	24	14	19	30	125

All boroughs - Monitoring Reports received

Borough	2012 Autumn only	2013	2014	2015	2016	2017	Total
H & F	6	17	8	6	11	15	63
Brent	11	27	20	16	33	24	131
Hillingdon	9	22	13	11	18	14	87
Ealing	10	22	22	18	19	14	105
Hounslow	9	24	23	21	32	33	142
Total	45	112	86	72	113	100	528

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	544
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Sites that have implemented planning permission	483
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Travel Plan status	Complete	Approved	Draft	Not submitted
	35	298	83	24

Sites whose occupation status needs to be checked / re-checked	16
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Travel Plan status	Approved	Draft	Not submitted
	13	3	0

The above includes checking sites for development completion.

Sites that have been removed	69
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Sites that have NOT implemented planning permission	34
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Site that have implemented planning permission that have approved or completed Travel Plans							323
0 monitoring reports submitted	Baseline done	1 report submitted (out of 3 or 5)	2 reports submitted (out of 3 or 5)	3 reports submitted (out of 5)	4 reports submitted (out of 5)	Monitoring extended	Monitoring complete
59	21	59	50	17	11	2	42

Update on monitoring activity and operation

Survey Responses

In 2017, WestTrans recorded 102,027 trips and survey responses. This reflects both the fact that a number of sites undertook TRICS surveys and the high number of sites that submitted survey data.

Previously, this number has varied significantly from one year to another depending on which sites were due to survey; also staffing issues experienced in 2015 reduced the number. **120,473** trips had been recorded in 2013, **49,785** in 2014, **28,982** in 2015, and 104,789 in 2016.

Approved Travel Plans

The number of travel plans approved every year remains low; boroughs are urged to review 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.

Additionally, borough officers can always refer to the online Travel Plan register to check whether a site is missing from the WestTrans database. This register is updated regularly and permanently available under the following link:

https://westtrans-my.sharepoint.com/personal/travelplans_westtrans_org/_layouts/15/guestaccess.aspx?guestaccesstoken=dHgteaZYuEd9vrF9Gdbr2810pwg/fUJ+1H+mjb35qzw=&docid=169143383f28c4cd0adfe0850761078c2&rev=1

Travel Plan Quality

It is strongly recommended to include a section on remedial action and to set targets in all travel plans. This remains our only justification 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.

Furthermore, all future Travel Plans must have targets that are in line with the MTS 2018. The mode share targets for walking, cycling and public transport are borough specific and can be found in the LIP MTS Outcomes document, a Microsoft Excel document. Please email WestTrans if you require any advice on this topic.

Travel Plan Monitoring Officer

In August this year, Ben Walch, our Monitoring Officer, left WestTrans to pursue new ideas for sustainable and safer transport, Ben worked incredibly hard in his role and will be missed.

Since August, we have been very fortunate to have Josh Bell of SYSTRA Ltd manage the Monitoring Programme. Josh has been based at Perceval House, Ealing, and has delivered the programme very successfully. We will keep Josh until a fulltime replacement can be recruited at which point, he will stay on to help train and handover the role.

TRICS

A number of surveys continue to be completed by the TRICS consortium. However, 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, their response is:

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.

iTRACE Update

We have been using the iTRACE system (an online tool for monitoring sites with Travel Plans - <http://london.itrace.org.uk/>) since 2016 to collect survey results directly from sites and will continue to use iTRACE for 2018.

A new approach in 2017

The aim for 2017 was for the Monitoring Officer to be slightly less desk-based. Benjamin Walch spent time visiting sites as the cycle parking inspections carried out by WestTrans showed that a number of planning requirements are too rarely complied with. For example, infrastructure such as Electric Vehicle Charging Points, Car Club Bays and Cycle Parking were missing at a number of sites despite being required by planning permissions. This was proving successful until Benjamin's departure, however, the part-time nature of Josh's work has resulted in this approach being reduced. Once a new Monitoring Officer has been recruited these site visits will restart.

In particular, the Monitoring Officer will aim to visit every newly developed site in the Travel Plan database in order to check infrastructure against the planning requirement. This is closely tied to Travel Plan monitoring as such infrastructure is generally part of the Travel Plan's “hard” or “physical” measures.

2017 Highlights

Hammersmith & Fulham

A cultural institution: 16% cycle.

A workplace: 83% arrive at work by public transport.

Ealing

An education institution: 50% of staff and parents walk, only 7% arrive by car.

A faith site: 84% of the congregation come by foot.

A gym: average CO2 emissions have decreased by 44% from 2016 to 2017 for staff travel.

Brent

An education institution: less than 5% travel by car alone to the site.

A faith site in Wembley: 83% of journeys are made by walking.

A faith site: Average CO2 emissions are 0.02kg per respondent for a one-way journey, significantly less than the Borough average.

Hounslow

Hotel: 90% of guests arrive by bus.

Gym in Chiswick: over 20% of users arrive by bicycle.

A leisure site: average CO2 emissions have decreased by 37% for travel to and from the site from 2016 to 2017.

Hillingdon

Workplace in Uxbridge: 83% take the bus to work.

Residential development: 78% of trips are car-sharing.