Sustainable Transport and Planning

Sustainable Transport East Midlands (STEM)

STEM

network of EMs-based voluntary sector organizations incl CBT, FoE, CPRE, Railfuture, and cycling groups committed to environmentally and socially sustainable

transport and with many years experience in the field

integration of planning and transport critical to achieve our aims

Politics and Planning

1. disillusionment with politics and politicians – at all levels

2. central govt reduction of LA funding

    a) exacerbates alienation of electorate – LA becoming "machines for making cuts"

    b) disproportionately affects those already disadvantaged e.g. withdrawal of funding from lifeline rural bus services

    c) and makes LPAs vulnerable to developer pressures in order to raise funds e.g. CIL

3. current planning regime has consistently led to the approval of development in unsustainable locations e.g. greenfield sites before brownfield, often on appeal and by overruling an LPA's reasoned judgement

4. under-resourcing of LPAs means the delivery of planning conditions so often cannot be monitored or enforced, increasing cynicism of local people with regard to political decision-making

5. decisions on strategic infrastructure made remote from local people and local politicians (with limited opportunities to influence 'from below') – and often made in isolation from other options for strategic development e.g. Roxhill development near EMA

6. hope people have of gaining greater control over their areas and achieving a better quality of life post-Brexit - political risks of not delivering on these hopes

What does not work

1. anything which increases road traffic and thereby congestion and air pollution – latter a particular health risk to children, and both discouraging walking and cycling

2. strategic links between cities : risk of

    a) increased road traffic to the hubs

    b) new cities around the hubs – at the expense of existing settlements

    c) investment in strategic links at the expense of transformative local links e.g. suburban tram networks

    d) socially unequitable development e.g. high-speed rail for a few high earners

3. back to front planning e.g. major housing development to secure funding for a new road : " We have a solution – what is the problem ?"

4. strategic Park & Ride :

a) overall increases in car use – including from dedicated PT services

b) overall reductions in public transport use

c) in some cases less active travel

Source : Parkhurst, G. and Meek, S. (2014) The effectiveness of park-and-ride as a policy measure for more sustainable mobility. In: Ison,S. and Mulley, C., eds. (2014) Parking Issues and Policies. (5)Emerald Insight, pp. 185-211

5. substantial increases in road capacity :

e.g. a) traffic growth on the A46 Newark – Lincoln dual carriageway and bypass 2002-15 was between 71% and 33% (compared12% for the county and 9% for the region) + roundabouts at either end now operating above capacity

b) congestion in Hykeham

Source : Transport for Quality of Life, **The Impact of Road Projects in England** March 2017

What can work

1. proactive, integrated transport and land use planning across sub-regions e.g. Leicester to Burton growth corridor

2. bringing disused buildings back into use

3. developing brownfield sites first – also faster delivery

4. small changes to road junctions

5. meaningful follow-up on the Local Walking and Cycling Infrastructure Frameworks (LCWIFs)

6. sustained funding for integration of planning and transport independent of private interests