



Recommendations for improving current practice

CIHT believe in radically improving the outputs and outcomes of planning and transport by working differently and more intelligently. This starts with a clear vision to create better places for people to live in and is achieved by adopting new approaches at the strategic level and when it comes to planning individual developments. The key changes needed are as follows:

Create a clear vision

1. Local plans must commit to a compelling and clearly expressed place-based vision that has sustainable transport as well as health, climate change and environmental needs integrated from the start.
2. Strategic and Local Plan producers must create collaborative partnerships with strategic stakeholders, transport service providers, and local communities that go far beyond statutory consultation.
3. Local Plans must include clear accessibility and mode sharing requirements. A clear statement of the minimum quality of accessibility by sustainable modes to offer a credible choice must be made.
4. Local Plans must make the best use of existing planning policy to develop a sustainable planning strategy. This includes effectively exploiting the NPPF and securing support from Highways England, Network Rail, and subnational transport bodies.
5. Local Plans must be capable of evolution and flexibility when delivering larger or innovative schemes but must always maintain consistency with the vision and objectives.
6. We must fully abandon predict and provide models of transport planning, and assess the Local Plan against health and well-being, lifestyle, and environmental criteria (including carbon emissions) – not just standard demographic and transport information.
7. We must use robust scenario testing to ensure site allocations are viable and deliverable in terms of meeting sustainability and mode share targets.
8. Our supporting evidence base must demonstrate where the transport capacity presents opportunities as well as constraints to the Strategic and Local Plan.

Deliver the Plan

9. Local authorities should be prepared to drive and manage the implementation of the Plan rather than simply reacting to planning applications. This will require establishing clear ongoing collaborative mechanisms for the management and monitoring processes required.
10. The Infrastructure Delivery Plan (IDP) accompanying the Local Plan should set out what is required, when, and (for at least the first five years) how it could be funded where this is practical.
11. The IDP should be developed in collaboration with a wider range of stakeholders. It should be reviewed and updated as required but maintain consistency with the vision and objectives.
12. The Statements of Common Ground prepared by plan makers should include the extent and duration of joint work with the transport authorities and providers to inform and evidence collaboration throughout the plan-making process, in particular agreement on what transport investments and interventions are required and deliverable in support of the plan strategy.
13. Community Infrastructure Levies and Section 106 policies should support strategic elements of the sustainable transport network, and these must be prioritised over additional road capacity.

Manage new developments

14. Development proposals should recognise that the level of accessibility to existing or potential transport services and the opportunity to include new services in large development areas are key determining factors.
15. Development proposals should describe how they support the Local Plan's place-based vision for access and movement, taking account of viability, deliverability, resilience to changes, and explicit sustainable development outcomes.
16. Development proposals should assess alternative land-use and transport options to define the optimum sustainable transport strategy. They should also present evidence to demonstrate a reasonable prospect that the preferred option can be delivered.
17. The government and the Planning Inspectorate should put greater weight on transport- and movement-related evidence and more consistently regard how access and movement are facilitated by more sustainable means.