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Vision-led transport planning

Something needs to change. Transport and land-use planners have been creating the same car-dominated developments for way too long. ITP's approach to 'vision led transport planning', often referred to as 'Decide and Provide' or 'Vision and Validate', allows us to shift away from this status quo, and create places for people, built around a healthy, safe, prosperous and carbon neutral vision for our new communities.

Our approach builds upon our work with the CIHT and partners on the 'Better Planning, Better Transport, Better Places' study, which identified a clear need to change the way we plan new developments in order to secure more sustainable outcomes. In essence this demands a shift from traditional 'predict and provide' approaches which have dominated thinking for the last 40 years, towards a more collaborative, inclusive and people-centric approach.

The CIHT work identified a notable gap in the methodology and tools available to practitioners to deliver alternatives to 'predict and provide' – in essence it concluded that there is a need to convert the philosophy of vision led planning into more tangible and defensible tools to support future development plans. The latest TRICS guidance on 'decide and provide' provides a really valuable addition to the methodology for carrying out a technical transport assessment, that allows for uncertainty and future visions to be assessed. But for early-stage master-planning we have often found that strategic and forward-thinking clients require more creative ways of reaching out to stakeholders and articulating a new vision for a future development, before any technical assessment takes shape.

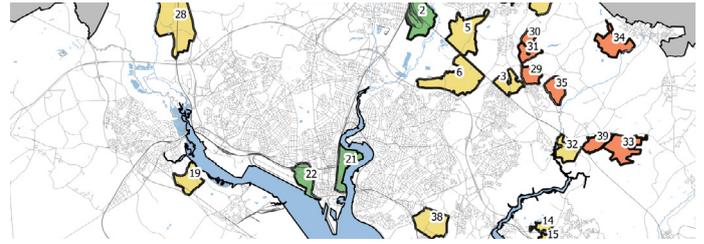
Therefore, following our work with the CIHT, we co-funded a pilot study led by the Royal College of Arts to understand how we might deliver better sustainable transport outcomes using more progressive engagement and visioning techniques. We learned some valuable lessons from this pilot study and have developed and refined ITP's approach to 'vision-led' transport planning based on these learnings.



ITP's approach to vision-led transport planning

Step 1: Stress test networks and assemble data

Stress test the local transport networks to ensure the location of development can be made sustainable, using ITP's multi-criteria assessment toolkit (RAG).



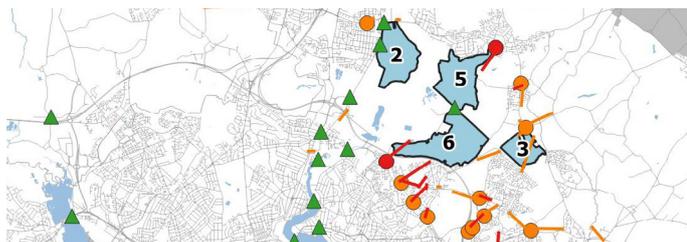
Step 2: Create Vision with stakeholders

Create a shared vision with local stakeholders, neighboring communities and master planners.

'Listen, Learn and Imagine' are all core concepts that sit within our approach.

Step 3: Develop Strategy

Use our **Transport Measures Toolkit** to formulate viable strategies to deliver the vision and use our bespoke **Mode Shift Model** to estimate shift in demand for different trip types based on the proposed interventions identified.



Step 4: Test strategy

Use local highway model to assess multi-criteria impact of development based on TMT and MSM findings, in essence adjusting demand matrices to reflect expected outcomes for different scenarios.

Step 5: Define interventions

Re-engage local stakeholders to validate strategy, expected outcomes and agree measures of uncertainty.

Reflect on whether the transport and land use proposals meet the vision that was co-defined through Step 2.



Step 6: Report

Submit technical report to support development plan or planning application, with deep alignment and cross-referencing to statutory planning documents and master plans.

Step 7: Implement, Monitor & Learn

Implement, monitor and adapt, which allows us to continually refine our MSM and improve our understanding of the impact of different transport interventions applied in different contexts and settings.



South Hampshire

The Partnership for South Hampshire (PfSH) contains twelve local authorities in the Solent region. We reviewed Strategic Development Opportunity Areas (SDOA) totalling over 100,000 homes to help inform the evidence base for a Joint Spatial Plan. We applied our **Vision and Validate** approach, agreeing a transparent decision-making framework for SDOA selection that prioritises sites that can deliver higher levels of walking, cycling and public transport. Based on spatial analysis of the existing network and movement patterns and drawing from our **Transport Measures Toolkit**, we then applied our **Mode Shift Model** to each SDOA to develop a set of bespoke trip rates. This work informed the client group's decision-making on how to allocate growth across the region.

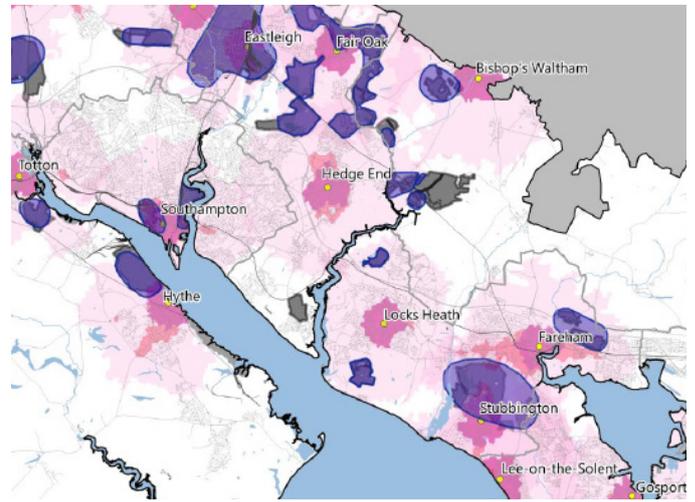


Image source: Leon Neal

Catterick Garrison

Catterick Garrison is a military town in North Yorkshire which has suffered from big box retail parks that have damaged the original town centre. Working with RegenCo, we applied a **Vision and Validate** approach that envisaged how growth could revitalise the town centre and what measures would be needed to deliver it. We reimagined the currently car dominated routes and developed a package of transformational highway and public realm improvements focused on place making and encouraging more walking, cycling and use of public transport. Accompanying this we developed a connectivity strategy for the whole town that sought to better connect existing residents to key destinations. The work culminated in a masterplan for the town centre, led by Tibbalds and SQW.

Our Future Towns

ITP was a co-funder, Advisory Board Member and expert stakeholder in the Our Future Towns project delivered by the Royal College of Arts. The study applied visioning techniques to understand 'utopia' and 'dystopia' futures, which were co-created by residents across 3 different communities. To do this, it set out a methodology for allowing greater community involvement in decision making, using a 4-stage process of: listen to each other, learn together, imagine the future, and create change that matters. The study created and tested a playful set of online and offline tools that allowed communities and transport planners to imagine their future towns together.



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