

# Active Travel England's role in the spatial planning system

## You

Q1. Your (used for contact purposes only):

**name?** Edward Shortridge  
**email address?** edward.shortridge@wsp.com

Q2. Are you responding:

on behalf of an organisation?

## Organisation details

Q3. Your organisation's name is?

ADEPT

Q4. You are responding as:

**another organisation?**  
 Association of Directors of Environment, Economy, Planning & Transport

Q5. What is the:

**size of the organisation in term of full-time equivalent staff?** 5

**main activity of the organisation?** Professional membership organisation representing Place Directors from county, unitary and combined authorities, along with Local Enterprise Partnerships, sub-national transport boards and corporate partners drawn from the private sector.

## Location and expertise

Q6. The region or regions within the UK in which your activity is predominately based are:

North West

North East

Yorkshire & The Humber

South West

South East

London

East of England

East Midlands

West Midlands

National

Q7. What is your works particular areas of expertise?

Town planning

Placemaking

Heritage

Conservation

Planning Policy

Ecology

Waste

Air quality

Housing delivery

Parks and estates

Transport supply chain

Engineers working on development

## ATE's role in the spatial planning system

Q8. Under schedule 4 of the DMPO, what threshold number of residential units, in your view, should ATE be consulted on?

100+

### Why?

ATE should be a statutory consultee for developments where a development is likely / or has the potential to generate a significant number of walking and cycling trips.

A threshold of 100 units broadly corresponds with the threshold set by most Local Highway Authorities for a Transport Assessment.

It is unlikely that smaller schemes (<100 units) would be able to deliver significant off-site improvements to walking and cycling networks. This would limit opportunities for ATE to influence walking and cycling infrastructure provision.

For smaller developments, the local highway authority should ensure that walking and cycling connections into local networks are delivered.

Q9. Under schedule 4 of the DMPO, what threshold area of developable land, in your view, should ATE be consulted on?

5ha+

Q10. To what extent do you agree or disagree with the statement that ATE should be consulted on major proposals that are contrary to the local plan?

Strongly agree

Q11. In your view should ATE be consulted on development of:

	<b>Answer</b>
<b>new schools?</b>	Strongly agree
<b>new hospitals?</b>	Strongly agree
<b>sports stadia?</b>	Strongly agree
<b>major concert venues?</b>	Strongly agree
<b>one or more of the above but only under certain conditions?</b>	Strongly agree
<b>none of the stated situations?</b>	Strongly agree

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**Why?**  
The above land uses will attract a significant number of trips. They also have the potential to generate a significant number of walking and cycling trips.

ATE consultation would ensure that these developments maximise opportunities to promote walking and cycling and in doing so help move cultures and behaviours to consider walking and cycling for all types of trips.

## ATE's role in the spatial planning system

Q12. In your view at what stage in the planning process would ATE's involvement be most beneficial to you or your organisation?

Development management

**Why?**

ATE should be consulted following the submission of a planning application to a Local Planning Authority.

There should be an opportunity for developers to undertake pre-application consultation with ATE, however this should not be a statutory requirement.

ATE's involvement should be the same as other statutory consultees like National Highways.

Q13. To what extent do you agree or disagree ATE should have a role in the NSIP regime?

Strongly agree

**Why?**

NSIP are likely to generate / attract a significant number of trips during their construction and / or operational and / or demolition phases.

To ensure that the proposals maximise opportunities for people to walk and cycle ATE should be a statutory consultee.

ATE should be available to provide pre-application advice on walking and cycling opportunities.

Q14. To what extent do you agree or disagree that ATE should play a role in supporting the development and implementation of design codes?

Agree

**Why?**

ATE should be a statutory consultee of any design codes prepared and submitted as a part of a planning application (on basis that the development exceeds the 100 unit / 5 ha threshold).

ATE should support local planning authorities with the development and implementation of design codes. However, this should not be a mandatory requirement.

ATE's involvement will ensure design codes adopt best practice and maximise opportunities for journeys to be undertaken by foot and cycle

## How can ATE best service its customer base?

Q15. In your view to what extent would local authorities, and those responsible for active travel infrastructure, benefit from the guidance products and learning and development of:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
assessment toolkits?	X				
pre-application advice?			X		
a scoring criteria that allow for a development to be rated (as with BREEAM)?	X				
masterplanning advice?			X		
sharing of best practice from England and overseas?		X			
guidance on compliancy (for example LTN 1/20)?		X			
stakeholder and community engagement?	X				
funding and business case guidance?	X				
products and services (sourcing materials, services on so on)?		X			
street design and compliance with standards like Manuel for Streets?		X			

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**What, if any, other products do you think should be added?**  
Nothing further should be added.

Q16. What, in your view, innovative approaches or tools, including digital, do you think ATE could explore into using in order to secure the best spatial planning outcomes?

Develop an interactive portal for developers and local highways authorities. This should include:

1. Easy to read best practice walking and cycling design guidance
2. A library of case studies and business cases
3. List of issues commonly raised / picked up by ATE as a statutory consultee in the planning process.
4. Real life examples of schemes where ATE's input (through the planning process) has resulted in positive changes to a development's walking and cycling proposals.

## Measuring success

Q17. What, in your view, do you think success looks like for ATE?

Increase in the number of journeys undertaken by walking and cycling (nationally and locally) in both rural and urban areas, by improving connectivity

Reduce the number of car journeys within / between settlements thereby reducing carbon emissions, tackling congestion and improving air quality.

Reduction in the number of KSI collisions involving pedestrians and cyclists.

The vehicular trip generation of new developments is lower than forecast (i.e., as set out in the Transport Assessment / Statement).

Q18. How, in your view, do you think ATE could measure its success?

Via existing monitoring mechanisms (e.g., Residential Travel Plans secured through S106 planning obligations).

Reviewing STATS 19 personal injury accident data.

National Travel Survey data (e.g., increase in walking and cycling mode share).

DfT Traffic Counts (e.g., reduction in traffic flows in urban areas where new infrastructure has been delivered).

Air quality data.

## Final comments

Q19. Any other comments?

No other comments.