

12 Land Use Planning

“An active involvement in planning and development control is essential to achieving the vision of integrated transport and sustainable use of the Highway network.”

Long Term Goals

- ▶ The achievement of sustainable land-use / transportation solutions through a pro-active approach to land-use planning and development control.
- ▶ Diversion of planning gain towards the achievement of efficient, integrated, multi-modal transport
- ▶ Support for Government goals in facilitating economic regeneration and alleviating social exclusion in the UK's most deprived wards and regions.
- ▶ Development of the Network Operator role as Highway System regulator – through development control casework and highways input to regional planning policies
- ▶ Standardisation of highway-related infrastructure (road geometry, capacity, speeds, signage, automation, interchange, co-operative vehicle-highway systems etc)

Short Term Actions

- ▶ Develop HA central planning capability, particularly looking at wider the strategic context (local, regional, European levels) and adopting a longer-term approach.
- ▶ Strengthen HA input to Government planning policy – responding to consultation White Papers and participation in Task Forces on Regional development issues.
- ▶ Maintain a Regional Planning capability to work pro-actively with Government offices and Regional Planning bodies to find ways of meeting strategic goals such as economic regeneration and social inclusion.
- ▶ Involvement in “Transport Development Areas” (TDAs) – areas of high density, mixed use development around transport hubs.
- ▶ Support trials of innovative land use/transport solutions: Freight Villages and Major freight interchanges, Multi-modal passenger interchange facilities, etc. and develop policies to favour developments which would utilise spare transport capacity
- ▶ Investigate the long-term impact of different development control strategies on network operations: intensification of development around existing infrastructure, or wider dispersal – particularly where there is spare capacity

Case for Network Operator Action

- ▶ The Network Operator is the guardian of the strategic highway network, which services the economic activities of the nation. Highways are built to stimulate economic development and in response to increased economic activity at specific locations.
- ▶ By being pro-active, the Network Operator can have an influence on future patterns of transport supply (e.g. protection of future strategic transport routes or sites) and transport demand (e.g. reducing car dependency for commuting between home and work).
- ▶ Delivery of sustainable, integrated transport solutions will require the close involvement of the network operator over a long period of time.

—Supporting Information

- ▶ Highway operations and performance locally are greatly influenced the location and type of land use development that takes place adjacent to the network. (e.g. shopping centres, business parks, airports, major housing developments).
- ▶ Change in transport patterns, economic and environmental impacts (both beneficial and adverse) are an inevitable feature of development activity (e.g. creation / reduction / displacement of travel at any one location).
- ▶ Land-use changes may take a long time to occur after investments in transport infrastructure, and vice versa. (e.g. Docklands Light Railway) – The Network Operator may need to “pump prime” integrated transport activities).
- ▶ Decisions taken during design, construction and operational phases will necessarily impact on network operations (e.g. temporal shifts in need and demand, stakeholder ‘buy in’, etc).