



***Localism, Planning Reforms  
and the implications for Sustainable  
Transport***

CTC/ Cyclenation / Cycle Sheffield  
Conference

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Sheffield

# *Localism and Planning Reforms*



- What is Localism?
- Planning Reforms: what is being proposed and why
- Implications and impact on Sustainable Transport

# *What is Localism?*



- The Government believes that it is time for a fundamental **shift of power from Westminster to people**. We will promote **decentralisation and democratic engagement**, and we will end the era of top-down government by giving **new powers** to local councils, communities, neighbourhoods and individuals (Coalition Agreement, 2010)

# *The Localism Bill*



- new freedoms and flexibilities for local government
- new rights and powers for communities and individuals
- reform to make the planning system more democratic and more effective
- reform to ensure that decisions about housing are taken locally

# *Localism – a power for good*



- Less Whitehall interference
- Devolved decision making
- Neighbourhood planning
- More scrutiny and greater opportunity to influence



# Is it what it seems?



- *“the problem with ‘localism’ is that like sunshine, **no one can be against it**, which means that everyone is a ‘localist’. But the concept is sufficiently broad so as to invite a number of **varying interpretations** from a range of people and political parties. Often, this ensures that there is **a perpetual sea of uncertainty** and structural and functional change, some of which is genuinely supportive of localism, some of which, despite the stated claims, is **profoundly not**”*  
*(Barnsley Council evidence to CLG Select Cmte)*

# *What Localism?*



- Localism Bill contains many ‘Henry VIII’ clauses, which allow Secretary of State to amend primary legislation



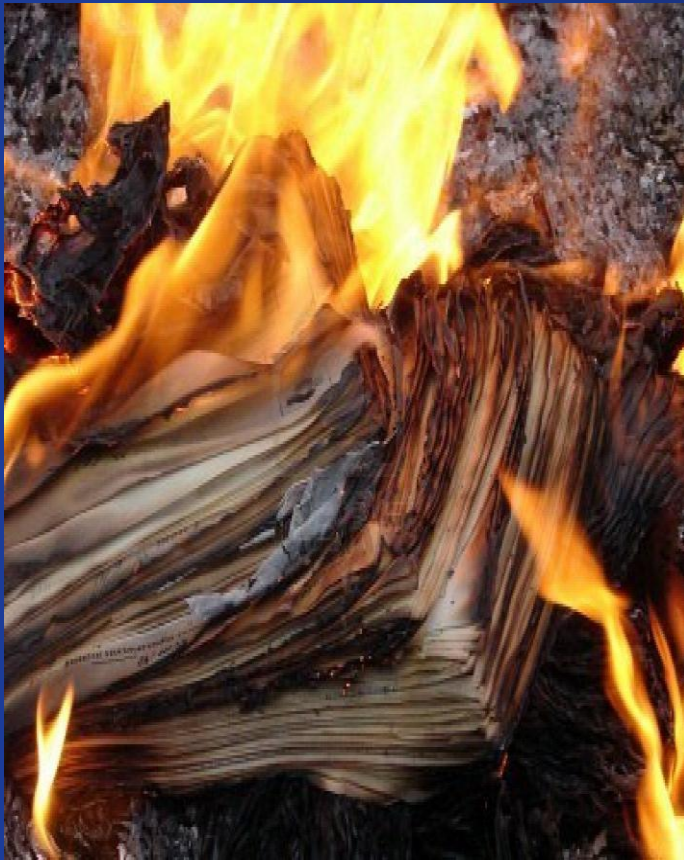
# Planning Reform



- *‘So I can announce today that we are taking on the enemies of enterprise... The town hall officials who take forever with those planning decisions that can be make or break for a business -- and the investment and jobs that go with it...’ David Cameron, March 2011*



# *What is being proposed?*



- Deregulation of the planning system – *a presumption in favour of sustainable development*
- The NPPF – over 1000 pages down to 52
- RSSs, Planning Policy Guidance – all gone

# *Back to the future: the cycle of reform*

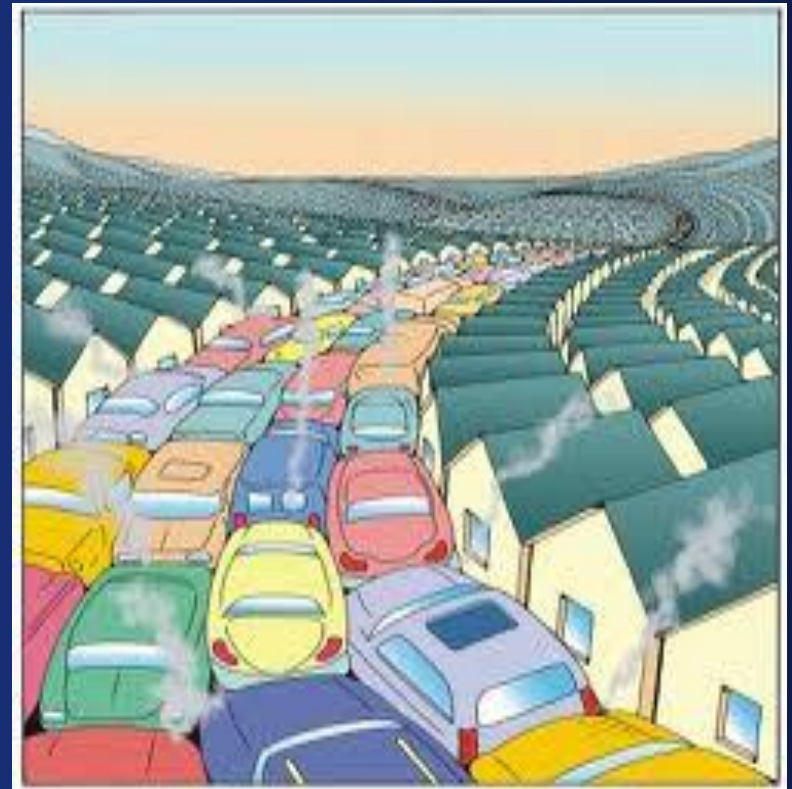


- Risks at return to the 80s
- Business Parks and Out of Town Shopping Centres
- Growth pressures will lead to review

# *Implications for Sustainable Transport*



- Puts the economic over the environmental and social
- Relies on local plans and planners to do the right thing
- Ignores the lessons of the past



# *Transport Concerns*



- The lack of a **clear definition of a sustainable development** and how that then relates to **sustainable transport**
- The substantial **weakening of the principle of reducing the need for travel**
- The lack of **relationship between local plans, Local Transport Plans and infrastructure plans**
- The **weakening of the requirements for travel plans and assessments**
- **Lack of clarity and certainty**

# *Integrating land use planning and transport*



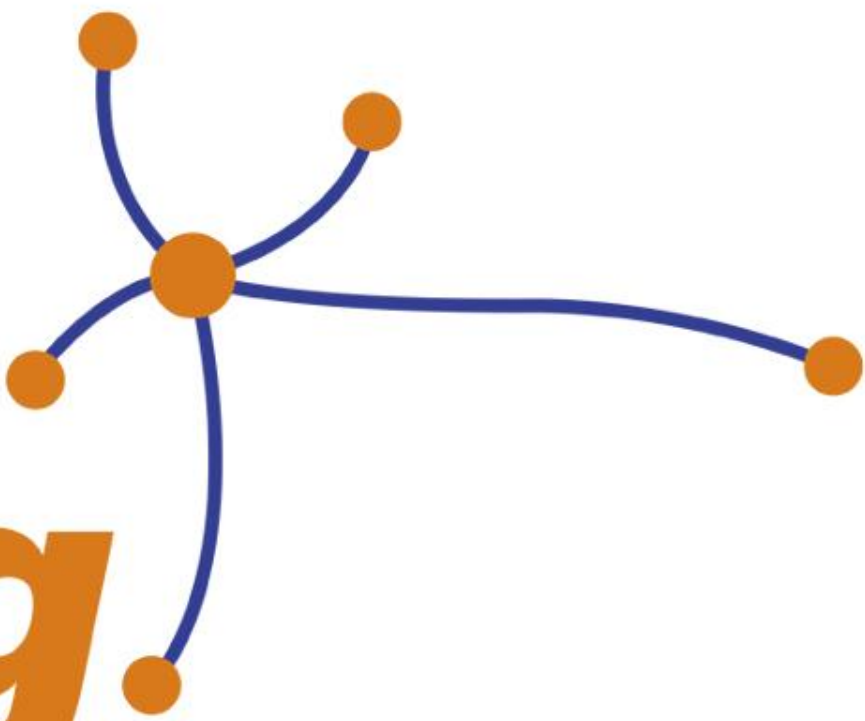
- **Thriving Cities report**
  - **All major development should be public transport centred**
  - **All major development should aim to achieve a design where car journeys are a minority of mode share**
  - **Development should primarily occur as infill, or at least adjacent to, major centres**



# *Conclusion*



- Localism presents a mixed picture
- Planning reforms will be a challenge
- Sustainable transport needs greater emphasis
- Greater need to integrate processes and decision-making



***pteg.***

***delivering public transport solutions***

