



Consultation Response

Neighbourhood Planning Regulations

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1. Introduction and Core Objective

- 1.1. **pteg** represents the six Passenger Transport Executives (PTEs) in England which between them serve more than eleven million people in Tyne and Wear ('Nexus'), West Yorkshire ('Metro'), South Yorkshire, Greater Manchester, Merseyside ('Merseytravel') and the West Midlands ('Centro'). Leicester City Council, Nottingham City Council, Transport for London (TfL) and Strathclyde Partnership for Transport (SPT) are associate members of **pteg**, though this response does not represent their views.
- 1.2. The PTEs plan, procure, provide and promote public transport in some of Britain's largest city regions, with the aim of providing integrated public transport networks accessible to all. The PTEs work closely with transport service operators, local councils and other key stakeholders to develop the network and services across the county.
- 1.3. The land use planning process is crucial in helping to achieve more sustainable travel patterns whilst transport is the glue that brings people's disparate activities together. The location, type and design of development influence the level of use of sustainable modes of transport supporting economic growth.
- 1.4. In July 2011 **pteg** published 'Thriving Cities'¹ making the case for integrated land use and transport planning. This provides a useful guide to current thinking and good practice when considering the relationship of land use planning and transport.
- 1.5. Transport problems are a frequent issue of concern when communities come together to discuss their neighbourhoods. Communities are often well placed to come up with ideas that will help them improve their areas. Most neighbourhoods will want to address transport issues which will have a strategic as well as a local impact. In major urban areas PTEs are vital to providing the local and strategic view as well as being able to raise the issues of neighbourhoods at a national and in some cases international level.
- 1.6. In order to provide this support PTEs should be enabled to work with neighbourhood groups as key stakeholders. This key concern has guided our response to this current consultation.

Question 1

Do you agree that the proposed approach is workable and proportionate and strikes the right balance between standardising the approach for neighbourhood planning and providing for local flexibility.

- 1.7. A key to the success of neighbourhood planning will be to designate appropriate and meaningful neighbourhoods so that areas which function as viable communities can come together and represent the views of the people who live and work in those areas.
- 1.8. It is important therefore to reach the right people, those who invest in areas as well as those that live and work in those areas. In respect of stakeholders these should have the opportunity to comment at an early stage on the designation of an area, and the composition of a neighbourhood forum or community right to build organisation.
- 1.9. Integrated Transport Authorities focus on serving their communities and many already have effective working relationships with neighbourhood groups as well as with transport operators and local businesses.

¹ Thriving Cities: Integrated land use & transport planning can be found at www.pteg.net

- 1.10. Transport issues are very frequently at the top of the agenda within any community and include accessibility via public transport to key services, as well as congestion and pollution from the local road networks, parking, particularly outside shops and schools, and safe walking and cycling routes. In addition there will be specific local issues as the result of major attractors of trips, a new development or certain bad neighbour businesses.
- 1.11. Transport providers and operators by their nature are not always located in the areas which they serve but their future plans and the levels of investment in local area can have a significant impact. These transport providers are in some instances hard to reach. PTEs provide an ideal means of reaching these groups and helping them engage in the neighbourhood planning process. PTEs should therefore be notified and considered as stake holders in the process when:
- designating a neighbourhood planning area;
 - designating neighbourhood forums;
 - considering community right to build organisations ;
 - preparing the neighbourhood plan; preparing the neighbourhood development order;
 - preparing the community right to build order;
 - preparing for an independent examination;
 - referendum;
 - making the plan or order; or
 - revoking or modifying the plan.

Question 2

Our proposition is that where possible referendums should be combined with other elections that are within three months (before or after) of the date the referendum could be held. We would welcome your views on whether this should be a longer period, for examples six months.

- 1.12. The neighbourhood planning process will require input in terms of time from a wide range of people in the community and will most likely be a lengthy process. In order to maintain the engagement of the community the shortest possible time should be allowed to elapse before a referendum is held; **pteg** will therefore support a period of three months.

Question 3

The Bill is introducing a range of new community rights alongside neighbourhood planning –for example the Community Right to Buy and the Right to Challenge. To help communities make the most of this opportunity, we are considering what support measures could be made available. We are looking at how we could support people in communities, as well as local authorities and other public bodies, and private businesses to understand what each right can and cannot do , how they can be used together , and what further support could be made available for groups wanting use them.

- 1.13. It will be important to consider collectively how the different rights introduced in the Localism Act can be used together and what might be the implications of their introduction. There is

an opportunity to learn from front runners and to share good practice and experience this could be through a dedicated community friendly web site. It is very important to ensure that neighbourhood engagement supports community participation.

- 1.14. The development of a Neighbourhood Plan can be a lengthy process and resources may be needed for Neighbourhoods to procure support to research issues to secure particular expertise. This should be made available and transparent at the beginning of the process.
- 1.15. PTEs are well placed to help transport operators to engage in neighbourhood planning. **pteg** would be happy to facilitate and provide a focus for such training and support in their areas.

Question 4

Do you have any other comments on the proposals

- 1.16. **pteg** believe that a consideration of the transport issues in any community will be an important part of the future of that community and therefore of the Neighbourhood Plan. On the last page of the regulations there is mention of Statutory Consultees for neighbourhood plans. The importance of transport to communities should be part of the neighbourhood planning process and PTEs should be fully involved and engaged in this process. In order to ensure that this support is available to all communities ITAs / PTEs should be listed as Statutory Consultees.