

rappor



Land South of (East of Griffin Place) Radwinter Road, Saffron Walden

Appeal Reference: APP/C1570/W/22/3296426

Transport Proof of Evidence
Volume 2- Appendices

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Appendix CE-1 – Local Facilities Plan

Turley



Appendix CE-2 – Essex County Council Bus Service Improvement Plan 2021 to 2026



The Essex County Council Bus Service Improvement Plan 2021 to 2026

agreed measures to regularise the timetables, permit both operator's tickets to be used on any journey, plus route branding, advertising measures and some infrastructure improvements.

Managing developer funding

260. National strategic planning requirements mean that 146,000 houses will be built in Essex over the next two decades. This will place additional demands on the county's services and amenities, including its highways network.
261. When developers wish to construct a new site, they approach the Local Planning Authority (district level councils) to secure planning permission. In considering the application, the Planning Authority will ensure that the development is in line with their current Local Plan. It also contacts statutory consultees, such as ECC. This is to ensure that potential negative impacts of the development can be minimised.
262. The planning process requires developers to contribute towards the costs of providing community and social infrastructure, the need for which has arisen because of the new development. This is delivered through S106 of the Town and Country Planning Act 1990 and is commonly known as 'Section 106' funding.
263. The local Highways Authority may also make use of its powers under section 278 of the Highways Act 1980, to enact a legal agreement with the developer to fund permanent alterations or improvements to a public highway, as part of a planning approval.
264. The developer is required to explain the sustainability credentials of their development in accordance with Town & Country Planning Act requirements. The Highway Authority assesses how people will access the site and ensures that a significant proportion are encouraged to do so through use of active or sustainable modes, including public transport.
265. The County Council usually only seeks contributions from larger developments for the provision of bus services. Smaller developments may only be required to upgrade the nearest bus stops to current ECC specifications. Where contributions have been sought for services, it has been generally left to the developer to liaise with a local bus operator to provide a service to the development. In some instances, this has led to poor outcomes for both taxpayers and residents. For example, where the agreed services have diverted existing local services away from established routes. Services provided this way have proved difficult to sustain, with only a minority achieving long term commercial viability within the period of financial support, resulting in their withdrawal once funding is expended.
266. In the light of these risks ECC has taken a more strategic approach to responding to planning applications, with the aim of developing outcomes that are financially and operationally sustainable in the longer term.

267. The new approach will look to levy a 'per house' contribution from the developer, that is scalable to smaller developments. This funding will be used by the County Council to provide an agreed level of service to the site by contracts with bus operators. The funding can be pooled with contributions from other local developments to help meet the areas transportation needs. Funding from a particular development must be used to alleviate that development's impact. Pooling allows, for example, the creation of a new bus route that serves several development sites across an area, with each site contributing to it. This allows an individual development's service to be integrated into the wider network.
268. As ECC hold the contribution and as agreements are often secured several years in advance of the funding becoming payable, during which time network or key service/amenity location changes can occur, this approach retains the flexibility to meet the needs of the development as it grows and its connectivity changes.
269. The 'per house' levy will vary according to the size and location of the development, its impact, and its connectivity to the rest of the public transport network. The County Council has reached agreements varying between £2k and £2.6k per home. This approach can be applied to smaller developments than would previously have been required to contribute.
270. Where a development already has good public transport provision, contributions may be used towards the provision of bus-benefitting infrastructure.
271. The final decision on planning requirements lies with the Local Planning Authority rather than ECC, so contribution recommendations cannot be assured until the Local Planning Authority has finalised the terms of its agreement with the developer.
272. This new approach means that ECC, as well as residents, will be able to maximise an important source of income, which provides opportunities to expand the bus network. It provides the catalyst to enable ECC to enhance bus networks in the north west of the county, the first area in which we will implement network improvements through our EP.

ECC Park and Ride operations

273. Park and Ride (P & R) services combine a large out of town parking facility and one or more dedicated bus services. Their aim is to intercept journeys generated by people who want to travel to the town centre outside the urban cordon and relieve pressure on the urban road network.
274. Essex County Council has three P & R services, one in Colchester and two in Chelmsford. They form a key part of ECC approach to managing traffic in these larger urban areas. They are included in the Essex Climate Change Commission's commitment to reduce congestion and support economic growth through access to local businesses.
275. There are 3,425 car parking spaces across three sites. They generated 1.45m bus passenger journeys a year pre COVID-19. Passengers include commuters



Appendix CE-3 – DfT Car Clubs: Local Authority Toolkit

[Home](#) > [Car clubs: local authority toolkit](#)

[Department
for
Transport
\(<https://www.gov.uk/government/organisations/departments-for-transport>\)](#)

Guidance

Car clubs: local authority toolkit

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The benefits of car clubs

By providing an alternative to driving a private car, car clubs reduce carbon emissions, air pollution, parking pressure and congestion, while supporting the shift to lower carbon forms of travel.

CoMoUK is the national organisation for shared transport. As a charity for the public benefit, it offers free, extensive [guidelines for local authorities on car clubs](https://como.org.uk/shared-mobility/shared-cars/how/) (<https://como.org.uk/shared-mobility/shared-cars/how/>), including car club procurement guidance.

[CoMoUK's 2020 summary report](https://como.org.uk/shared-mobility/shared-cars/why/) (<https://como.org.uk/shared-mobility/shared-cars/why/>) draws on surveys of members and operators and outlines the positive impact of car clubs. Twenty percent of respondents said they couldn't afford to own a car and this was their reason for joining a car club. Those interviewed also reported cost savings against car ownership up to £1,000 in a year.

In a [2022 CoMoUK report](https://como.org.uk/shared-mobility/shared-cars/how/) (<https://como.org.uk/shared-mobility/shared-cars/how/>), research shows that each car club vehicle on average can replace 18 private cars.

Element Energy's [2021 report for Transport & Environment](https://www.transportenvironment.org/discover/shared-vision-tackling-the-barriers-to-electric-car-clubs-in-the-uk/) (<https://www.transportenvironment.org/discover/shared-vision-tackling-the-barriers-to-electric-car-clubs-in-the-uk/>) also identified some car club benefits and barriers to adoption.

How car clubs reduce carbon emissions

Transferring mileage to car club vehicles reduces tailpipe emissions, with the average UK car club vehicle producing approximately a quarter less emissions than the average privately owned vehicle, according to CoMoUK's 2020 summary report. This is because:

- on average, the age of car club vehicles is 1.6 years, compared to 8 years for private ownership – leading to emission savings as standards are tightened over time
- car clubs have a higher proportion of hybrid and zero emission vehicles – battery EVs make up 11% of the current UK car club fleet, compared to 1% of private vehicles

To maximise the reduction in tailpipe emissions, local authorities should give consideration to increasing the proportion of EVs in the fleet when procuring a car club operator. Several operators have ambitious plans to switch to electric vehicles. For example, [Zipcar](https://www.zipcar.com/en-gb/flex/electric) (<https://www.zipcar.com/en-gb/flex/electric>) is aiming for their whole fleet to be electric by 2025.

Car clubs can also open up access to EVs as they provide more affordable and sustainable access to electric vehicles.

How car clubs promote changes in use of transport

Not all journeys that would have taken place in a private car transfer to car club vehicles. However, when used, car clubs can also reduce carbon emissions through changing travel behaviour.

By putting a direct cost and adding a small element of extra effort (for example, getting to a car club vehicle, even if this only takes a minute) on using any vehicle for a particular journey, car clubs can also encourage a shift to active and public transport for shorter journeys and incentivise trip chaining to make use as efficient as possible. Many members use car club vehicles for trips where public transport is not viable (such as unsociable hours or night shift workers), or when needing to move bulky items, for instance.

Car club users reported a decrease in mileage completed in private vehicles because of car club membership. In 2018, CoMoUK reported a net average decrease of 620 miles for users in London and 793 miles for users across England and Wales. This net figure accounts for an increase in mileage from users who did not own a car and those users who decreased use through not using a private car.

In 2020, CoMoUK found that car club members showed higher than average use of public and sustainable transport modes – with 30% using a bike 3 times a week, compared to a national average of 14% using a bike more than once. Bike parking next to dedicated car club bays can also provide improved access for users.

Car club vehicles tend to have higher occupancy rates than private cars, helping to reduce congestion and displace additional road journeys.

As highlighted by the government's [Transport decarbonisation plan](https://www.gov.uk/government/publications/transport-decarbonisation-plan) (<https://www.gov.uk/government/publications/transport-decarbonisation-plan>), even small increases in occupancy rates can generate significant carbon savings. In 2016 to 2017, London car club vehicles had an average occupancy of 2 people, compared to an average of 1.6 for private cars, according to CoMoUK's 2017 to 2018 annual car club survey for London. [Lift sharing](https://www.gov.uk/government/publications/lift-sharing-local-authority-toolkit) (<https://www.gov.uk/government/publications/lift-sharing-local-authority-toolkit>) can also increase vehicle occupancy levels.

CoMoUK estimate that up to 18 vehicles are taken off the road by each car club vehicle. Some users may directly exchange their car for car club membership, while others may replace a second household car, decide against, or delay a private vehicle purchase or lease.

Research by CoMoUK showed that 22% of users surveyed would have bought a car if they had not joined a car club and 21% owned one car fewer after joining.

Additional benefits beyond decarbonisation

By providing a flexible alternative to private car ownership, car clubs can deliver wider benefits for local authorities and communities, in addition to decarbonising transport.

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