



# Inner Moray Firth Local Development Plan – Transport

## Draft Guide to Policies and Planning

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7-9 North St David Street, Edinburgh, EH2 1AW  
Tel 0131 524 9610, email [info@dhc1.co.uk](mailto:info@dhc1.co.uk), web [www.dhc1.co.uk](http://www.dhc1.co.uk)

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## 1.0 Transport for New Developments

1.1 Most new developments and land use changes have transport impacts which need to be identified and managed within the planning process. The policies and guidance in this document define the requirements for assessing and managing transport change for development proposals in the Inner Moray Firth.

### *Policy goals*

1.2 When considering the transport plans in development proposals, the completion of the developments should contribute to making locations more sustainable: economically, environmentally and socially. To achieve these goals, development proposals should:

- Support sustainable placemaking with travel demand being reduced through a greater reliance on shorter trips to improve local travel opportunities.
- Develop and grow locations where public transport offers competitive journey times with cars
- Demonstrate the approach being taken to ensure fair access to opportunities and services, with transport network coverage enabling people to live well without a car, and measures to improve the competitiveness of walking, wheeling, cycling and public transport options.
- Expand the range of competitive locations for public transport with investment in public transport provision, including in hubs where travel from more car dependent locations can interchange with the competitive public transport network.
- Contribute to a transition to zero-emission vehicles.
- Demonstrate consistency with community aspirations for sustainable transport in community plans.
- Support a healthy, active population with walking, wheeling and cycling opportunities.

1.3 Transport provision should be designed to be able to ensure that future transport has a net-zero or net-positive environmental footprint. This can be achieved by demonstrating that the proposed approaches minimise emissions, and where emissions cannot be eliminated, that any residual emissions are offset in line with wider national programmes to decarbonise transport and grow a circular economy.

### *Policies into practice*

1.4 To put these policies into practice for proposed development, transport assessments should be undertaken for all proposals, with infrastructure proposed to support development and travel plans defined to put these policies into practice. The detail for transport assessments and implementation plans should be proportionate to the scale of the development, consistent with maximising the potential for the development to assist in delivering development transport policy goals.

1.5 Assessment should consider all of the following where relevant:

- The proximity of new development to local services and facilities.
- The coverage of connected active travel networks to local services and accessing connected active travel routes between all communities.
- The coverage of public transport networks taking into account journey time, journey cost, service frequency and service quality.

- The competitiveness of public transport networks taking into account journey time, journey cost, service frequency and service quality.
- Opportunities for integration between modes of transport to enable best use of all modes, including park and ride sites where car users can access competitive public transport services, rail halts where car and bus users can access the rail network, and park and share sites where private car users can access shared transport options.
- Parking provision including management of parking to ensure that parking supply is aligned with transport policy goals including slow electric vehicle charging opportunities for parked cars.
- Traffic management, including bus priority, to ensure transport network is managed to support policy goals.
- The coverage of rapid and ultra-rapid electric vehicle charging infrastructure to ensure that electric cars, buses and vans users can recharge efficiently at suitable locations.

1.6 Based on these assessments, plans should be prepared for:

- Infrastructure - Specify plans for improvements to infrastructure including roads, footpaths, cycle/micro mobility paths, bus facilities and parking.
- Management of travel - Prepare travel plans with service designs for the use of the infrastructure.
- Investment - Define planning obligations and developer contributions to transport investment.
- Performance – Managing travel so that implementation matches expectations including: emissions, reliability, availability, etc.

## 2.0 Guidance on Assessment

### *Proximity to local services and facilities*

- 2.1 People that live or work close to local services walk far more often than people who live in less accessible neighbourhoods. More than two thirds of all of the increase in car travel in recent years has resulted from people making longer trips.
- 2.2 For transport assessments the proximity of local services to the places people live and work can be represented by the distance by roads and footpaths from each part of the development to local services, opportunities and facilities.
- 2.3 Table 2.1 summarises features of local access by trip purpose which could be relevant to proximity assessments. Assessments should consider the effects of proximity using the four criteria suggested in Scottish Transport Appraisal Guidance (STAG):
- Expressed needs – The travel demand associated with the travel need such as the frequency a trip for this purpose is made. Demand by trip purpose is typically assessed from observed travel behaviour from national surveys such as Scottish Household Survey supplemented by local survey data and other databases of travel surveys. Improved proximity for high demand transport makes a stronger contribution to minimising travel demand.
  - Community needs – The social standards required to be consistent with policy goals for placemaking, health, education, employment, and inclusion. Consistency with policy goals is assessed using the outcome indicators used to define good performance under each area of public policy. Assessments should rely heavily on community plans for evidence of local goals within the locus of the development.
  - Stated needs – How accessible local people consider the location to be. Assessments can use local surveys and national data such as Scottish Household Survey perceptions of access to local services.
  - Comparative needs – The equity of opportunity for all groups in society. Fairness is assessed for expressed, community and stated need to ensure that development proposals are both fair and seen to be fair. Assessments of safe physical access (such as step free surfaces on walking routes) and comparing car with non-car access should always be included.

**Table 2.1 – Criteria for Assessing Local Services and Facilities in Proximity Assessments**

Service	Expressed need	Community need	Stated need	Fairness – comparative need
Employment <sup>1</sup>	Often a high frequency trip	Balancing local supply and demand for jobs by sector	Which employment markets will be affected.	Will average travel times to work reduce most for non-car users
Grocery shop	High frequency daily shop	Range and choice of food to enable value and quality	Perceptions of quality and choice	Will average travel times reduce most for non-car trips
GP	Low frequency for most people	Highest ranked trip purpose for proximity in neighbourhood indices of multiple deprivation	Most important for older age population	Will average travel times reduce most for non-car trips
Primary school	Frequent for those in full time education	Proportion of population living within walking distance		Will average travel times reduce most for non-car trips
Secondary school	Frequent for those in full time education	Proportion of population living within walking distance		Will travel times reduce most for non-car trips
Local comparison goods/ retail centre	Weekly shop	Consistency with placemaking goals	Perceptions of quality and choice	Are market segments being served by shops appropriate for catchment community
Post Office/ Banking/Cash machine/ legal services/library/ collection and delivery hub for parcels	Medium frequency	Location where people can access face to face support to complement online service delivery	Perceptions of adequacy of local provision	Do local services match community needs fairly
Leisure, parks, sports, clubs and societies	High frequency/daily	Consistency with placemaking goals	Perceptions of adequacy of local provision	Do local services match community needs fairly
Hospital	Low for most people	Is maximum cost of travel to hospital by public transport less than the £10	Perceptions of adequacy of local provision	Will average travel times reduce most for non-car trips

<sup>1</sup> Using employment categories in national statistics: up to 500 jobs comprises local employment opportunities, 500-5000 jobs are a local employment centre, 5k to 10k jobs is a medium employment centre and 10k+ is a large employment centre. When 50k jobs are accessible then the employment markets should offer a good choice of jobs for everyone.

Service	Expressed need	Community need	Stated need	Fairness – comparative need
		defined in NHS policy		
Childcare/day care/ nurseries	Frequent for a small number of people	Consistency with local employability policy and programmes	Perceptions of quality and choice	Will average travel times reduce most for non-car trips

2.4 Travel times to each relevant local facility and opportunity (e.g. retail floorspace, number of jobs) should be reported in assessments. Journey times that exceed 60 minutes are not generally relevant for proximity assessments and the contribution to creating walkable neighbourhoods should be reported using thresholds as follows:

- 400 metres (5 minutes walk) – The distance at which most people will walk.
- 800m (10 minutes walk) – The distance at which walking starts to be selected by a majority of people
- 1.6km (20minutes walk) - The distance at which walking starts to become attractive for some people
- 3.2km (40 minutes walk) -The distance beyond which few people walk for access to services.

2.5 Walk access route features such as steep slopes, street lighting, and exposed positions also need to be considered as they can increase the effective distance under the above thresholds.

**Transport network coverage and competitiveness**

2.6 Journeys where people walk, wheel and cycle from a new development to local opportunities will not enable active travel unless all barriers from the origin to the destination of the trip are overcome. The likelihood of people making an active travel journey is determined most by the weakest element of provision such as difficulty crossing a busy road or the lack of step free routes. Ensuring good permeability of developments for active travel<sup>2</sup> will also help to ensure that active travel is a competitive as possible with car travel journey times to local services and facilities.

2.7 Assessments should identify the active travel routes door to door to each of the local facilities in Table 2.1 to ensure attractive usable provision for all. In addition to active travel connections with local services, new developments should also demonstrate connections to the growing connected active travel network across the wider area.

2.8 Assessments should map the routes that each population group should find attractive, including people with reduced mobility, reporting how all physical, safety and environmental barriers are being tackled.

2.9 For some places, public transport can be designed to be competitive with private car travel on travel time and cost. For these locations sustainable transport becomes the natural choice, and the development plan seeks to prioritise development at these locations. Public transport tends to be most competitive with car travel on routes where there is some form of restraint on car travel such as congestion or parking

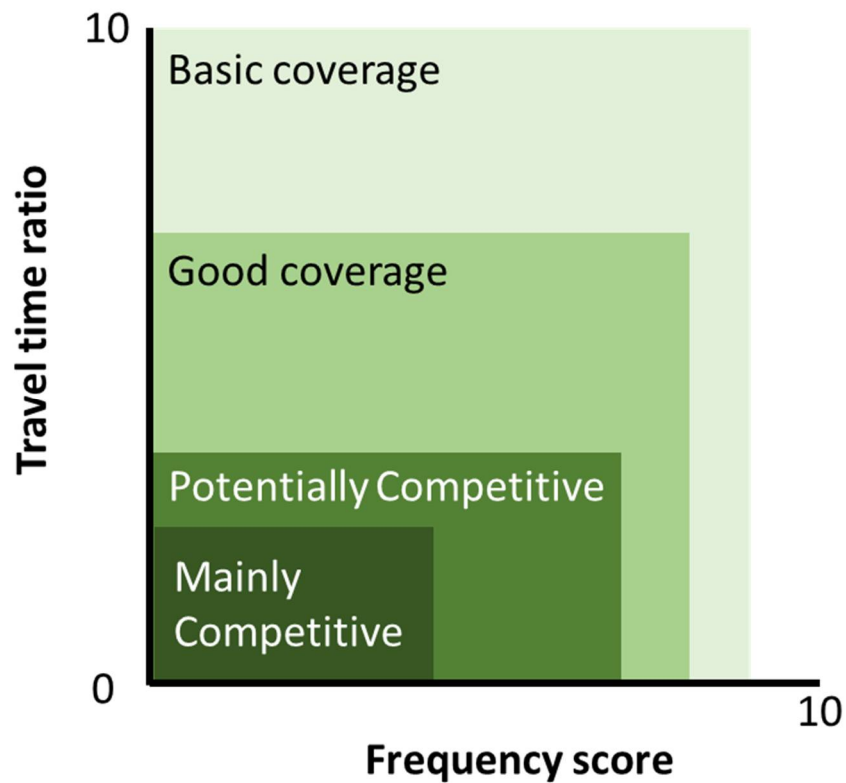
<sup>2</sup> E.g. as defined in Designing Streets

restraint, so competitive public transport travel has greater potential for trips into Inverness, where congestion is growing and parking demand often exceed supply.

- 2.10 Designing public transport coverage for future development should also ensure that everyone can live well without a car. Away from more major settlements, public transport coverage may need to rely on local connections by demand responsive solutions, including taxi, but assessments should ensure that people's needs to access services and facilities can be made affordably without the need to own a private car.
- 2.11 Both public transport network coverage and competitiveness can be assessed using the same process as follows:
- Journey times - Calculate representative journey times from each part of the proposed development site to destinations where the services and opportunities in Table 2.1 can be accessed. Assessments should clearly state the assumptions made about likely preferred locations for accessing services (e.g. groceries in Dingwall, comparison retail and hospital in Inverness, local village for GP and post office). The components of journey time and methods for calculating journey times are discussed in Appendix A.
  - Frequency and variation in journey times - Identify the frequency throughout the day that these representative journey times calculated above can be achieved and report this as a frequency score using the method described in Appendix B.
  - Report coverage and competitiveness - Calculate the ratio of car available to non-car available journey times (see Appendix C) and plot this ratio against the frequency scores to identify the public transport network coverage and competitiveness as shown in Figure 2.1.

### **Figure 2.1 – Coverage and Competitiveness**





2.12 In addition to the above assessment, opportunities for integration between the public transport network and other transport should be considered as ways of extending the competitiveness and coverage of networks. In particular:

- Community and demand responsive transport options including taxi could be used to access public transport. Assessments should consider the potential for users of proposed developments to be offered personal travel accounts to manage joint purchasing arrangements of transport services (e.g. special fares for short taxi trips to bus stops and rail stations).
- Park and ride sites and park and share locations could be used to offer convenient interchanges between private car travel, shared transport solutions including public transport and active travel networks.

2.13 Service designs for existing and proposed integration approaches should be explained in detail where relevant to the assessment.

## 3.0 Implementation Plans

- 3.1 Securing suitable transport provision for new developments requires robust mechanisms to monitor and optimise performance over time, including to ensure the sustainability of travel patterns and revenue streams to maintain essential services.
- 3.2 Development proposals should describe how the results of the transport assessments can be used to mitigate problems and make improvements to transport systems, with proposals for infrastructure investment and travel plans. The proposals can then be used in the development of consents and planning agreements to define how transport improvements are implemented.

### ***Infrastructure – including roads, footpaths, cycle/micro-mobility lanes and parking***

- 3.3 Infrastructure requirements are identified in the Placemaking Priorities for settlements and Developer Requirements for sites. In certain areas further details are also set out in Development Briefs. This information should be used along with the Council's Roads and Transport Development Guidance as the starting point for identifying infrastructure connections and requirements. In most cases onsite provision and offsite contributions will be required.
- 3.4 Unless development briefs for individual sites indicate alternative local requirements, car and cycle parking provision should be consistent with specific Council guidance, including allocations of spaces for users with mobility difficulties with room for wheelchair loading<sup>3</sup>. Parking provision should be designed to meet the needs of the development including management and enforcement to ensure that parking allocations operate as intended.
- 3.5 Homes and workplaces should offer low speed electric vehicle charging facilities to enable users to charge electric vehicles and pay at standard or economy electricity tariffs. As electric vehicles increasingly dominate car and van traffic, slow charging at trip origins and destinations will be increasingly important to make best use of the capacity of the electricity grid.
- 3.6 Parking for shared cars and cycles should be considered for appropriate developments, identifying the scope to reduce the number of private cars and cycles with shared provision based on clearly evidenced assumptions<sup>4</sup>.

### ***Transport services and travel plans***

- 3.7 The transport requirements identified in transport assessments for each development enable transport service requirements to be specified and proportionate travel plans used to manage the use of transport in line with the assessed requirements.
- 3.8 For some larger developments it is helpful for travel plans to monitor and manage travel demand over time, but this can involve high monitoring costs to identify

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<sup>3</sup> 'Roads and Transport Guidelines for New Developments'. Cycle parking requirements are the same document and 'Cycling by Design'

<sup>4</sup> Shared provision is a rapidly evolving area with evidence emerging about the relationship between demand for private ownership and shared provision. Specific requirements will be included in individual development briefs as experience grows of these relationships in the area.

observed travel choices. For many sites, a far simpler approach relies on monitoring transport supply.

3.9 Transport supply of infrastructure and services, such as roads, footpaths and shopper bus services have long been part of most planning consents, but it can also be helpful to define transport supply in terms of performance metrics to ensure that developments can benefit from transport that is fit for purpose. For example, when transport supply is specified in terms of travel time or cost to specified locations greater flexibility is built in to ensure that land use and transport function as intended by the plans. This is particularly important at this time of rapid change as travel patterns evolve through a pandemic recovery into climate change action plans.

3.10 Travel plans in planning consents and agreements will vary in content and coverage to reflect the needs of the development as identified by the transport assessment. When preparing plans the following issues should be considered.

- For workplaces – Employee commuting to and from the site and travel in the course of work. Plans should ensure to ensure competitive shared transport opportunities are considered including public transport requirements. Visitor, freight and delivery movements can also be important for some workplaces requiring detailed assessments and plans.
- For residential locations – The travel generated by residents of housing developments can be influenced by personalised plans for accessing services and facilities, with targeted information and offers.
- For retail, leisure, sports, entertainment and other locations where the traveller has a choice of destination available each time they making a trip - Each journey depends on the perceived temporal attractiveness by time of day and day of the week so plans need to focus more heavily on promotion, incorporating sufficient dynamism in the plan implementation approach.
- For service providers – The traveller often has a limited choice of destination for travel associated with healthcare, education and other services. Service providers choose destination locations to suit effective service delivery, and this should include transport service delivery. Service providers are well placed to invest in the infrastructure and services to serve these locations as part of the design of service delivery, including information for service users.

3.11 For smaller developments plans for transport supply and demand should be proportionate to the size and complexity of the development, but even small developments need to be clear about design assumptions for where users will park and charge cars, what footpaths can be used for safe local access, and how public transport network coverage and competitiveness will be maintained or improved.

3.12 Travel plans allow developers to demonstrate how planning policies for the development can be directly related to investment. This overcomes one of the most challenging elements in negotiating planning obligations, by ensuring that any costs of implementation are fairly and reasonably applied. The developer led plans also enable the developer to ensure transport supply consistent with both policy goals and the viability of the development.

### ***Planning obligations and developer contributions***

3.13 The implementation of the transport infrastructure, services and travel plans may be secured by a planning condition, and perhaps also developer contribution to the cost.

These allow the Council and developer to enter into a legally binding agreement to deliver the plans, as envisaged in the assessment.

- 3.14 To achieve these benefits proposed planning conditions should include:
- The timetable for implementation, monitoring and modification of the travel plan to meet travel time coverage and competitiveness goals.
  - Details of the responsibilities for funding each measure including engagement with delivery partners such as transport operators
  - Details of how each deliverable and service will be provided.
- 3.15 Planning obligations should be self-enforcing as far as possible including defining the delivery mechanisms to ensure that performance can be monitored by users of a development.
- 3.16 If facilities management charges are being paid by residents or occupiers of premises to pay for shared transport services such as buses and car clubs, the facilities management arrangements should be subject to regular review by residents to ensure that provision reflects the specifications in the planning agreements.
- 3.17 Where travel plans indicate that transport services can be expected to be commercially viable, such as bus services to a development, planning agreements should specify how viability will be assessed and managed so that risk and reward are equitably shared between the developer, the council and the transport operators. Further detail about how this can be managed through partnership agreements with transport operators is discussed in Appendix D.
- 3.18 Travel plans with clearly defined methods of managing sustainable transport performance can be very effective ways to help minimise developer contributions towards transport investment. Developments with less clear and accountable travel plans carry a higher social deficit and will typically be required to pay higher developer contributions to fund the public policy interventions needed to secure sustainable approaches.

#### *Specifying Provision and Performance*

- 3.19 Within the planning consents and agreements, there should be clarity about where responsibility lies for maintaining transport provision.
- 3.20 When specifying performance requirements, key points are that:
- There should be named lead persons or organisations responsible for ensuring the conditions are met with responsibilities being consistent with capabilities to implement the requirements. This will normally be expected to be the development facilities management company, but other arrangements may be acceptable if they can demonstrate sufficient expertise in transport service design and management. The lead person should have the expertise and ability to deal with all parts of the plan including the transition from construction to occupation, and how any future handover to subsequent owners and occupiers of the site will take place.
  - Include mechanisms for development, consultation and review with third parties such as bus operators or bus service improvement partnerships. Commercial transport services could change as part of regular reviews by operators so planning agreements should be clear how responsibilities are allocated including through partnerships as discussed further in Appendix D.

- Include clear timescales for review to ensure that the plan continues to be relevant and effective. This includes requirements for liaison with all partners to the agreement including the Council.
- Clarify the roles, functions and communication requirements for all parties involved in delivering plans. These parties include groups that will not typically have been involved in agreeing the planning obligations during the development planning such as staff of companies affected, and residents committees or associations.
- Establish and revise governance arrangements as required to ensure that implementation of the plan proceeds as envisaged. If some functions such as enforcement of parking requirements are delegated to third party companies, accountability for effective delivery should be clear with effective mechanisms to ensure that service delivery matches planned commitments. Responsibility for maintaining up to date contact details for all parties to the agreement should be a key requirement of any planning obligation.
- Mechanisms to ensure sustainable funding arrangements should be clear including the scope and limits of responsibility for each partner to the agreement.

## 4.0 Appendix A – Components of journey time

- 4.1 Each journey time by walk/public transport is made up of multiple stages which combine to make a total journey time:
- The time to reach the bus stop or rail station at the ends of the journey or as part of interchange within it.
  - The in-vehicle time in buses and trains.
  - The waiting time at bus stops and rail stations.
- 4.2 There are many ways to describe journey times. Car journeys typically assess the fastest journey time regularly achieved and then consider journey times in excess of that journey time as a 'journey delay'.
- 4.3 For public transport, some people prefer to walk further to reach faster public transport services whilst others choose longer in-vehicle journeys if they can use a stop location nearer their origin or destination. Unlike car journeys, a failure to achieve the fastest journey time is rarely considered as a 'delay' so representative times are used to describe the journey times that can be expected for any particular journey purpose.
- 4.4 In order for consistent journey times to be used in development planning the methodology for calculating journey times need to be explicit. Large variations in calculated journey times commonly derive from different assumptions about route choice, including the choice of footpath network to and from bus stops and rail stations.
- 4.5 For most assessments the use of journey times that reflect the experiences and behaviour of travellers should be adopted. By far the most widely used method for choosing routes used by other travellers is to use online routing from Google or Apple Maps, but other similar approaches can also be used such as FromAtoB.com, Rome2rio and others. The use of routing assumptions that are used most by the citizens of Highland Council area enables transparent and accountable development planning approaches.
- 4.6 However, there are also circumstances where assessments using other routing assumptions can be more appropriate:
- Policy centric - The policy perspectives of an organisation such as a transport authority define the routing parameters consistent with policy goals, such as only using walking routes with certain widths of physical characteristics, or specifying maximum walking distances to bus stops, or specifying specific interchange locations.
  - Personalised - Journey times calculations that reflect the personalised preferences of the traveller or group of travellers. Journeys are planned by individuals and organisations to reflect the capabilities and wishes of particular people. The journey time calculation method reflects these preferences and/or the policies of organisations organising the trips.
- 4.7 Where assessments use policy centric or personalised planning assumptions the approaches should be clearly described.

## 5.0 Appendix B - Temporal Effects and Frequency Scores

- 5.1 Journey times vary throughout the day. Peak time road journeys are often delayed by road congestion. Bus and rail journey times depend on the timetabled frequency of available services throughout the day. Each journey time is associated with a time of day when that journey time can be achieved.
- 5.2 For particularly large developments generating and attracting large number of trips more accurate representation of journey time variation can be helpful. The most robust approaches commonly applied involve calculating journey times at 15 minute intervals throughout the day and then weighting the journey time in each time period by the importance of that time period by trip purpose. Journey times for travel for work and education can be more highly weighted in the morning and evening peak when commuters are more likely to be making these trips, whilst travel for hospital is spread more evenly across the day<sup>5</sup>.
- 5.3 For most other transport assessments simpler representation of temporal effects will be sufficient with a representative journey time and frequency measure to represent the availability of the journey time throughout the day as follows:
- Journey times for arrival at the destination for 8:30am and for 10:30am by car are calculated and the maximum journey time from these two time periods is selected as the representative journey time.
  - For walk/public transport trips, the journey times throughout the day are reviewed to identify the journey times regularly achievable. This journey time is then selected as the representative journey time and a frequency score is made representing the availability of services to allow this journey time to be achieved regularly throughout the day as shown in Table B.1.
- 5.4 Where service patterns do not match these criteria exactly scores between the main criteria should be estimated (e.g. for services ending earlier than 8pm but with better than 30 minute frequencies until 7pm a score of 5.5 would be appropriate)

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<sup>5</sup> Due to recent large changes in the times of day people make trips prompted by the COVID pandemic, weightings used for development should demonstrate that trip patterns are representative of trip making in the affected area including mixed working from home and commuting and times of visits to facilities such as health centres where only online appointments are offered at certain times of day.

**Table B.1 – Public Transport Frequency Scores**

Score	Frequency Criteria
10	Other services - Regular frequency of service less than every 2 hours
9	Other services - Good network coverage with services every 2 hours or better between 8am and 6pm
8	Good service - No more than 60 minutes between services 8am to 8pm and better coverage at some other times
7	Good service - No more than 30 minutes between services 8am to 6pm
6	Very good service - No more than 30 minutes between services 8am to 8pm
5	Excellent service - No more than 20 minutes between services 8am to 6pm and some coverage outside these periods
4	Excellent service - No more than 20 minutes between services 8am to 8pm
3	High frequency service - 10 minute frequency or better but with lower frequencies at some times of day between 8am and 6pm and some coverage later in the evening
2	High frequency service - 10 minute frequency or better but with lower frequencies at some times of day between 8am and 8pm and some coverage later in the evening
1	Turn up and go services - Better than 10 minute frequency 8am to 6pm and some coverage later in the evening
0	Turn up and go services - Better than 10 minute frequency 7am to 10pm and at least 30 minute frequency throughout the night



## 6.0 Appendix C - Journey Time Ratios

- 6.1 The ratio of the non-car to car journey time is a simple description of competitiveness of the two options. In most cases journey times can be used as a convenient proxy for the many factors that represent the deterrence or attractiveness of alternative routes.
- 6.2 Table C1 shows average assumptions for modal competitiveness that can be used in assessments.

**Table C1 – Travel Time Ratios to Describe Competitiveness Criteria**

Score	Criteria
1-1.5	Personal choice between equally competitive car and non-car options
1.6-2	Highly competitive public transport
2.1-2.5	Competitive public transport
2.6-3	Competitive for some large market segments - e.g. concessionary travellers
3.1-3.5	Competitive for restricted market segments
3.6-4	Sometimes competitive for niche trips
4-10	Public transport will rarely be chosen by people with a car available
>10	Public transport will rarely be used even by those without a car which will choose other options such as lift from a friend or taxi

- 6.3 However, in some circumstances assessments should assess the sensitivity of the travel time competitiveness to other factors. Each development proposal makes assumptions about the people and who will be accessing the location. Assessments should consider if:
- The cost of travel per minute travelled by the users is consistent with the average cost of travel for the mode of travel by that mode of travel (e.g. fuel costs by category of road, public transport fares, tolls, etc)
  - The quality of experience assumed for the mode of travel is representative of that mode overall.
  - The safety, security, travelling environment and physical layout (e.g. step free) is suitable and convenient for the traveller.
  - Reliable delivery of the service is likely to be achieved, including opportunities for compensation when journey times are not achieved (i.e. current social expectations are that there is compensation for late running of trains but not generally for road based transport options).
  - Information and marketing is appropriate to allow people to make good choices.
- 6.4 It may sometimes be necessary in assessments to add time penalties to journeys to reflect factors not included in the default travel time calculations. For example car journey times generally assume that door to door journeys are made without the need to look for parking spaces. In practice, there are many locations where car parking is not at the door so time penalties should be added to reflect the location and availability of parking. Similarly, adjustments may be needed to reflect the different cost factors for different travellers. Parking costs and public transport fares often vary by the journey and category of traveller. Where adjustments are being

made for cost, national values of time can be used to convert monetary elements such as fares into time penalties<sup>6</sup>.

- 6.5 For some assessments, segmentation of traveller groups will be needed to represent competitiveness. For example, some bus passengers may be able to rely on concessionary travel passes so the comparison should be made between a free bus journey and a car journey where they need to pay for fuel.
- 6.6 All of these factors can be changed as part of the transport design for the development – e.g. to provide free bus fares, or covered walkways in exposed locations, or free refreshments for travellers. Where the transport provision by any model or route of travel departs from average assumptions made by routing algorithms the journey times can be adjusted to reflect the competitive advantage of particular routes or modes. If any adjustments are made the assumptions and evidence base should be clearly explained.

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<sup>6</sup> DfT July 2021 - TAG UNIT A1.3 - User and Provider Impacts

## 7.0 Appendix D – Integrating Development Planning with Bus Service Improvement Partnerships

- 7.1 Bus Service Improvement Partnerships (BSIPs) recognise that providing bus services involves a wide range of capabilities in service design, information, policy implementation, labour force management, technology, finance, and governance. These skills can potentially be drawn from both bus operators and public authorities to manage a broader and higher standard of service delivery in partnership.
- 7.2 BSIPs are designed to be collaborative and led by the Local Transport Authority. They can potentially define terms under which enable third parties such as businesses, developers and others to secure services in line with defined social standards.
- 7.3 BSIPs seek transformational change in the quality of bus provision and in a fast growing region such as the Inner Moray Firth, key partners in the transformation are those with an interest in land use development.
- 7.4 Highland Council BSIPs covering the Inner Moray Firth area are still being developed but the intention is that the partnership should support the new Development Plan with:
- Route service standards specifying minimum bus service frequencies and maximum journey times on selected routes.
  - Agreed tariffs on certain routes including costs for boosting particular service frequencies such as may be required by new development, and penalties for reducing bus frequencies on routes serving development locations.
  - Infrastructure commitments such as committing to implement additional bus priority measures if delays on certain routes regularly exceed specified thresholds.
  - Obligations to provide facilities to agreed standards such as facilities at waiting areas including shelter, information and parking. These can sometimes be delivered in partnership with development e.g. where cafes provide convenient waiting areas with facilities.
  - Vehicle quality specifications including for zero emission vehicles helping developers meet the growing number of net-zero commitments – e.g. by retailers in retail developments.
  - Special types of ticket that enable developers, and users of bus services accessing new development to purchase tickets at agreed fare levels consistent with ensuring the viability of bus services to new development.
  - Special multi-operator tickets that enable the integration of local taxi and community transport services with fixed route bus services to serve more remote developments.
  - Joint approaches to information and marketing between developers and bus operators.
  - Joint development obligations better able to attract investment. For example, electrification of bus services in the area demands a transformation of bus operating business models and it is intended that the BSIPs can help to manage this transformation including new types of partnership for bus vehicle charging associated with local electricity generation, and land use development.