

The development of travel plans and station travel plans – a selected timeline

1998 – The government makes its first major national statement on travel planning – ‘A New Deal for Transport’ – encouraging businesses and public sector organisations to promote travel plans to reduce congestion, building on earlier environmental policies at local authority level



2004 – A research report by The Institution of Highways & Transportation, ‘Smarter Choices – Changing the Way We Travel’, highlights the benefits of smart travel programmes including workplace travel plans reducing commuter car use by up to 30%, school travel plans potentially cutting school run traffic by 20%, and personalised travel planning reducing car use of up to 15%



2005 – The Department for Transport (DfT) publishes its first guide on residential travel plans, embedding sustainable travel in the planning process and ensuring that access to public transport, e.g. rail/bus, is considered in any new housing development



2007 – The DfT publishes the White Paper ‘Delivering a Sustainable Railway’, which welcomes the idea of Station Travel Plans, stating an aim of providing the best possible package of environmentally friendly access options to stations and the railway. As a result, in 2008, the government launches the Station Travel Plan Initiative for England and Wales, featuring 24 pilot schemes covering 31 stations



2008 - The Institution of Highways & Transportation publishes ‘Climate Change and Sustainable Transport – The Challenge for Transport’, highlighting the role of sustainable transport in meeting carbon reduction and other key environmental targets. This is accompanied in 2009 by ‘Making Smarter Choices’, a guide outlining the significant role sustainable travel can play in improving accessibility, equality of opportunity, quality of life, health and well-being



2008-9 – ATOC, Passenger Focus and RSSB publish a Research Toolkit to help train operating companies, local authorities and other organisations to design and deliver station travel plans, highlighting areas including better cycling provision at stations, improving pedestrian and bus access, and promoting greener modes of travel, all allied to promoting projects across the UK rail network



2012-13 – ATOC and RSSB publish the results of the station travel plan pilot programme, with projects evaluated based on reduced CO2 emissions, modal shift from car use to more environmentally sustainable forms of travel, improved passenger satisfaction levels, and increases in the number of passengers using stations. The findings form the basis of a revised Station Travel Plans Toolkit



2013 onwards – Station Travel Plans receive greater mainstream investment and become more commonplace across the UK rail network, led by a range of different organisations including; train operating companies as part of franchise commitment, Network Rail, local authorities, community rail partnerships, and other stakeholders, all focused on stimulating sustainability and positive change