

REVIEW 2018



VIEW FROM THE CHAIR



Lynda Addison, TPS Chair

Last year I wrote about my ideas for the year to come and the need to “up our game” in terms of profile, action, collaboration, having clear objectives and effectiveness. Well, we have certainly made progress on all those fronts, to a greater or lesser extent. Putting this report together, I have been reflecting on what we have achieved and on the scale of what we are seeking to do. It is clear that we have started on a journey, but we are still only just getting off the starting blocks. With one year to go in my role as Chair, we will by no means have achieved all the goals I set, BUT we have made good progress! Hopefully my successor will agree with the strategy and continue to pursue it.

The Society now has clear agreed objectives, together with a set of principles to drive the outcomes we seek and the behaviours of practitioners. We have actively engaged with both the Department of Transport and the Ministry for Housing, Communities and Local Government at senior level, our four sponsoring bodies and a wide range of other community-based stakeholders. All are supportive of the work we are doing. Our aim has been to increase our profile AND seek to influence the role and the outcomes of transport planning – trying to more effectively turn the rhetoric of policy into reality on the ground.

As a way of seeking to achieve our objectives, the Board has initiated a campaign – the Transport Planning Day campaign. This will culminate in November this year with an Award Ceremony in London. You should have already seen a lot of coverage of this through the Society’s own communication channels. The aim is to engage with as many community groups as possible, via other stakeholders, to begin the process of getting people to think about transport and what works for them. The campaign started in May with a call for nominations from the community circulated via the CPRE, RSA, Civic Voice, Living Streets, Campaign for Better Transport, Sustrans, and National Association for Local Councils. We are extremely grateful for their support and enthusiasm for what we are trying to do. Hopefully this will be the beginning of a longer term partnership and begin to affect how people engage with transport policy and practice. The Board see this first year of the people’s award for transport as the beginning of a continuing campaign.

Crucial to this work is the role of the membership, both individual members and our stakeholder members. We want all members to get involved by supporting the campaign and helping to deliver it. We want to receive nominations from all our regions, so it will be essential for the regional representatives and members to take an active part. This is one of the objectives the Board agreed which has yet to become as effective as it needs to be. We are struggling to ensure your effective involvement and are not sure why. Let us know what we can do differently or better, so that you are involved.

One of the aspects of the Society that has become very clear to me through this year as we seek to have more impact is a shortage of resources. The Society does not employ staff to support its activities and relies heavily on the efforts of volunteers, primarily Board members and the skills team, who have worked extremely hard this year to deliver our important agenda. My grateful thanks go to all the Board members, both current and those who have left over the last year, for all their hard work and support. In my view the Society will need to review what resources it can call on if it is to maintain or increase its activity. This is something we are already looking at.

There is a hectic 12 months in front of us – as the intensity of the Transport Planning Day campaign increases; we respond to the continually evolving Government agenda; we look to develop a 3 year action plan and budget; the principles we have adopted start to impact on our qualifications and training programmes; and we further improve the

administrative arrangements of the Society, including a new service level agreement with the ICE and better use of IT.

In the last Annual Report I said that I wanted to ensure that we were:

- proactive in our approach to the tasks and challenges of the day: driving change and not just reacting to events
- focused on the transport issues of the day, making our views heard and anticipating issues where appropriate
- making an impact and “punching above our weight”

I hope you will agree that we have made some progress on all these fronts.

Membership has started to increase, we are in active dialogue with Government on issues like the National Planning Policy Framework and transport policy, we are actively engaged with a wide range of organisations, both those with a transport and professional focus and others whose membership is impacted on by our actions. Articles elsewhere in this report provide much more information on the matters I have highlighted here, but contact us if you want more.

Last year I talked about the need for a paradigm shift in society and government’s views on the positive value of effective transport planning as well as its practice. I still believe this is essential. Good transport planning can support the achievement of a healthier society and have a positive impact on our environmental, social and economic goals. We need to continue to push harder for change! Our role is crucial.

TRANSPORT PLANNER OF THE YEAR 2017



The winner of the Transport Planner of the Year 2017 was **Nicola Kane** for her work leading the production of the Greater Manchester Transport Strategy 2040, published in February 2017. She is Head of Strategic Planning and Research at Transport for Greater Manchester (TfGM) and spends most of her time thinking about what the future might hold, as her team works to develop and deliver a new long-term transport strategy for Greater Manchester, covering the period to 2040. Nicola is a chartered town planner (MRTPI) and qualified transport planning professional (TPP) and joined TfGM in 2014 after 15 years of working in consultancy.

She has wide-ranging experience in transport strategy and policy development, development planning and travel behaviour change and is now enjoying the opportunity to help shape the future of transport in Greater Manchester. She is also working to develop her team's skills through active engagement with training and staff development and is already a TPP. The skills shown were not only in inspiring the team to work on the strategy but clearly to have provided leadership in the spirit of the multi-disciplinary but rigorous approach which underpins the best of transport planning.



"This was a very well deserved award and an excellent example of the role and contribution transport planning can make to places.

The strategy is an exemplar of a thoroughly joined up approach between land use and transport and the integration across modes within transport planning. The programme of public engagement was undertaken with care and understanding of the difficult issues involved in urban transport and in view of the impending changes in governance, how it is funded. She has since presented the strategy and its approach to a wider audience including the DfT and has won the respect of academics for using "vision and validate" rather than "predict and provide".

Nicola and her team have brought an outcome driven attitude into a local government context which is fully reflected in the new strategy and in the proposals for monitoring progress."

Lynda Addison, Chair of TPS

"We're all very proud of Nicola's achievement in picking up the Transport Planner of the Year award.

TfGM is keen to maintain our reputation for forward thinking and in challenging transport planning convention; and Nicola has led the way by successfully spearheading our place-based 2040 Transport Strategy.

Nicola is a valued member of my team and the wider TfGM family; and I'm sure she'll continue to lead both her team and the profession by example for many years to come."

Simon Warburton, Transport Strategy Director at TfGM



MEET THE BOARD

Board Composition as at 1 April 2018.



Lynda Addison, TPS Chair, is a planner and transport planner with over 40 years' experience in both the public and private sector at senior level leading major projects for central and local government. She is currently a Director of Malcolm Baker Consulting.



Dominic McGrath, TPS Treasurer, is a Strategic Transport Manager with Hampshire County Council. He is responsible for scheme development, local transport policy, and Solent Transport. He also has a lead role on liaison with the two LEPs in Hampshire.



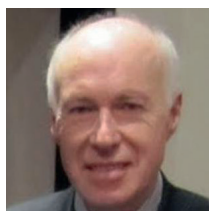
Kate Morris, Company Secretary, is a Director at AECOM leading their Strategic Planning and Advisory business across UK & Ireland and wider geography of Europe, Middle East, Africa and India. She is an advocate of the PDS and TPP qualification and is a trained PDS mentor.



Keith Buchan, TPS Director of Skills, was Director of the MTRU consultancy and has over 30 years' experience as a transport planner in a wide range of roles. The previous Chair of the TPS, he has been leading on policy issues including "Agenda for Change". In July 2015 he became TPS Director of Skills.



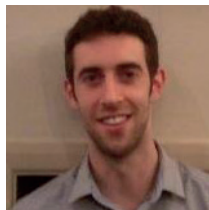
Stephen Bennett is a Director in Arup's Transport Consulting Team based in London, and a trained PDS mentor. Stephen heads up the Board's Policy team and is currently leading the Transport Planning Day campaign.



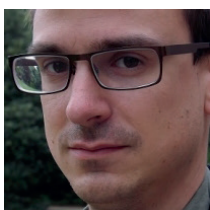
Tim Morton worked for Scott Wilson before spending 34 years with Mott MacDonald, rising to Divisional Director. Now retired, his Board roles cover Bursaries, policy and developing the Society outside the UK.



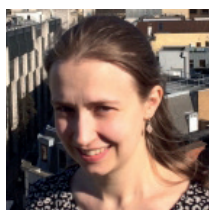
Tiff Lynch is Infrastructure Strategy Manager at Bexley Council, working primarily on infrastructure to support Bexley's future growth strategy. She is responsible for growing the TPS social media presence and helping the Society raise the profile of the profession.



Stuart Northall is a Transport Modeller in Mott MacDonald's Rail Planning Team based in Croydon. He completed a TPS Bursary in 2014 and is currently working towards the TPP qualification. Stuart's TPS roles cover social media and young professionals.



Andrew Dennison recently founded his own transportation planning consultancy, Highway Access Solutions, based in Nottingham. Andrew has a particular interest in how the TPS can support SMEs.



Laura Putt is a Principal Transport Planner at Transport for London, currently working in the City Planning Directorate. She joined the Board in 2017 and her principal role is to ensure that the TPS is able to engage and support Young Professionals.



David Connolly TPP, is Director for Innovation in SYSTRA in Edinburgh. He qualified for the TPP qualification via the Senior Route in 2011. For the TPS Board, he is responsible for regional and national events and strengthening the role of TPS in Scotland.



John Rider helped deliver South Hampshire's LSTF programme, and is now Lead Officer for Sustainable Transport at the Royal Borough of Kingston and the London Borough of Sutton. He is also a reviewer and mentor for the TPP qualification.



Clare Woodcock is the Principle Transport Officer at Old Oak and Park Royal Development Corporation (OPDC). Before joining OPDC, Clare worked at Transport for London for six years. Clare is looking forward to driving forward the vision and objectives of the Transport Planning Society.



Joanne Carmichael is a Director at Arup and leads the Middle East Planning team based in Dubai and has over 20 years experience. She is keen to address key challenges of harnessing technology and maximising the benefits of rapid change in our profession and attracting and retaining the brightest minds to be able to do this effectively.



Joanna Ward is a Principal Transport Planner at the Waterman Group where she leads on Sustainable Transport projects. Her TPS board roles include running the annual bursary scheme and encouraging more diverse representation at all levels within the society.



Martin Wedderburn is an independent consultant in the fields of sustainable transport policy, demand forecasting, travel behaviour research, pedestrian movement analysis and economic appraisal. Martin is the Board lead for TPS events programme.



Clare Cornes is the Intelligent Mobility Manager at Westfield Technology Group. Clare is currently studying part-time for a PhD investigating scenarios for the implementation of Mobility as a Service in Greater Manchester, with a particular focus on the roles of the public and private sectors.

The Board is also supported by the TPS founding institutions and others.

Daniel Parker-Klein represents the CILT

Howard Potter represents the ICE and

Nick Boyle represents the CIHT

Christopher Blake represents the Young Professionals / Regions and Nations

Nick Perrins represents the RTPI

Andy Costain Development Officer

Kath Coldwell ICE Secretariat

Hannah Budnitz RTPI TPN Manager



ANNUAL MEMBERS SURVEY



Additional questions this year

At the end of every year TPS undertakes an annual survey of its members. This reveals what has changed and what hasn't in the past year. However in 2017 we started the survey with an extensive open ended section on

- The challenges facing the profession and society as a whole,
- What principles should guide transport planning in the future,
- What skills would be needed to meet the challenges, and
- How TPS should respond.

This produced some lengthy and thoughtful responses which were analysed by the TPS Policy Group and fed into the draft Transport Planning Principles. 133 responses were received: one of the word clouds from this part of the survey is reproduced below.



Comparison with previous years

Some key comparative results are set out below, figures for last year are shown in brackets thus: (%).

Policy priorities

- In relation to policy priorities, walking and cycling continue as members' first choice at 53% (58%) it also achieved top spot in 2012, 2013, 2014 and 2015! However, this year it shared top spot with air quality – reflecting the new understanding of the threat to health, and continued breaches of guidelines in many places in the UK.
- There was also confirmation of members' priority for non-high speed rail capacity increases at 47% (45%) - second highest score. By contrast, support for high speed rail and major trunk road schemes hit new lows at 10% and 8% respectively (16% and 14% in 2016).

Top 5 policy priorities in 2017 and 2016 were:

Policies	2017	2016
Walking/cycling	53%	58%
Non-High Speed railway capacity improvements	53%	45%
Tackling poor air quality	47%	45%
Travel behaviour change (Smarter Choices)	41%	43%
Urban Rapid Transit schemes	43%	33%

Policy drivers and governance

- In relation to policy drivers, health issues continued to rise up the agenda for TPS members, taking top spot from using planning to reduce the need to travel (2nd this year).
- Last year's move towards demand management to solve airport congestion was continued this year: only 16% supporting more runway capacity in the SE (26%), 37% more regional capacity (31%), and implementing tax reform first rising to 47% (43%).
- Continuing support for reform of appraisal with 43 % choosing "Fails to reflect key policy drivers and requires major reform" and for the proposal to use land use values (revealed preference) rather than time savings (34%) or combine them with time savings (62%). In addition, 70% wanted the negative health impacts of car use counted in appraisal, and 50% wanted an appraisal against carbon reduction targets rather than monetisation.
- Some support for LEPs in relation to jobs but even this falling to 50% positive (65% last year). They were seen as much more negative in relation to health outcomes (13% positive), sustainable development (12%) and reducing carbon (only 7%), but with many comments stressing the high variability of their performance.
- Strong preference at 80% (79%) for granting new powers to city regions and combined authorities, but serious concerns that these would fail without sufficient funding at 34% (28%).

Revenue for transport

In terms of raising funds for transport nationally, members still favour road user charging, the top 5 were:

- Introduce national road user pricing
- Increasing VED for the most polluting vehicles
- Introduce national Lorry Road User Charging
- Increase the scope and raise the level of tax on aviation
- Continue a rise in fuel duty above inflation

For raising local revenue the results were:

- Charge developers a new transport levy which is spent locally
- Charge for all local public parking, including retail
- Introduce local workplace parking levies
- Introduce local area based road user charging
- Introduce a Business Rate Supplement for transport

Respondents and attitudes to qualifications

- Similar sectoral split to previous years for the survey respondents: consultancies 56% (62%), public sector 25% (25%).
- Last year for the first time we asked about length of time working in transport planning – 70% of respondents had 10 years or more experience (61%).
- Continuing concern and sometimes trenchant responses to the open ended question on differences between local authorities and the private sector in developing skills – there is serious and continuing concern from both sides.
- High awareness of the Transport Planning Professional (TPP) qualification at 98% (97%) but still a significant number with no plans to apply 54% (46%).

CONSULTATION RESPONSES

The TPS continues to respond to consultations on topics of strategic importance to transport planning, to ensure that transport planners views are considered in policy making and scheme development.

The TPS Policy Group leads these responses, always seeking to reflect members' views, drawing on the annual Members' Survey (see page 8 and 9).

The following are some of the main submissions made during the past year, demonstrating the broad range of topics that are relevant to our profession.

All responses are available in full on our website at: <https://tps.org.uk/tps-policy> under 'Policy Reports'.

- **Department for Transport's (DfT's) Draft Airports National Policy Statement on Heathrow Expansion (May 2017 – we also provided an updated to the revised draft in December 2017).**

TPS responded to this major consultation seeking views on the planning policy framework which the north-west runway at Heathrow Airport would have to comply with. The TPS put forward a strong view that the current NPS should be withdrawn and a proper NPS should be developed with an effective, national strategy for airports and that if the Government proceeds with supporting Heathrow a number of requirements to reduce its impacts should be implemented.



- **HMRC Consultation on salary sacrifice for the provision of benefits in kind (October 2017).** The TPS response encouraged HMRC to continue its support in providing employees with travel choice, in particular the stimulus that the transport-related aspects of such schemes can make towards the choice of more sustainable forms of travel than the private car.
- **Department of Transport New Aviation Strategy (October 2017).** Building on our responses to the Airports NPS, we responded to a DfT consultation that sought views on the proposed approach for developing a new aviation strategy for the UK. Our response recommended that the 'overarching principles' of the proposed strategy should be revised to include: 1) regional development – ensuring that one region does not dominate investment in aviation infrastructure, 2) protecting the environment – meeting our climate change obligations and reducing local pollution, and 3) managing demand – for example to address environmental and regional issues but also the real economic impacts of aviation including the aviation tourist trade imbalance.
- **Department for Communities and Local Government consultation on 'Planning for the right homes in the right places' (November 2017).** The TPS response highlighted that the TPS vision is that transport planning should contribute to making places that are not only well connected, but also attractive, productive and sustainable; 'decide and provide' rather than 'predict and provide'.

- **London Mayor's Transport Strategy (November 2017).** The TPS generally supported the draft plan as a bold and visionary transport strategy that, if successful, will introduce a step change in the quality of life in London. It is wide ranging in its consideration of London's transport system and comprehensive in the range of issues examined and proposals put forward. The TPS response pushed the Mayor for more urgent action on air quality, road safety and congestion, and to set different targets for different parts of London, recognising the significantly different transport characteristics of central and outer London.



- **Department of Housing, Planning, Community and Local Government (Ireland) consultation on Ireland 2040, the National Planning Framework (November 2017).** Our Republic of Ireland branch led this consultation response in which TPS set out nine transport and spatial planning principles to guide development and delivery of the NPF (e.g. the need to use spatial planning to reduce the need for travel). TPS urged the NPF to be robust, inclusive, ambitious and deliverable with an Action Plan and timescale for delivery, free of political interference which could cause it to deviate from the long-term vision. TPS urged the government cross-sectoral approach used in the development of the NPF be maintained during its implementation and recommended a clear evaluation framework to monitor Framework outcomes against the original vision and objectives.

- **ITC Consultation: What is the contribution of peak and off-peak travel to the urban economy? (November 2017).** In this consultation on the value of peak and off-peak travel to the urban economy, the TPS raised concerns about a return to transport planning and evaluation methodologies that placed undue emphasis on meeting peak hour demands. We advised that the immediate economic benefits of a wider labour market at traditional commuting times needs to be set against the longer-run negative consequence of more dispersed locational choices generating additional travel demands and congestion costs throughout the day.
- **DfT Consultation on Reforming the Heavy Goods Vehicle Road User Levy (January 2018).** The TPS response stated that revisions to the RUL should follow certain key objectives if it is to be successful: creating a better balance between efficiency and competitiveness; reflecting the external costs of HGVs; minimising the environmental and safety impacts of HGVs; encouraging greater efficiency in terms of fair competition between modes; and limiting use of the largest HGVs with the greatest impacts. It considers principles for a revised RUL, possible ways forward, levels of charge and vehicle sizes, and possible outcomes.
- **Highways England Shaping the Future of England's strategic roads - RIS2 (February 2018).** The TPS response raised concerns about the ability of HE's approach to identify unmanaged traffic growth resulting from network enhancements and, in particular, the impacts on local roads in addition to the A-roads and B-roads included in the RTM's.
- **DfT Proposals for the creation of a Major Road Network (March 2018).** The TPS response raised concerns that the proposals for the MRN will have the effect of prioritising inter-urban road improvements over wider intra-urban transport needs, exacerbating these problems. In addition to any such redirection of central funding, we see a risk that local authorities will be incentivised to spend more of their own funds on the MRN (given the attraction of Government support) than on the same roads now, leaving reduced levels of funding for purely local schemes.

The TPS will continue to respond to consultations, and where time permits will invite TPS members to contribute their views. If you are keen to be involved in specific consultations, please email us at policy@tps.org.uk.

EVENT HIGHLIGHTS

In the lead up to Transport Planning Day, TPS has hosted several events focussing on the role of the transport planning profession in today's world.

Transport Planners - where are we all coming from?

The TPS invited members to start 2018 with New Year's Drinks where former TPS chair Richard Walker asked the question: Transport Planners: where are we all coming from? In this light-hearted yet insightful talk, Richard reflected on the 'culture wars' within our profession. UK transport planning has seen a form of cohabitation of two paradigms since the 1970's – 'predict and provide' versus 'traffic restraint'. Individual transport planners may identify with one of these transport planning traditions, alternatively with the climate politics advocating stronger demand management or with a purely supply-driven growth agenda. Looking back to the 1963 Buchanan report, we observe that he predicted the traffic volumes that subsequently materialised yet the visions of full-scale adaptation to the motor car or complete gridlock have not materialised - the 'Buchanan conundrum'. This can be explained by a mixture of a mixture of urban sprawl and 'muddling through'. Transport planning sometimes struggle to engage with politicians and civil servants on long-term strategic transport and spatial planning issues, and we should not forget that national and local governments also face a host of short-term operational and regulatory delivery challenges vying for attention.

Transport planning principles for the 21st century

In the last year TPS has consulted its members on the principles of transport planning, identifying the main challenges and opportunities for transport planners going forward and what skills are required in the future. In April, TPS invited a panel covering academia, consultancy and regional government to respond to the principles document. Lots of interesting points were raised, particularly around the role of technology and

innovation, how to make the principles as encompassing as possible, and how transport planning interacts with day-to-day life (including politics and the economy). It was also suggested that these principles could help form a better brand for TPS, are accessible to the range of people who interact with the profession.

The TPS Board will now reflect on the views expressed at the event when revising the document setting out our findings. Thank you to all those who made contributions during the session, as well as those who have put their thoughts forward through the Annual Survey and networking events.

The role of transport in rebalancing the UK economy (TPS North West)

The 2018 Ian Stilwell Memorial North West Transport Lecture was attended by 150 people at Liverpool John Moores University. Cathy Miller (DfT) highlighted some of recent developments in appraisal, including new guidance on developing the Strategic Case, the introduction of the rebalancing toolkit and the respective roles of Transport for the North and Metro Mayors in cities where a devolution deal is in place. Jon Spruce (TfN) set out the prime capabilities of the economy in the North and clarified key priorities, including Northern Powerhouse Rail, seven Strategic Development Corridors, development of the Major Road Network and roll out of the Integrated and Smart Travel Programme. Warren Marshall of Peel Ports Group highlighted the benefits that would result from more freight entering the UK at ports in the North, including reduced vehicle mileage, reduced CO2 emissions and lower operating costs.

Mileage-based road pricing: fiscal necessity or demand management tool? (TPS London & SE)

TPS was delighted to invite Gary Raccuja, last year's winner of the Wolfson prize to present his paper Miles Better: Replacing Fuel Duty and VED with a Mileage-based Road Tax, collected by insurers. In a fascinating debate chaired by former chair of the RAC Foundation, David Quarmby, Gary argued that from a fiscal point of view, pay-by-mile road pricing is the fairest way to charge for road use and is a financially sustainable solution where revenue is in line with overall usage. Paul Buchanan of Volterra defended the transport economics principles of varying charges by time and geography, the tools allowing transport planners to target congestion and other adverse effects of road use (air pollution, noise), and encourage behaviour change. On the role of public acceptability, Kris Beuret of Social Research Associates argued that when presented with relevant facts to inform their decisions, many – probably a majority – of citizens accept that time-based charges can be a more equitable way of paying for road use.

Transport Planning: Data Driven Decision Making (TPS Republic of Ireland)

In September 2017 TPS and CIHT jointly hosted a thought provoking event in Trinity College Dublin on the importance of data in the decision-making process for Transport Planners. Cormac Halpin, Senior Statistician from the Central Statistics Office, presented on the latest key findings from Census 2016 as well as on the recent changes in the process for accessing the micro data. Dr Edgar Morgenroth, Associate Research Professor at the Economic and Social Research Institute (ESRI), shared his research and interesting insights on regional development trends in Ireland and their impact on transport development as well as on the wider economy.

TPS International Pub Quiz (February 2018)

The tenth annual TPS International Pub Quiz was held on Thursday 22nd February 2018. This year a grand total of 103 teams took part in quizzes held simultaneously in 10 cities - Birmingham, Bristol, Cambridge, Dublin, Edinburgh, Leeds, London, Maidstone, Manchester and Winchester. After eight gruelling rounds of questions, it was (yet again!) a team from Manchester that won. The team from Systra – If It Gose Wrong We Blame John – won by a huge margin of 3 points to take the coveted trophy. As well as a fun night had by all, the TPS quiz regions were able to raise a total of over £650 for Transaid and several local charities.

TPS would like to kindly thank our faithful quiz sponsors ITP and scoreboard sponsors Tracsis, as well as all the volunteers who made this possible.



PROFESSIONAL DEVELOPMENT

A further year of progress

2017/18 was a very active year for the Society's skills work, with continuing expansion and reform of our Professional Development Scheme (PDS), work on implementing the transport apprenticeship scheme, and promotion and development of the Transport Planning Professional (TPP) qualification which is awarded jointly with CIHT.

A key part of our work has been to revise the experience requirements of the PDS so that it can now be completed in 2-3 years. No change has been made to the knowledge requirements so completion still avoids the need for TPP applicants to prepare a Portfolio of Technical Knowledge.

Following consultation this reform was widely supported and fully implemented in September 2017. Our aim is for a significant increase in completions in 2018. We are also considering how to recognise better trainees' achievement of completion in a similar way to other professions.

Congratulations to Rebecca Tommey, the final completion under the old scheme!



While the PDS is the industry standard in the private sector, TPS remains committed to extending this to the public sector and 7 local authorities have now joined. We continue to work to engage with smaller users. Over 430 trainees are now following the PDS and over 250 mentors have now been trained. In addition, the review process, which supports the mentors and trainees through visits to their local workplaces, has been expanded to about 50 a year, talking to over 150 trainees.

While the PDS provides younger transport planners with a structured pathway to obtaining the breadth and depth of skill they need it is also highly valued as a route towards the Transport Planning Professional, TPP. The TPP is the only professional qualification that identifies the key competences of professional transport planners, and employers, clients and stakeholders are paying increasing attention to those holding it. Most of those following the Society's PDS are working towards the TPP. The TPS skills team is therefore considering new initiatives to ensure that the PDS works even in closer harmony than now with the TPP joint committees to provide a smooth transition to TPP.

The Society is constantly working to help PDS trainees through the scheme and much of its activity supports young transport planners, such as its annual bursaries, national and regional events and its Young Professionals programme. We are always looking for new ways to help broaden candidates' knowledge and experience.

Organisations with a PDS licence include:

- AECOM
- Arcadis
- Arup
- Atkins
- Birmingham City Council
- CH2M
- Curtins
- Hampshire County Council
- Highways England
- Hyder Consulting
- i-Transport
- Jacobs
- JMP Consulting
- Leicestershire County Council
- London Borough of Bexley
- London Borough of Hounslow
- Mayer Brown
- Mott MacDonald
- Mouchel
- Peter Brett Associates
- PFA Consulting
- SAJ Consultants
- Steer Davies Gleave
- SWECO
- Systra
- Transport for Greater Manchester
- Transport for London
- Transport Planning Associates
- Vectos
- Wood
- WSP
- WYG

The Society has also played a leading role in the development of a transport planning technician apprenticeship and now a degree apprenticeship. These are designed to be compatible with both PDS and TPP. The first 40 apprentices started in September 2016, with block release learning provided by the Leeds College of Building.

Managing the Society's Skills Work

The Director for Skills is Keith Buchan, a past TPS Chair with almost 40 years experience in transport planning in the public and private sectors. Keith now leads a skills team which consists of:

Keith Youngman as its PDS Review Manager. Keith has been deeply involved with the PDS since its launch, and is co-author of the current PDS Guidance and PDS Review Process. He is supported by four regional PDS Reviewers visiting licensees' offices across the UK.

Christine Crossley as the Society's PDS Operations Manager. Christine has been deeply involved in the PDS since its launch and is another co-author of PDS Guidance. She also chairs the apprenticeship employer group.

The fourth member of the Skills Team is Andy Costain, the Society's Development Officer who has been involved in the TPS Skills initiatives from the beginning (see below).

This extended Skills team reflects the steady expansion of the Society's Skills activities, including:

- promotion and increasing uptake of the Society's PDS.
- the work involved in the PDS Review and support process.
- continuing development and promotion of the TPP qualification.
- the implementation of the transport planning technician apprenticeship.
- provision of guidance and training across the UK and Republic of Ireland.

The Society's work is also supported by a Skills Committee including former Skills Director Martin Richards and former TPS Chairs Victoria Hills, Keith Mitchell and Bill Wyley.

TPS Skills timeline

- TPS Transport Planning Skills Initiative, launched 2002.
- TPS and GoSkills prepare the National Occupational Standards (NOS) for Transport Planning and Transport Planning Technical Support, which gained Ofqual approval in 2007.
- The Transport Planning Professional, TPP, qualification based on the NOS, launched jointly with CIHT 2008.
- The TPS PDS, also based on the NOS, launched 2008.
- PDS Guidance Version 3, launched 2013.
- PDS Review Process, introduced 2014.
- Transport apprenticeship scheme, launched 2016.
- PDS revised completion requirements launched 2017.

TPS BURSARIES



The Transport Planning Society (TPS) awards £500 bursaries every year to Young Professionals (YPs) to encourage them to research and analyse a topic of current transport planning relevance. In 2017, the subject set by the TPS Board was “Integrated Transport and Land-Use Planning”.

Eight YP’s applied for bursaries and five bursaries were awarded, the maximum possible. The successful Bursarians produced 5000-word papers on their chosen topic and presented their findings to the TPS Board. The papers are available on the TPS website.

Being awarded a TPS Bursary has proved to be an important career development step for YP’s. In addition to gaining knowledge of their chosen topic, involvement in the competition helps them to engage more closely with TPS and the wider transport planning community. The Bursary award is widely recognized as a mark of achievement and several Bursarians have been promoted, been offered new jobs or been recognized at conferences for their work.

Each Bursarian was assigned a TPS Board member as mentor, who provided insight into the topic, helped the Bursarian to programme and prioritise their work, challenged the conclusions drawn to ensure robustness, and advised on the presentation to be made subsequently to Board members.

Congratulations to the successful Bursarians:

Giulio Ferrini (Sustrans) - research into whether public transport-centric development risks suppressing more active travel and development of the concept of active travel-centric development.

Matthew Parker (Sustrans) - research into the impacts of new rail stations on vehicle ownership in associated settlements.

Shona Rawlings (formerly Atkins) - research into the impact of Section 75 Planning Obligations on transport targets and objectives at Queen Elizabeth University Hospital, Glasgow.

Elliott Read (Vectos) - research into the benefits of connectivity between existing local transport infrastructure and Manchester’s Home cultural centre.

Elliott Reid (AECOM) - research into the success of the Scottish “Designing Streets” principles in encouraging walking and cycling.

The “Bursary of the Year Award” (worth an extra £250) was made to **Giulio Ferrini**. The Board were particularly impressed by the logic and innovative thinking of Giulio’s work, and his strongly evidence-based approach to supporting his conclusion.

TPS Board member, Tim Morton, managed the competition and David Connolly, Tiff Lynch, Howard Potter, John Rider and Joanna Ward mentored the Bursarians.



TPS Director, Tim Morton, presents Giulio Ferrini with the 2017 “Bursary of the Year” award.

JOIN US

Individual Membership

Individual membership is open to transport professionals and students who have a genuine interest in transport planning and wish to further their career. You can join as a Student/ Apprentice Member, a Standard Member, a Member, or a Designated Member.

Student/Apprentice

Student/Apprentice membership is for anyone studying transport or related fields full time and from this year has been extended to include young professionals studying for the new transport planning apprenticeship.

Designated membership

Designated membership is for those members who hold the Transport Planning Professional (TPP) qualification. Standard membership covers all other members.

Standard members

Standard members who commit to working to the Society's Code of Professional Conduct, are then permitted to use MTPS as post-nominals, identifying them as professional transport planners and raising the profile of the profession

Individual membership benefits include:

- Monthly e-bulletins outlining the latest TPS news, events and transport planning vacancies.
- Free attendance at TPS events nationwide.
- Discount on publications, including Local Transport Today, New Transit, Planning & Passenger Transit and Transport Xtra.
- Discounts on TPS supported conferences.
- Eligibility to apply for the a Bursary Award.
- Eligibility to apply to undertake the Professional Development Scheme and TPP.
- Voting rights on matters related to the AGM and other meetings.

Membership is excellent value. Annual fees at April 2018 are:

- Student/Apprentice - free for a maximum of 3 years
- Standard/Registered - £40 per annum
- Designated - £95 per annum

Membership application forms are provided on our website at <http://www.tps.org.uk/membership>

Organisational Membership

Organisations can support and benefit from the work of the TPS through the two routes outlined below:

Service Providers, NGO's/charities involved in transport and freelance consultants have the opportunity to place an advert in our Business Directory which includes a logo, short description and contact details on a dedicated page on the website. This also includes a free individual membership and associated benefits.

Stakeholder membership benefits include:

- A licence to use the PDS, together with advice on establishing and managing the Scheme, participation in Scheme Workshops and identification as a Scheme user on the TPS website. (fees in the range of £1,000-£4,000 reflective of size, sites operated and number of employees on the PDS scheme).
- Branding on the TPS website with a link to your website.
- Discounts at TPS-supported events and on attendance at PTRC training courses.
- Free advertisement of job vacancies on the TPS website.
- Great networking opportunities with like-minded organisations.
- Copies of the annual TPS Review, and regular event and news bulletins by email.

Further details are provided on our website at <http://www.tps.org.uk/membership>

Contact Us

For more information about the TPS or to ask us a question, please visit www.tps.org.uk, or email us at info@tps.org.uk.

JOIN IN

Events

We have a programme of events on themes of interest to transport planners across the UK and Ireland, with attendance being free for TPS members. For details about the latest upcoming events, please visit www.tps.org.uk/events.

Regions & Nations

We also have a number of regional and national branches that are actively promoted through regular events. Please visit www.tps.org.uk/regionsnations for more information.

Bursaries for Younger Professionals

We especially encourage younger professionals to become involved in debate, discussion, research and training. Our Bursaries programme (see page 10) provides £500 to individuals to prepare a research paper that will be both stimulating and relevant to TPS members and the wide transport planning community. Find out more at www.tps.org.uk/bursaries.

Social Media

Join in the debate on current transport topics – or start a discussion thread of your own – by joining the Transport Planning Society Group on Linked In.



For more information about the TPS or to ask us a question, please visit www.tps.org.uk or email us at info@tps.org.uk.



Join in the debate on current transport topics – or start a discussion thread of your own – by joining the Transport Planning Society Group on Linked In.



Follow us on @TransPlanSoc to receive flashes about important news, prompts about TPS events, and live bulletins from them on the #TPSevent hashtag.

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