

REVIEW 2019



View from the Chair



Stephen Bennett, TPS Chair

It is my pleasure and privilege to have taken over as Chair of the TPS in March 2019. I have been a TPS Board member since 2015 so am very familiar with the workings of the Society and the challenges and opportunities we face.

I am passionate about transport planning and about having a thriving Society representing transport planners' interests. It's such a rewarding profession. It enables us to apply our knowledge and skills to improve transport for people, and really make a difference for local communities and society as a whole.

I would very much like to thank our outgoing Chair, Lynda Addison, for her inspiring leadership in the past two years and for raising the profile of TPS through many new initiatives. Lynda took on the role with immense energy and enthusiasm, and we have achieved so much in her two-year term.

We have established our transport planning principles, which we believe sets the framework for transport planning in the 21st century. These fall into two key areas: first what transport planners should be seeking to achieve, and second how the profession should conduct itself while working towards those outcomes. They should influence our behaviour, not just for transport planners but for clients and the wider public. You can find these on our website so do take a look.

Lynda has made great progress in developing closer links between the TPS and senior civil servants in the DfT and MHCLG, with a view to influencing a number of areas of their work including National Planning Policy Guidance, new DfT guidance, and evolving more effective assessment methodologies.

We have also been working with the RTPI and the National Association of Local Councils to produce a Councillor's guide on neighbourhood plans and transport which will be published shortly.

And of course, we had our hugely successful inaugural Transport Planning Day Campaign last year. The campaign achieved its objectives in raising the profile of transport planning with politicians, senior civil servants in key departments, a wide range of community-based organisations, other professional bodies, and across our profession. We are very grateful for the fantastic support of our sponsors, the supporting institutions: CIHT, CILT, ICE, and RTPI, our members, and our hard-working Board directors for making this Campaign happen.

Rest assured we are planning an even bigger and better Campaign for 2019 so please look out for further details in TPS correspondence coming out soon. You can read more about this in a later section.

The TPS was set up as "A society to facilitate, develop and promote best practice in transport planning and provide a focus for dialogue between all those engaged in it, whatever their background or other professional affiliation." This remains our aim, and best practice and dialogue are still a key focus for our activities.

To promote best practice, developing transport planning skills is a huge area of our work, led by our Director of Skills, Keith Buchan. We have been heavily involved in the development of the Transport Planning Technician Apprenticeship and are thrilled to see apprentices working across the profession gaining skills and experience in this new route into our industry.

The Professional Development Scheme continues to grow in popularity and we are very excited that our Transport Planning Professional qualification has now been submitted to the Privy Council for chartered status. We hope to be able to announce this very soon. This has been a huge effort between our colleagues at CIHT and the TPS Skills team to make this happen. Securing chartered status for the TPP will really take our profession to a new level.

With regards to dialogue, we have had a number of great events this year across our regions, which I hope you have been able to participate in, and we have been engaging with government and other organisations to promote transport planning and better outcomes for society.

Dialogue is a key theme for my term as Chair. I really want to enable transport planners from across the profession to come together to discuss and debate key issues and best practice, which evolves all the time. But more importantly I want us to engage beyond our profession - with government, with developers, with decision-makers, with local community groups - to listen and understand their transport challenges and apply our expertise and experience in helping resolve these.

In my view, we are a great profession of very smart people and we usually know the right answer! We know how to improve transport and accessibility and movement, but convincing decision-makers, funders, other professionals, and the general public is usually our biggest challenge. So, let's engage with each other, and more importantly have a dialogue and communicate more with the wider world so we can be really effective and influential in improving transport for our local communities and for society. That's why we do it, right?

If you have any thoughts or comments or views on the above, I would really like to hear from you - you can contact me at chair@tps.org.uk

Transport Planner of the Year 2018



The prestigious Transport Planner of the Year award was presented to **Anne Graham**, Chief Executive of the National Transport Authority (NTA), Ireland by former TPS Chair, Lynda Addison at this year's Transport Practitioners' Meeting.

Since her appointment to the NTA in 2010, Anne has been instrumental in effecting a significant shift in the governance of Public Transport in Ireland. As Chief Executive, she has taken a very public stance promoting Transport Planning and, in particular, the benefits of public transport in delivering a better society. Under her stewardship, the NTA delivered the first statutory transport plan for the Greater Dublin Area, a Transport Strategy for Galway and is now developing a Transport Strategy for Cork. These achievements and her public leadership have led to a substantial increase in capital funding for all forms of public and sustainable transport in the recent National Development Plan (nearly 50% of transport funding is for public transport) and for supporting public transport services across the country.

She has led the restructuring of rural transport, guided the opening of the subvented bus market to competition, and promoted quality bus and Metro services.

In addition, she headed NTA initiatives on the regulation of clamping, delivery and expansion of regional city bike sharing schemes, expansion and development of Leap (smart ticketing) and the successful regulation of the Small Public Service Vehicles industry. She has developed, motivated and inspired her team at the NTA to take on new challenges and initiatives, and is seen as a thoroughly professional and supportive leader. She is also a strong supporter of the Transport Planning profession, promoting it at public events and providing strong support to TPS. She has played a unique and influential role with huge success.

In presenting the award Lynda Addison, former TPS Chair said:

“Anne exemplifies all the characteristics of an excellent transport planner: she provides a very good role model.”



From Metrolink to Locallink; a decade of National Transport Planning



Anne Graham, Chief Executive Officer
TPS Planner of the Year¹ 2018

Transport Planning Day

Our first Transport Planning Day Campaign – a notable success!

It is hoped that most TPS members are fully aware of the new initiative we took last year in launching the Transport Planning Day campaign. The idea was proposed by Susan Claris from Arup at the 2017 Transport Practitioner's Meeting and TPS took up the challenge. The campaign began in the spring last year and culminated in November with a final event including the award of the first People's Award. Thanks to all those that contributed as it was a lot of hard work.

Overall the campaign was very successful for a first year. We attracted 16 community or local groups to nominate transport schemes or projects which they believed had enhanced their lives. The schemes came from across the country. They were judged by senior civil servants from the Department for Transport and Ministry of Housing, Communities and Local Government as well as the Chief Executive of the Campaign for Better Transport and the Group Director, Placemaking & Regeneration, from Places for People, a major Housing Association. In addition there was a House of Commons event hosted by Lilian Greenwood MP, Chair of the Transport Select Committee, four regional events lead by the universities, and an 'Unconference' on transport planning in Leeds.

The TPS has independently reviewed the event last year and the response overall has been very positive in achieving the aims of the campaign – to increase the profile of transport planning across both the public and private sectors. The focus last year was on working with other organisations who were working in communities and with their support engage local people highlighting the importance of transport in our everyday lives. The concern raised through the review was that there was insufficient activity in the regions, and this is something

we will focus on more for the next campaign.

The success of the campaign has also been recognised more widely. We were thrilled to be shortlisted for 'Best in-house consultancy collaboration' in the Public Affairs Awards and 'Best Transport and Automotive Campaign' in the Chartered Institute of Public Relations Excellence Awards – thanks to our Campaign Manager, Jo Field, at JFG Communications. For a first year, this is pretty amazing. A key point that made it different to other professional award processes was the focus on people and place. Local people highlighted what worked for them, rather than professionals looking at other professionals' schemes.

The Transport Planning Day 2019 campaign was launched on 21 May with the aim to build on last year's success. Nominations for the People's Award are open and can be made via the Society's website until 2 August. Transport Planning Day 2019 will be on 20 November at the Institution of Civil Engineers in London.



Event Highlights

Trialling new event formats

As part of our inaugural Transport Planning Day celebrations in 2018, new formats for TPS events emerged.

The Transport Planning Camp held in the Open Data Institute in Leeds – also known as an ‘Unconference’ – was a participant-led workshop. Over 50 people from a range of backgrounds including charities, consultancies, local authorities, start-ups and academics gathered to engage with the theme of the day ‘Transport Needs of Future Generations’. The agenda and content for the day was agreed by the participants, and focused on the topics of equity, safety, consumer demand and freight, autonomous vehicles, car ownership, land use, and governance.

TPS also partnered with universities in four cities to arrange an informal evening discussion around the question ‘Transport Planning: How Hard Can It Be?’. In each case, the discussion was inspired by short opening contributions from 4-5 invited speakers who then sat with the rest of the crowd when the conversation became general, facilitated by an MC. The topic and this format attracted a good balance of students and professionals, and generated a lot of positive energy with all participants able to contribute. Feedback at the time was really positive, even if one participant described it as ‘a high-calibre group therapy session’!

TPS International Pub Quiz (March 2019)

This year’s event broke all records again with a total of 119 teams competing in 13 different cities. The annual pub quiz remains a great social event, an opportunity to promote the Society to potential members, and raises donations for a number of charities.

The last few years have seen the Northern Powerhouse cities dominate the Quiz leader board. This year, after several years in Manchester, the prestigious TPS Pub Quiz trophy moved to a new home in Liverpool.

In the end, it was the WSP Super Red Army who won by a single point from Bored Witless in Dublin. In joint 3rd place were WSP teams in Leeds and Manchester.

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



Meet the Board

Board Composition as at 1 April 2019.



Stephen Bennett, Chair, is a Director in Arup's Transport Consulting Team based in London. He has been a Board member for four years, holds the TPP qualification and is a trained PDS mentor. Stephen is responsible for all aspects of the society's operations.



Kate Morris, Secretary, is a Director at AECOM leading their Strategic Planning and Advisory business across the 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. As Company Secretary, Kate is responsible for membership promotion.



Harriet Glen currently works as a Senior Business Manager at Transport for London in the Programme Delivery Directorate in Crossrail. Harriet is extremely passionate about improving diversity within the transport industry and was elected as Chair of TfL's Women's Staff Network in 2016.



Justin Bishop is a Senior Consultant in Transport Consulting for Arup and Academic Collaborator in the University of Cambridge Department of Engineering. He works on projects around electric power generation, road transport and the built environment.



Laura Putt is a Principal Transport Planner at Transport for London in the City Planning Directorate. Laura's principal role is to ensure the TPS is able to engage and support members across the regions and nations.



David Connolly, Treasurer, is Director of Innovation for the UK and Ireland at SYSTRA and is based in Edinburgh. He qualified for the TPP qualification via the Senior Route in 2011 and joined the Board in February 2014. David was appointed Treasurer in March 2019 and previously was TPS' Director for Regions and Nations.



Mark Frost is Head of Transport & Environmental Strategy at London Borough of Hounslow. He has a background in the promotion of sustainable transport and is currently a topic expert advisor for the National Institute of Health and Clinical Excellence (NICE) on the links between built environment and physical activity.



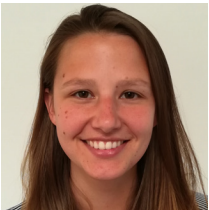
Martin Gilmour is a Policy Advisor at the Department for Transport. Prior to that, Martin led the Transport Assessment process for the development of Crossrail 2 and has enjoyed various transport planning roles at Transport for London and in Local Government.



Martin Wedderburn runs a small consultancy working internationally in the fields of pedestrian movement analysis, sustainable transport policy, transport planning, demand forecasting and economic appraisal. Martin is the Board lead for the TPS events programme.



Clare Woodcock is a Principal Transport Consultant at Mott Macdonald. She has over 10 years experience across the public and private sectors working on a range of transport projects, including the 2012 London Olympic Games and the Heathrow Expansion Project. Clare is chair of the TPS Policy Group and manages social media.



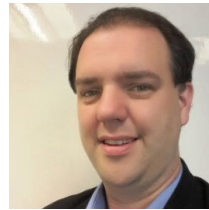
Clare Cornes is the Intelligent Mobility Manager at Westfield Technology Group. Clare was previously based in the Innovation Team at Transport for Greater Manchester. Clare's role on the Board is to help to develop the website and promote the growing use of social media within the membership.



Joanne Carmichael is a Director at Arup and leads the Middle East Planning team based in Dubai and has over 20 years experience. Jo joined the Board in 2018 and her principal role is to encourage increased membership to the Society.



Joanna Ward is a Principal Transport Planner at the Waterman Group where she leads on Sustainable Transport projects. She has over 20 years experience working for a variety of public, private and charitable organisations. Her TPS board roles include running the annual bursary scheme and encouraging more diverse representation at all levels within the Society.



James Gleave is Founder and Director of Mobility Lab. James has 16 years experience in the sector and specialises in foresight and futures thinking. He has supported delivery of numerous innovative technology, autonomous vehicle, smart infrastructure and MaaS projects.



Lynda Addison OBE (Co-opted member) is the immediate past Chair of TPS and 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. Lynda is a Fellow of the CIHT and leads the TPS Transport Planning Day Campaign.

The Board is supported by invited members.

Keith Buchan Director of Skills

Andy Costain OBE Business Development Manager

Andrew Dennison SMEs Representative

James Harris RTPI TPN Manager

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

Daniel Parker-Klein represents the CILT

Howard Potter represents the ICE

Nick Boyle represents the CIHT

Nick Perrins represents the RTPI

Kath Coldwell ICE Secretariat



Annual Members Survey



Every year TPS undertakes an annual survey of its members. This gives an opportunity for them to tell us what they think outside the confines of their everyday work. It reveals what has changed and what hasn't in the past year and where their priorities for the future really are.

Overall the picture is one where sustainable transport is seen to be at the centre of everything we do, where demand management is seen as the key tool, and that local infrastructure and regional development is more important than national "grand projects". Thus environmental taxation and regional airport development is favoured instead of airport expansion in the South East, and the use of national road user pricing for cars and for heavy goods vehicles to manage demand is strongly supported. Walking and cycling has been their number one priority every year since the survey began in 2012. On the other hand, HS2 and strategic level roadbuilding are consistently very low in their priority list.

In addition, there are special questions every year, which directly influence TPS activities for the year ahead, this time on Transport Planning Day. Further details are set out below.

Transport Planning Day

In order to get direct member feedback on Transport Planning Day, a number of special questions were included this year. The results were very supportive but critical in certain areas and will be extremely useful in developing Transport Planning Day as a regular event.

First of all there was very strong support for continuing with Transport Planning Day – 68% agreed or strongly agreed (only 5% disagreed). This was balanced by a need for significant changes going forward, key suggestions and comments were:

- Need for many more regional events (largest single category of response), and associated difficulty in participating across the UK.
- Need to engage a wider audience and the public - profession still talking too much to itself?
- Awards need to include more transport planning content – what exactly did they say about the profession?
- Do we need other awards to create a bigger picture with more emphasis on transport planning – for example, an excellent and a execrable?

Comparison with previous years

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

Policy priorities

- In relation to policy priorities, walking and cycling continue as members' first choice at 61% (53%) - it also achieved top spot each year from 2012 to 2017!
- There was also confirmation of members' priority for non-high speed rail capacity increases at 45% (47%) - second highest score. By contrast, support for high speed rail and major trunk road schemes remain very low at 12% and 9% respectively (10% and 8% in 2017/18).

Top 5 policy priorities in 2018/19 and 2017 were the same but slightly reordered:

Policies	2017	2018
Walking/cycling	53%	61%
Travel behaviour change (Smarter Choices)	41%	49%
Tackling poor air quality	47%	45%
Non-High Speed railway capacity improvements	53%	42%
Urban Rapid Transit schemes	43%	35%

Policy drivers and governance

- In relation to policy drivers, decarbonising transport has risen back up the agenda, followed by using land use planning to reduce the need to travel.
- Last year's move towards demand management to solve airport congestion was continued this year: only 17% supporting more runway capacity in the SE (16% in 2017), 43% more regional capacity (37%), and implementing tax reform first at 43% (47%).
- Continuing support for reform of appraisal with 33% choosing "Fails to reflect key policy drivers and requires major reform" and 17% saying "decisions are always political and appraisal is not required". 66% wanted the negative health impacts of car use counted in appraisal, and 44% wanted an appraisal against carbon reduction targets rather than using theoretical carbon costs.
- 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%).

Increasing vehicle excise duty for the most polluting vehicles
Introduce national road user pricing
Introduce national lorry road user charging
Increase the scope and raise the level of tax on aviation
Introduce a national parking levy

For raising local revenue the results were:

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

Respondents and attitudes to qualifications

- Similar sectoral split to previous years for the survey respondents: consultancies 63% (56% in 2017); public sector 20% (25%).
- In 2016 for the first time we asked about length of time working in transport planning – 62% of respondents had 10 years or more experience and 22% less than five.
- Place of work was showed London and SE (36%) highest but encouraging regional representation: W Mid (11%); SW (9%); NW (9%); Yorks/Humber (8%); and East of England (7%). This is less London based than previous surveys.
- 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% (98%) but still a significant number with no plans to apply 47% (54%).

TPS influences Transport Appraisal Guidance

TPS proposals to reform transport appraisal

The Department for Transport (DfT) undertook a major consultation on its approach to transport appraisal which closed in October 2018. TPS strongly welcomed this and put together a comprehensive response led by Keith Buchan and Martin Wedderburn. Keith led an appraisal workshop at the TPS supported the Local Transport Today (LTT) Local Transport Summit in November. This confirmed our view that the Strategic Case element of appraisal was being ignored and that other major reforms to support sustainability were essential. The DfT have been very much engaged with the profession in this instance and we will be interested to see their full response, due in May 2019.

Key elements of the TPS proposals were as follows:

Ensuring existing best practice

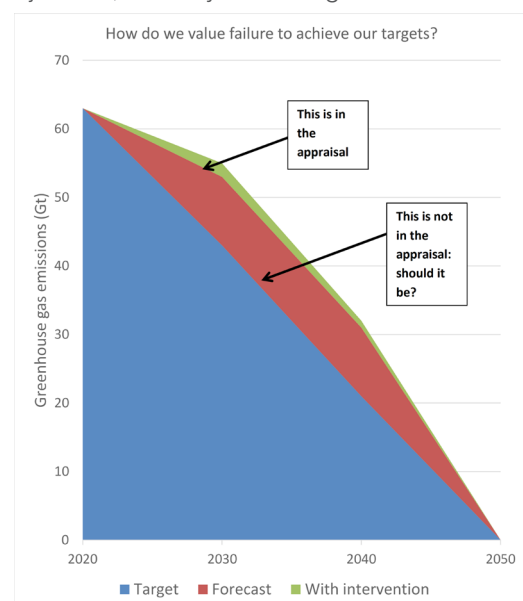
Appraisal guidance needs to ensure that:

- There is far greater emphasis on the Strategic Case in the current Treasury 5 case model as interpreted by DfT.
- The Strategic Case is not an afterthought with invented objectives but an assessment against existing strategy, for example on sustainability, employment and health.
- That genuine alternatives are considered – again a strengthening of guidance to prevent bad practise rather than a major departure.
- The use of scenario based forecasts for Strategic and Business Cases, building on recent DfT changes, becomes the norm.
- There is far greater use of objectives led (such as multi-criteria, vision and validate) analysis.

Responding to current weaknesses

Reforms are needed so that:

- Forecasts are used which reflect local policies and packages (thus recognising the problem of self-fulfilling traffic growth predictions).
- Central estimate benefit cost ratios (BCR) are no longer used in appraisals; instead there should be policy and package dependent high and low forecasts.
- There is full inclusion of the negative impacts of motorised modes, especially health and environment.
- Reform of carbon costs to reflect failure to meet reduction targets in the Business as Usual Do Minimum, without this schemes will continue to be implemented which lock in damaging emissions.
- For all impacts, there should be an assessment of Do Something against the desired end state, not an unrealistic Do Minimum.
- Wider economic disbenefits to be included as well as benefits.
- The Strategic Case will act as a filter to prevent schemes whose impacts run counter to quality of life objectives, but may have a high BCR.



TPS influences Government thinking

One of the Society's current objectives is to raise the profile of transport planning and the Society. The Transport Planning Day Campaign was part of this, but also considerable progress has been made in improving contacts with different parts of the Government in order to improve national policy as it affects practice.

The Society has focused on a number of areas and different departments. Clearly, of particular importance is the Department of Transport. Our activity here has been on three different but interrelated fronts. We have been very active in seeking to improve the way that transport is addressed through the National Planning Policy Framework to move away from the focus on travel by car. Frequent discussions have taken place with those officials who are leading on the interface with the Ministry of Housing, Communities and Local Government (MHCLG) and a number of meetings have included both departments. Initially we focused on the draft National Policy Planning Framework (NPPF) where we managed to get some positive change. We are now working closely to try and affect the National Planning Policy Guidance (NPPG) to ensure that considerations of transport are highlighted from the beginning of the formulation of a local plan. For example, around site selection, right through to the determination of a planning application ensuring the effective delivery of walking, cycling and public transport alternatives to car dependency. We are hopeful that these discussions will deliver some improvements when the NPPG is published later this year.

In this context we are working with the CIHT and RTPI to publish advice on the integration of planning and transport which should be out shortly. Government officials are keen to see it. The two transport bodies have written to the Minister of Housing in the MHCLG and have just been invited to meet the Minister.

We are hoping to influence the relationship between planning and transport to achieve the best for both. Discussions on this subject have also taken place with the Cabinet Office.

Linked to this work are the more technical aspects of methodologies and indicators. On the latter, we are seeking to agree a set of indicators with the Department for Transport (DfT) which are consistent with those in the CIHT/RTPI/TPS Advice and look more broadly at the impact of transport. For example, health and environment as well as modes, numbers and so on. In addition, considerable discussion has and is taking place around more effective methodologies for assessing local plans including transport plans, and the assessment of transport schemes so that the wider positive and negative impacts can be more effectively assessed. We need to move away from "predict and provide" towards achieving better long term objectives and this needs Government support.

The other key area where we have been involved is on health. The TPS has supported the National Institute for Health and Care Excellence (NICE) Outdoor Air Pollution Quality Standard. We have also been actively involved with Public Health England and the interface between health and transport.

There is clearly a lot more to do and a limit on what a small number of volunteers can achieve, but we have made good progress in achieving the Society's aims of promoting best practice and engaging in dialogue with transport decision-makers.

Professional Development

Principles for transport planning

A key feature from last year has been the development of a set of principles for transport planning, covering what transport planning should seek to achieve, and how transport planners should conduct themselves in achieving those aims. This is a key part of our professional development strategy.

Transport planning is still a very young profession (the TPP and PDS were only launched in 2008!) and there remains a lot of work to do to explain to a wider audience what transport planners do and why they should be listened to. Put simply, the profession needs to be ambitious and influential - asserting its integrity and its authority as well as the diverse skills of its members. Transport planning is complex but that is what makes it challenging and exciting.

After a lengthy process of consultation including the Member Survey, PDS licensees and regional meetings, in 2018, TPS set out some key principles for transport planning. They are designed to be understandable and capable of influencing behaviour, not just for transport planners but for clients and the wider public.

We intend to build on these and produce more targeted material explaining what transport planners do and using social as well as print media to reach a wider audience. They will form the basis for an updated TPS code of conduct for transport planners being drafted for 2019.

Professional Development and Qualifications for Transport Planners

A further year of progress

2018/19 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, and degree apprenticeship, and promotion and development of the **Transport Planning Professional (TPP)** qualification which is awarded jointly with CIHT.

The revised experience requirements of the PDS have now bedded in and we are seeing a steady increase in completions, with five in the last 10 months, compared to four in the previous three 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 we will be implementing a new post nominal to recognise completions in a similar way to other professions. We see this as an essential stepping stone to the TPP, helping to maintain steady progress towards this goal.

Over 440 trainees are now following the PDS and over 250 mentors have been trained. In addition, the review process, which supports the mentors and trainees through visits to their local workplaces, has been expanded and we aim to see over a 100 in the course of 2019. Advice on progress to TPP is an integral part of the review process. We are always keen to hear from professionals who may be able to help with our skills work, particularly reviews. Please feel free to contact Director for Skills Keith Buchan: skills@tps.org.uk

While the PDS is the industry standard in the private sector, TPS remains committed to extending this to the public sector and seven such organisations have now joined. We continue to work to engage with smaller users but this is challenging, especially for smaller local authorities.

New initiatives

Several exciting new initiatives have been started in 2018/19 and continue to be pursued in 2019 and beyond. These include a pilot scheme for PDS trainees in India who are working on UK projects. Companies have been moving towards more unified teams which include transport planners based outside the UK and have asked that they been given equal opportunities to join the PDS.

We have been working to meet the challenges for mentoring and training and the pilot is due to start in summer 2019 with two existing PDS licencees.

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. The first applicants for their end point assessment are now being processed.

One issue has been the lack of an existing technician level qualification for transport planners, equivalent to EngTech for engineers. Since last year we have been working to see how this can be remedied and are developing such a qualification (TPTech). To award it to apprentices, TPS must become a Government registered assessment body for Apprenticeships and the Board has confirmed that we should apply. The process is hoped to be completed in late 2019.

Work on creating a degree apprenticeship has been intense, supporting an employer "Trailblazer" Group. It is still on target for a September 2019 launch, with learning provided by Aston and UWE. They have worked with us to create a curriculum which is compatible with PDS, and apprentices will be able to complete the PDS at the same time as their degree.

The PDS provides younger transport planners with a structured pathway to obtaining the breadth and depth of skill they need. The PDS is also highly valued as a route towards the **Transport Planning Professional, TPP**. The TPP is delivered in partnership with CIHT and is the only professional qualification that identifies the key competences of professional transport planners. 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 in even closer harmony than now with the TPP joint committees to provide a smooth transition to TPP. TPP knowledge requirements are also being updated and TPS members are playing a key role in redrafting them.

TPS has also worked closely over the last 5 years with CIHT to deliver an additional Chartered title which all holders of the TPP acquire. Since TPS is not a chartered body, CIHT will hold and administer the title. They have had to apply formally to the Privy Council (who control chartered bodies and titles) and this was finally accomplished in April 2019. The result is expected in summer 2019.

It is a new title, not a new qualification, and only TPP holders (new and existing) will be able to apply for it. At the same time members of other transport related professional bodies will, for the first time, be able to hold TPP and then the chartered title, when it is approved. This involved revising the original TPP Partnership Agreement which has now also been completed and signed.

For more information, contact Keith Buchan on skills@tps.org.uk.

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. Please let us know if you have ideas which would help.

Organisations with a PDS licence include:

- AECOM
- Amey
- Arcadis
- Arup
- Atkins
- Curtins
- Hampshire County Council
- Highways England
- Hyder Consulting
- i-Transport
- Integrated Transport Planning
- Jacobs
- Leicestershire County Council
- London Borough of Bexley
- Mayer Brown
- Momentum Transport Planning
- Mott MacDonald
- Network Rail
- PBA Stantec
- PFA Consulting
- SAJ Consultants
- Steer
- Stuart Michael Associates
- SWECO
- SYSTRA
- Transport for Greater Manchester
- Transport for London
- Transport Planning Associates
- Urban Movement
- Vectos
- Wood
- WSP
- WYG

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 and degree apprenticeships.
- 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.
- Major review leading to PDS Guidance Version 3, launched 2013.
- PDS Review Process, introduced 2014.
- Transport apprenticeship scheme, launched 2016.
- PDS revised completion requirements launched 2017. Consolidated into PDS Guidance 3.1 in 2018.

TPS Bursaries



Each year the TPS awards a number of £500 bursaries to young professionals in order to encourage them to research and analyse a topic of current transport planning relevance.

In 2018, the topic chosen by the TPS board was;

‘Transport Planners and other disciplines better together!’

Six applications for bursaries were received and three (including one joint entry) were awarded.

The three successful submissions were selected to write up a 5000-word paper on the topic and present to board members.

Each Bursarian was appointed a mentor from the TPS Board, who was able to provide advice on their work and submissions.

The board wishes to thank and congratulate everyone who took part.

All of the papers are available on the TPS website at <https://tps.org.uk/tps-policy/bursaries>.

Congratulations to the successful Bursarians:

Jannat Alkhanizi and **Juan Carlos del Rosario Grimon** (both of Mott Macdonald) - Stakeholder Management in Heritage-Related Transportation Projects Planning to Fail or Failing to Plan.

Sarah Harris (Mott MacDonald) - The Requirements for and Benefits of Inter-Discipline Collaboration for Displaying Transport Modelling Output.

Natasha Smithson (AECOM) - Planning New Communities: Finding the balance between private car use and sustainable transport.

The judging panel (made up of senior TPS Board Members) deemed all the submissions worthy of the £500 prize money.

They were also delighted to award **Natasha Smithson** a further £250 as the winner of the TPS Bursary Competition 2018.



Natasha Smithson receiving her TPS Bursary Competition award from Stephen Bennet, TPS Chair

Principles of Transport Planning

The principles of transport planning: the outcomes sought

Transport planning is all about creating connections between people and places, without which everyday life cannot function. However, this aim is complicated because:

- Transport is almost entirely generated by where people and places are located
- Connections are not always through physical travel
- The impacts of transport are often greater on non-users than users.

This is why we start our transport principles by setting out some key social, economic and environmental goals. Transport planners should develop and implement transport plans and schemes which:

1. Maximise connectivity for people and businesses while minimising the need to travel – thus reducing cost for users and non-users alike
2. Manage demand as an end in itself, for example by
 - a. working with spatial planners to minimise the need for movement of people or goods
 - b. supporting options that encourage the least damaging alternatives, such as non-motorised modes, sustainable goods transport and digital connectivity
3. Meet the key quality of life objectives of:
 - a. environmental, economic and social sustainability
 - b. health and wellbeing, safety and security for all users and non-users
 - c. equality of access for all members of society to the connectivity they need
 - d. respect for the needs of local communities
4. Are integrated and provide a range of choices to people on how and when they can travel
5. Are adaptable and flexible for a range of possible future scenarios, and resilient to major shocks and events, such as extreme weather, attacks and disruption
6. Innovate and work creatively with new technologies so that they benefit the whole of society.

The principles of transport planning: how we behave

In striving to achieve the outcomes above, transport planners should carry out their work in accordance with the following principles:

1. **Integrity:**

Provide robust, independent and honest evidence-based advice which always protects the integrity and objectivity of the profession.

2. **Clarity:**

Explain clearly all the work we do, in particular to make the levels of uncertainty in all technical work, such as forecasting the future, transparent to experts and non-experts alike.

3. **Make connections:**

Work across sectoral boundaries, especially with spatial planners, and give equal weight to demand management, the different ways of travelling, and non-transport solutions to transport problems.

4. **Constructive challenge:**

Adopt an open minded, problem solving approach, be innovative, always fully consider alternative solutions, and not favour one type of investment (such as capital or revenue) over another.

5. **Focus on People:**

Be led by clear quality of life objectives, to understand the impacts of transport plans and projects on individuals as well as society as a whole and to listen, understand and acknowledge the views of all those affected (whether users or non-users).

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

Membership is excellent value. Annual fees at January 2019 are:

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

Organisational Membership

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

Business Directory Membership

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 Professional Development Scheme (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-£4,500 reflective of size, sites operated and number of employees on the PDS).
- 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/regions_nations 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 15) 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 LinkedIn.



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.



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

Contact your regional representatives

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