

## Shaping the Future of Transport



### A personal view from TPS chair, Martin Tugwell

Transport planners are at the forefront of helping to manage the multitude of pressures placed on our transport system. The continuing spread of globalisation brings with it many opportunities, but at a price that is often felt most keenly by the increasing pressure placed on our transport system. And yet, I believe there is growing cause for optimism that not only are we able to meet the resulting challenge through the application of our skills as professionals, but that our work is increasingly recognised as being influential in shaping the future direction of what remains a key area of public sector policy.

As a profession, we have long appreciated and understood the importance of rebalancing the transport system in a way that improves the opportunity for individuals to choose an alternative to the private car. The TPS has championed the opportunities that exist to achieve this objective. Our ongoing programme

of evening meetings and seminars has provided an opportunity to showcase new ideas and practical examples of how an integrated approach to transport can deliver practical results. It has also provided the opportunity for stimulating and challenging debate that helps us build upon this success in the most positive of ways possible. It is therefore extremely encouraging to see the Secretary of State for Transport and the Leader of the Opposition giving increased emphasis to the importance of tackling transport's environmental impact.

The recent announcements on the first part of the productivity strand of the Transport Innovation Fund and the Regional Funding Allocations have reminded us of the critical importance that investment in major infrastructure plays in meeting the pressures on our transport system. What is also evident, though, is recognition by Government of the way in which methodologies and approaches to prioritisation have been developed that have enabled decision makers to identify realistic and affordable investment programmes. It is, as the Government highlights, noticeable that there has been a step change in thinking regarding the approach to identifying priorities for investment.

One of the challenges that this new approach to prioritisation at the regional level brings is the need to be flexible and adaptable to change. One of the consequences of the introduction of Regional Funding Allocations has been the realisation that the wish-list of yesteryear is no longer a credible way of planning for investment in transport infrastructure. Such an approach has created the situation where local communities have become used to our apparent inability to address all of their concerns. Is it little wonder that the planning system generally and transport planning in particular has earned itself the reputation amongst some sections of the community of being a barrier to delivery?

And yet the problems and concerns of local communities need to be tackled. They are real and we need to try and address them. And herein lies a tremendous opportunity for the profession to provide the vision and leadership necessary to meet the challenges facing our transport system. For we have it in our ability, through our skills and knowledge, to bring forward improvements at the local level that

meet the local need but in a way that addresses wider concerns of sustainability. Rather than promote a major scheme, we need to exploit the potential of properly co-ordinated smaller scale schemes to deliver real benefits in the here and now. We need to work with colleagues in other parts of public sector policy to influence their thinking in ways that help reduce the pressure and demand on our transport system. We need to look forward and anticipate how the nature of the challenges facing our society will continue to change and what the implications will be for our transport system.

### We need to shape the future and not prioritise the past.

TPS members continue to be at the forefront of the professional response to these challenges and I am delighted with the progress that has been made in developing a set of standards for transportation planning. As a profession, we benefit from the ability to draw upon a wide range of skills and abilities in meeting the challenges that lie ahead. The standards will help give greater acknowledgement to the value of this breadth of talent to the transport planning profession.

As the old saying goes, we live in interesting times. The challenges that lie ahead are considerable, but then ask any transport planner and they'll respond that they've always been up for the challenge.

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e: [nicola.kane@jmp.co.uk](mailto:nicola.kane@jmp.co.uk)



## Transport Planning Qualifications

Good progress continues to be made with the new Transport Planning qualifications, and the underlying National Occupational Standards. Having been reviewed by the Qualifications and Curriculum Authority (QCA) - and its Scottish counterpart (SQA) - the qualifications and Standards are now out for general consultation. Copies are available on the TPS website at <http://www.tps.org.uk/qualifications-consultation.htm>

The Standards for Transport Planners are based on 15 Units. Some of these will be mandatory, and others optional, depending on the qualification:

### Management

1. Manage yourself and work with others in transport planning
2. Lead and manage transport planning teams
3. Manage transport planning projects
4. Procure transport planning projects
5. Bid for transport planning projects Policies and strategies
6. Work within the policy context of transport planning
7. Apply laws and regulations in transport planning

### Tools and Techniques

8. Manage data for transport
9. Manage modelling and analysis techniques in transport
10. Manage assessment techniques in transport planning
11. Manage public consultation and engagement in transport planning

### Design

12. Develop strategic and master plans for transport
13. Manage the application of the principles of transport systems design

### Operations

14. Manage travel planning projects
15. Apply commercial and operations management practice in transport

The consultation includes members of TPS, 50 employers of transport planners and representatives of the supporting professional institutes.

This is the penultimate stage of their development. Following revisions in the light of responses, they will be presented to the Transport Planning Standards Steering Group for approval in October, before

submission to QCA and SQA for what is hoped to be final approval.

These qualifications are intended to give a much stronger identity to transport planning as a career to increase the numbers attracted into and retained within the profession.

The intended qualifications are:

- a Level 4 National/Scottish Vocational Qualification for transport planning.
- a Level 3 National/Scottish Vocational Qualification for transport planning.
- a harmonised set of post-graduation experience requirements of the professional Institutes for Chartered or Incorporated membership
- a Certificate of Professional Competence in Transport Planning.

It is also intended that they should provide a framework for employer based training programmes and transport courses at Higher and Further Education institutes.



**Martin Richards, Lead author of the draft National Occupational Standards**  
Martin retired as Chairman of MVA in 2000 and is now Chairman of the Universities' Transport Partnership Employers' Forum and a member of the national TPS Executive Committee.

## HAVE YOU HAD A LOOK AT OUR NEW WEBSITE YET?

We have revamped our website [www.tps.org.uk](http://www.tps.org.uk) to make it more useful to TPS Members and provide a wealth of transport planning information.

If you need details on any of the following, then the website is the place to look:

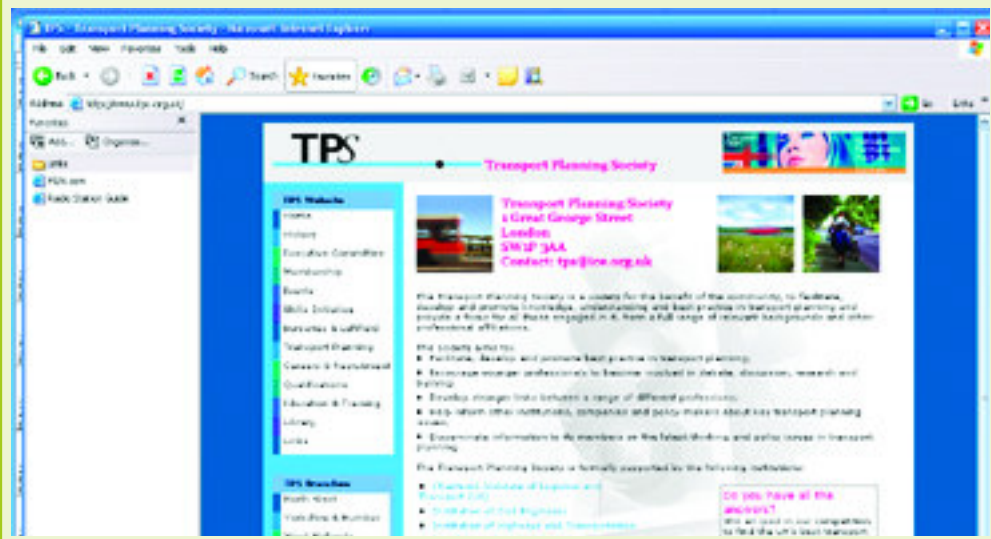
- forthcoming events
- training courses, including masters and first degrees and short courses. You'll find all the Universities listed with their contact details
- information if you are thinking about a career in transport planning
- details of summer placements

- employment opportunities
- information on how to join TPS - it's only £30 for a year and if you are a student you get the first year free and it's only £10 a year after that
- our Skills Initiative to introduce recognised professional qualifications for transport planners

We also have a number of regional branches and if you want to join one near to you then again have a look on the website for the contact details - they will make you very welcome!

TPS would like to thank Transept Consulting for hosting and maintaining our website.

The site is now getting over 4,000 'hits' a month - are you one of them?!





## Transport planning 'outside the box'

Under its newly launched **Leftfield Fund**, the TPS has awarded grants for three quite different projects to support original and innovative work.

Free off-peak bus travel will be available to pensioners across the whole country from 1 April. But what would happen if pensioners in some areas collectively agreed to forego this entitlement so that alternative transport provision for them could be managed locally? This is the concept behind a project to be undertaken by **Neil Brown**, one of the three winners of the first round of TPS Leftfield Fund grants, each worth £2,500.



Speaking via a conference link-up from his home in Orkney, Neil outlined to the TPS executive committee how the idea could be particularly suited to strong, coherent communities especially where bus provision is poor. The relevant amount of money that would be allocated to the local authority to finance free bus travel for elderly people in the area would instead be channelled to a parish council or similar body. The community would agree among itself which of a wide range of potential transport options to support instead. Neil is proposing to develop two case studies - one in Scotland, and one in south-east England.

Leftfield funding awards also went to **German Dector-Vega**, who is producing a video on the realities of car use and to **Mika Minio-Paluello** to produce a carbon map detailing the production and supply of transport fossil fuels and their social and environmental impacts. The map will be made available for educational use.

## A Youthful Perspective on Transport

One of the key aims of the Society is to encourage younger professionals to become involved in debate, discussion, research and training. The **TPS Bursary Award Scheme** is one way that the society pursues this.

The objective of the bursaries is to allow time to be given to structured thought on topics of current relevance to transport planning, which would not otherwise be undertaken. Successful applicants are required, in their own time, to produce a position paper on a particular topic. They are advised and supported by a mentor chosen by the Committee.

Upon completion, applicants are invited to present their work to the Committee with the possibility of also presenting at a TPS evening meeting.

This year, seven bursaries were awarded to TPS members. We wish them all luck with preparing their papers, and look forward to seeing the final results:

**Eleanor Mackay** (IEEP):

*What are we doing to reduce greenhouse*

*gas emissions from transport? Is it enough and is it working?*

**Lynsey Harris** (ITP):

*Exploring the smarter choices agenda amongst small and medium-sized enterprises*

**Stephen Knox** (JMP):

*Do we want new high-speed railways in Britain?*

**Chris Gent** (Capita Symonds):

*What are the transport planning implications of the densification of urban housing and limiting household parking spaces?*

**Sam Wright** (TfL):

*Planners are from Venus, transport engineers are from Mars. How can we get them to work together on Earth?*

**Petros Leromonachou** (Open University):

*When might we see congestion charging in British cities outside London?*

**Meera Rambissoon** (Transport 2000):

*2005 proved again that transport is not a major election issue, yet transport planners claim that there are mounting problems that should be addressed. Have transport planners got it wrong? Should the general public really be concerned? And, if so, how can this gap in understanding be rectified?*

## A Celebrity Night on the Tiles with TPS!

### TPS Dinner 2006 16th March, Madame Tussauds

*Lynsey Harris, TPS member*

The annual TPS Dinner was held on 16th March 2006 at Madame Tussauds. Quite an exciting venue I'm sure you'll agree and I can safely say it did not disappoint. The flyer promised an evening of eating and drinking with 'A' list celebrities and that it exactly what we got!

After sauntering past the doormen it was time for the first event of the night, the 'Spirit of London' Ride. The ride takes you on a journey (courtesy of your own black cab complete with erratic driving) through the last 400 hundred years of London life from Shakespeare through to the swinging sixties to the present day. At the end of this journey through time, the entrance to Blush (and therefore free alcohol) was visible and looked rather inviting...Kylie Minogue lying in a rather seductive pose does tend to create that effect!

Everybody made their way down the

runway in suitable fashion and mingled with the like of J-Lo, Posh and Becks, Angelina and Brad, George Swooney (sorry couldn't resist) and Tom Cruise and even a few transport planners, who all blended in with the celebs like they had been doing it all their lives. Just as George Swooney came over to make his move on me, dinner was announced and the D list celebs (aka the transport planners) made their way through to the World Stage. And it was an impressive world stage at that, filled with the likes of Queen Elizabeth II, Princess Diana, Mahatma Ghandi, Jamie Oliver (to give the fabulous food a once over) and sporting heroes Jonny Wilkinson and Michael Owen (may you recover asap because the Magpies need you).



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## Making Residential Travel Plans Work

**A joint TPN/TPS event,  
Friday 5 May, DfT, London**

Travel Plans are becoming increasingly important in the delivery of sustainable development. They provide, together with transport assessments, the mechanism for assessing and managing access to sites. PPG13: Transport requires that planning applications with significant transport implications should be accompanied by a travel plan. This applies to residential developments as well as workplaces.



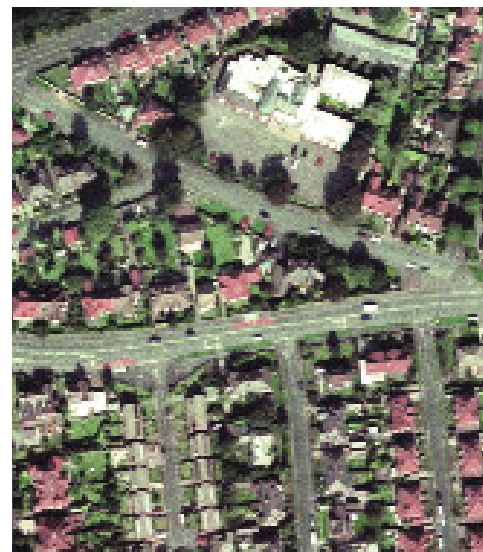
The RTPI's Transport Planning Network (TPN) organised a joint event with the TPS to publicise the new DfT Guide on Residential Travel Plans (RTPs). The free event, which was sponsored by the DfT's Sustainable Travel Initiatives Department, attracted around 50 attendees who were treated to lively presentations and thought provoking debate. The event provided an opportunity to learn from and question the lead author of the DfT's new guide, Lynda Addison, of Addison & Associates, as well as hear from Robert Clubbe, of Foxley Tagg, who presented a case study on the Poole Quarter where house builders Crest Nicholson have developed a RTP.

The event included facilitated breakout discussion groups, which considered key issues for the RTPs to address. During the proceedings it became clear that RTPs present a major opportunity to ensure that

planning applications are as sustainable as possible in terms of transport infrastructure. Delegates agreed that RTPs are needed as part of a wider package of measures to tackle traffic growth, manage demand and improve travel choices.

The Poole Quarter case study highlighted how a partnership approach to getting residents involved can pay dividends in ingrain sustainable transport principles into a flagship regeneration area.

For further information on the guide "**Making Residential Travel Plans Work: Guidelines for New Development**", visit [www.dft.gov.uk](http://www.dft.gov.uk). A full event report will be available on the member's area of the TPN website. The TPN now has over 240 members. For further information on the network and to join please visit <http://transport.rtpi.org.uk>.



### TPS Noticeboard

**Thursday 13th July**, a tour of Cain's Brewery in Liverpool, organised by our Merseyside committee. There is a small cost of £3.75 per head, but this includes 2 pints of beer and a buffet.

**Monday 24th July**, TPS Summer Social

An "Icebreaker" Wine Reception at 6pm at Manchester Conference Centre, followed at 7pm by a guided tour of historic Manchester ale houses and dinner at a city centre restaurant. There are likely to be transport planners from around the country at this event, as it is the night before the UK-TPM conference, so will be a good opportunity to meet lots of new faces! Contact [nicola.kane@jmp.co.uk](mailto:nicola.kane@jmp.co.uk).

**25th-26th July**, "4th UK-Transport Practitioners Meeting: Ideas into Reality", University of Manchester. Discounts available for TPS members. Contact [helenm@ptrc-training.co.uk](mailto:helenm@ptrc-training.co.uk)

See [www.tps.org.uk](http://www.tps.org.uk) for full event details.

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Fortunately, I found myself seated next to the latter sporting celebrities (I was most pleased) and my ITP colleagues. The food was absolutely delicious courtesy of Turtle Soup and once the plates had been cleared, Professor Stephen Glaister stepped up to take the podium, joined by Ken Livingstone (the waxwork). Ken couldn't be there in soul but his body language signified he was impressed! The rest of the night dissolved into an evening

of talking, drinking and energetic dancing (I wouldn't like to name names but I think former TPS Chair Mr Richard Walker deserves a special mention). And, once the bar had run dry, it was time to make our ways home via the Chamber of Horrors (some might say an apt departure route) to finish off an all round excellent evening.

On behalf of all who attended I would like to thank the TPS Committee for organising such a great event and I look forward to next years event.

**If you would like to get more involved with TPS or this newsletter please e-mail [tps@ice.org.uk](mailto:tps@ice.org.uk) or [nicola.kane@jmp.co.uk](mailto:nicola.kane@jmp.co.uk)**

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The views expressed are not necessarily those of the editors or TPS but of the authors.

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