

TPS Column, Local Transport Today, 25 October 2007

Transport Planning Society Bursaries 2008

The TPS is now launching the latest round of its very successful bursary scheme which has been running since 2000. Up to five bursaries worth £500 each are being offered 'to allow younger members of the Society time to conduct a piece of structured thought on a topic of current relevance to transport planning, which might not otherwise be undertaken'.

The output is a paper of 3-5,000 words in length, and a 15 minute presentation which are put on the TPS website. The TPS provides a mentor to work with every bursary winner in an informal way to develop the paper and presentation. We then aim to work with the bursarian to disseminate the results as much as possible to TPS members and the wider profession.

There are thirteen topics to choose from this year, listed below. Alternatively, an applicant can suggest a topic of their own choice, as long as a TPS mentor willing to take it on can be found. Regarding age, the rules say that 'applicants under the age of 30' will be preferred, but the TPS will consider applicants over this age, where justified – for example, somebody over 30 who has very recently entered the profession in a career change.

More information and application forms can be downloaded from www.tps.org.uk/bursaries. The closing date for applications is **7 January 2008**.

List of topics

1. What are the implications of the Government's response* to the Stern and Eddington Reports for transport planners? [*response expected Autumn 2007]
2. At the conference "Climate Change – Setting the Transport Agenda", 100 transport professionals agreed to write to the Prime Minister to express impatience that targets and action plans to reduce the impact of transport on climate change are not being developed and implemented quickly enough. What targets and action plans should transport planners be pressing for?
3. What is "peak oil"? When might it happen and what effect might it have on transport usage and transport planning?
4. Professor Alan Wenban-Smith has pointed out the anomaly that the impact of transport investment on activity patterns and land use is huge yet these impacts are barely considered in transport scheme appraisal and decision-making. What can be done to rectify the situation?
5. How can the profession improve its public image and gain recognition for the value it adds to society? How should the profession present itself?
6. Guard rail: friend or foe? What are the arguments for and against guard rail and what should be the transport planning profession's attitude to it?
7. Are transport planners sometimes increasing congestion and pollution by implementing schemes designed to promote cycling and walking, such as

additional traffic signals? The assumption is they will produce modal shift. But does this really happen? What is the net result if they don't or even if they do?

8. The RAC Foundation report "Trends in Modal Shift" shows that modal shift is not occurring and car use remains dominant. What needs to be done to 'persuade' car users to leave their cars? How can public transport really be made attractive?
9. In what way and in what particular form can new transport infrastructure and provisions help the location and securing of development?
10. We now have a female Secretary of State for Transport, with female Shadow Ministers from both the Conservatives and the Liberal Democrats. Yet we have a transport profession that has traditionally been male dominated. Is it now necessary to have a more female-inspired agenda? If so, what should it be? Or are male and female transport needs the same?
11. Transport rarely features as a priority at national level, but locally it can become a dominant issue. Is it about time we saw transport as a local phenomenon and alter our governing and financial practices to suit?
12. Is the Government's airport expansion policy compatible with its carbon emissions reduction targets or not? If not, what policy on air transport should the transport planning profession advocate instead?
13. What are the implications of the Government's Sub-National Review and proposed abolition of the Regional Assemblies for transport planning in England?

Dates for Your Diary

1 November

TPS Pub Quiz

Location: Tiger Tiger, the Printworks, Manchester. 6.00 for 6.30pm.

Free networking and social evening.

Contact: giles.perkins@mouchelparkman.com

7 November

Transforming Streets, Creating Communities

Location: ICE, One Great George Street, London. 5.30pm drinks reception, 6.00pm start.

Free to members, £5 for non-members.

Contact: Please register by emailing tps@ice.org.uk.

Speakers: Andrew Cameron, co-author and Alan Young, Project Director, the Manual for Streets, and Tim Cuell, Project Director for DfT on Mixed Priority Routes.

Listen Live! TPS members who are unable to attend can listen live via the online conferencing tool Interwise. Please contact lotte.grant@ice.org.uk.

Further information at www.tps.org.uk/events

20 November

Sheffield City Region

Location: Showroom Cinema, Sheffield. 5.30 for 6.00pm

Free to members, contribution from non-members.

Contact: amy.denton@imp.co.uk

A discussion on the Sheffield City Region Transport Vision.

21 November

Special General Meeting

Location: Room 601, Skempton Building, Imperial College, London. 6.00pm.

Contact: martin.richards1@aol.com. More info at www.tps.org.uk/events

This Special General Meeting will create a new class of member who have the proposed Professional Transport Planner qualification.

21 November

TPS Annual Dinner – Celebrating Ten Years

Location: Sherfield Building, Imperial College, London. 7.00 for 7.30pm

TPS Members: £40

Non Members: £45

Corporate tables for 10 £500 +VAT

Contact: hayley@ptrctraining.co.uk Tel: 0207 348 1974

Three-course dinner with wine.

Further information and a booking form are available on www.tps.org.uk/events