**Transport Planner of the Year 2020**

**List of Nominations**

**Five nominations have been received for the 2020 Transport Planner of the Year Award to be presented at TPM in September. TPS Board Members are now invited to vote using the attached ballot form.**

1. **Professor Rachel Aldred, Academic and Transport Expert, University of Westminster**

***Nominated by Jo Ward, TPS Board member***

Rachel who has been recently promoted to Professor at the University of Westminster – has been working in the Transport field for over 20 years.

Rachel has spoken and written extensively about the need for more inclusive and safer transport planning so that more people can use it.

Highlights of her work include.

In 2014 the ‘Near Miss Project’ which first noted that near misses, even scary ones, are a normal experience for many people cycling in the UK. The project was repeated for several years and was awarded Cycling Initiative of the Year 2015 by Total Women’s Cycling.

Her 2017 study into inequalities in self-report road injury risk in London was the first to use National Travel Survey data to analyse risk for those walking, finding that disabled and low-income pedestrians were far more likely to injured.

In 2018 the new school’s layer of the Propensity to Cycle tool calculated that children in England would be twenty times more likely to cycle to school with better transport planning.

I have been lucky enough to share a stage with Rachel at many events over the years and is an engaging and persuasive presenter.

Between November 2012 and October 2018 Rachel served as an elected Trustee of the London Cycling Campaign and chaired its Policy group.

A keen cyclist herself – Rachel is an advocate for making riding a bike a modal choice for more people.

She would make a worthy winner of the TPS Transport Planner of the Year Award.

1. **Isabelle Clement, Director of Wheels for Wellbeing**

***Nominated by Jo Ward , TPS Board Member***

Isabelle Clement is the director of [Wheels for Wellbeing](http://www.wheelsforwellbeing.org.uk/), a charity that helps everyone enjoy cycling regardless of disability, health or age.

She is an advocate for ensuring that cycling is an option for all.

Isabelle joined the board of ‘Wheels for Wellbeing’ in 2006. The charity had recently been set up to meet the demand for accessible, affordable, safe opportunities for disabled people to cycle in South London.

Isabelle had recently taken up cycling so that she could ride with her young son.

The charity seeks to challenge society’s negative perception of disability through cycling. Their fleet of standard and adaptive cycles ensure that everyone who comes to their cycling sessions can discover and realise their cycling potential.

They also work towards an inclusive cycling environment by informing the wider cycling community that cycling is not limited to two-wheeled bicycles and that it can be practiced by all.

Through her positive personality and enthusiasm Isabelle has done much to raise the profile of cycling for everyone.

I have had the pleasure of attending many events where she has spoken passionately about the need to ensure that everyone can access cycling as a modal choice.

She would make a worthy winner of the TPS Transport Planner of the Year Award.

1. **Sally Gibbons, Head of Traffic Signs and Street Design Policy, DfT**

***Nominated by Martin Gilmour, TPS Board Member***

Sally is Head of Traffic Signs and Street Design Policy at the DfT. Her team deals with a wide range of things relating to how streets are designed and used, including traffic signs, cycling infrastructure, public realm, and traffic control and is playing a key role in trying to make sure new developments, and redevelopments, are designed in a way that puts the needs of people over movement.

However, when the COVID-19 crisis hit in late March it became clear that active travel had a big role to play –especially with social distancing limiting public transport capacity. In response to this crisis, Sally led work on ‘Reallocating road space in response to COVID-19: statutory guidance for local authorities’.

Sally played a substantial role in producing this guidance which sets out and clarifies how local authorities can quickly, easily and cheaply make roads car-free through local road closures, widen footways, or install temporary cycle lanes. This guidance has played a significant role in supporting recovery from the COVID-19 emergency through encouraging safe and active travel and enabling social distancing during restart.

Never before have so many small scale active travel improvements been made across the country at such speed.

It provides a platform to deliver a lasting transformative change in how we make short journeys in our towns and cities and the ability to capitalise on environmental gains made during the crisis, and I hope will build momentum for long-term change after lockdown, addressing congestion, air pollution, social inequalities and the global climate crisis.

1. **Lynn Sloman, Director, Transport for the Quality of Life**

***Nominated by Keith Buchan, TPS Board Member***

Lynn is an expert in design and evaluation of sustainable transport investment programmes. She has led a number of ground-breaking evaluation studies, including the Department for Transport’s Local Sustainable Transport Fund, Cycle City Ambition programme and Sustainable Travel Towns programme. She is a board member of Transport for London and a trustee of the Foundation for Integrated Transport. She was a member of the Department for Transport Expert Panel that advised ministers on the Local Sustainable Transport Fund. As a board member of Cycling England between 2001 and 2011, she helped set up the Cycling Demonstration Towns / Cycling City and Towns programme. She was Vice-Chair of the Commission for Integrated Transport between 2005 and 2010, and Chair of CfBT between 2014 and 2016. She is currently Director of Transport for the Quality of Life (TfQL), a consultancy specialising in sustainable transport.

As Director in 2019 she led a series of seven “Radical Transport Policy Two-Pagers” written collaboratively by TfQL Associates and Directors, and external experts. These covered:

* public transport fares (including free fares),
* aviation policy and Heathrow,
* moving road building funds to sustainable transport,
* why younger people are travelling less by car
* a frequent flyer levy
* national public transport timetables
* an “Eco-levy” for driving (road pricing)

She has just released (July) an analysis of the proposed strategic road programme investment “The carbon impact of the national roads programme” which has received widespread coverage in the media

1. **Mike Walters, Director of Policy, Strategy and Innovation, Transport for the West Midlands**

***Nominated by Tom Van Vuren, Director Mott MacDonald and TPS member***

Mike Waters is a force of nature. His calm, measured speech hides a passion for transport, for innovation, for delivery of improvements – be they the outcomes of a policy or the methods with which they are achieved. Since joining Transport for the West Midlands four years ago, now as Director of Policy, Strategy and Innovation, Mike has changed dramatically the way in which the authority approaches evidence building for transport policy and investment through data and modelling, adding ‘why’ to ‘when, where and how’. He sees and seeks linkages between different tools and services that can benefit from a joint-up approach in data and analysis.

Last year’s recruitment in five new positions in data, modelling and visualisation illustrate that Mike is hell-bent on creating a team to deliver quantitative services in a transport system that supports better outcomes for the people, businesses and visitors to the West Midlands. He unapologetically plays on the strengths of the West Midlands region and has an uncanny ability to identify synergies between what to others might appear disparate pieces of work. By thinking wider than transport, Mike’s approach develops new standards and new solutions that support social and economic growth. TfWM’s behavioural segmentation has just been completed and is already being deployed and combined with other datasets to plan the response to COVID. He is one of the drivers behind the region’s success in attracting funding for testbeds in new mobility services and data driven systems.

A few years back, public sector transport planning in the West Midlands had lost most of its technical skills and enthusiasm. Mike has made a real difference, attracting talent, challenging the status quo, and making Transport for the West Midlands (last year’s City-Region Transport Authority of the Year at the National Transport Awards) a centre of excellence.