

Transport Planning Society

Meeting Date	11 November 2021
Report Title	Chair's Report
For Decision or for Information?	For Information
Decision Sought	N/A
Report Summary	This report summarises the activity of the chair since the last board meeting.

Much of my time since my last verbal update given at our 9th September board meeting has been spent organising and supporting TP Day events (verbal update on this to be provided). This report summarises other engagements I've undertaken in the capacity of chair. I'd like to draw board member attention to the need to review the society's business plan for 2022/23, noted in my update from the officer's group meeting on 04/10.

13/09 Transport Planning Professional Partnership Group

I chaired this bi-annual partnership meeting with CIHT to discuss development of the TPP qualification, and to update on TPS's PDS. The discussion was positive, including an early exploration of the internationalisation of the chartership.

15/09 European Transport Conference

Arranged by Stephen Bennett in his capacity as past chair of TPS, I presented on the set up and function of the Transport Planning Society to this international event that formed part of the European Transport Conference. It was particularly gratifying to be able use the excellent new presentation deck developed by JFG which made us look particularly impressive and professional. The aim of the event was to explore the current state of transport planning practice across the continent, and to explore opportunities for collaboration to improve best practice. A full record of the event is provided as Attachment 1.

16/09 ICE Transport & Mobility Community Advisory Group

I attended this meeting of one of the ICE advisory groups, my first in-person event for some time. It was a good discussion, focussing on new approaches to appraisal and how this may develop post pandemic and given the increasing importance of decarbonisation. A public event on this subject follows the board meeting on 11/11.

20/09 APPG for Walking & Cycling - Enquiry into Cycling & Walking Investment Strategy (CWIS) 2 – Launch

I attended this event (albeit the virtual counterpart to the physical event happening in parliament). I was pleased to see the comprehensive TPS submission (appended to my last chairs report) being referred to on a number of occasions. Its also encouraging to see some of these recommendations starting to make their way into government policy, including longer term and more flexible financial settlements for some urban areas.

21/09 Aecom Roundtable (attended by Laura Putt on my behalf) Follow up on 13/10

I supported the Aecom team (as our TP Day platinum sponsors) in organising this roundtable, attended on my behalf by Laura Putt as vice chair. A follow up meeting was held on 13/10 to discuss how best to take some of the ideas discussed at the workshop forward, with David Innis from Aecom due to present some ideas at TP Day on 15/11.

23/09 – Rail Civil Engineers Association (ICE Specialist Knowledge Society) event on future investment in rail infrastructure.

Organised by one of our sister ICE specialist knowledge societies, and a fellow participant in the ICE Transport & Mobility CAB, this event explored the rationale for investment in rail post pandemic. The general feeling seemed to be that there remained a powerful rationale for such investment, though perhaps the focus should be on enhancing connectivity and accessibility to maximise modal shift to rail, rather than the normal focus on catering ever more for the peak commuter movements.

24/09 – British Parking Awards

I attended this event in my role as chair at the invitation of Mark Moran, editor of Parking Review. The fact that there is a parking awards always draws some smirks... However this is a multi-million pound industry that touches almost everyone in this country, and has a (too often forgotten) major role in tackling a huge range of transport planning challenges - from decarbonisation to local economic renewal. Some excellent projects and initiatives which have really helped move the industry forward during a turbulent 18 months, including a very interesting traffic management scheme in Hammersmith & Fulham which maximises advances in ANPR enforcement techniques to deliver a solution for removing through traffic on residential roads.

28/09 – Interview with Dr Hasan Nazmul for TRUUD project

I was interviewed by Dr Hasan Nazmul from Birmingham University as an expert in transport decision making to inform the TRUUD – Tackling the Root causes Upstream of Unhealthy Urban Development project. This was an interesting discussion about how best to support

decision making for urban development that supports improving human health. I've asked that TPS is kept informed as the project progresses.

30/09 – JFG/TPS contract meeting

Following the successful award and handover of the business manager contract, I met with Jo Field and Sarah McSharry to discuss how things were going, what was working well and whether there were any concerns. Pleased to confirm that both the contractor and client were very happy at how quickly the new working arrangements had bedded in. We agreed to meet every six months or so to keep on top of any issues that emerge.

04/10 – Officers Group Meeting

I chaired the TPS officers group meeting. This consists of the Business Manager, Secretary, Treasurer and Chair/Vice Chair. The agenda for the meeting is below:

1. <u>Running an effective TPS operation in terms of governance, strategy, finances and compliance.</u>	Comment
a. Update Board Roles and Responsibilities (including Vice Chair role). (Mark, Kate) Current version attached, or here: https://icehub.sharepoint.com/:x:/r/sites/sks/tps/Shared%20Documents/Item%205.%201TPS%20Board%20-%20proposed%20roles%20and%20responsibilities_4%20May2021.xlsx?d=w3f1d00f7c6304514ac36f3a5267af294&csf=1&web=1	All roles filled, noted Tom VV concern about board participation in policy group. Can we do more to support this important area of TPS' work?
b. Co-optee spaces - 1 space available (Kate).	No decision to bring a further co-optee in, however welcome comments from board
c. Finance update (Susan)	No further update on September's paper. Need to review in the new year to ensure TP Day remains affordable.
d. BM Tender	Reported satisfaction with how the contract was going.
e. Skills work – update.	Noted Keith's absence at September board and need to return to more regular Skills Group Meetings. To discuss at November board.
e. Implement formal contractual arrangements for those people considered to be employed by TPS (Kate)	To chase with Keith and

update)	Christine.
2. <u>Manage relations with the Supporting Institutions.</u>	
a. Update: new Service Level Agreement (SLA) for 2021 (Kate update)	No update.
b. Membership application process	Discussed positive discussions at board about simplifying application process
c. Any other issues - CIHT, CILT, ICE, RTPI ?	Noted no membership from ICE and CIHT. Mark to chase, can accept an observer if a director can't be secured.
3. <u>Set up the TPS Advisory Group.</u>	
a. Set up the TPS Advisory (former Chairs) Group as per the TPS Business Plan 2020/21. (Mark Update)	Discussed lack of resource to get this across the line. Further discussions with JFG to be held as to how best to take this forward.
4. <u>Forward planning for 2022 onwards</u>	
a. Updating the TPS Business Plan - 2020-21 final.pdf (sharepoint.com)	There is a need to review the TPS business plan. General feeling that the current plan is fit for purpose and just needs 'tweaking', however welcome comments from board.
b. TP Day 2022?	It is felt that TP Day has been another success and we should repeat in 2022. Need to keep an eye on budget though, particularly if we do more in-person events. Been good to reach a wider audience of our members using online events.

05/10 – chaired the TP Day event on Equality Impact Assessment (EqIAs)

This was one of the TP Day events I was most looking forward too – EqIAs are so often seen as a niche subject but one that has very real-world applications, and also consequences for practitioners if they are not done correctly and decisions are legally challenged. The event went really well, and we had lots of positive comments on social media.

14/10 – 1:1 with ICE Policy Director Chris Richards

I had a catch up with ICE policy Director Chris Richards to discuss the upcoming budget/CSR and possible implications for transport, and also latest rumblings on the Integrated Rail Plan and how the sector may view different outcomes on that. It was a useful discussion and we agreed to keep in touch.

21/10 – Workplace Parking Levy/Clean Air Conference (Nottingham)

I chaired two afternoon sessions of this conference in Nottingham in my role as chair of TPS, exploring practical issues in the implementation of workplace parking levy and clean air zones. Despite being possible since the Transport Act 2000, it is remarkable that we still only have one live WPL (though Leicester now looking like a very strong contender for being the second over the line) and a handful of clean air zones. It was particularly interesting to hear the experience of Bath in implementing their CAZ, which has been strongly communicated as a public health measure.

04/11 – Parliamentary Reception on Hate Crime and Public Transport

I chaired this TPD session on Hate Crime and Public Transport, which unfortunately had to morph into a panel discussion between TfL, BTP and Women in Transport following the last minute dropping out of Sarah Owen MP as chair of APPG on Hate Crime. Despite this setback, it was a really interesting discussion on a subject which transport planners don't give as much thought to as perhaps we should. A particular takeaway for me was around the importance of design in ensuring potential conflict points that can create the spark that then escalates into hate crime are removed wherever practicable.

05/11 – ICE Transport & Mobility CAB – Forward scan

I was interviewed alongside other CAB members by an ICE recruited journalists working on a forward scanning exercise for what lay in store for the industry in 2022. In short – lots more stuff on decarbonisation, and more tussling with uncertainty, alongside some more practical stuff such as a renewed road safety strategy, and guidance on accessibility and inclusion.

11/11 – ICE Transport & Mobility CAB Event on Appraisal.

The event follows board – further details here: [Rethinking appraisal and prioritisation of transport infrastructure investment, London | Institution of Civil Engineers \(ice.org.uk\)](#)

Mark Frost, TPS Chair
April 2021

Transport Planning Society

GROWING AND IMPROVING TRANSPORT PLANNING SKILLS ACROSS EUROPE

TPS SESSION AT THE (ONLINE) 2021 EUROPEAN TRANSPORT CONFERENCE

12.00 – 14.00 BST Wednesday 15 September 2021

Background

For over 20 years, the Transport Planning Society (TPS) has been very successful in promoting and supporting the transport planning profession in the UK, giving it a definition and visibility, and giving it a voice in influencing transport policy. The question is whether there is scope for TPS to use its experience to engage with transport planners in other European countries, in order to offer or facilitate similar support for them, to widen awareness of TPS as a professional body for transport planners, and to generally strengthen the profession across Europe.

The issue has been addressed through the annual European Transport Conference (ETC) and its organising body, the Association for European Transport (AET). TPS had initial engagement with ETC when it was held in Dublin in 2018 and 2019, in terms of making its presence known. In 2020, the conference was held online and TPS hosted an exploratory session to explain our role and what we might offer to transport planners elsewhere. That received a positive response and led to TPS organising a formal panel session in 2021 to explore the matter in more depth.

The event concluded that there is potential for progressing the issue further. This note summarises the TPS panel session, the outcomes, and recommended actions.

Panel Session

The panel consisted of :

Name	Organisation
SB - Stephen Bennett (Chair)	Member, Transport Planning Society and Director Transport Consulting, Arup
MF - Mark Frost	Chair, Transport Planning Society
EB - Elaine Brick	Regional Director AECOM and Regional Representative, Transport Planning Society Republic of Ireland Branch

Name	Organisation
FC - Francis Cirianni	Research fellow at the University of Reggio Calabria and Vice President of the National Agency for Professional Engineers of the CNI (Italian Engineering Council), Italy
PB - Patrick Bonnel	Head of Transport Department, ENTPE Graduate, Post-graduate and Research Institute, France
EA - Elisabete Arsenio	PhD, Leader of the Transport Economics and Policy Group of ECTRI (European Conference of Transport Research Institutes), Portugal
TR - Tom Rye	Professor of Transport Policy at Molde University College, Norway and member of the European POLIS (cities and regions for transport innovation) Network
<i>Tim Morton acted as rapporteur</i>	<i>Former TPS Director</i>

SB introduced the session and explained how it was to be conducted.

MF explained how TPS had been established, its role and the value it offered to the transport planning profession in the UK, including its training programme and its leadership to the profession.

EB explained the benefits of establishing a TPS Branch in the Republic of Ireland (in 2016) in terms of strengthening the transport planning profession there by giving the profession its own, exclusive professional body, creating a recognised community of transport planners, providing a forum for discussion, and giving transport planners a voice in influencing Irish government transport policy. TPS training schemes and qualifications also have an important role to play.

FC, PB, EA and TR explained the status of transport planners in their respective countries, the strength and visibility of the profession, and reflected on the potential benefits of improved collaboration between transport planners in different countries.

An audience of a further 10 - 12 attended.

The panellists' introductory statements were followed by widespread discussion, largely between the panellists but with some limited engagement from the audience.

Summary of Discussion

A fragmented profession

In the Scandinavian countries, transport planning is recognised as a freestanding profession (for example, in job advertisements) but elsewhere in Europe, the profession is somewhat fragmented. National bodies exclusively for transport planners do not exist and individual transport planners are accredited to engineering bodies, architectural bodies, planning bodies etc. (insofar as these exist) according to their training. The presence of professional

bodies is stronger in some countries than others. For example, in Italy there are a range of professional councils while in France, there are professional bodies for architects and lawyers but not for engineers. Transport planners tend to be compartmentalised – perhaps seeing themselves as highway planners, railway planners, urban planners etc. Some transport planners work in engineering consultancies but the consultancy profession is less dominant than in the UK.

Most often, transport planning has been seen as a function of the engineering profession. At university, transport planning or mobility are taught as recognised subjects but this separate recognition is not carried through to professional life.

Increasing importance of transport planning

However, there is an increasing realisation among many parties of the importance of transport planners as transport moves into a transformative phase. While engineering solutions have perhaps dominated past thinking, it is now apparent that transport has to move in a new direction to support climate change objectives, decarbonisation, health objectives, quality of life and place making objectives. In Spain, for example, the Ministry of Infrastructure has recently been reformed into the Ministry of Transport, Environment and Urban Affairs. It was felt that there is a need for a new generation of transport planners with less emphasis on engineering skills and more emphasis on the diverse set of skills needed to deliver new objectives.

Marketing skills, for example, were identified as a key input to driving behavioural change. The need for much closer engagement with the public was identified in order to promote schemes as well as a change in mindset towards transport. It was considered that transport planning needs to embrace Artificial Intelligence (AI) as well as Information Technology (IT).

It was concluded that there is an ever-increasing role for transport planners but while academia is alert to this, it is less clear how this should be recognised in professional life. Improved networking between transport planning professionals in different countries could be a useful starting point, leading to a sharing of experience and knowledge. The question of international recognition of qualifications was considered to be further down the line.

Networking

A degree of networking already takes place between countries. For example, university students often enjoy work placements or exchanges between countries. There are networking groups established between teaching and research establishments, including participation by UK universities. There are “trade” organisations set up between transport organisations with a common interest such as transport operators (eg UITP) or transport consultancies, but these facilitate networking at a corporate level rather than an individual level.

Networking bodies exist for transport planners in Norway and Sweden, and possibly in Denmark as well. Transport planners in these countries are very open and would welcome engagement with transport planners in other countries.

Within the meeting, there was a perceived desire for the potential benefits of pan-European cooperation and collaboration between transport planners, particularly for practitioners

and professionals, but also for those involved in research and tertiary education, although the latter are already catered for to some extent. Enthusiasm may vary from country to country and, for example, it was pointed out that enthusiasm for pan-European engagement might not be as strong in France. Nevertheless, overall, positive benefits were seen from engagement.

It was highlighted that AET is probably the best pan-European co-ordinating body for transport planners in that it attracts transport planners from all over Europe to the ETC, and through its national Committees it has access to transport planners in most countries.

Actions for TPS

Some of these actions were identified at the TPS session at ETC, some afterwards.

(1) Internationalisation/Europeanisation of UK transport planning qualifications

CIHT, in association with TPS, is considering the internationalisation of the Transport Planning Professional (TPP) qualification, although this is probably likely to start in countries with a culture of transport planning derived from UK practice. It is less clear whether it would be immediately applicable to other countries within Europe, although Scandinavia might be a starting point. Nevertheless, the potential for expanding TPP or a version of it into Europe should be explored, given that no post-academic qualification for transport planners exists there. The Eurlng qualification is well established for engineers. How about a EurTP qualification?

(2) Develop engagement between European transport planners through AET/ETC

It was considered that TPS could usefully work with AET to develop engagement between transport planners within European countries, and that discussions should be pursued with AET to see how this might be undertaken. This would be over and above the level of engagement offered by ETC and would be continual rather than one-off annual events.

(3) Encourage Scandinavian transport planners to consider developing a transport planning professional body along "TPS" lines

It seems that Scandinavian transport planners are well organised and networked and there could be benefit in encouraging them to think about establishing a Scandinavian version of TPS. TPS could facilitate the process and the two organisations could become close partners. Preliminary discussions would be needed with lead players in Scandinavian countries, and Tom Rye could advise.

(4) Explore use of Modelling World conference

Modelling World is an annual international conference between transport modellers, and it might provide an opportunity for TPS to attend and engage with the European modelling community. Tom van

Attachment 2 – Feedback from roundtable on EDI

TPS-AECOM Roundtable on ED&I and Social Value in Transport Planning

21 September 2021

Introduction

As part of the Transport Planning Society's Transport Planning Day 2021 Campaign, of which AECOM are the Platinum Sponsor, AECOM hosted a roundtable about ED&I and social value in transport planning. Bringing together transport planners and ED&I specialists from major consultancies and government bodies, participants discussed important areas relating to ED&I and social value within transport planning, and set a path forward for the industry.

Social value and pandemic recovery

Covid-19 has profoundly impacted our society and communities. Transport use, while rising again, is considerably below pre-pandemic levels. The panel concurred that the pandemic has amplified the need to place social value at the heart of planning, ensuring there is a people-centred approach to pandemic recovery.

Panellists agreed that this would require a deep understanding of the views and needs of local communities. This involves identifying what 'recovery' means for individual communities – there is no 'one size fits all' approach, and it is unlikely to mean striving to return to how things were before. They discussed how transport needs have changed compared to before the pandemic for a range of reasons, for instance due to altered working patterns. They also recognised that transport use will change based on individuals' perception of risk, citing those who may no longer feel confident travelling or being in public space.

But participants also highlighted the need for pandemic recovery to challenge inequalities that existed prior to Covid-19 – down lines such as race, gender, disability or income – that defined who was worst hit by the pandemic. Those who suffered most from the pandemic, be it due to health, family or financial impacts, were more likely to be those structurally disadvantaged. Indeed, while changing working patterns has received a lot of attention, this will also not cut evenly across society. Planning for recovery through social value, the panel concluded, means understanding how the impacts of the pandemic followed pre-existing inequalities; it is important to ensure the diverse needs of communities are properly understood.

Participants proposed tangible methods to approach this challenge. Firstly, community engagement was suggested as a vital component. This means organisations engaging communities early on, and being brave enough to do so when ideas are not yet fully formed to allow for meaningful engagement and the proper shaping of plans. This may require significant internal advocacy to overcome the reticence that sometimes arises about sharing information early on, but is vital to engaging people from backgrounds traditionally marginalised from decision-making processes. Secondly, participants emphasised the need for a holistic view that integrates transport planning with other aspects urban design, connecting people to place-based community resilience initiatives while focusing on creating liveable neighbourhoods. This involves organisations articulating their social purpose and plans to support that particular area. Finally, the panel advocated for methods of evaluation that stretched beyond relying solely on traditional benefit-cost ratio outcomes and analyses. Instead, they suggested the need to capture a wider set of outcomes,

weighted in favour of social and environmental benefits to justify investment in areas that will have the most social value.

Challenging data bias

Data is essential to transport modelling and thus transport planning. But all data contain bias, and transport planners are often working with datasets that have significant holes. Using a dataset without an appreciation of its bias can be particularly harmful to planning practices, despite any best intentions. Panellists raised the example of commuting datasets that do not account for journeys that take a detour via a third destination, for example a school. Not accounting for non-linear movements in this way tends to distort planning decisions in favour of men.

There was a consensus among the panel for the need for greater diversity in the room where planning decisions are made. It was pointed out that the highest rate of users of public transport are from backgrounds least likely to be represented 'in the room' as transport planners or policy makers. The panel reflected on how alternative routes into the industry, for instance through apprenticeships, can encourage more diverse intakes. Having people of different backgrounds interpret data will enable planners to more easily recognise biases inherent in datasets and look for ways to patch up those holes.

Panellists recognised the challenges this presents and how diversity must be complemented by inclusive workplace cultures to make this a reality. Diverse perspectives can create uncomfortable conversations, so it is vital that company cultures function to ensure people from underrepresented backgrounds have the confidence to challenge existing practices without fear of judgement.

As well as employing and empowering people from underrepresented backgrounds, panellists contended that there is more to be done on industry education around bias. Planners should strive to be aware of their own instinctive biases in the collection and interpretation of data and seek to minimise its influence. Participants suggested that industry training qualifications and codes of conduct could do more to make professionals aware of this issue and seek to combat it. This will move the industry away from the mindset it has fallen into that there is a specific to do things and the view that unless an established path is followed things will not be approved or achieved. It is vital to recognise that unequal design is part of the status quo.

Panellists were also in agreement that public engagement and consultation can be used to challenge and correct bias in decision-making processes. Diverse means of consultation are vital and people should be empowered to challenge assumptions and proposed ideas; early engagement is vital to yielding the maximum benefit from this.

Promoting social inclusion and social mobility

Participants pointed out that transport planning has an important role to play in both social inclusion and social mobility, but it is only part of the picture. Fulfilling the role transport planning can play in social inclusion and mobility requires an understanding of how it connects to wider social phenomena while ensuring people, as well as places, feed into planning decisions.

Participants suggested there are two fundamental perspectives we need to adopt to enhance social mobility and social inclusion. Firstly, transport planning has a significant role to play in unlocking new places of opportunity to expand individuals' horizons. Better transport connections can connect people to opportunities that can enable social mobility, such as jobs and education. Secondly, participants noted, there is also a need to target specific areas where there are social exclusion issues, and consider how you overcome

those barriers to inclusion. This reflects an approach to transport planning that stretches beyond connecting place A with place B, but instead focuses on prioritising certain areas based on the people there. This requires a user-focused understanding of accessibility and how connectivity can be converted to use in the context of wider social phenomena, such as our aging population. It also involves a consideration of physical barriers, but also, for instance, digital barriers about levels of access to information and technology. There was consensus that user-focused design to maximise accessibility can only be achieved through engagement. This means hearing the voices of local communities, considering every type of user that will use the transport system or road network, to design in accessibility and inclusivity from the start. There is a need to avoid affording dominant users of transport, or the economically most productive, the sole voice to shape the network. Such exclusions can compromise social inclusion and prohibit social mobility. The panel reflected on tools like Equality Impact Assessments as an evidence-based approach to ensure planning decisions do not disadvantage any particular groups. Having this approach in place can steer you towards looking for further engagement or data to ensure decisions are based on intelligence. Participants returned to the importance of having project evaluation methods based on social outcomes, and also considered how organisations can work collaboratively to share best practice and lessons learned around initiatives and processes that have and have not worked well. Finally, participants reflected on the need to constantly search for ways to measure transport planning's impact on social inclusion and mobility, despite the difficulties of dealing with hard to measure factors and apparent intangibles.

Conclusion: Action areas

The roundtable conversation threw up a range of ED&I and social value challenges in transport planning. Participants concurred that action coming out of the roundtable should target areas where gaps exist in the industry's current approach to supporting ED&I and social value.

The following action areas were considered the most pressing:

- **Codes of conduct.** ED&I must be a foremost concern of transport planners day-to-day. TPS will look into updating its code of conduct to contain explicit reference to ED&I. Individual organisations should also review their respective codes of conduct.
- **Data bias.** Data bias is pervasive but difficult to detect, so it requires clear action to overcome. The industry should consider how to approach conducting a holistic review of the way we collect and use data within organisations, including promoting awareness of inherent data bias. TPS will look into updating its skills and knowledge development schemes to reflect the importance of understanding bias.
- **Public engagement.** The importance of community engagement was a thread that ran throughout the roundtable. The industry should consider how it can set-out best practice in conducting community engagement and equality impact assessments, ensuring these processes meaningfully inform decision-making.
- **Apprenticeships.** The industry should consider how setting up apprenticeship schemes can provide new routes into the industry for people from a range of backgrounds. There is an opportunity for research to be undertaken exploring the impact apprenticeships can have on improving diversity in the transport planning workplace.

Participants noted the importance of ongoing collaboration underpinning all action areas, stretching to all parts of the transport industry including operators and delivery partners. This does not mean organisations shirking responsibility, as pioneers are still required to

drive the industry forwards, but it is a recognition that meaningfully improving ED&I and maximising social value demands collective action.