

Interim TP Qualifications & Better Recognition for those Completing the PDS

Background

The Transport Planning Professional (TPP) and the TPS Professional Development Scheme (PDS) were both launched in 2008, they in turn had grown out of the earlier Transport Skills Initiative and establishment of National Occupational Standards.

More recently, the Government's push to create apprenticeships has led to the formation of the Technical Apprenticeship Consortium, a group of employers that identify and set up Trailblazer apprenticeships. As a result an Employers Working Group has set up a Transport Planning Technician Apprenticeship which is delivered by Leeds College of Building and is based on the same skills and knowledge requirements used for PDS and TPP. TPS and CIHT have worked together with employers to achieve this, and are now working with them again to create a level 6 Transport Planning Degree Apprenticeship which will hopefully be in place by 2019. It is worth noting that there is no first degree in transport planning at the moment, only modules in other degrees such as Geography. There are nevertheless a healthy number of Master degrees in transport planning, as well as many short courses and diplomas.

In terms of a clear pathway to a career in transport planning, there is a fresh need to support the apprenticeship route to TPP. It is slightly more complex, but it is important to note that it is **not** necessary to have a first degree to achieve TPP and thus the apprenticeship pathway is open even without an apprenticeship degree.

Recent developments

In the last few years a number of initiatives have been progressed by CIHT and TPS but there is a coming together of several strands in 2018, in particular:

- 1) Reform and clarification of PDS to increase completions, first results due later this year
- 2) First Transport Planning Technician Apprenticeships completing their 2 years at college and working towards End Point Assessment and qualification
- 3) CIHT covering the End Point Assessment using the existing EngTech qualification
- 4) Major review of TPP knowledge requirements, building on the CIHT "Futures" report
- 5) Creating a chartership option for TPP holders (draft submission now with the Privy Council)
- 6) Development of the principles of transport planning and a revised TPS code of conduct
- 7) International initiatives including PDS and TPP.

However this still leaves a number of issues outside the current framework.

- The lack of a transport planning technician qualification has been bridged by CIHT agreeing to award the established technical qualification for engineers (EngTech) to transport planning apprentices. However, TPS is not an approved engineering body and cannot award EngTech. Only registered engineers can undertake the interviews required for EngTech. This has created an anomalous situation where TPS cannot award a key qualification and its members would have to join CIHT or another engineering body in order to maintain their use of EngTech.
- Apprentices who wish to move towards the TPP qualification (not all will) need to move on to the PDS in as seamless a manner as possible. In due course this will need to be co-ordinated with the degree apprenticeship planned for 2019.

- Completion of the PDS provides successful candidates with a certificate but no post nominal. This is despite the rigorous assessment process that includes a professional review. Thus a graduate who pursues a career in transport planning has no recognition, in terms of post nominals, of their progress towards TPP.

The latter is not the case in either engineering or planning professions.

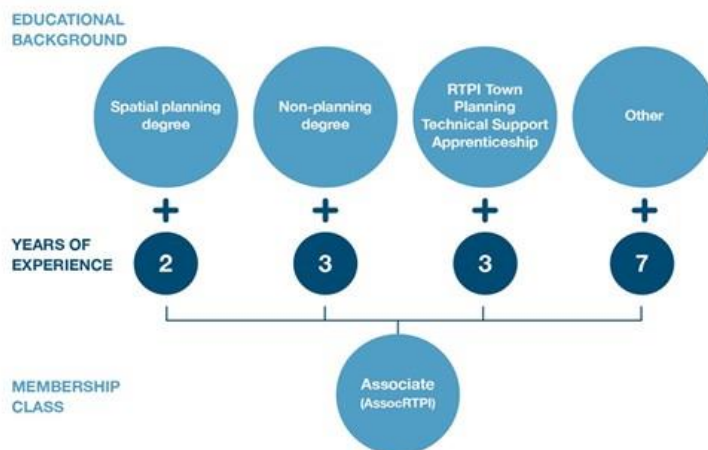
In engineering there is the possible progression from Engineering Technician (**EngTech**) to Incorporated Engineer (**IEng**) and finally Chartered Engineer (**CEng**). These are governed by the Engineering Council, and licensed bodies (such as CIHT) can award them. The EngTech entry requirements are an Approved Apprenticeship, **OR** appropriate working experience plus

- a qualification, approved by a licensed professional engineering institution, in engineering or construction **OR**
- equivalent qualifications approved by a licensed professional engineering institution.

If the entry requirements are met, a person must be a member of an awarding institution, pass a face to face interview with them, and comply with their code of conduct. The post nominals then would be, for example, EngTech, AMCIHT or EngTech, MCIHT (with sufficient experience).

In planning, the RTPI has different grades of membership rather than separate titles, which also use a well defined staged progression structure: Associate Members (**AssocRTPI**) – Licentiate members – Chartered members (**MRTPI**). The Licentiate category is for those who have completed an approved qualification but have insufficient experience to be chartered. It does not appear to have its own post nominal although it is a distinct category.

For comparison the RTPI Associate requirements are:



Options for further change

There are two basic strands of work for TPS: apprentices and PDS completers. The former will need to address whether a real TP Tech qualification can be created, will take time and consultation with other bodies. The latter should be a simpler task since the PDS is established and has its own quality control already in place. The apprenticeship will be the subject of a separate note in due course.

Completing the PDS

For those successfully completing the PDS, TPS could create an additional post nominal qualification, for example a Transport Planning Licentiate. While they remain members of TPS they would be subject to the code of conduct, CPD checks and could use, for example, LicTP in addition to MTPS.

As with the proposed chartered title and TPP, there would be a mechanism for members of other suitable bodies who are not TPS members to use the new post nominal.

An alternative would be to create a new class of membership such as CMTPS, but this would complicate the current TPS membership structure and not be open to other bodies.

The recognition of PDS completion by entitlement to a post nominal, should encourage more trainees to go through to PDS completion and thus support their progress as a stepping stone to TPP. Such a post nominal would provide recognition for those already with a TPP approved MSc of progress through their initial professional development. At present, a trainee with such an MSc degree only gains from having a structured development, they gain nothing by way of further qualification until they achieved TPP.

The TPS Board took the view that a new post nominal should be explored with the PDS Managers and, following on from discussion at the June PDS Managers Meeting, views are therefore sought from you on the proposal and possible title.

TPS Skills Team

June 2018