

Advice for PDS Managers and Mentors

Note 16/2

February 2016

TT3 Transport Assessment – A Guide to Expected Evidence

Assessment and Appraisal

The Review process has identified that there is potential for misunderstanding in the use of the term 'Assessment' for Unit TT3, reflecting the change and increased use of:

- 'assessment' to describe a specific process associated with the preparation and approval of development plans rather than assessment generally, and
- 'appraisal' to describe the preparation and approval of transport schemes and services, typically as covered by WebTAG and STAG.

The title of TPP Unit A6 has been changed to Transport Appraisal, and this will be done in the next version of the PDS. In the meantime this Advice Note is intended to highlight what the Society is looking for in assessing trainees completing the TT3 Objectives.

TT3 Transport Assessment Requirements

It is fundamental that trainees and mentors understand the scope of the Unit and this is well summed up in TT3.1

"As a professional transport planner, you should understand the principles and key characteristics of the standard assessment techniques widely used in the evaluation of transport policies, plans and schemes, including multi-criteria and framework assessment, as well as the distribution of impacts and important interactions between classes of impact."

Whilst Development Control work will provide some learning and experience for this Unit, the requirements are broader and must encompass full scale scheme appraisals and/or policy and transport plan development. The appraisal of scheme, plan or policy options/alternatives will usually provide an understanding of, and give experience in, the use of frameworks which use a wide range of criteria. These may not be immediately comparable on a simplistic basis. For example, are the higher economic benefits worth the lower environmental benefits or even negative impact? Or which set of transport proposals best fit with economic or housing development plans and access policies of the governing authority?

The Guidance is also clear that there are different types of Assessment for which there could be evidence provided. It states:

"Assessment types include: economic (cost benefit); equity; safety; security; financial; accessibility; severance; environmental; climate change; sustainability; transport and traffic operations and land use."

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There has also been some confusion over the reference in TT3.2, Assessment software, to “proprietary software packages”. This Objective requires trainees to demonstrate awareness and knowledge of not only some of the software used for the assessment of transport projects such as COBA, TUBA, Cobalt, software for noise and pollution estimation and custom designed spreadsheet models, but also how they relate to the use of transport models as set out in TT2.3 and TT2.4. Importantly, this awareness and knowledge should not be limited to the software but must include its use in the context of assessment policy, such as WebTAG and STAG.

Assessing Experience and Proficiency

The Experience and Proficiency requirements for TT3.3 Using assessment techniques and TT3.5 Monitoring programmes, is already given in Advice note 15/1 (and in paras E5.4 and E5.6 of “Being a Mentor”) but they are repeated below for completeness.

Extract from Advice Note 15/1

Experience

TT3, Transport Assessment, requires Experience in assessing (TT3.3) and monitoring (TT3.5) a range of impacts, with;

- economic (cost benefit) being mandatory;
- and
- other assessments including equity; safety; security; financial; accessibility; severance; environmental; climate change; sustainability; transport and traffic operations and land use being acceptable.

It is important to note that completion of the Unit requires the trainee to demonstrate that they have Experience in applying their selected techniques, rather than in just interpreting the results of analyses prepared by others.

Proficiency

TT3, Transport Assessment, for which completion requires the trainee to demonstrate that they have Proficiency in the application across the range of their selected techniques. The selected range

- must include economic impacts
- as well as
- other assessment techniques, such as equity; safety; security; financial; accessibility; severance; environmental; climate change; sustainability; transport and traffic operations and land use.

While the trainee might also include interpreting the results of analyses prepared by others, the Proficiency requirement would not be satisfied if it only related to the interpretation of results of analyses prepared by others.