

# Transport Planning Society

<b>Meeting Date</b>	5 May 2022
<b>Report Title</b>	Chair's Report
<b>For Decision or for Information?</b>	For Information
<b>Decision Sought</b>	N/A
<b>Report Summary</b>	This report summarises the activity of the chair since the last board meeting.

Much of my time since my last report given at our 10 March board meeting and AGM has been spent supporting further scoping for TP Day 2022 and undertaking annual 1:1 meetings with new and existing board members, and Stakeholder members.

This report also summarises other engagements I've undertaken in the capacity of chair.

## **Board 1:1s**

Thank you to everyone who provided their time for a 1:1 with me post January board. I'll be looking to arrange meetings with those I haven't yet spoken to yet through May and June. These sessions are helpful in getting some informal feedback on the Society's work over last 12 months, and what our priorities should be for the coming year or so, to the end of my term. I also remain interested in whether there is any appetite amongst existing board members to step into the chair's role for March 2023.

## **10/03 Transport Planner of the Year – Annual Lecture**

I enjoyed chairing this session with Stephen Bennet for our annual 'Transport Planner of the year' lecture, which followed a smooth AGM for the Society. An excellent reflective piece from Stephen, covering off the dark days early on in the pandemic whilst also picking out some grounds for hope of positive change as we emerge from its grip.

## **14/03 STAPLE Project Hearings**

I was invited to join a roundtable on the implications of the provision of electric vehicle charging infrastructure in new homes in England following the new Approved Document S of the Building Regulations. This is a UK Energy Research Centre (UKERC) project within the Transport and Energy theme, led by a consortium led by Leeds University. Part of their methodology is via a series of multi-stakeholder workshops to discuss the implications of the new regulations by combining detailed perspectives of risks and rewards, barriers and opportunities in each case.

It was an interesting discussion, bringing in a range of perspectives from transport planners to housing and energy managers. Key messages include a need to focus on not replicating ICE vehicles

with EVs 1:1, but where parking and car ownership/use was anticipated to make sure charging is equitably available to all tenure types.

### **16/03 - National Infrastructure Commission National Infrastructure Assessment launch**

It was good to attend this excellent session from National Infrastructure Commission on the government's progress on implementing the infrastructure required for the future wellbeing and prosperity of the UK.

Mixed report card. In particular must do better on urban transport, EV charging and flood resilience. Some real concerns about pace of devolution and implications on available funding for this agenda.

Very welcome support for long term funding settlements for all local authorities and an end to wasteful competitions as a means of allocating resources.

Well worth viewing the recording of the event, if you make it to the end you will see a question from myself on equity considerations around EV charging infrastructure (big price differentials between those who have access to their own off street parking and those who don't) and the implications on infrastructure of induced demand from a low marginal cost of travel arising from electric personal mobility. 'Work in progress' I think summarises the answer to those!

Great to see the NIC commissioners taking the time to present this work in person and engage with the industry.

Full review available here: <https://lnkd.in/dkdAq4Ag>

### **17/03 British Parking Awards Spring Social**

Was good to attend this event, where friend of TPS Jon Elliot received a well-earned lifetime achievement award for his work on parking policy and practice. Also good to catch up too with TPS member Andrew Potter who is supporting our policy group on the parking position paper.

### **21/03 APPG Walking and Cycling – Trudy Harrison**

I attended this meeting of the APPG with minister of state Trudy Harrison and Rupert Furness from DfT. Useful discussion, summary here: [All Party Parliamentary Cycling Group | Meeting with Trudy Harrison MP - All Party Parliamentary Cycling Group \(allpartycycling.org\)](#)

### **28/03 Greener Transport Pathway to Net Zero Roundtable**

I was invited to join a roundtable exploring opportunities to decarbonise the transport planning sector via better integration with land use planning. Excellent input from a number of key voices in this debate, expertly chaired by Glenn Lyons. Further details in Appendix 1.

### **28/03 – Rees Jeffreys Road Fund Competition – Award Ceremony**

Great to join Rees Jeffreys Road Fund this evening for this event celebrating the winners of their recent grants competition. Congratulations to Nick Reed and the team from Eloy for scooping the

top prize. I look forward to hearing more about these projects as they progress to next stage of development. More info on the finalists here: <https://lnkd.in/dvP5SqCs>

#### **04/04 Meeting with ICE Policy Team**

I meet with David Hawkes at the ICE to discuss their Policy work, and in particular their response to the Levelling Up white paper. It was a useful conversation – my general feeling was that transport importance shouldn't exclusively be seen in respect to its role in improving productivity and connectivity, but more around delivering pride of place and local wellbeing.

#### **04/04 Catch up meeting with JFG**

Regular contract management catch up meeting with Sarah and Jo. Never knew they were sisters 😊!

#### **05/04 – Kick off for State of Nations Update Refresh**

I chaired the kick off meeting for the State of the Nations refresh work. Appendix 2 provides agreed scope. We're looking at a draft document for September board, ahead of a formal launch at TPD on 14/11.

#### **06/04 Meeting with DfT, CIHT and RTPI on Transport planning**

Ongoing meeting between institutions and the team at the Department who are responsible for planning and transport. These are useful 'Chatham house' rules sessions where the department can voice their initial thinking on different issues and take flash feedback from the institutions. There is a lot of really good work happening in this space (including lots of new recruitment by DfT) and it is very promising that these meetings have been set up (credit to Lynda Addison for flying the flag on this).

#### **19/04 – Transport Planning Day Steering Groups**

These meetings helped hone our approach to TPD 2022, and have given rise to the campaign plan produced by JFG. Website has been updated and call for sponsors has been launched. [Transport Planning Day 2022 \(tps.org.uk\)](https://tps.org.uk)

#### **20/04 – TPS submission to European Transport Conference (ETC)**

Stephen Bennett has been developing a submission for a TPS submission to ETC exploring the state of the industry across Europe. Outline scope provided as Appendix 3.

#### **21/04 – Meeting With Optibus**

I met with Optibus ([The Future of Mass Transit. Today. - Optibus](#)) to discuss possible sponsorship of Transport Planning Day 2022.

### **26/04 – TPS Stakeholder Member Meetings**

I met with Aecom and Amey to discuss stakeholder member priorities.

### **26/04 – Catch up with Glenn Lyons**

I had an excellent catch up with Glenn Lyons to discuss the work of the society this year. Some interesting ideas came out of this, notably the idea of a 25 year retrospective into the state of the industry, based on interviews with past chairs, and a roundtable.

### **27/04 Foundation for Integrated Transport session on Transport Appraisal**

I attended this webinar discussing appraisal as both TPS chair and FIT trustee. Useful discussion on issues in the sector in terms of the gap between appraisal and outcome, though I left thinking that the appraisal system itself was unlikely to be the bogeyman some people think it is – more the schemes that decision makers put into it.

### **28/04 ICE Presidents Lunch**

I attended this session to launch the new ICE president's term for 22/23 at ICE. The new president is Ed McCann BEng(Hons) MSc CEng FICE FRSA.

### **03/05 TPS Stakeholder member meetings**

I attended stakeholder member meeting with ITP and BWB consulting.

**Report ends**

## Appendix 1 – Greener Transport Pathway to Net Zero Round Table

### Pathways to Net Zero

Roundtable discussion series | March 2022

#### Background

The roundtable discussion is part of a series of roundtables which builds on the key conclusion of the Greener Transport Council's *Manifesto for Decarbonising Transport* (published in Autumn 2021) that clean technologies will not be enough to reach our net zero targets for transport, we also need to reduce the volume of traffic on our roads. The focus of the *Pathways to Net Zero* programme is to develop proposals for how to deliver the traffic reduction required. The programme begins with a series of roundtable discussions, to be followed by a consultation and a final report later in the year.

The aim of the five roundtable discussions will be to drill deeper into the key areas necessary for delivering traffic reduction. Focus will be given to how we might reframe the policy debate, and how to begin an honest conversation with the public about changes we will all need to make in our own lives. Each session focuses what we can do quickly and differently to tackle the climate emergency within this decade.

The five roundtables will be chaired by the leading academics on the Greener Transport Council:

- **Pricing:** Stephen Glaister CBE, Emeritus Professor of Transport and Infrastructure at Imperial College London, Associate of the London School of Economics
- **Wider Economy:** Professor Peter Jones OBE, Professor of Transport and Sustainable Development in the UCL Centre for Transport Studies
- **Planning:** Professor Glenn Lyons, Mott MacDonald Professor of Future Mobility, University of the West of England
- **Politics and Local Delivery:** Professor Greg Marsden, Professor of Transport Governance, Institute for Transport Studies, University of Leeds
- **Behaviour Change:** Professor Jillian Anable, Chair in Transport and Energy, Institute for Transport Studies, University of Leeds

Further details about the series can be found [here](#).

## Roundtable Session 3

### Planning

Monday 28<sup>th</sup> March, 10:00-11.45

This roundtable session will focus on how planning can send clearer signals from the medium-term future back to the present – telling businesses, households and individuals what the future needs to look like, and how that should influence the decisions they are making today. That we will not be building more car dependent developments. Unfortunately, the current shape of the future *is* more car dependent developments. What we are currently building is highly carbon intensive, in the wrong locations, often with no pavement and entirely car dependent.

The session will include consideration of strategic spatial planning, planning for critical infrastructure across transport, housing and digital planning, as well as planning at the local level. Digital connectivity is considerably more agile and able to respond quickly to changing needs, as clearly demonstrated by the pandemic. Focus will be given to what can be done within the next decade.

- What is the role of planning reform? We have a legal obligation to hit net zero, but that legal obligation is not currently reflected in the National Planning Policy Framework (NPPF).
- How can we move away from a culture of building on greenfield sites without access to public transport, ensure the intensification of existing sites and development around public transport? How can we retrofit existing communities?
- What is the role of destination switching, 15- or 20-minute neighbourhoods, mixed use developments, repurposing of office space (e.g. after Covid), ensuring new developments are fit for home working?
- How do we stop making things worse? Over the next 8 years there are housing developments in the pipeline that would increase car dependency.
- Is there a link between pricing and planning? The value of land is inversely related to its accessibility meaning that green field sites are cheaper to buy. Should we be using pricing to reverse this – with a surcharge on greenfield sites?

## Appendix 2 – State of Nations Refresh

### Draft outline/structure

This outline follows the proposal put to TPS, and the comments from TPS board members. It tries to anticipate likely Government policy initiatives and announcements between now and Transport Planning Day when the report will be published.

- 1. Changes in travel patterns.** The 2020 report necessarily relied on pre-Covid travel patterns, but we now have a lot more data on what has been happening to travel since the onset of Covid. Specifically we have the work from CREDS – <https://www.creds.ac.uk/publications/less-is-more-changing-travel-in-a-post-pandemic-society/> and also Transport Focus, <https://www.transportfocus.org.uk/home/coronavirus-latest/coronavirus-insight/>. The update will summarise this and discuss the implications. The key features to note are
  - Recovery in car use but – according to CREDS – not to pre-Covid levels
  - The huge growth in active travel: CREDS has found a big increase in walking, and there was a big increase in cycling during the first lockdown, though this has fallen back since;
  - Decline in public transport use and its slow recovery, and caution among some groups about using it again
  - The rise in freight transport (vans and trucks), but also the growth in railfreight
  - A leisure-led recovery – travel on all modes is higher at weekends than during the week, while commuter and business travel is still down

This section will discuss implications of this (e.g. on public transport provision), and note impacts on business cases for transport projects, to be developed later (see below)

- 2. Government responses to Covid and these trends:** this section will summarise how UK and devolved Governments have responded to these trends, notably with:
  - Funding to keep public transport services running while patronage was very low, though noting that during the lockdowns Government public health messages discouraged the use of public transport
  - New service contracts, especially on the railways, where franchising is effectively dead
  - Support for active travel initiatives

However, the Covid funding for public transport is ending by October, and there is a threat of service cuts and fares rises, especially if patronage remains below pre-pandemic levels. The active travel initiatives have faced opposition in some areas. The update report will summarise the funding so far and the consequences if it is withdrawn before patronage has recovered, but also note responses from local and devolved administrations (we'll try to make this part of the report as up to date as possible!).

- 3. The pressure for the transport sector to decarbonise:** this has strengthened since the first report. The UK Government has produced a Transport Decarbonisation Plan (TDP) and various follow-up documents and measures, especially at, and in the run up to, the Glasgow COP26 summit. However, the public emphasis is on the move to electric vehicles; the support for this can be welcomed but the update report will underline the professional consensus that it won't be enough and that it must be accompanied by measures to reduce traffic and increase the use of public and active travel. This is in the TDP, with some welcome targets but these are not discussed much by UK Ministers. It is likely that there'll be a progress report on the TDP in July, one year on from its publication, and the update

report can comment on this. Meanwhile, a lot of companies and local authorities are getting on with decarbonisation initiatives and investment, with support from TPS members; the update report can give examples of these (the Future Transport Zones and City Region Sustainable Transport Schemes are examples).

4. **The increasing divergence in policy between the UK Government and the Scottish and Welsh administrations**, as well as those in many English cities. This can be seen in:

- **Roads policy and transport funding:** the UK Government is continuing a large scale programme of road building, especially on the strategic road network, whereas the Welsh Government has instituted an independent review of its inherited roads programme and the Scottish Government's transport investment programme is focused on active travel and increasingly emphasising local transport (trams and local rail) rather than new roads. The update report will draw out the need to review the English roads programme and particularly will comment on the upcoming third Road Investment Strategy (RIS3), which needs to be very different from the current RIS2 strategy.
- **Planning policy:** the UK Government policy in England remains focused on housing numbers, with limited or no linkage to transport planning (though this may change), whereas Scottish and Welsh planning policy aims to focus new development around public transport, and the Welsh policy also emphasises remote working. The update report will draw together the concerns by TPS and others on English planning policy, using the evidence from Transport for New Homes, Create Streets and others, and suggest reforms including a revised National Planning Policy Framework, and closer integration between local plans and local transport plans.
- **Transport operations:** there is increasing public control over public transport; the Welsh and Scottish Governments have taken their railway operations into public ownership, and there are moves to franchise bus services in Wales and in some English cities. The UK Government is moving towards new rail contracts, but these will still be in the private sector. The update report will outline these developments.

These divergences are reflected in overarching policy, with devolved authorities and city-regions committed to targets for traffic reduction targets and increases in the use and mode share of public transport and active travel, which are not yet policy at UK level. This narrative about this increasing divergence – but noting also the UK Government's moves away from devolution (contrary to the original State of the Nations report) – will be a central feature of the update report. The report will look at the importance of traffic reduction and how the UK Government might set firm targets, and support councils in setting their own targets using the new Local Transport Plan guidance, drawing on the work by Greener Transport Council and others. It will also look at the importance of moving towards zero- carbon transport in rural as well as urban areas, drawing on the University of Hertfordshire roundtables in 2020 on “the future of transport outside cities”, [https://www.herts.ac.uk/\\_data/assets/pdf\\_file/0007/339397/1107-UH-Roundtable-Report\\_P5.pdf](https://www.herts.ac.uk/_data/assets/pdf_file/0007/339397/1107-UH-Roundtable-Report_P5.pdf); a DfT “Future of Transport: rural strategy” is expected in the autumn so the update report can look towards this.

5. **Road user charging is increasingly seen by many, including the Transport Select Committee, as inevitable**, but is not yet on the UK policy agenda, despite the likely gap in



tax revenues from increased use of electric vehicles. There are however moves towards this in London and some discussion on this in Wales and Scotland, and other cities are consulting on workplace parking levies. The update report will include some discussion of this, following up the 2020 report which highlighted this.

- 6. Transport decision-making has been facing many challenges.** The State of the Nations report highlighted the need to change current transport modelling and appraisal methodologies to give more priority to decarbonisation. The Government has updated its carbon valuations for use in business cases, and these are starting to have an impact, but business cases for transport investment are still underpinned by projected time savings and on forecasts extrapolating past trends. However, there is increasing support for change, especially towards the use of scenarios to support decisions, and “vision and validate” appraisal methods.

Decision-making on transport has also been challenged by public backlashes against low traffic neighbourhoods and clean air zones. This is a polarising area, and there is increasing interest in new forms of decision-making, using tools such as “Commonplace” and assemblies, focus groups etc, to get a broader range of public involvement than traditional public consultation methods allow.

The update report will, with advice from TPS board members, review trends in transport decision-making since 2020 and the responses of the profession to the challenges it has faced, especially on active travel and low traffic neighbourhoods. This will of course be even more relevant to moves such as road pricing.

There have also been various policy documents since the 2020 report, including a National Bus Strategy (“Bus Back Better”) and the Williams-Shapps review on rail policy, and there have also been funding decisions including the Integrated Rail Plan and the City Regions Sustainable Transport Settlements, and the update will summarise these. As we noted in the proposal, the update could also look at progress in the transport planning profession, though we will take advice from the TPS on this.

The update report will hopefully help the TPS set an agenda for MPs and transport decision-makers, setting out the new challenges with Covid and also with the new focus on energy security.

# Transport Planning Society

## *DRAFT PROPOSITION FOR TPS SESSION AT THE EUROPEAN TRANSPORT CONFERENCE 2022*

### CONNECTING TRANSPORT PLANNING PROFESSIONALS ACROSS EUROPE

7-9 September 2022 - Milan, Italy

#### **Background**

In September 2021, the UK's Transport Planning Society held a special session at the online European Transport Conference (ETC) asking an exclusive lineup of transport professionals from across Europe how can we create and maintain a pan-European transport planning profession that best serves the ever-changing needs of society.

The session found that there is a large variation in perspectives of transport planning across different countries, from those who recognise it as a profession to areas where it is not a commonly used term. Despite this, there was a general recognition of the importance of transport planning as a discipline in addressing problems of pandemic recovery, decarbonisation, health and wellbeing, city placemaking, etc, and transport planners role as integrators across multiple disciplines to improve the transport system for people. And there was a clear desire for further pan-European cooperation and collaboration between transport planners, particularly for practitioners and professionals, but also for those involved in research and tertiary education, building on existing networks such as AET/ETC, POLIS, and UITP.

Following the event, it was agreed to find ways to continue engagement between European transport planners through AET/ETC, with the shorter term goal of connecting transport planning organisations across Europe with TPS, and in the longer term developing European transport planning professional bodies and potentially introducing transport planning qualifications.

#### **Proposition for a session at ETC 2022**

ETC 2022 will be held in September in Milan, Italy. To meet the objectives identified above, it is proposed to hold a TPS-led session at the ETC conference to continue and develop the engagement of transport planners across Europe.

#### **Aims and Objectives**

The aim of the session is to connect transport planning professionals across Europe.

The objectives are to:

- Share the UK's experience in recognising transport planning as a distinct profession and the success of the UK's Transport Planning Society in developing the identity of the profession and growing it's status through skills development and chartership

- Hear from transport planning professionals across Europe on the status of transport planning and the opportunities for more professional recognition within the industry in the countries they operate in
- Have a discussion on how we can develop, improve, and better connect the transport planning profession across Europe
- With 50 years of ETC and (nearly) 25 years of TPS, demonstrate the value of providing a forum for discussion between transport professionals

