

Transport Planning *Society*

**Transport planning qualifications and
professional development in the UK**

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What is so special about Transport Planning?

Isn't just about the movement of people and goods? But this is not as simple as it looks...

Transport movements are not fixed – transport is a derived demand and can be changed surprisingly quickly (in either direction).

There are many substitutes for travel, evidenced by the Covid-driven home working boom, and underlying everything the amount of travel and choice of mode depend fundamentally on land use planning.

Transport planners therefore:

Need to solve complex problems across traditional disciplines – be a bit of a planner, social scientist, engineer, computer modeller, psychologist, communicator, lawyer, finance officer. Add your own discipline!

Need to understand the inevitable and wide ranging impacts on other areas of life, for example: land use planning, economics, environmental science, health, personal safety and security, air quality, climate change, and social distribution and deprivation.

In turn this requires considerable breadth and depth of understanding.

How is Transport Planning treated in the UK?

Originally in the UK, transport planning was often considered to be part of civil or highway engineering. While there was no first degree in transport planning, specific Masters courses soon developed in the 1960s and 70s, attracting graduates from a wide range of first degrees, including Geography, Planning, and Mathematics. The UK Transport Masters have international status – over half of the 350 transport students attending UK Masters courses come from outside the UK.

These supported a broader understanding of transport planning as a separate profession, and there was a desire among transport planners for a professional body to act as the home for this new and diverse discipline.

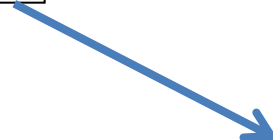
The Transport Planning Society (TPS) was formed in 1997 and, among many other activities, started work to define what transport planning qualifications should contain: the **2002 Transport Skills Initiative**.

This led to the establishment of a National Occupational Standard for Transport Planning (NOS) in 2007. TPS then started to introduce the skills infrastructure required as set out in the following slides.

**National Occupational
Standards for Transport
Planning (2007)**



**TPS Professional
Development Scheme
(PDS) 2008**



**Transport Planning
Professional (TPP)
Qualification 2008**

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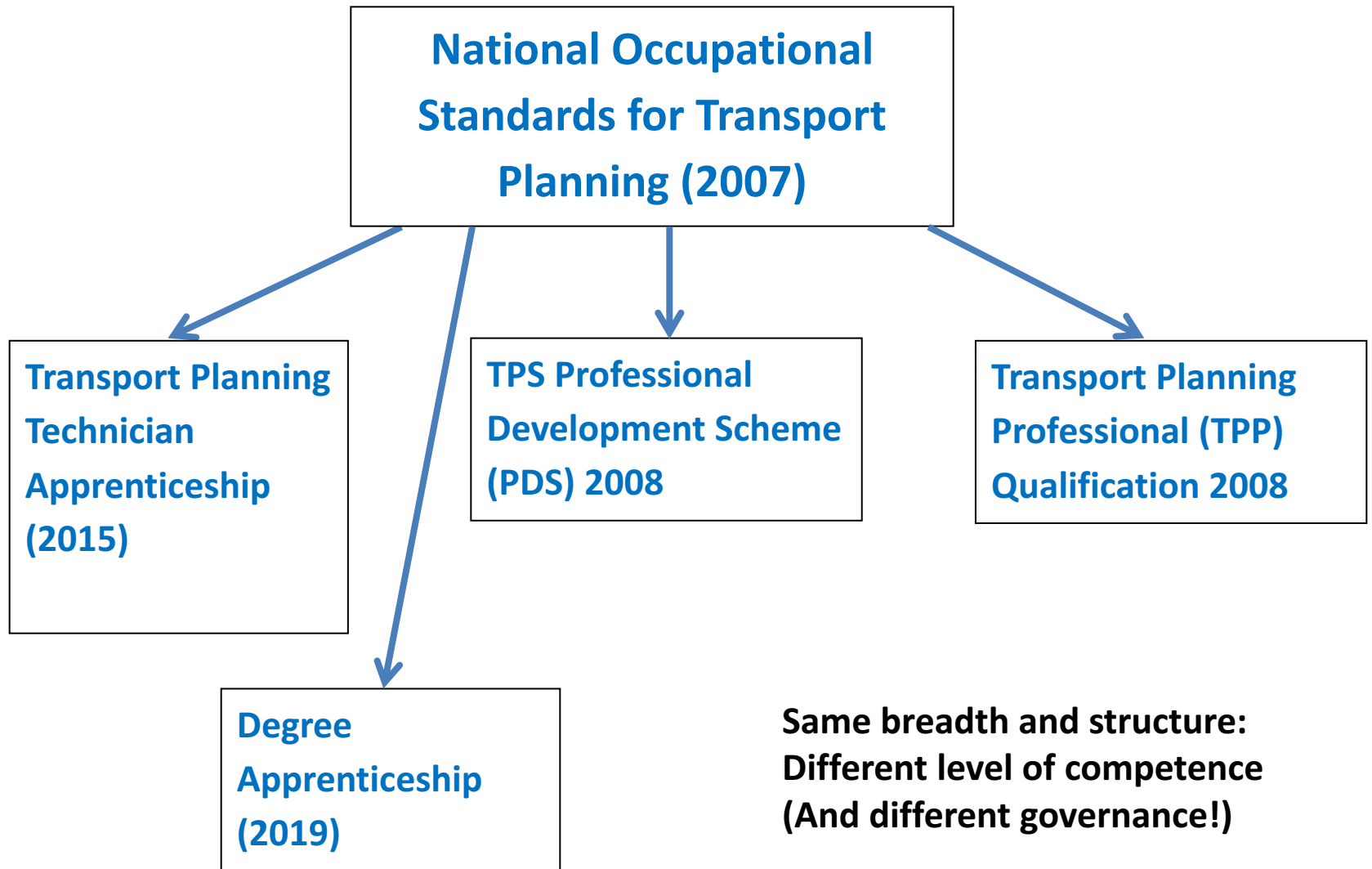
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graph TD; A["National Occupational Standards for Transport Planning (2007)"] --> B["Transport Planning Technician Apprenticeship (2015)"]; A --> C["TPS Professional Development Scheme (PDS) 2008"]; A --> D["Transport Planning Professional (TPP) Qualification 2008"]; A --> E["Degree Apprenticeship (2019)"];
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**Transport Planning
Technician
Apprenticeship
(2015)**

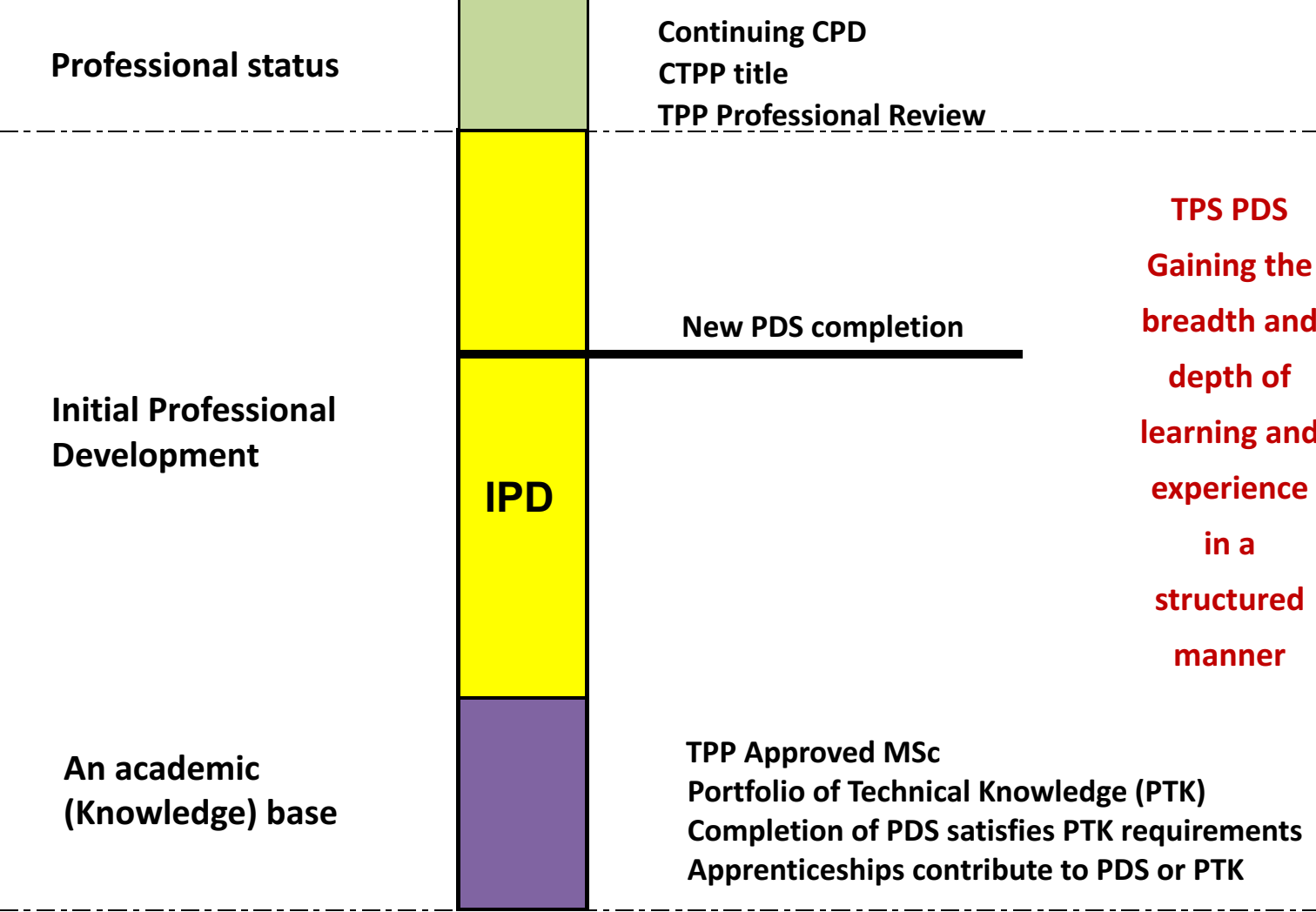
**TPS Professional
Development Scheme
(PDS) 2008**

**Transport Planning
Professional (TPP)
Qualification 2008**

**Degree
Apprenticeship
(2019)**



The professional development progression



Strategic Overview and Governance 1

From Technician to TPP

Note: There is no stand alone UK first degree in transport planning

Transport Planning Technician Apprenticeship (2015): Employer led, supported and designed by TPS and other professional bodies, currently **EngTech** available through CIHT, **TPTech** just launched by TPS. Both require portfolio of work and professional interview. About 40 new apprentices per year before Covid.

Successful apprentices can go straight on to TPS PDS **and/or** the

Degree Apprenticeship (2019): Also employer led, will be an Honours degree awarded by the University (currently Aston), designed to be run concurrently with the **TPS PDS**. It is only available as an apprenticeship - first (pre-Covid) cohort of 15.

Strategic Overview and Governance 2

TPS Professional Development Scheme (PDS): the sole responsibility of TPS, run through employers who are licensed and pay an annual fee. Currently just over 400 graduate trainees in 26 organisations but clearly we expect this to change as we see what the fall out from Covid 19 will be. In view of this we have set up a scheme to allow current trainees to continue their progress with us even if they lose their job. Since 2019 TPS awards the title **IncTP** (Incorporated Transport Planner) on successful completion. This requires a work portfolio for ***Knowledge and Experience*** and an interview. Completing PDS satisfies the ***Knowledge*** requirements for **TPP**.

What we mean by:

Learning (through courses, at work or independent study)

Awareness - A

a general understanding of a specific area and appreciation of its relevance, for example Policy, Appraisal, Travel Planning

Knowledge - K

an understanding of the principles of both technical and management areas and how they relate to practical applications

Experience (mainly through work but also independent study, for example the TPS Bursary scheme)

Experience - E

a consistent ability to carry out transport planning work under supervision

Proficiency- P

a consistent ability to carry out transport planning work without supervision, and to supervise others.

Strategic Overview and Governance 3

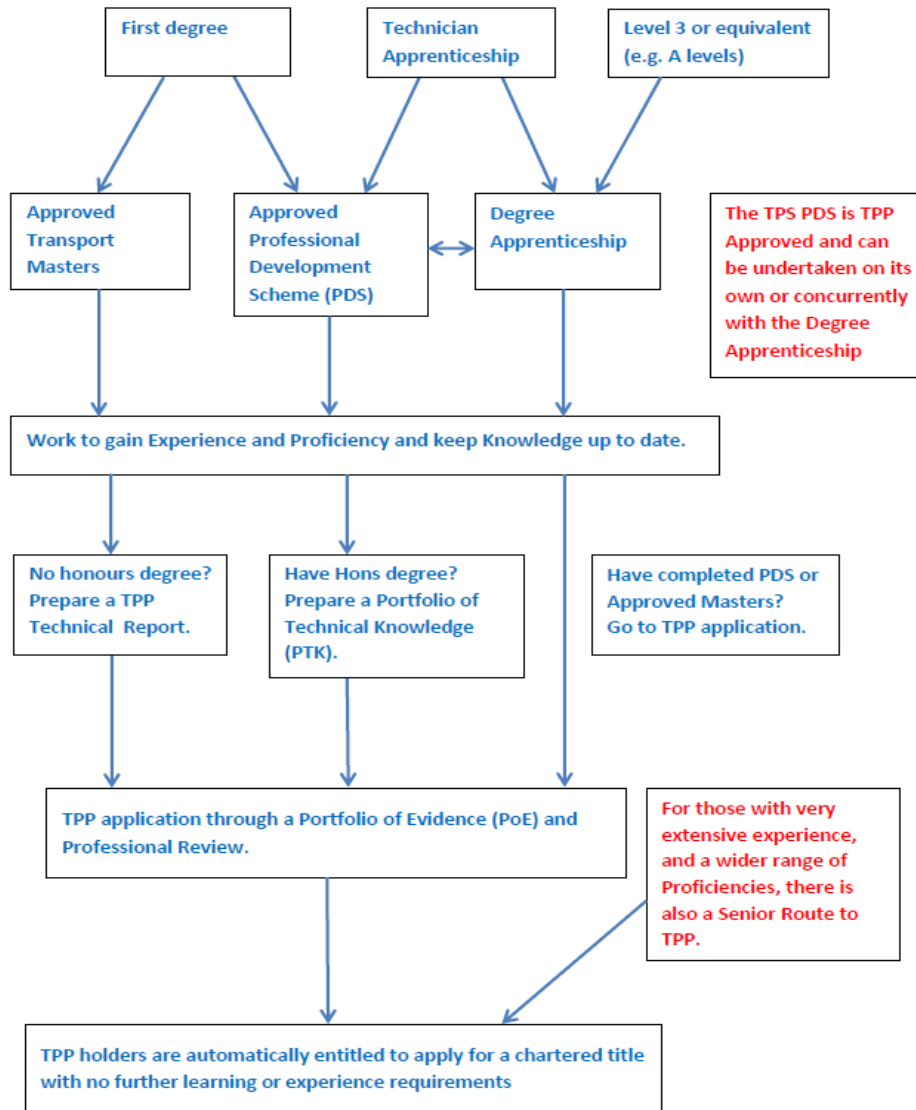
Transport Planning Professional - TPP: Equivalent of CEng, run through a partnership between TPS and the Chartered Institute of Highways and Transportation (CIHT). Wide ranging *Experience* and *Proficiency* also required in portfolio of evidence. Now qualifies for:

Chartered Transport Planning Professional - CTPP: additional title awarded to all TPP holders through CIHT. Automatic on payment of fee. Although developed by TPS and CIHT jointly, as the chartered body in the TPP Partnership CIHT is the sole awarding body for CTPP.

Effectively this makes TPP a Chartered title.

Although it is an archaic process, Chartership is a national recognition of the status of the transport planning profession. Do European republics (or monarchies!) have an equivalent?

The pathways in the overview are summarised in the diagram on the next slide.



Recent developments: Defining Principles and our Code of Conduct

TPS and the Principles of Transport Planning

Consultation exercise was held in 2017/18 including regional member meetings, a member survey and consultation with stakeholder members.

They also reflect focus group work done with TPP holders by Professor Glenn Lyons for the TPP Partnership.

They will be included in all qualifications (TPTech, IncTP and TPP) by 2021 and are now (2020) incorporated in the TPS Code of Conduct.

Two key elements:

- ***What we seek to achieve, and***
- ***How we behave***

The Principles: What we seek to achieve *Transport planners should develop and implement transport plans and schemes which:*

- 1 Maximise connectivity for people and businesses while minimising the need to travel – thus reducing cost for users and non-users alike
- 2 Manage demand as an end in itself, for example by
 - working with spatial planners to minimise the need for movement of people or goods
 - supporting options that encourage the least damaging alternatives, such as non-motorised modes, sustainable goods transport and digital connectivity
- 3 Meet the key quality of life objectives of:
 - environmental, economic and social sustainability
 - health and wellbeing, safety and security for all users and non-users
 - equality of access for all members of society to the connectivity they need
 - respect for the needs of local communities
- 4 Are integrated and provide a range of choices to people on how and when they can travel
- 5 Are adaptable and flexible for a range of possible future scenarios, and resilient to major shocks and events, such as extreme weather, attacks and disruption
- 6 Innovate and work creatively with new technologies so that they benefit the whole of society.

The Principles: How we behave *Transport planners should carry out their work in accordance with the following principles:*

Integrity:

Provide robust, independent and honest evidence-based advice which always protects the integrity and objectivity of the profession.

Clarity:

Explain clearly all the work we do, in particular to make the levels of uncertainty in all technical work, such as forecasting the future, transparent to experts and non-experts alike.

Make connections:

Work across sectoral boundaries, especially with spatial planners, and give equal weight to demand management, the different ways of travelling, and non-transport solutions to transport problems.

Constructive challenge:

Adopt an open minded, problem solving approach, be innovative, always fully consider alternative solutions, and not favour one type of investment (such as capital or revenue) over another.

Focus on People:

Be led by clear quality of life objectives, to understand the impacts of transport plans and projects on individuals as well as society as a whole and to listen, understand and acknowledge the views of all those affected (whether users or non-users).

That updates the position in the UK – we would like to hear from other countries how transport planning, and transport planners, are treated.

The idea is to engage across Europe with a view to a wider discussion next year of what we can learn from each other, and how we work together to promote transport planning as a profession.

Please contact us on skills@tps.org.uk if you would like to be involved

What do you think?

