

TPS Manifesto 2014

The aim is to build on our policy work and the Professor’s letter to set out a vision for transport for the next Parliament. There will also be a series of different meetings, plus the TPS Young Professionals’ Bursary reports and the Annual TPS Survey (currently live until the end of October). Draft material will be submitted to the parties early November, with final publication early next year.

To stimulate debate at meetings, I have a working Powerpoint (which changes as material is generated) with the following key issues:

* Has the Government abandoned the long established idea that land use planning and transport planning should be considered together? If so, what will the longer term consequences be?
* We have a national networks policy statement but apparently not a national transport policy – is the former possible without the latter?
* Are the Government’s traffic forecasts for our urban areas plausible? If not, how should we amend them?
* In view of the predicted increase in traffic and congestion, do we need to put demand management back on the Agenda?
* If national road pricing is off the agenda, what other methods should we use to manage demand and what should be the balance between them?
* If the road traffic forecasts are correct, are the Government’s predicted carbon reductions from transport plausible?
* Has HS2 failed Webtag or has Webtag failed HS2? Do we need a new way of assessing the value of transport interventions?
* What skills does the transport planning profession need going forward – how should we adapt to change? Is there a potential crisis in terms of maintaining skills in local authorities?
* The private sector has an increasing role in developing and delivering local transport projects in particular through LEPs. What impact is this having on transport planning and how should this develop in future?
* Responsibility for public health has recently been transferred to local authorities. Is this likely to have much impact on the extent to which the implications for health are considered in transport planning? How should we reflect health policies in transport planning generally?