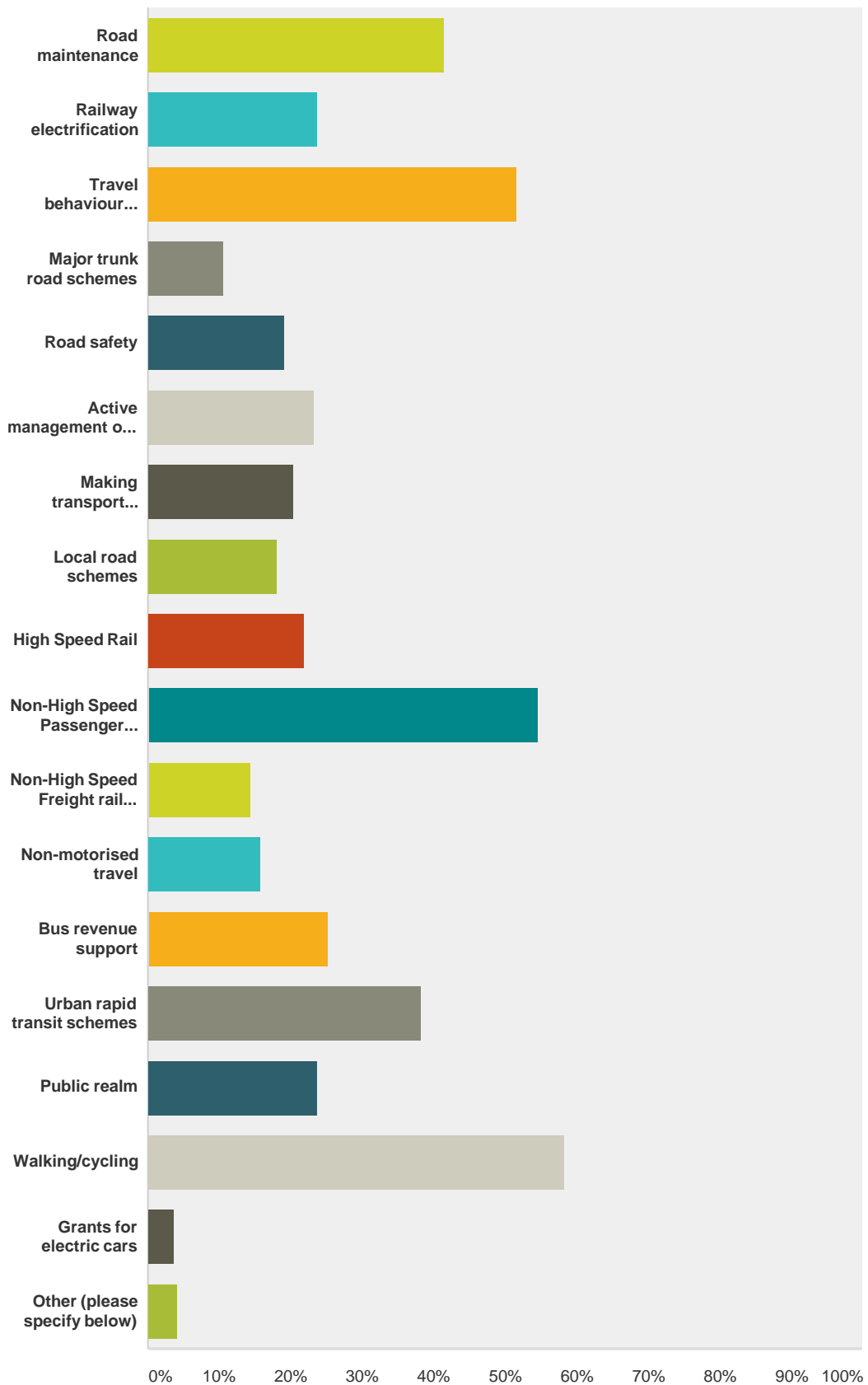


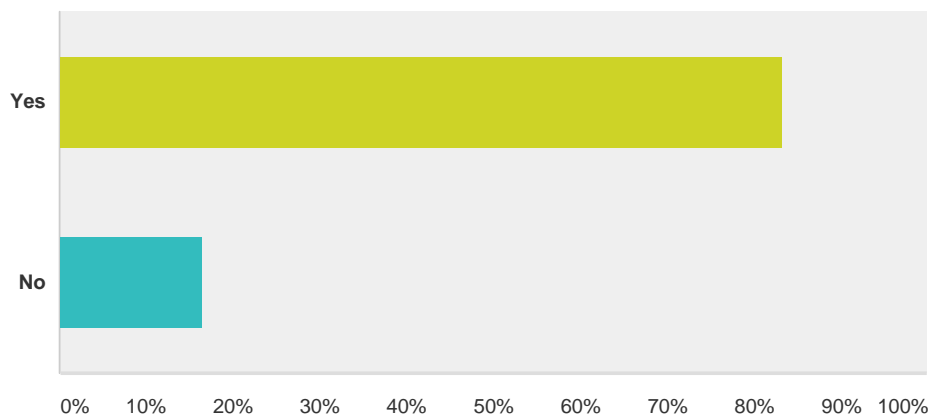
TPS Survey 2014 Summary Results

Q1 Which do you think should be the top priorities for transport spending in the next 5 years?
Please tick up to 5 choices only.



Answer Choices	Responses
Road maintenance	41.59% 89
Railway electrification	23.83% 51
Travel behaviour change (Smarter Choices)	51.87% 111
Major trunk road schemes	10.75% 23
Road safety	19.16% 41
Active management of the trunk road network (such as managed motorways)	23.36% 50
Making transport networks more resilient to climate change	20.56% 44
Local road schemes	18.22% 39
High Speed Rail	21.96% 47
Non-High Speed Passenger railway capacity improvements	54.67% 117
Non-High Speed Freight railway capacity improvements	14.49% 31
Non-motorised travel	15.89% 34
Bus revenue support	25.23% 54
Urban rapid transit schemes	38.32% 82
Public realm	23.83% 51
Walking/cycling	58.41% 125
Grants for electric cars	3.74% 8
Other (please specify below)	4.21% 9
Total Respondents: 214	

Q2 Do you think that transport providers in the UK will have to find new ways of raising revenue?

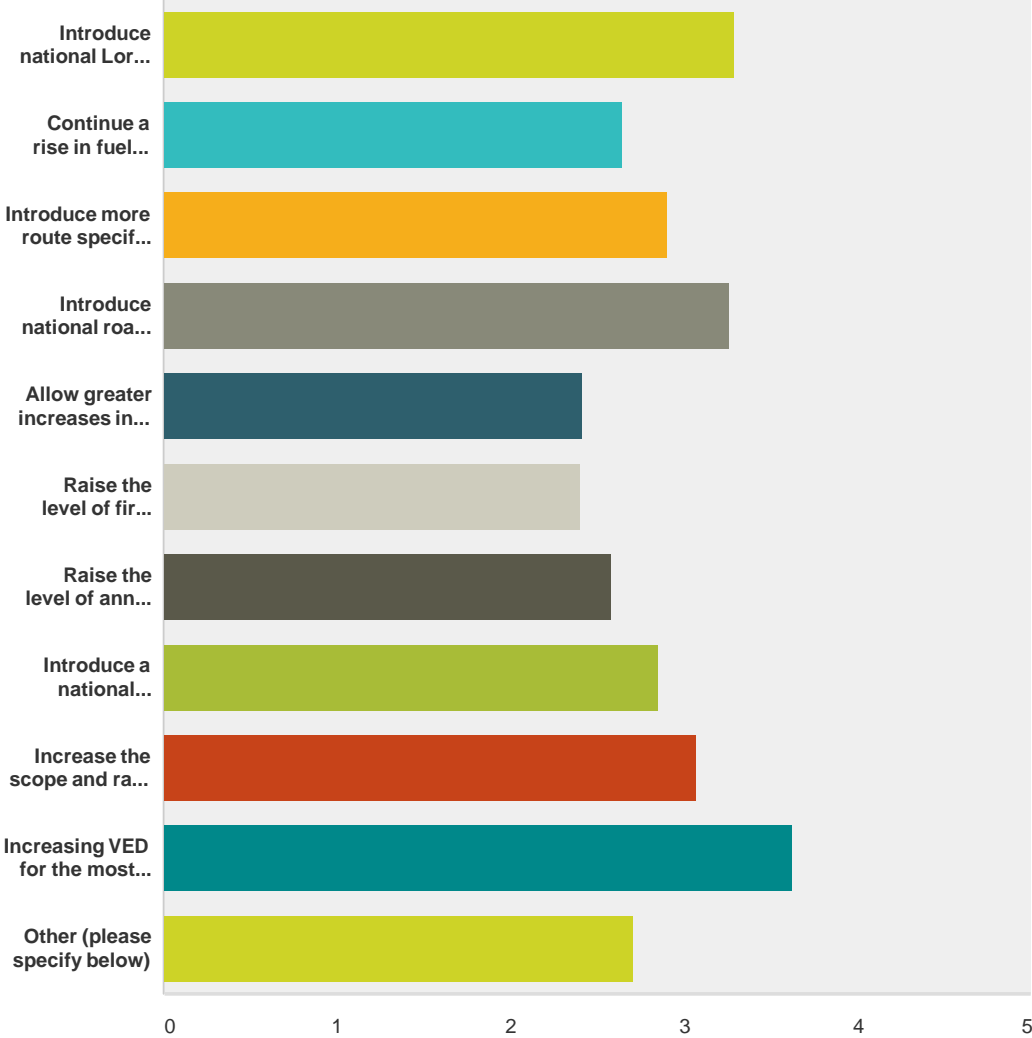


Answer Choices	Responses
Yes	83.49% 177
No	16.51% 35
Total	212

Q3 Assuming that transport will have to generate new income streams, and setting aside legal and administrative issues, which of the following do you think should be prioritised in the next 5 years?

This question is in two parts - the first for national revenue (i.e. direct to the Treasury and not ring-fenced for transport) and the second on local revenue (ring-fenced for transport).

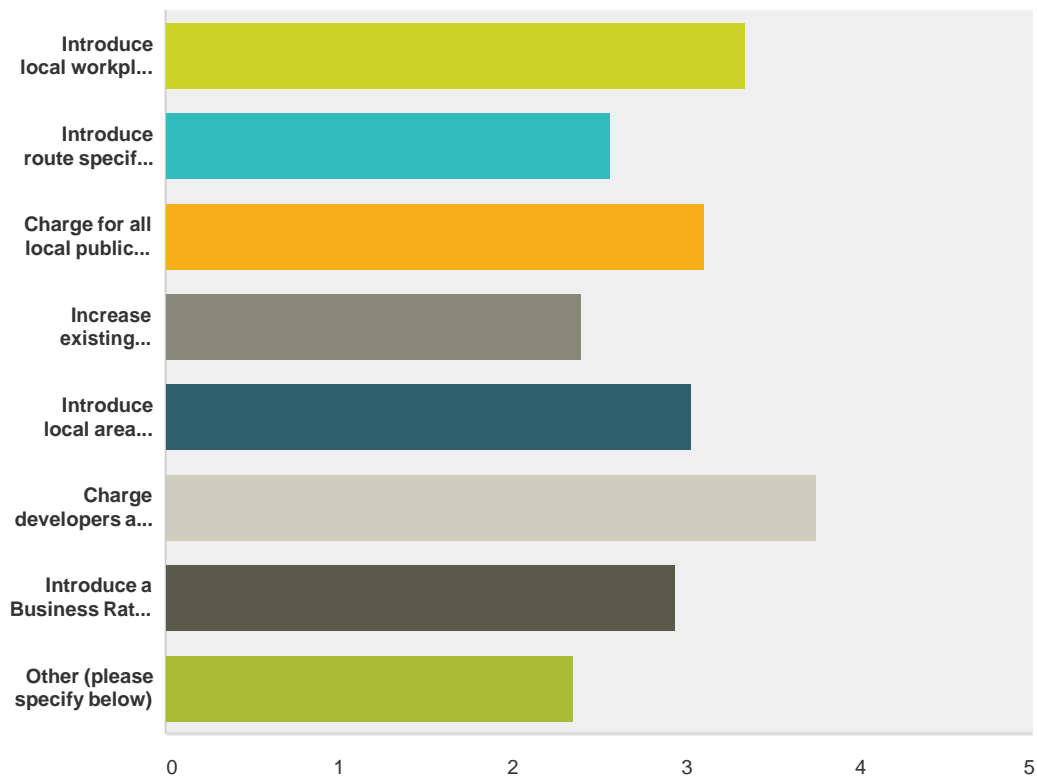
NATIONAL REVENUE Please rank your top 5 choices, with 5 as your highest priority.



(Table follows)

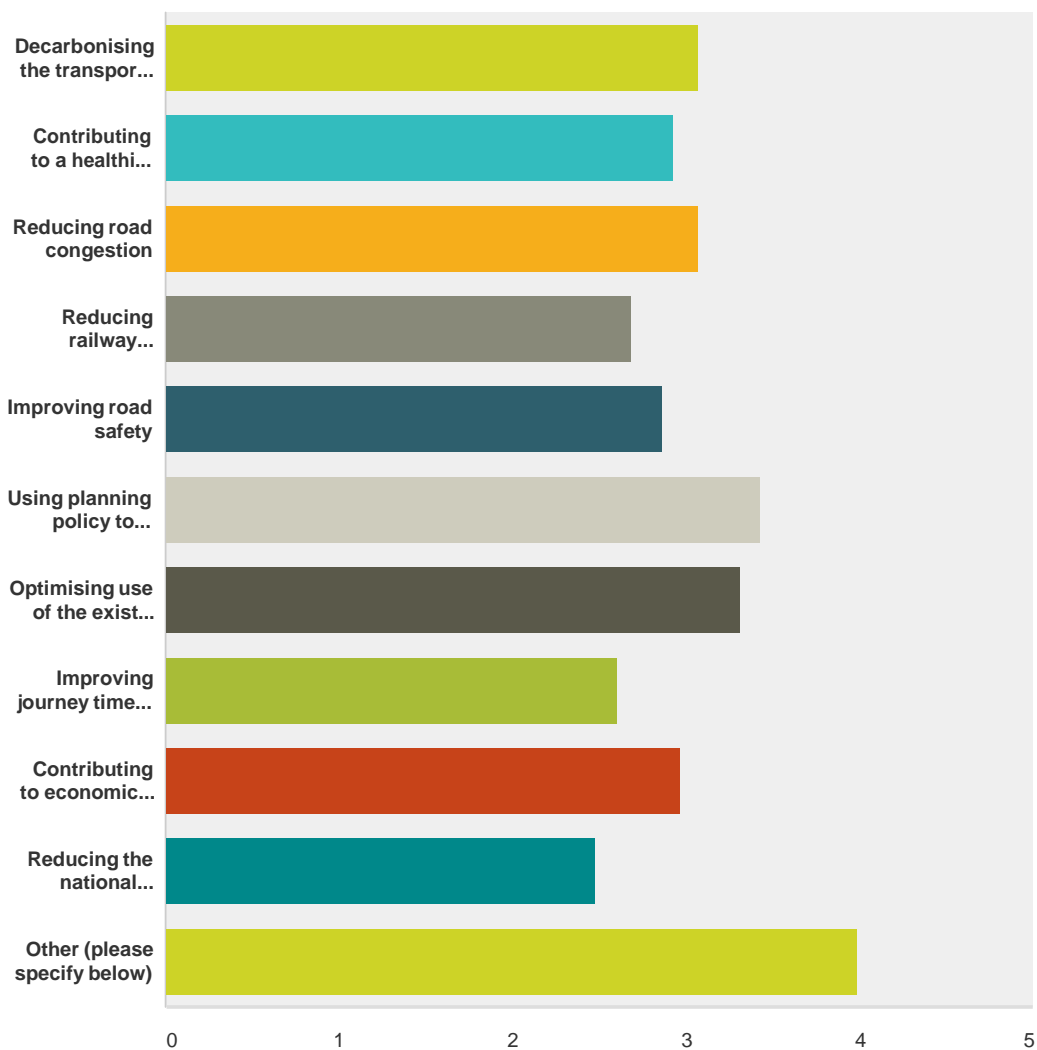
	5	4	3	2	1	Total	Weighted Average
Introduce national Lorry Road User Charging	26.27% 31	23.73% 28	20.34% 24	12.71% 15	16.95% 20	118	3.30
Continue a rise in fuel duty above inflation	18.00% 18	12.00% 12	16.00% 16	25.00% 25	29.00% 29	100	2.65
Introduce more route specific tolling on new roads	9.78% 9	20.65% 19	33.70% 31	22.83% 21	13.04% 12	92	2.91
Introduce national road user pricing	31.30% 36	20.00% 23	11.30% 13	19.13% 22	18.26% 21	115	3.27
Allow greater increases in rail fares	9.68% 3	22.58% 7	9.68% 3	16.13% 5	41.94% 13	31	2.42
Raise the level of first year Vehicle Excise Duty (registration charge)	3.92% 2	13.73% 7	29.41% 15	25.49% 13	27.45% 14	51	2.41
Raise the level of annual Vehicle Excise Duty	11.76% 6	13.73% 7	21.57% 11	27.45% 14	25.49% 13	51	2.59
Introduce a national parking space levy	11.76% 12	20.59% 21	25.49% 26	26.47% 27	15.69% 16	102	2.86
Increase the scope and raise the level of tax on aviation	20.00% 19	18.95% 18	27.37% 26	16.84% 16	16.84% 16	95	3.08
Increasing VED for the most polluting vehicles	33.08% 44	31.58% 42	12.03% 16	12.03% 16	11.28% 15	133	3.63
Other (please specify below)	28.57% 2	0.00% 0	28.57% 2	0.00% 0	42.86% 3	7	2.71

Q5 LOCAL REVENUE (ring-fenced for transport investment) Please rank with 5 as your highest priority



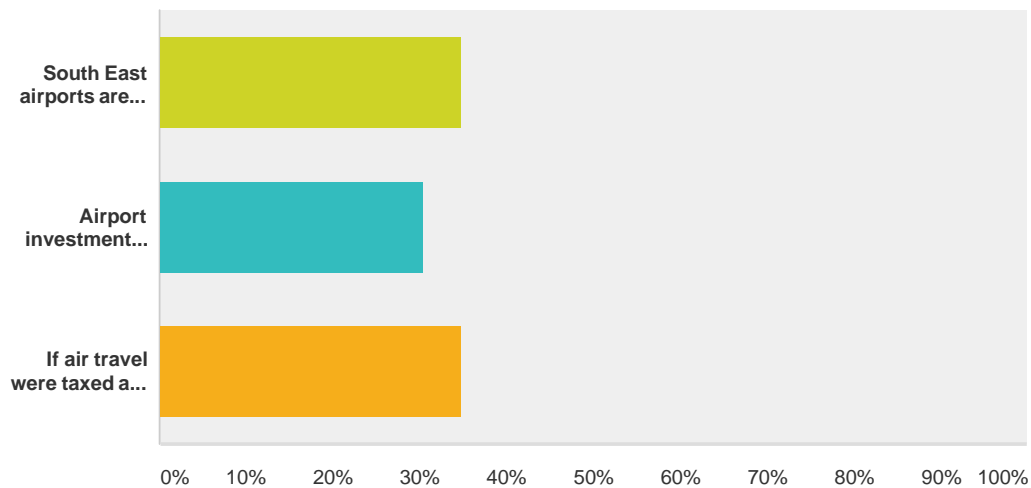
	5	4	3	2	1	Total	Weighted Average
Introduce local workplace parking levies	26.42% 42	23.90% 38	22.01% 35	13.21% 21	14.47% 23	159	3.35
Introduce route specific tolls on existing roads	8.11% 6	20.27% 15	17.57% 13	28.38% 21	25.68% 19	74	2.57
Charge for all local public parking, including retail	13.49% 17	28.57% 36	27.78% 35	15.87% 20	14.29% 18	126	3.11
Increase existing parking charges	4.95% 5	13.86% 14	25.74% 26	26.73% 27	28.71% 29	101	2.40
Introduce local area based road user charging	24.72% 22	13.48% 12	19.10% 17	26.97% 24	15.73% 14	89	3.04
Charge developers a new transport levy which is spent locally possibly through CIL/S106	46.25% 74	16.88% 27	13.75% 22	12.50% 20	10.63% 17	160	3.76
Introduce a Business Rate Supplement for transport (e.g. BRS Bill 2009)	11.48% 14	27.05% 33	23.77% 29	19.67% 24	18.03% 22	122	2.94
Other (please specify below)	14.29% 2	14.29% 2	0.00% 0	35.71% 5	35.71% 5	14	2.36

Q6 Which of the following transport policy drivers do you think should be the most important in the next 5 years? Please rank 5 only with 5 as the highest priority.



	5	4	3	3	1	Total	Weighted Average
Decarbonising the transport sector	30.28% 33	14.68% 16	14.68% 16	13.76% 15	26.61% 29	109	3.08
Contributing to a healthier lifestyle	15.38% 18	20.51% 24	20.51% 24	29.06% 34	14.53% 17	117	2.93
Reducing road congestion	20.83% 15	22.22% 16	15.28% 11	27.78% 20	13.89% 10	72	3.08
Reducing railway congestion	14.14% 14	14.14% 14	23.23% 23	23.23% 23	25.25% 25	99	2.69
Improving road safety	13.46% 7	17.31% 9	34.62% 18	11.54% 6	23.08% 12	52	2.87
Using planning policy to reduce the need to travel	30.53% 40	23.66% 31	16.79% 22	16.03% 21	12.98% 17	131	3.43
Optimising use of the existing transport system	26.72% 35	22.14% 29	20.61% 27	17.56% 23	12.98% 17	131	3.32
Improving journey time reliability	6.02% 5	22.89% 19	21.69% 18	25.30% 21	24.10% 20	83	2.61
Contributing to economic recovery	20.45% 18	17.05% 15	25.00% 22	14.77% 13	22.73% 20	88	2.98
Reducing the national budgetary deficit	0.00% 0	34.48% 10	10.34% 3	24.14% 7	31.03% 9	29	2.48
Other (please specify below)	50.00% 3	33.33% 2	0.00% 0	0.00% 0	16.67% 1	6	4.00

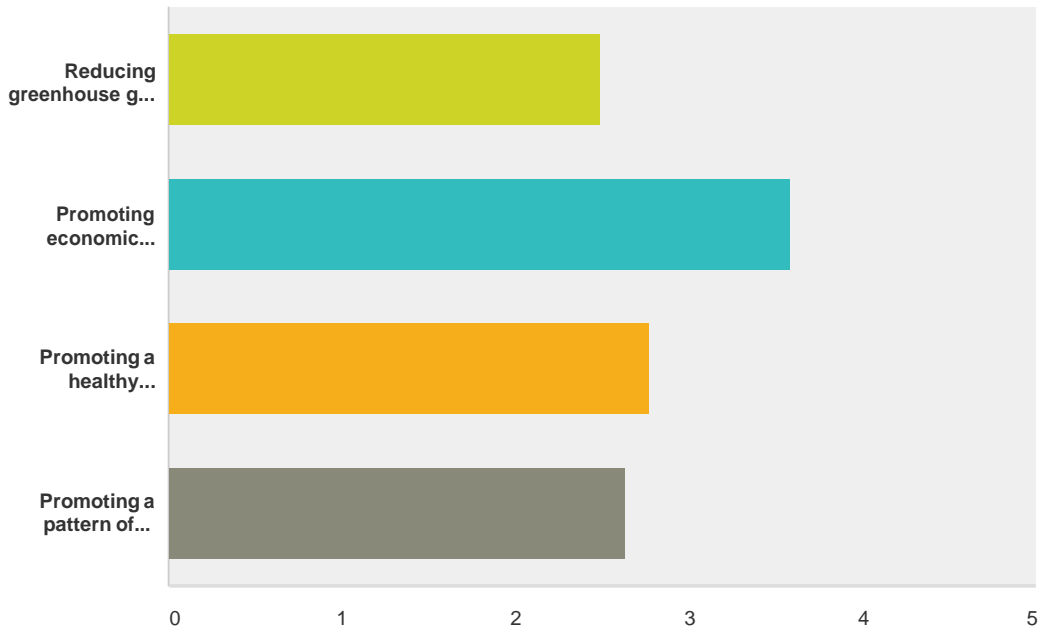
Q7 Aviation policy is becoming a major focus for Government. In this context, which of the following is closest to your view.



Answer Choices	Responses
South East airports are reaching capacity and must be expanded.	34.78% 64
Airport investment should focus in the regions to support growth there and not in the South East.	30.43% 56
If air travel were taxed at the same rate as other goods, or to fully reflect its environmental impacts, demand would fall and new capacity would not be needed.	34.78% 64
Total	184

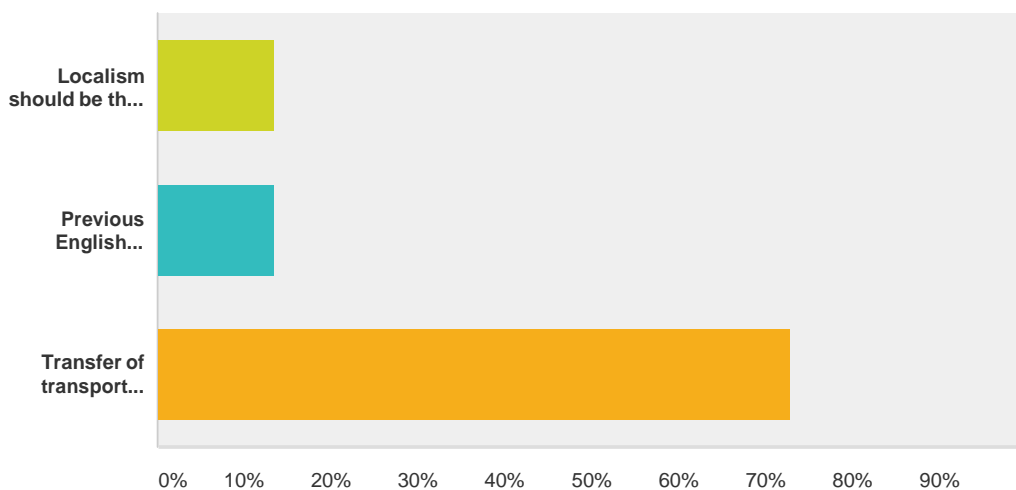
Q8 Localism, especially Local Enterprise Partnerships, is taking a growing role in transport planning. We want to know if you think this has had a positive or negative effect. Your answers to the following questions will help us to respond to the changes still taking place.

Taken in the round, how do you think the new framework is impacting on the following:



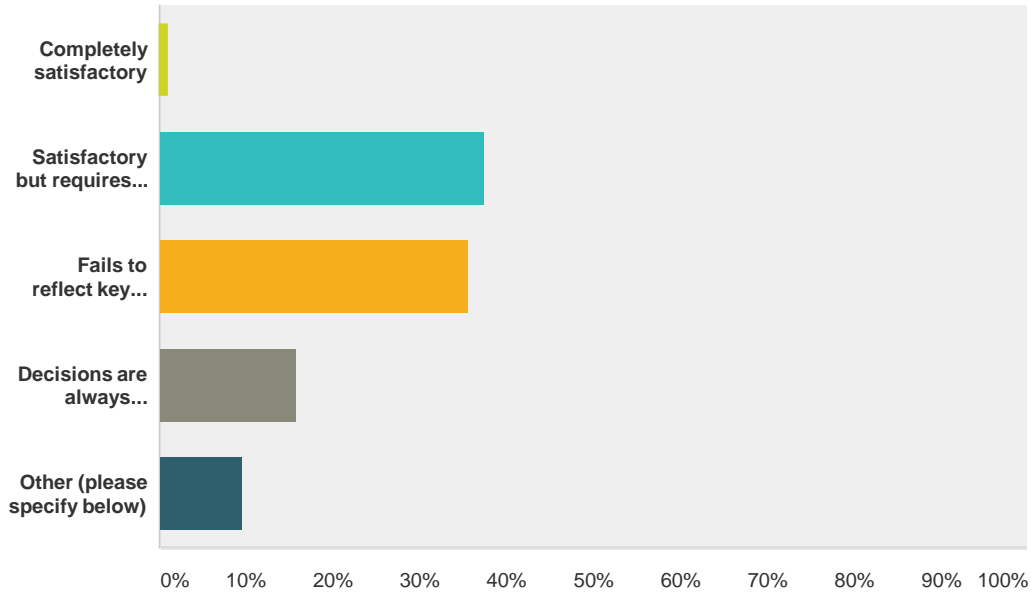
	strongly negative	somewhat negative	neutral	somewhat positive	strongly positive	Total	Weighted Average
Reducing greenhouse gas emissions	17.54% 30	25.73% 44	48.54% 83	5.85% 10	2.34% 4	171	2.50
Promoting economic development	1.74% 3	6.40% 11	31.98% 55	50.58% 87	9.30% 16	172	3.59
Promoting a healthy lifestyle	11.11% 19	23.98% 41	43.27% 74	18.71% 32	2.92% 5	171	2.78
Promoting a pattern of development that reduces the impact of travel	18.79% 31	24.85% 41	33.94% 56	18.79% 31	3.64% 6	165	2.64

Q9 Bearing in mind the current discussion on increasing the powers of national and regional governments, which of the following statements about Regional Policy is closest to what you think?



Answer Choices	Responses
Localism should be the basis of all transport planning, transport powers and funding should be transferred to the existing individual local transport authorities and local government should make its own co-operative arrangements as required.	13.48% 24
Previous English regional organisations produced better transport decisions and should be reintroduced by Government for the organisation and funding of transport schemes.	13.48% 24
Transfer of transport powers should start with major conurbations being given similar powers to London (including the bus network) and funding transferred to them. Other groupings of local authorities would be encouraged to come together and bid for similar treatment.	73.03% 130
Total	178

Q10 Please select which of the following best represents your view of current DfT appraisal methodologies?

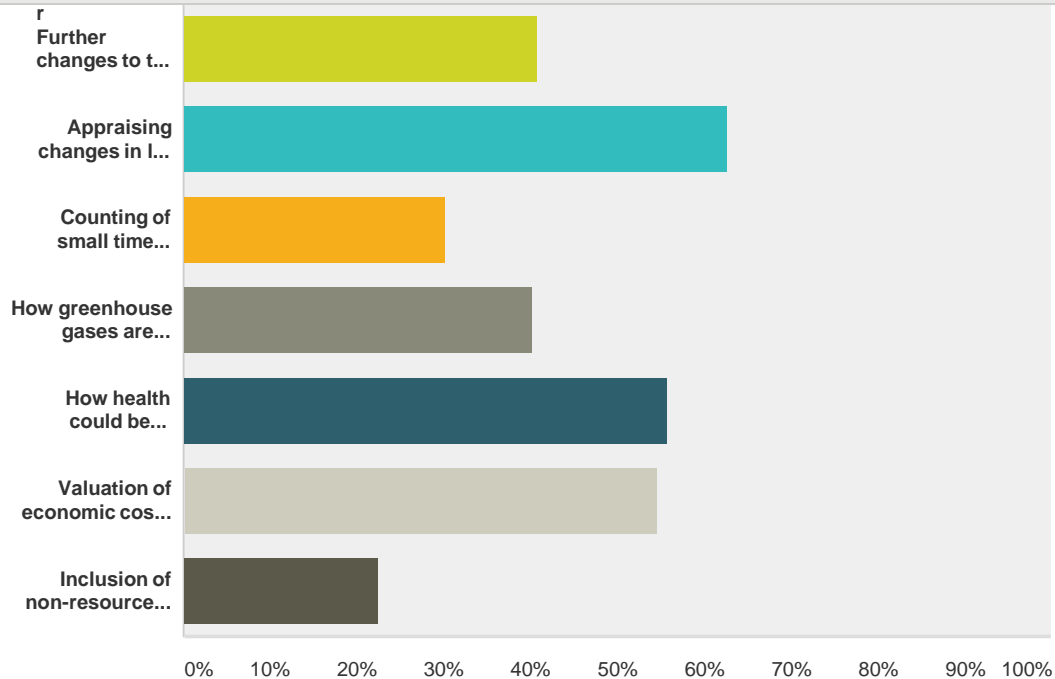


Answer Choices	Responses
Completely satisfactory	1.14% 2
Satisfactory but requires minor adjustment	37.50% 66
Fails to reflect key policy drivers and requires major reform	35.80% 63
Decisions are always political and elaborate appraisal is not required	15.91% 28
Other (please specify below)	9.66% 17
Total	176

Q11 If you think the current appraisal methodology needs any sort of change, and bearing in mind changes such as the webtag Smarter Choices unit, which of the following elements should still be reformed?

Please tick all that apply

Answer Choices	Responses
Further changes to the appraisal of smarter choice measures	40.88% 65
Appraising changes in land values, land-use or travel behaviour resulting from transport schemes	62.89% 100
Counting of small time savings (below + or - 5 minutes) in the cost benefit analysis	30.19% 48
How greenhouse gases are represented in the appraisal	40.25% 64
How health could be represented in the appraisal of motorised modes	55.97% 89
Valuation of economic costs and benefits outside the present time savings and vehicle operation	54.72% 87
Inclusion of non-resource costs (such as tax and developer contributions)	22.64% 36
Total Respondents: 159	



Q12 Has the Government abandoned the idea that land use planning and transport planning should be considered together?

Answer Choices	Responses
Yes	65.71% 115
No	34.29% 60
Total	175

Q13 How important is this integrated approach?

	Not at all important	Not very important	Neither	Quite important	Very important	Total	Weighted Average
(no label)	0.00% 0	0.00% 0	1.11% 2	16.11% 29	82.78% 149	180	4.82

Q14 Should the national networks policy statement have been contained within a national transport policy?

Answer Choices	Responses
Yes	93.17% 150
No	6.83% 11
Total	161

Q15 Are the Government's forecast traffic increases for our major urban areas likely to come about?

Answer Choices	Responses
Yes	32.93% 55
No	67.07% 112
Total	167

Q16 In view of the Government's predicted increase in traffic and congestion, do we need to put demand management back on the Agenda?

Answer Choices	Responses
Yes	90.12% 155
No	9.88% 17
Total	172

Q17 How important is it to include implications for health in transport planning and appraisal?

	Not at all important	Not very important	Neither	Quite important	Very important	Total	Weighted Average
(no label)	0.56% 1	5.06% 9	5.62% 10	43.26% 77	45.51% 81	178	4.28

Q18 If the national traffic forecasts are correct, are the Government's predicted carbon reductions from transport likely to come about?

Answer Choices	Responses
Yes	14.63% 24
No	85.37% 140
Total	164

Q19 In terms of fostering and developing skills what are the key differences between private and public sector, and are they widening?

Open ended

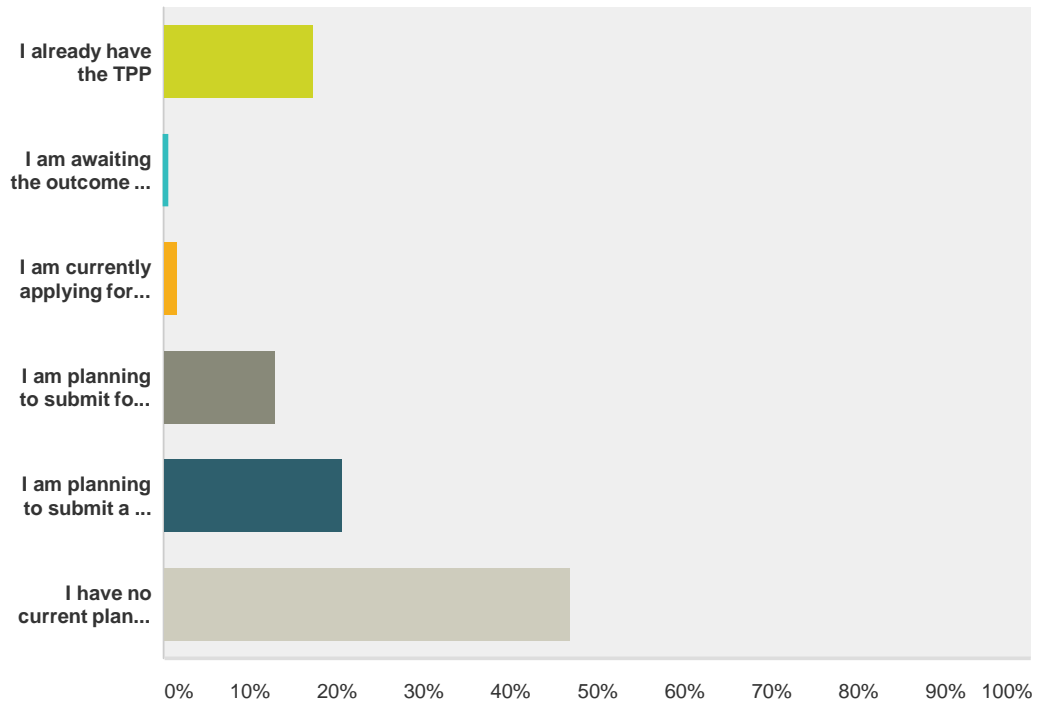
Q20 How do you think the profession generally should adapt to the post- recession changes?

Open ended

Q21 Have you heard of the Transport Planning Professional (TPP) qualification?

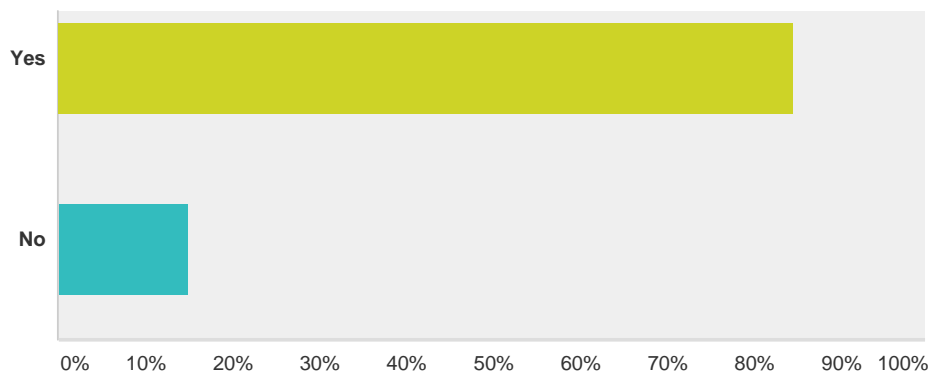
Answer Choices	Responses
Yes	98.89% 178
No	1.11% 2
Total	180

Q22 Which statement most closely represents your plans regarding the TPP qualification



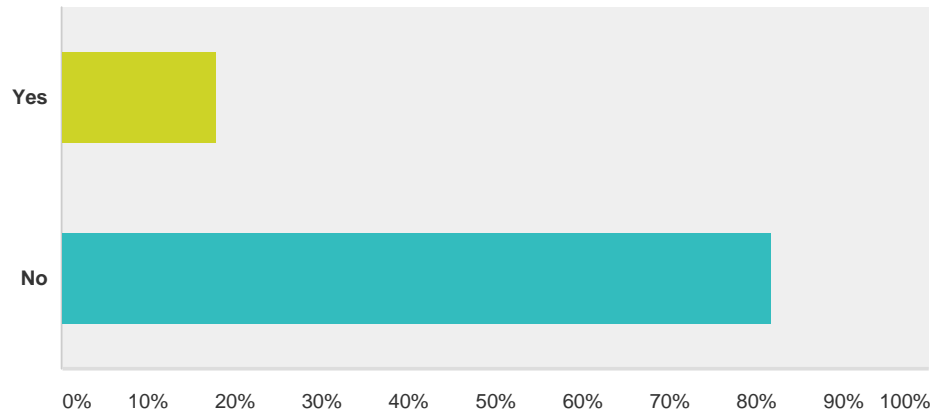
Answer Choices	Responses	Count
I already have the TPP	17.32%	31
I am awaiting the outcome of my TPP Application	0.56%	1
I am currently applying for the TPP	1.68%	3
I am planning to submit for the TPP in 2015	12.85%	23
I am planning to submit a TPP later than 2015	20.67%	37
I have no current plans to submit a TPP Application	46.93%	84
Total Respondents: 179		

Q23 Have you heard of the TPS Professional Development Scheme (PDS)?



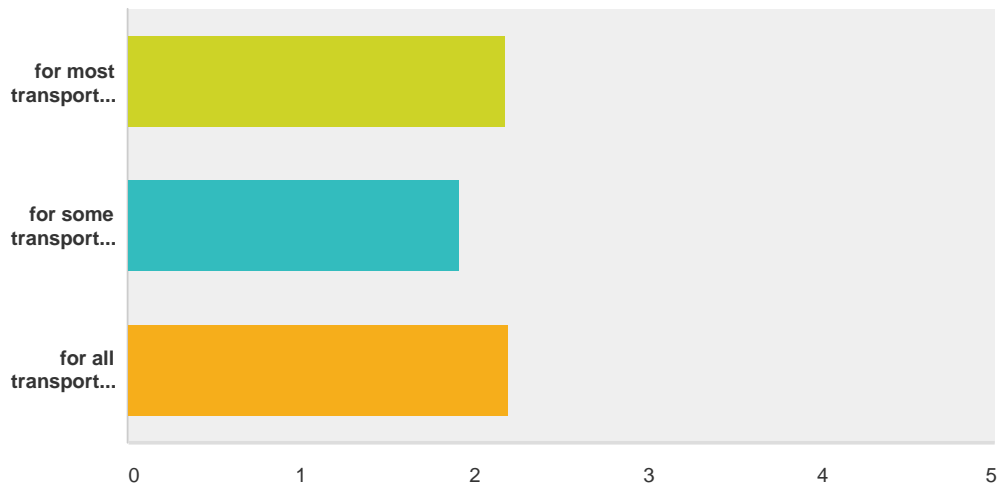
Answer Choices	Responses	Count
Yes	85.00%	153
No	15.00%	27
Total		180

Q24 Are you currently participating in the PDS?



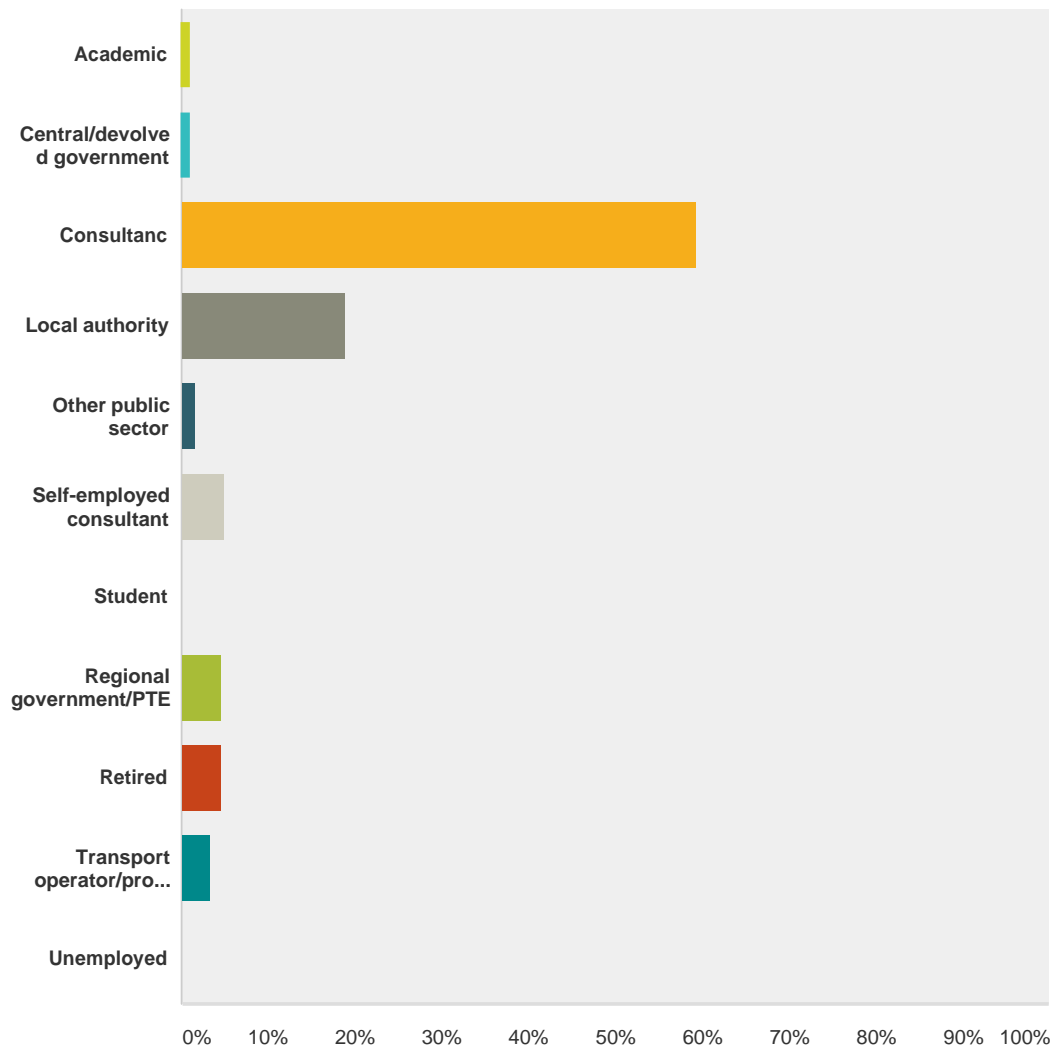
Answer Choices	Responses
Yes	17.98% 32
No	82.02% 146
Total	178

Q25 Over the next few years, which of the following will be most important, with 1 as the highest



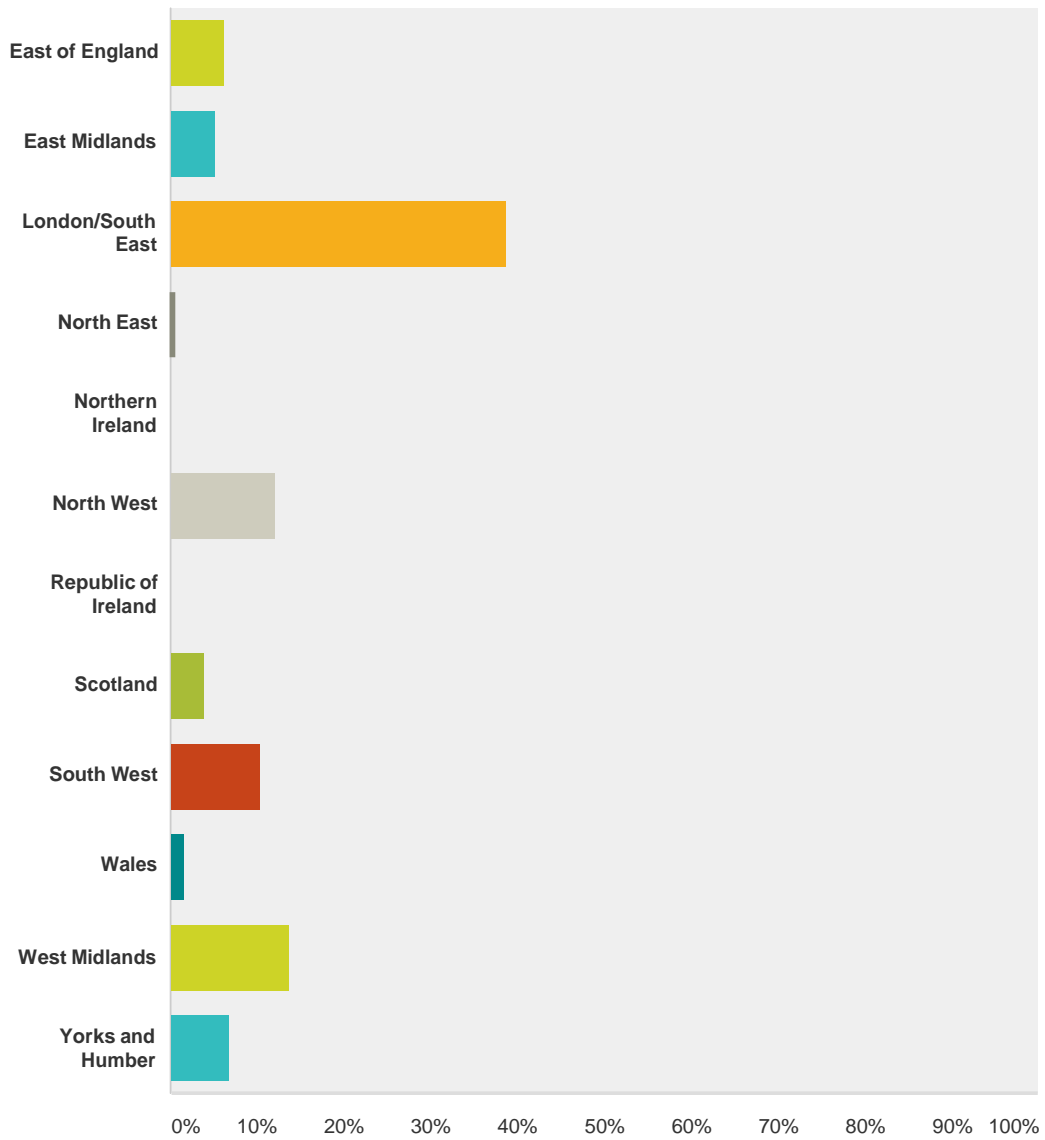
	1	2	3	Total	Weighted Average
for most transport planners to have a broad range of skills?	43.58% 78	31.28% 56	25.14% 45	179	2.18
for some transport planners to have a depth of skill in a particular topic?	28.90% 50	34.10% 59	36.99% 64	173	1.92
for all transport planners to have a high level of communication skills?	43.43% 76	33.14% 58	23.43% 41	175	2.20

Q26 Which sector do you work in?



Answer Choices	Responses
Academic	1.12% 2
Central/devolved government	1.12% 2
Consultanc	59.55% 106
Local authority	19.10% 34
Other public sector	1.69% 3
Self-employed consultant	5.06% 9
Student	0.00% 0
Regional government/PTE	4.49% 8
Retired	4.49% 8
Transport operator/provider	3.37% 6
Unemployed	0.00% 0
Total	178

Q27 Which TPS Region or Nation do you work in?



Answer Choices	Responses	
East of England	6.36%	11
East Midlands	5.20%	9
London/South East	38.73%	67
North East	0.58%	1
North West	12.14%	21
Scotland	4.05%	7
South West	10.40%	18
Wales	1.73%	3
West Midlands	13.87%	24
Yorks and Humber	6.94%	12
Total		173