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**For immediate release**

**WHAT TRANSPORT PLANNERS REALLY THINK**

***Latest TPS member survey shows divisions on airport expansion but strong support for demand management in general and walking and cycling in particular. In tune with this there is far more support for local rail improvements than high speed rail. There is continuing concern over health impacts and lack of confidence in Government’s forecasts both for traffic and for carbon emissions from transport. Members overwhelmingly favour greater transport powers for England’s city regions and comment on the inconsistent performance of LEPs.***

The Transport Planning Society annual survey of its members reveals what has changed and what hasn’t in the past year. Early results confirm that the private sector is now recruiting and reviving professional development programmes. Policy questions will help to inform the TPS Transport Manifesto planned for early next year.

* Similar sectoral split to last year for the survey respondents: consultancies 65%, local authorities 27%
* In terms of respondents’ location, London and SE important (39% - 43% last year), but other regions well represented (W Midlands 14%, NW 12%, SW 10%). However, other nations low (6%) - possibly due to difference in responsibilities and thus perceived lower relevance
* An overall much higher level of participation in the PDS (18% 2014, 6% last year)
* Interesting and sometimes trenchant responses to the open ended question on differences between local authorities and the private sector in developing skills – there is some serious concern from both sides
* High awareness of the Transport Planning Professional (TPP) qualification (99%) but still a significant number without TPP with no plans to apply (57%). As might be expected this figure was 74% for LAs and public bodies, 44% for consultancies.
* In relation to policy priorities, walking and cycling continue as members’ first choice (58%) as in 2012 and 2013
* There was also confirmation of members’ priority for non-high speed rail capacity increases (55% - second place to walk/cycle) while high speed rail is still low (22% this year, 24% in 2013)
* Support for urban rapid transit continues at 38% (same as last year )
* Support for major trunk road schemes has continued to fall from a low base – now 11% (12% last year and 14% in 2012)
* In relation to policy drivers, using planning to reduce the need to travel overtook health as this year’s priority, but last year’s increased priority for linking transport and health was consolidated (89% thought it important or very important)
* More even split than last year between the need for more runway capacity in the SE (35%), more regional capacity (30%), or implementing tax reform first (35% - this was last year’s preference at 38%).
* Continuing support for reform of appraisal, but new support for the proposal to use land use values rather than time savings (as in the recent TPS Appraisal event with David Metz)
* Some support for LEPs in relation to jobs, but none in relation to sustainability, with many comments stressing the high variability of performance
* Strong preference (73%) for granting new powers to city regions and then other Local Authorities rather than resurrecting earlier regional structures
* While there was some concern over loss of links to land use planning (66%), very clear view that a national transport policy was needed (93%), and that demand management should be prioritised (90%)
* Concern that national traffic forecasts for urban areas were unlikely to come about (67%) but if the forecasts overall were correct, the CO2 reduction targets would not be met (85%)

Ends

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