

Triple Access Planning for uncertain futures – A Handbook for Practitioners

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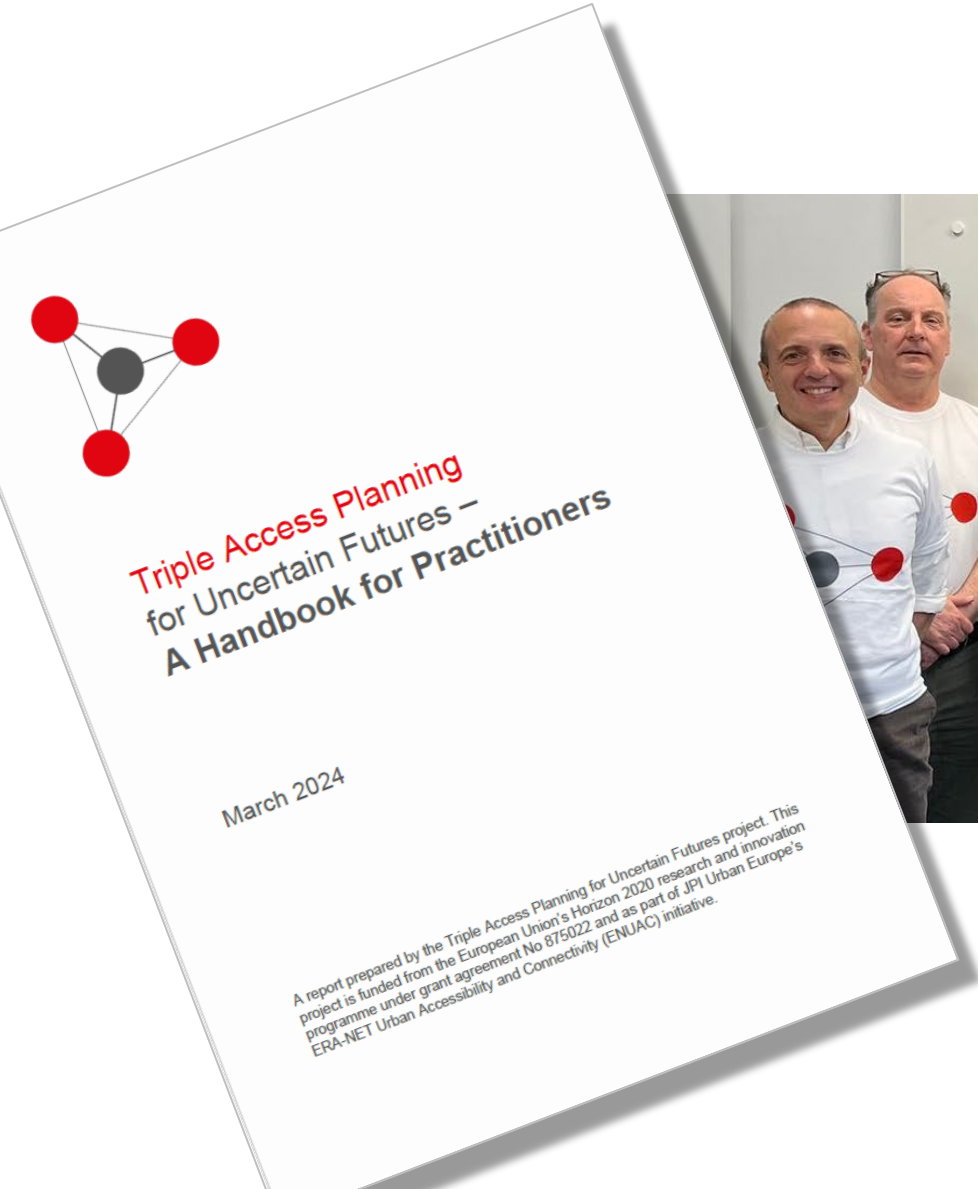
on behalf of the project consortium

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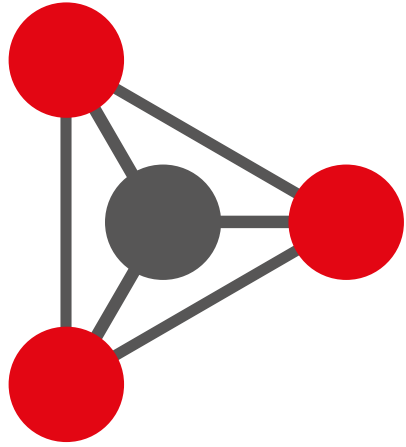
Launched on 18 March 2024



Some of the project team members gathered in Stockholm



Our Project



Triple **A**ccess **P**lanning for **U**ncertain **F**utures

www.tapforuncertainty.eu

- A three-year pan-European project (May 2021- April 2024)
- Critically examining existing **urban mobility planning**
- Advancing guidance to **improve the resilience and adaptability** of sustainable urban mobility plans in the face of uncertainty
- Focusing upon the **tripartite contribution to accessibility** in our towns and cities of physical mobility, spatial proximity and digital connectivity

Funded as part of the ERA-NET Urban Accessibility and Connectivity (ENUAC) initiative

<https://jpi-urbaneurope.eu/news/15-projects-recommended-for-funding-in-the-era-net-cofund-urban-accessibility-and-connectivity/>

Consortium

Academic partners

University of the West of England, UK
Radboud University, Netherlands
Urban Planning Institute, Slovenia
KTH, Sweden
University of Cagliari, Italy

Case study city partners

- 1 Bristol City Council
- 2 Aberdeen City Council
- 3 Nijmegen City Council
- 4 City of Utrecht
- 5 City Municipality of Nova Gorica
- 6 Norrköping Municipality
- 7 Cagliari Metropolitan Council

National transport authority partners

Transport Scotland
Swedish Transport Administration

Consultancy partners

Mott MacDonald
Panteia



What is Triple Access Planning?

Please provide a concise definition of transport planning



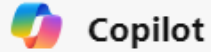
Copilot

Certainly! **Transport planning** involves the process of defining future policies, goals, investments, and spatial planning designs to prepare for the needs of moving people and goods to various destinations. It encompasses assessing and implementing strategies to improve and manage our transport systems at local, regional, national, and international levels. In essence, it's about making thoughtful decisions to enhance how we get from point A to point B! 🚗 🚌 🚢

Copilot utilizes the Microsoft Prometheus model, **built upon OpenAI's GPT-4** foundational large language model, which in turn has been fine-tuned using both supervised and reinforcement learning techniques. The chatbot's conversational interface style resembles that of ChatGPT. Copilot is able to communicate in numerous languages and dialects.



How is Triple Access Planning different from traditional transport planning?



Triple Access Planning (TAP) diverges from traditional transport planning in several key ways:

1. Holistic Approach:

- **TAP** considers not only physical mobility (like roads and transit) but also spatial proximity (land-use planning) and digital connectivity (telecommunications systems).
- **Traditional transport planning** often focuses primarily on physical infrastructure without integrating these other dimensions.

2. Resilience and Adaptability:


- **TAP** aims for robustness by addressing uncertainties and dynamic changes in urban environments.
- **Traditional planning** may not always account for future disruptions or adapt well to evolving needs.

3. User-Centric Design:

- **TAP** emphasizes user experience, ensuring convenient access to essential destinations.
- **Traditional planning** may prioritize efficiency over user needs.

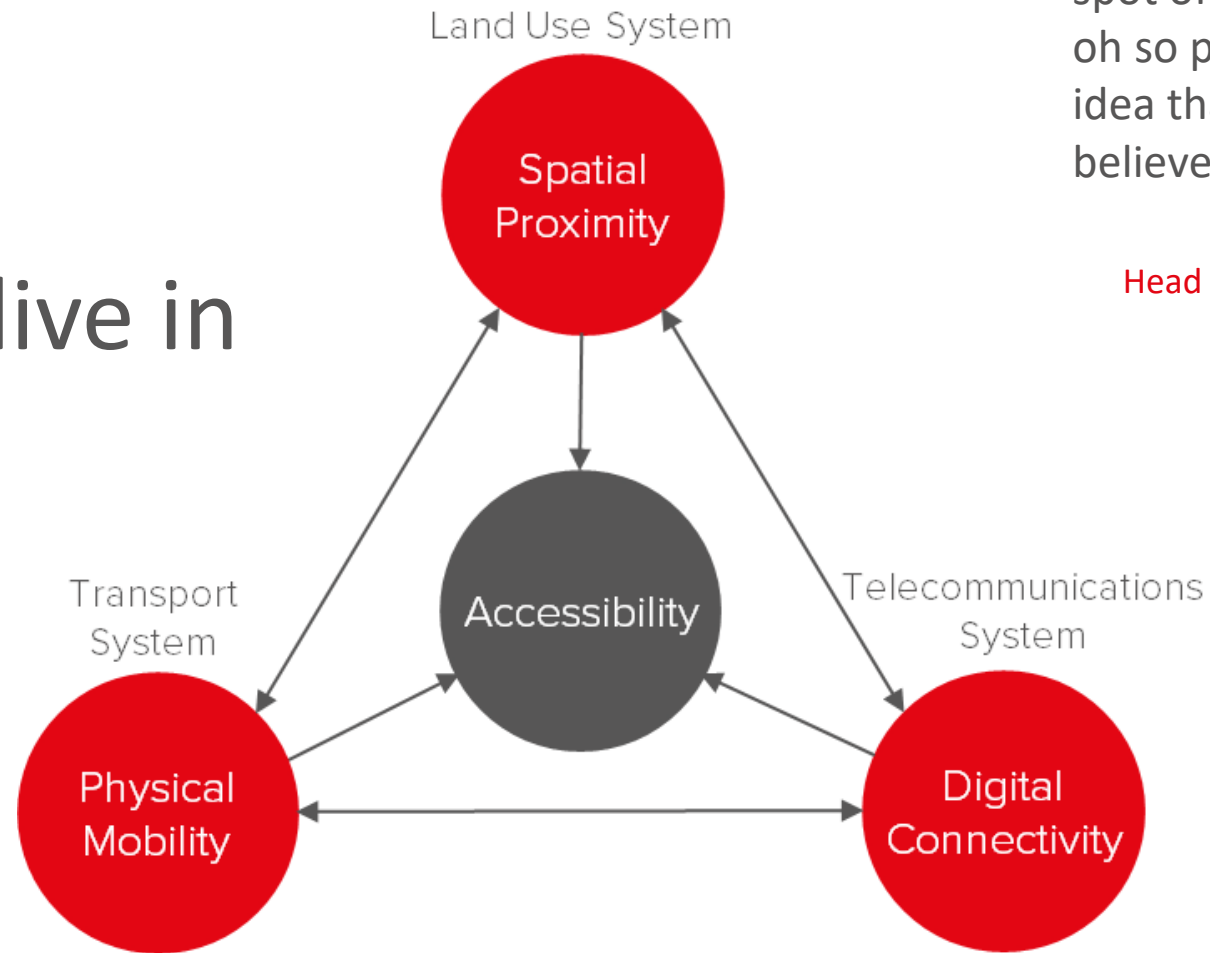
4. Collaboration and Integration:

- **TAP** encourages collaboration among transport, land-use, and digital planning sectors.
- **Traditional planning** often operates in silos, hindering seamless integration.

In summary, **TAP** envisions a more interconnected, adaptable, and user-friendly urban mobility system, transcending the limitations of traditional approaches! 

Triple Access System

The world we live in

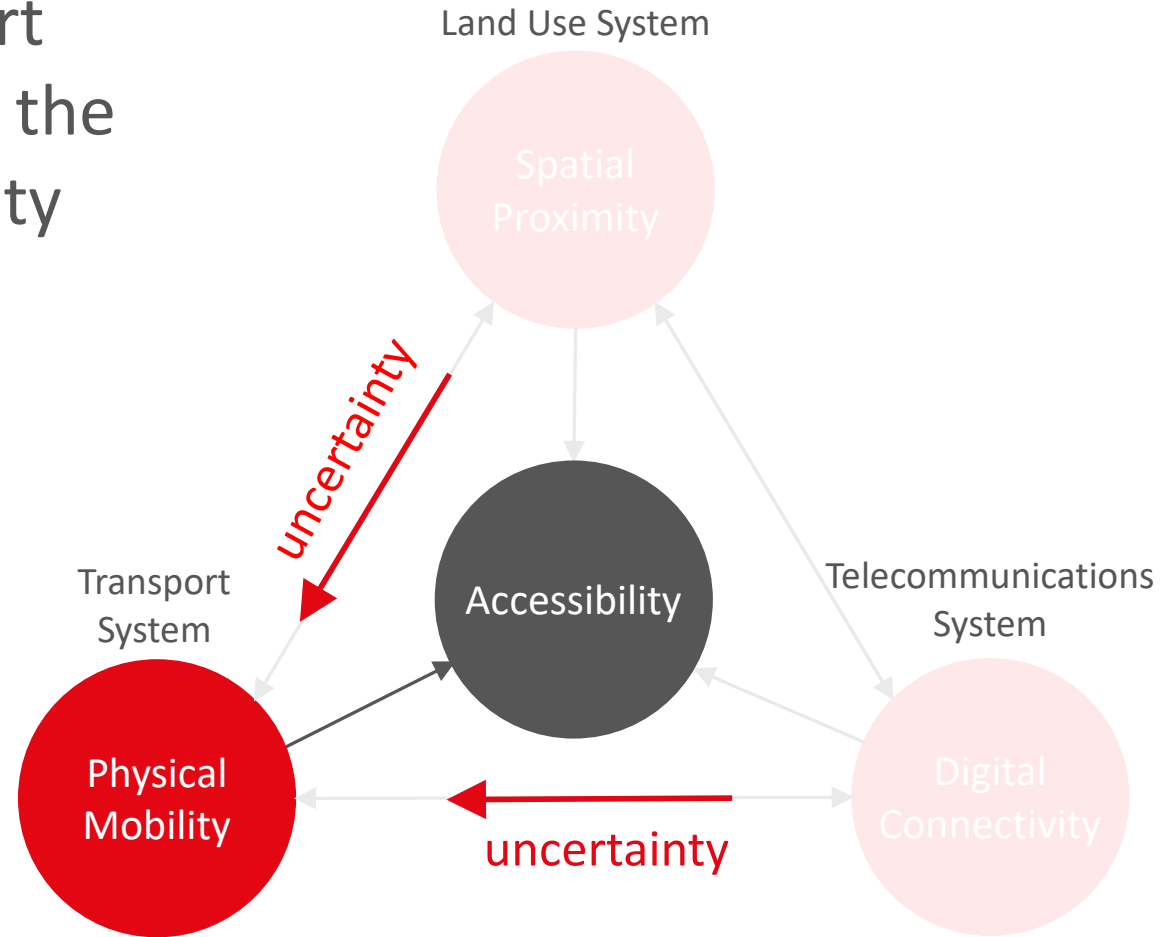


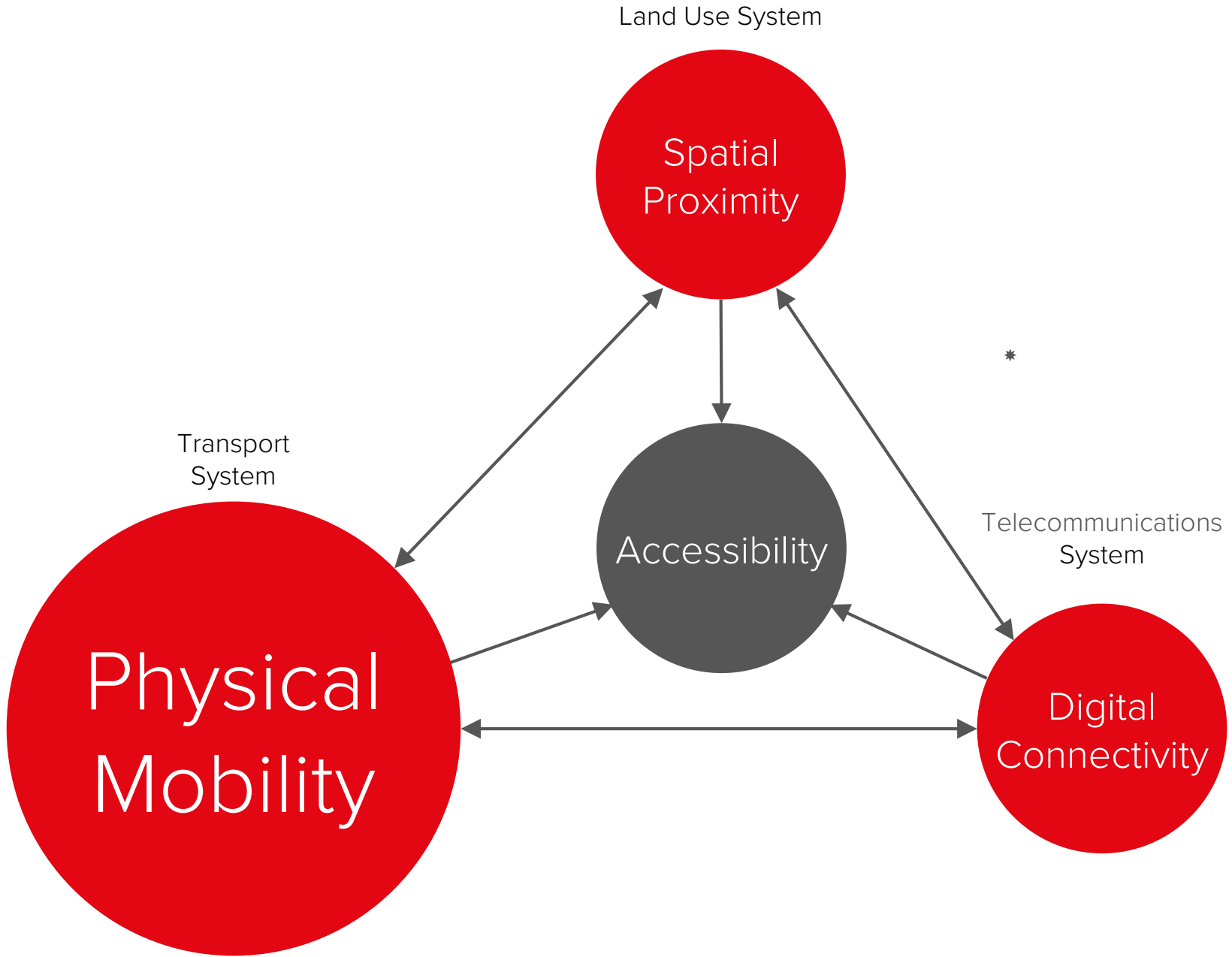
“that simple triangle...hits that sweet spot of being easy to understand and oh so powerful in communicating an idea that once it’s there, you can’t believe you’ve never seen it yourself”

Stephen Cragg,
Head of Appraisal and Model Development,
Transport Scotland

Triple Access System

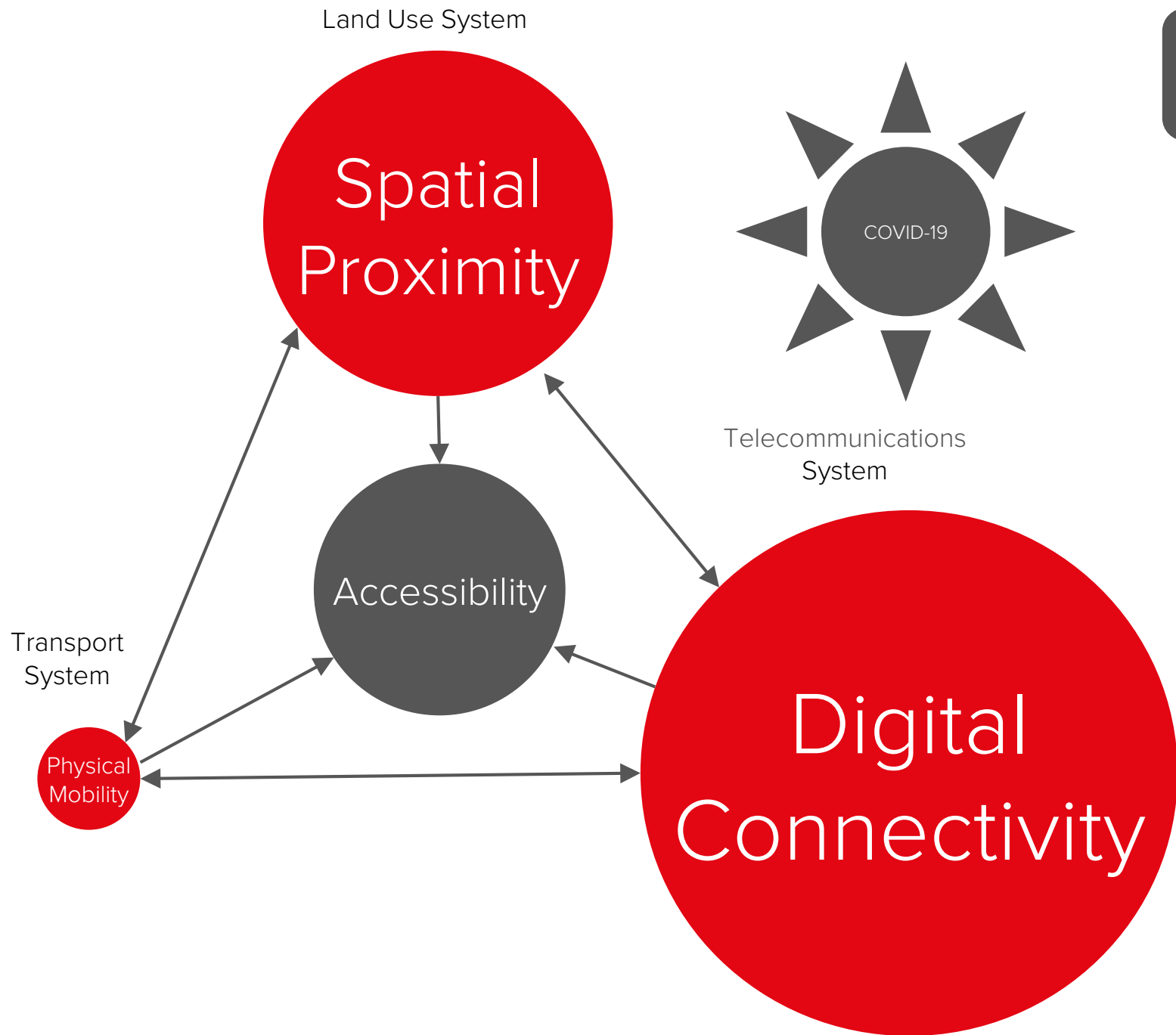
Ignoring it in transport planning compounds the problem of uncertainty





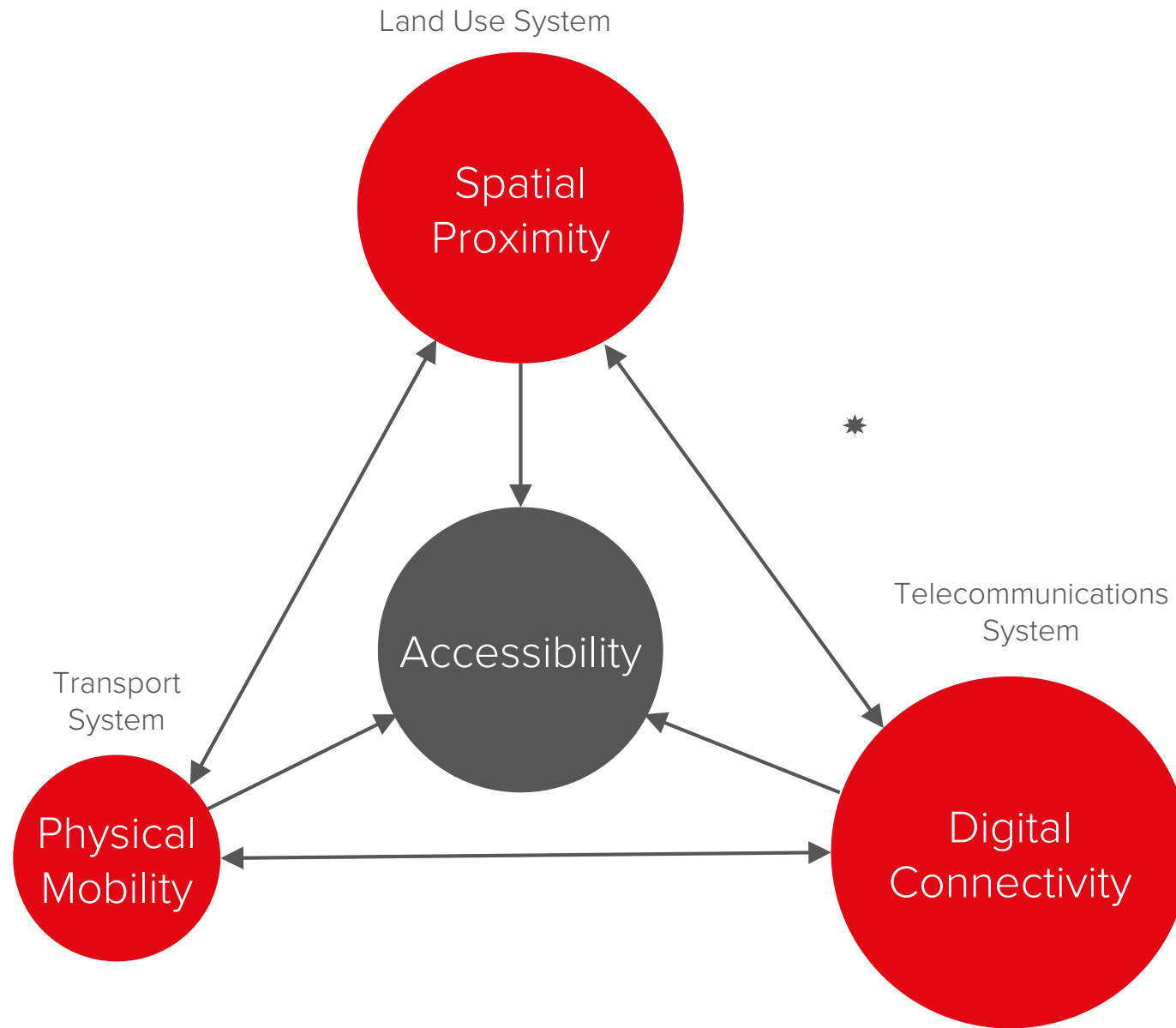
adaptable

Pandemic



resilient

Future



? ? ? ? ? ? ? ? ? ? ? ?

Predict and provide

Forecast a most likely mobility future

Demand-led supply

Conceals uncertainty

Reactive

➔ **Transport Planning**

Decide and provide

Decide on a preferred accessibility future

Supply-led demand

Accommodates uncertainty

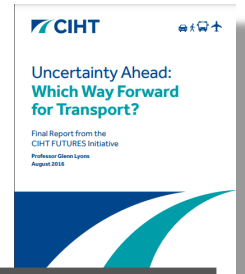
Proactive

Triple Access Planning ←





November 2014



August 2016



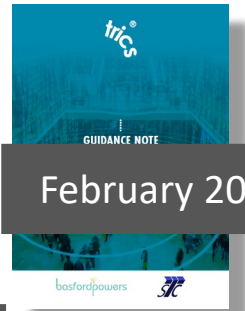
April 2019



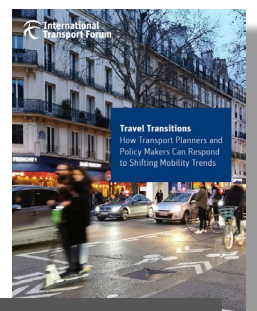
February 2020



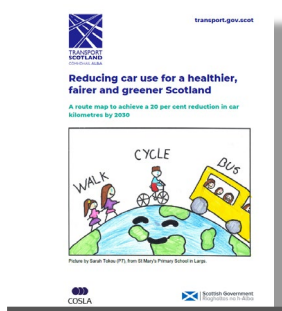
December 2020



February 2021



August 2021



January 2022



July 2022



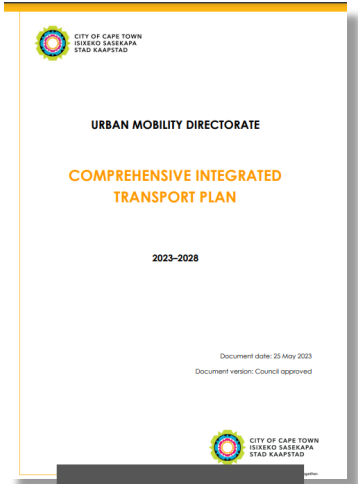
September 2022



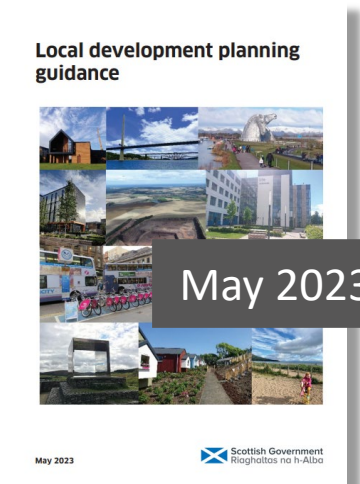
September 2022



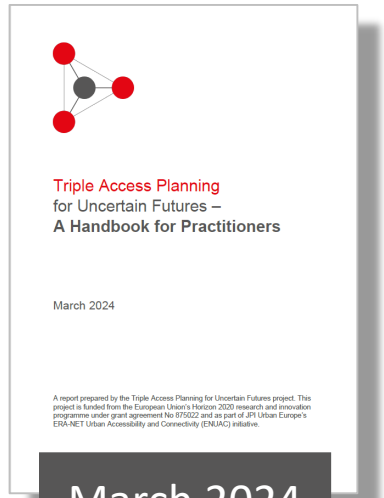
December 2022



May 2023



May 2023



March 2024

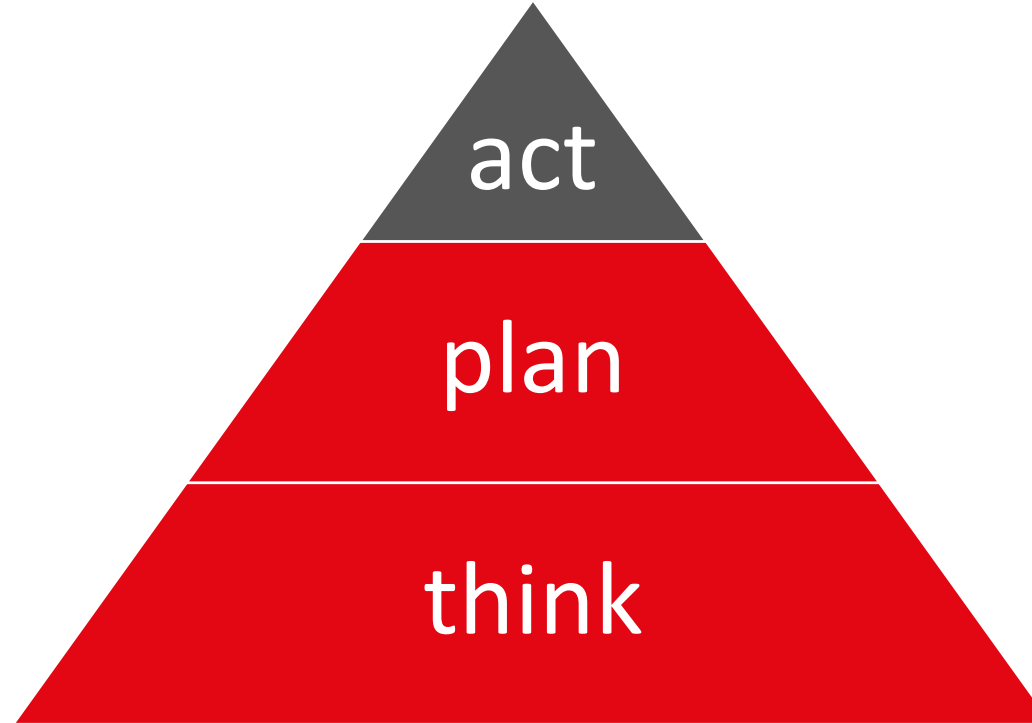
Transport planning paradigms – will you join the innovators?

Policy versus process

- Triple Access Planning is **not a policy** that in turn requires political buy-in.
- It does not dictate what the preferred composition of access should be.
- TAP is **a process that helps inform decisions** on shaping the future.
- TAP does, however, lend itself to **considering a richer array of possibility** when looking to the future and how to influence it.

The Handbook

Failing to **think and plan** is planning to fail



Structure



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HANDBOOK NAVIGATION BAR

Triple Access Perspective

Uncertainty

Access for Goods

Organisational and Institutional Challenges

Philosophy

Preparation
and Analysis

Strategy
Development

Measure
Planning



+ Implementation and Monitoring

Why should you consider this and what's involved?

What benefits can it bring you?

Takeaway points

Further resources

Common
section
structure



Triple Access Planning
for Uncertain Futures

Expectations

- The Handbook is a **companion guide** for those who are already conversant with transport planning or other planning approaches
- It is intended to appeal, in particular, to those professionals who recognise **the need for further change in planning practice**
- The Handbook is **not intended to be an exhaustive guide** on how to think about and undertake planning.

Case study examples
included



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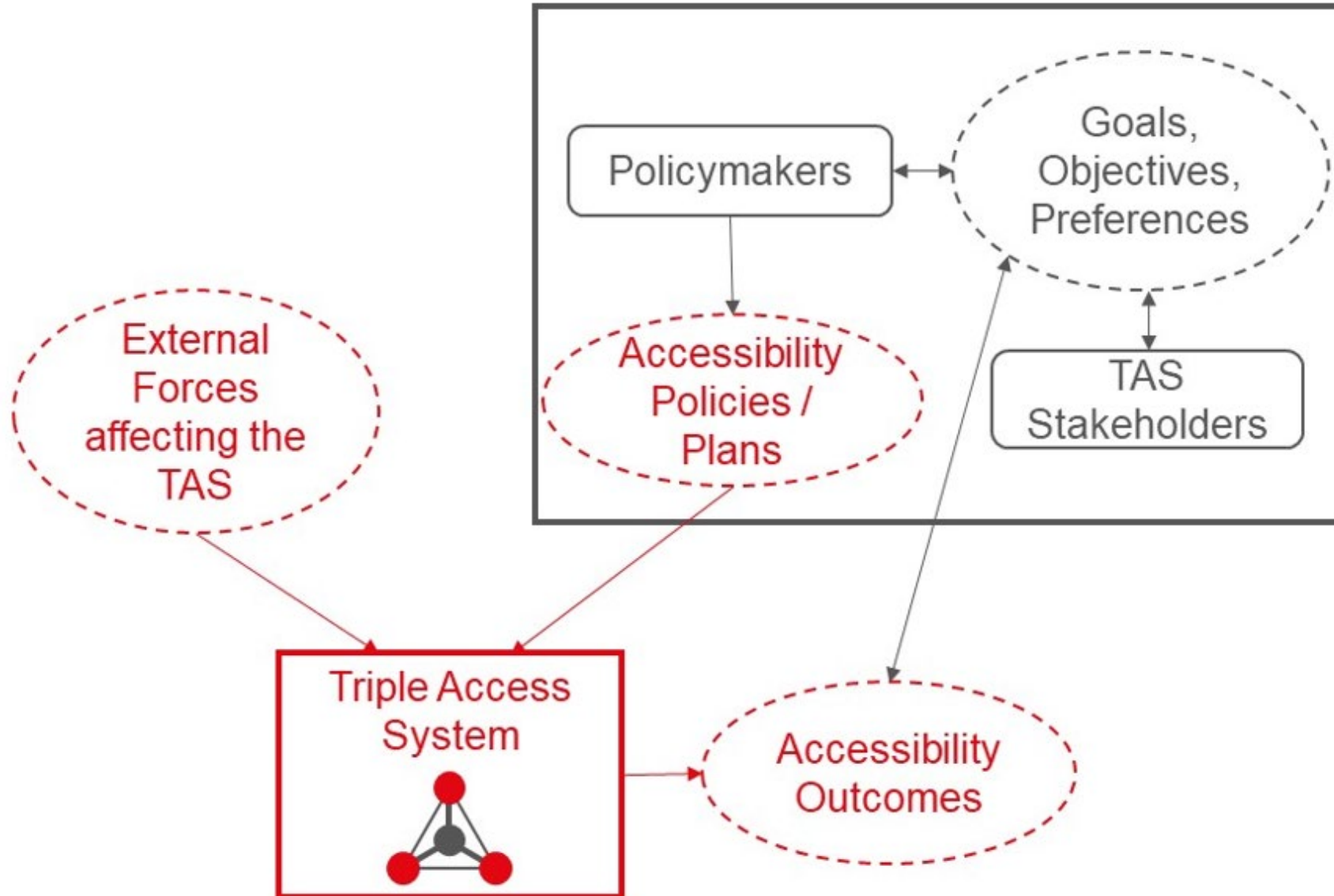
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A systematic view of TAP



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SWOT analysis



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Strengths	Weaknesses	Opportunities	Threats
Acts as a complement	It doesn't guarantee better outcomes	The need for adaptive capacity	Silo mentality
Future proof	Contested territories	Responsible planning	Damned by faint praise
Conceptually appealing	It doesn't compute	Moving beyond white male privilege	Professional resistance to change
Encourages ambition	Dependence on more actors	COVID-19 exposure	Lack of appraisal framework
Better reflects the world we live in	Lack of precedents	Necessity is the mother of invention	Other access influencers
Access at the core	Cognitive overload	Accommodating uncertainty	Hard to understand
Helps us to unthink	Lack of evidence	'De-car'bonise	A need to quantify
Inspires a new generation	New skills required	Rethinking measures	Politics
Considers the art of the possible	Hard to model	Preparing for the worst	Lack of headspace
Encourages diversity of perspective	Too abstract and intangible	Appetite for change	Lack of public buy-in



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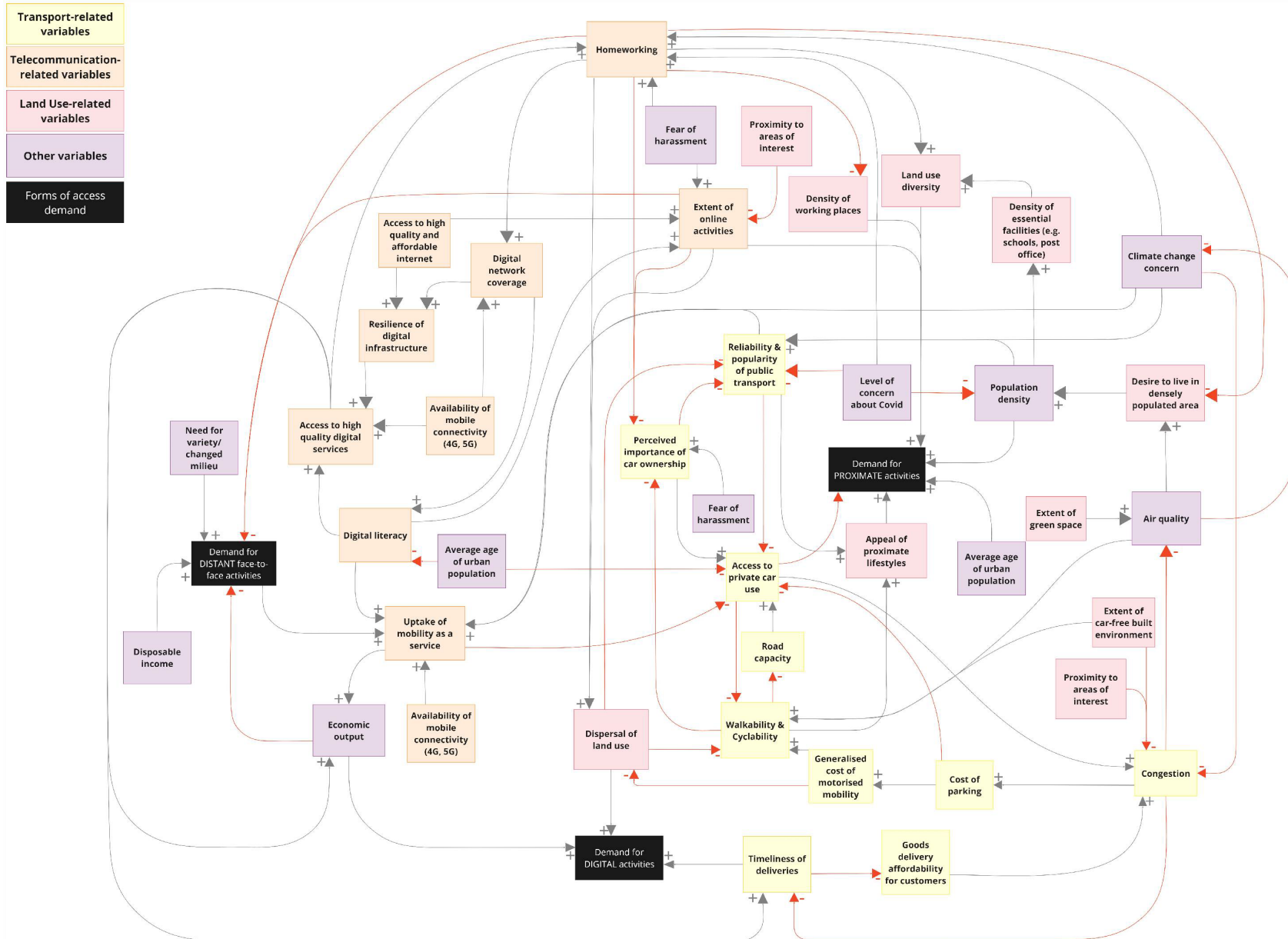
Systems thinking



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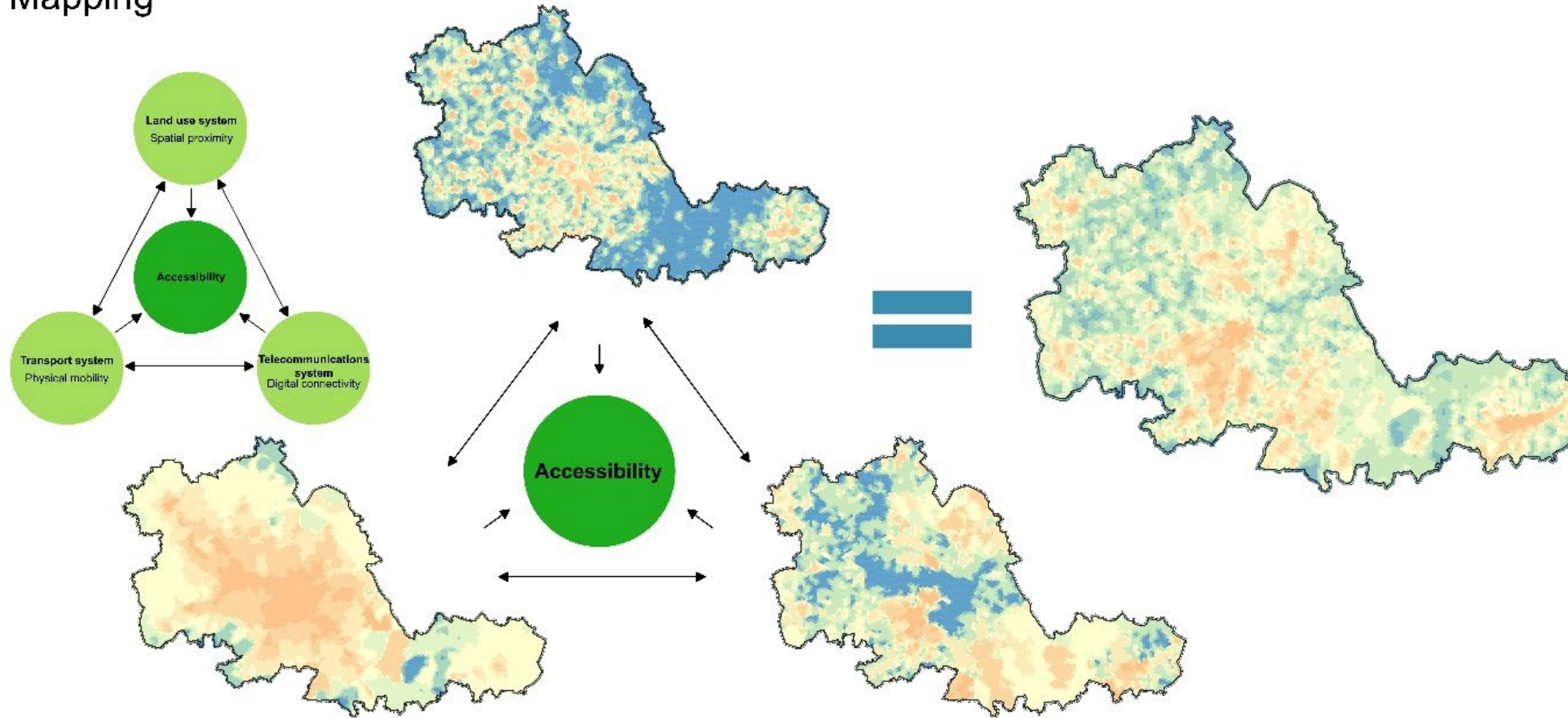
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Mapping triple access

Triple Access System Mapping



Mott MacDonald



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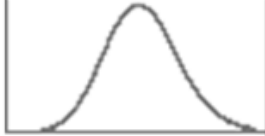
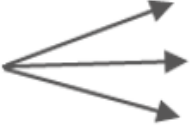
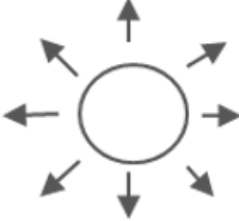
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Understanding uncertainty

		Level 1	Level 2	Level 3	Level 4	
Context		A clear enough future 	Alternate futures (with probabilities) 	A few plausible futures 	Unknown future 	
System Model	Complete determinism	A single (deterministic) system model	A single (stochastic) system model	A few alternative system models	Unknown system model; know we don't know	Total ignorance
System Outcomes		A point estimate for each outcome	A confidence interval for each outcome	A limited range of outcomes	Unknown outcomes; know we don't know	
Weights		A single set of weights	Several sets of weights, with a probability attached to each set	A limited range weights	Unknown weights; know we don't know	



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Accommodating uncertainty



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	plausible future scenarios					
	A	B	C	D	E	F
1	✓	✓	✓	✓	?	?
2	✗	✗	?	✓	✗	✓
3	✗	✗	✗	?	?	?
4	✓	?	✓	✓	✓	✗

✓	good alignment
?	possible/partial alignment
✗	poor alignment



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Rehearsing the future



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Dutch scenarios for urban development, infrastructure and mobility



PBL Netherlands Environment Assessment Agency formulated a set of scenarios that explored uncertainties about the (changing) norms and values that shape society. The scenarios resulted from extensive discussions, workshops and reflections involving a diversity of participants that revealed three groups of uncertainties: governance, sustainability and society. Taken together these lead to the four scenarios displayed below.

While serving other purposes as well, the scenario development and the scenarios themselves have helped in a process of discovery for those creating and using them as they 'rehearse the future'.

The scenarios reflect dynamics of change both within and beyond the planning authority's direct control or influence. They have helped in 'foraging' for potential ingredients within possible futures that can inform how a vision of a preferred future is then formulated.



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Access for goods – incorporated not sidelined

From theory into practice – the case of Glasgow

Incorporating goods movement into a wider planning approach: the Glasgow Transport Strategy⁶³



This is a city-wide strategy and provides a framework for investment and decision making up to 2030.

“Support for a vibrant City Centre that prioritises the movement of people and goods by low carbon forms of transport and has enhanced sustainable transport connectivity”.

“We all know how important transport is to our daily lives. We often need to travel to get to work or education; to healthcare services; to shop; to visit friends and family. Businesses and industry, as well as individuals, also rely on transport for the movement of their goods and for access to their services”.

“Organisations should also consider sustainable transport accessibility in their decision making around the location of goods and services, and the Council will work to support this with access to accessibility information”.

“Uncertainties and risks: Consumer choices - more online shopping, moving towards an experience-based economy instead of consumption, changing environmental values & awareness, work/life balance”.

“Transport Scotland has policy aspirations to increase the proportion of freight moved by rail, and regional planning policy advocates strategic freight transport hubs. Glasgow City Council supports these aspirations and aims to support lower carbon transportation of goods within the city, particularly last-mile deliveries”.



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Participation



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Citizen engagement in strategy development in Bristol, UK



“While in other cities, the FUTURES Relay had been run with professionals, Bristol was the first city in which the process was trialled with citizens. In all cases, the workshop was held online (using Microsoft Teams). Ahead of the Bristol workshop, adaptations were needed to its format to make the process as inclusive as possible.”

“Participants were recruited through an announcement in Bristol City Council’s fortnightly mailer “Ask Bristol”.”



“The workshop has been a reminder of the importance of citizen engagement both to give a voice to the community affected by change but also to benefit from citizens’ perspectives alongside those from professionals in terms of planning for change for the better.”



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Organisational and institutional challenges



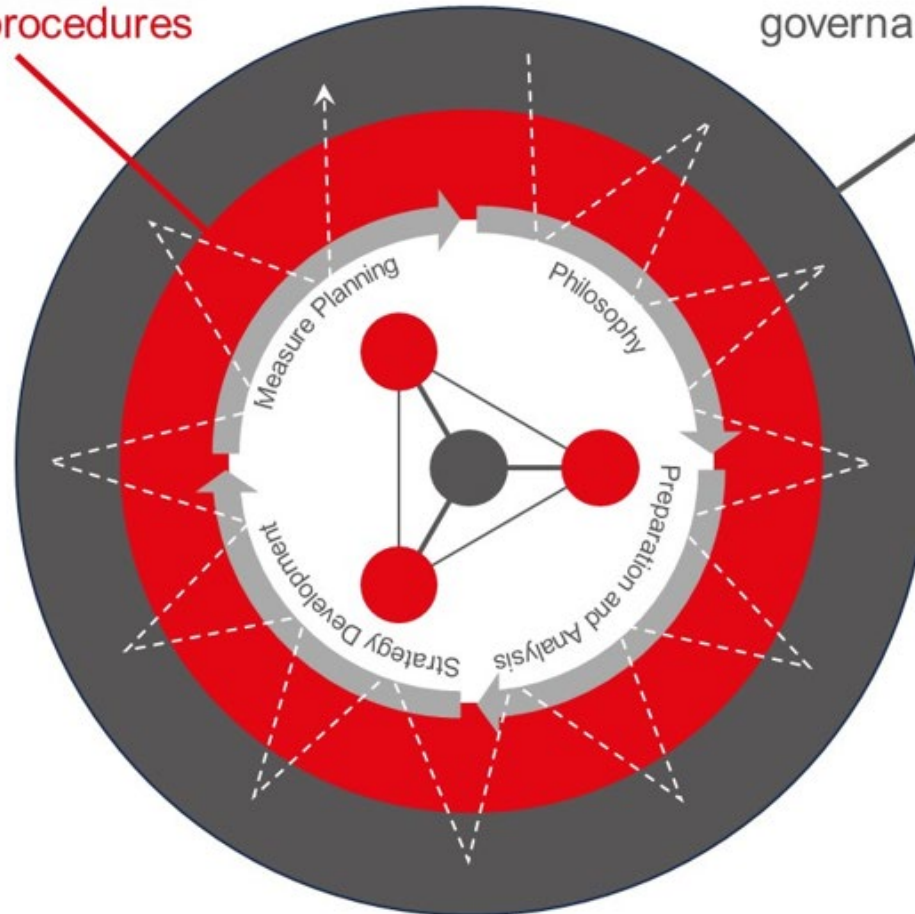
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Soft institutional structures and **informal** governance procedures

Hard institutional structures and **formal** governance procedures



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Lessons from application



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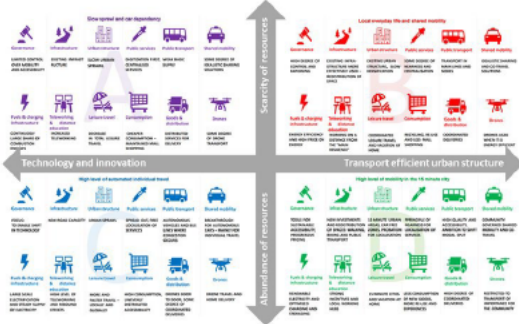
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Institutional learning from explorative scenario development in Norrköping

The Triple Access Planning for Uncertain Futures project staged an explorative policy lab for scenario development in the Swedish city of Norrköping, a municipality of about 145,000 inhabitants comprising both dense urban fabric and sparsely populated rural areas. The city has a recently adopted transport strategy and an ongoing strategic comprehensive spatial planning process. The policy-lab intended to explore both the robustness of the adopted strategies and the institutional challenges, and the capacity needed to handle the Triple Access System (TAS) perspective in an everyday planning practice setting.

It was set up as a series of co-creative workshops. Public officials and KTH project researchers identified a set of TAS variables and explored their importance and uncertainty. The most important and uncertain variables formed the two axes from which four future scenarios for Norrköping under the condition of an increased population of 175,000 by 2045 were developed, drawing inspiration from existing scenario constructs from elsewhere:



The scenarios were used both for identifying accessibility effect chains (similar to simplified Causal Loop Diagram development) and for stress-testing current policy and municipal plans – “What might it imply for Norrköping’s planning”. Discussion of decision making, organisational needs and implementation of accessibility futures was followed by a final roundtable evaluation with reflections on applicability and usefulness.

Several institutional challenges surfaced during the policy-lab; meanwhile institutional capacity development was considered a main reward of the scenario development process. Core lessons from the scenario building process are that: (i) officials moved beyond sectoral lines (silos) into explorative exchanges resulting in mutual learning; (ii) insights into local institutional challenges and opportunities are drawn out; and (iii) mapping current institutional capacity of the planning authority and ‘external’ actors and their resources is an important step in the preparation phase and becomes beneficial for making visible the institutional challenges and structures that support or hinder planning and (new) policy implementation.

- Officials moved beyond sectoral lines (silos) into explorative exchanges resulting in mutual learning
- Insights into local institutional challenges and opportunities are drawn out.
- Mapping current institutional capacity of the planning authority and ‘external’ actors and their resources is an important step in the preparation phase and becomes beneficial for making visible the institutional challenges and structures that support or hinder planning and (new) policy implementation.



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Diffusing innovation



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TAP in Swedish national guidance on strategic transport planning



Handbok för trafikstrategiskt arbete
Tillgänglighet i ett hållbart samhälle



The 'Handbok för trafikstrategiskt arbete' (national handbook for strategic transport planning) reflects an adoption of TAP by Trafikverket (the Swedish Transport Administration).

It advocates developing an analytical and systematic approach to working with accessibility - digital connectivity, spatial proximity and physical mobility - to achieve an accessible society.

In terms of the different means of achieving the objective of a sustainable society, an order of priority is set out:

Order of priority for sustainable accessibility	
1	Digital accessibility
2	Allocation of destinations
3	Walking, biking and other modes of micro mobility
4	Transport with shared vehicle
5	Individual transport with motor vehicle



Published in 2022

Note: this 'order of priority' reflects a sequence in the planning process of asking 'what could be achieved with...?'



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What practitioners have to say

“As Einstein said: *‘Insanity is doing the same thing over and over and expecting different results.’* I believe that if we are to achieve different results then **transport, spatial and digital planners all need to change their mindset and think as triple access planners.**”

Stephen Cragg, Head of Appraisal and Model Development, Transport Scotland

“TAP is about how we plan to genuinely increase social and economic choice and **the sooner we all get TAP-literate, the better**”

Ben Plowden, Chair, Transport Planning Society

“We've seen **a significant increase** in local authorities/regional authorities really picking up Triple Access Planning”

Annette Smith, Mott MacDonald

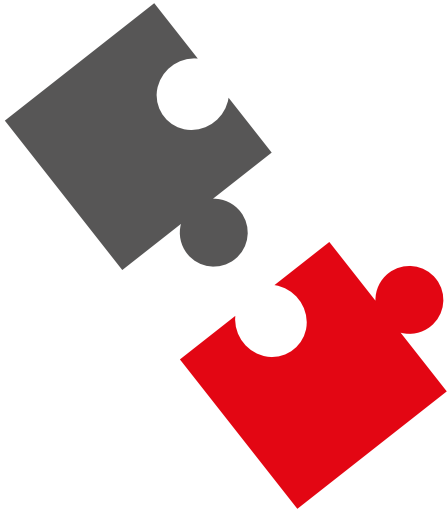
“TAP **helps me break down the silos** between, and the mentality of silo working that you can often find within local authorities”

Rose McArthur, Cheshire West and Chester Council

“I **really welcome TAP** and we've tried to apply principles of it to the Glasgow Transport Strategy”

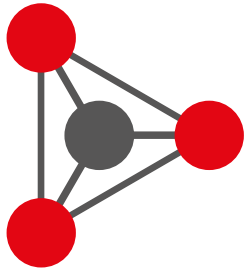
Deborah Paton, Glasgow City Council

Evolving the planning approach



FUTURES

A Mott MacDonald and UWE Bristol collaboration



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Resources

- Lyons, G., Marchau, V., Paddeu, D., Rye, T., Adolphson, M., Attia, M., Bozovic, T., Bylund, J., Calvert, T., Chatterjee, K., Comi, A., Cragg, S., Fancello, G., Lenferink, S., Mladenović, L., Piras, F., Svensson, T. and Witzell, J. (2024). **Triple Access Planning for Uncertain Futures – A Handbook for Practitioners**. March, ISBN 978-1-86043-621-5. <https://uwe-repository.worktribe.com/output/11751967/>
- Lyons, G. (2024). **Triple Access Planning – a diffusing innovation that reflects our new look world**. *Local Transport Today*, 588, 21 March, 42-49. <https://uwe-repository.worktribe.com/output/11842915/>
- Lyons, G. (2024). **Predict or decide? How ‘triple access planning’ can change placemaking**. *The Planner* Essay. <https://www.theplanner.co.uk/2024/04/04/predict-or-decide-how-triple-access-planning-can-change-placemaking>
- PTRC Fireside Chat, 7 March 2024 (online panel discussion) – “Triple Access Planning: changing transport planning in a changing world”. https://youtu.be/N1qV_yaZTSs?si=9bXqAv-3ldkSMdza

thank you!