

Call Secretariat - JPI Urban Europe – EN-UAC

**JPI Urban Europe
Project Progress Report
Urban Accessibility and Connectivity (EN-UAC)**

1. KEY DATA OF THE PROJECT

SHORT TITLE	TAP for Uncertain Futures
LONG TITLE	Using Triple Access Planning to Enhance Urban Accessibility and Connectivity in the Face of Deep Uncertainty
PROJECT NUMBER	99950107
PROJECT COORDINATOR	University of the West of England, Bristol
PROJECT PARTNERS	Bristol City Council Transport Scotland Aberdeen City Council Mott MacDonald Radboud University Nijmegen City Council City of Utrecht Panteia Urban Planning Institute City Municipality of Nova Gorica KTH Norrköping Municipality Swedish Transport Administration University of Cagliari Cagliari Metropolitan Council
NUMBER OF REPORT	3
REPORT PERIOD	01.05.2023 to 30.04.2024

2. PROJECT PROGRESS**2.1. Project Progress in the Reporting Period**

Is the project progressing as planned and as stated in the proposal?

<input checked="" type="checkbox"/> YES	<p>The project as a whole has now concluded and completed on time. Radboud University remains active in terms of its national funding as time had been allowed for postgraduate research within the project. This time will be used to develop (inter)national training material for practitioners on how to do Triple Access Planning in practice.</p> <p>The principal deliverable of the project, as set out in the proposal, is the Triple Access Planning Handbook. 'Triple Access Planning for Uncertain Futures – A Handbook for Practitioners' was published on 18 March 2024:</p> <p>Lyons, G., Marchau, V., Paddeu, D., Rye, T., Adolphson, M., Attia, M., Bozovic, T.,</p>
<input type="checkbox"/> NO	



Bylund, J., Calvert, T., Chatterjee, K., Comi, A., Cragg, S., Fancello, G., Lenferink, S., Mladenovič, 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/>

A strong effort was made to publicise the availability of the report. We have produced a summary version which is available in Dutch, English, Italian, Slovenian and Swedish. Volunteers outside the project also provided summary versions in French and Spanish. We have acknowledged the many people who have contributed to the project and hence to the Handbook in an Acknowledgements section of the document. Feature articles were written for, and published by, the technical press in transport planning and in planning in the UK. Our main LinkedIn post from the launch (at the time of writing) has received 15,000 impressions, 280 reactions and 31 reposts. In the UK an online panel discuss was organised, and chaired by the Chair of the Transport Planning Society. Over 100 people attended. This is available as a recording on [YouTube](#). On 16 April, during the Dutch Conference on Mobility Transitions, the Handbook was presented and discussed with various mobility professionals and SUMP practitioners. A podcast about the handbook, involving the staff of Cagliari Metropolitan Council, was published on the UNICA Radio website. The Handbook was presented to SUMP experts in Slovenia during training provided on 26th March. A 15-minute introductory video for the Handbook is now available on the [project website](#) and included in coverage of the Handbook in the [EU Urban Mobility Observatory](#).

The Handbook reflects work within and beyond the project, offering thinking, tools and techniques, and case studies of Triple Access Planning in practice.

Our original intention had been to create the Handbook in a form that became a new SUMP Topic Guide. However, engagement with the SUMP Platform Co-ordination Group established that new Topic Guides were being (at least temporarily) discouraged given their grown in number. We therefore decided that it would be more appropriate to make the Handbook a companion guide for planning more broadly, applicable to urban and rural settings. The Handbook's orientation is towards an evolution of transport planning but offers a call for all forms of planning to draw upon its contribution to the way we plan for the future.

2.2. Relevance to JPI Urban Europe

Please see full response in our first report. The response below complies with the half page limit.

Our project has been research-focused and practice-oriented and has provided insights and guidance to help enhance sustainable urban mobility planning in Europe and more widely by encouraging practitioners to 'unthink' and rethink their approach to the challenges and opportunities of mobility and transport planning at a time when society is recovering from the COVID-19 pandemic and is facing the unprecedented challenges of responding to a climate emergency. JPI Urban Europe's vision is to "*to create, combine, discuss and make available knowledge and robust evidence for sustainable urban solutions*". This has been at the heart of our project, which brought together a consortium with expertise in handling uncertainty, sustainable urban mobility planning, spatial planning, freight and logistics, governance and travel behaviour dynamics. Through inward and outward collaboration we have produced a Handbook that aims to help practitioners take advantage of physical mobility, spatial proximity and digital connectivity in terms of how they determine plans for shaping urban (and rural) areas, and do so in a way that can better accommodate uncertainty to help ensure robust planning and investment decisions.



SRIA 2.0 concerns addressing key dilemmas for urban transitions, enhance capacity to develop implementation pathways for transition, and advance supporting tools and processes. The TAP project's main relevance is in the SRIA 2.0 thematic priority on Sustainable Land-Use and Urban Infrastructures and particularly regarding the governance challenges and the need for urban mobility infrastructures in general to merge more with other urban infrastructures. At the heart of urban transitions is a need to reposition and rebalance the role of the car and motorised transport as a key determinant of urban form and function and to urgently address the decarbonisation of urban economies including their mobility systems. Our project has been predicated in the importance of vision-led planning to achieve this but also planning that takes as its focus a need to consider the present and potential future nature of access in urban environments.

2.3. Interdisciplinarity / Transdisciplinarity

Interdisciplinarity has been integral to the achievements of our project. Broadly speaking we engaged within and beyond the project partnership with expertise in transport, spatial and digital planning that in turn reflects a need to better understand how the transport, spatial and telecommunications systems and their use interact to bring about patterns of access in urban areas. During the project we ran internal webinars to foster knowledge sharing from different disciplinary perspectives to help develop improved collective understanding and support project internal knowledge integration as well as creating a basis for external oriented strategic synthesis. In the second year we ran sessions on distinguishing between digital connectivity and digital accessibility, and on serious games. In the second and third years we engaged in co-creation between academic and non-academic partners and wider networks, including city and urban area/regional governance and planning practitioners, to better understand the strengths, weaknesses, opportunities and threats of the 'triple access planning for uncertain futures' approach to urban mobility planning that the project focuses upon. We have worked with Masters students at UWE to create a version of our serious game '[TAP-SWOT in a BOX](#)' that can be played by teams online.

Throughout the project we have brought together academics and practitioners with experience and expertise in transport, land use and telecommunications.

2.4. Working Formats

No.	<i>(Innovative) Format Description</i>	<i>Type of Working Format</i>	<i>Country of Implementation</i>	<i>Region / City / Neighborhood of Implementation</i>	<i>Realised</i>
1	Online workshops to co-create mental models using systems thinking and scenario development	Workshop	Online	Pan European	Yes
2	A series of co-ordinated literature reviews to synthesise a state-of-the-art understanding of key dimensions of the project	Desk-based	Project partner countries	Pan European	Yes
3	Interviews with urban mobility planners	Stakeholder Involvement	Project partner countries	A range of urban planning authorities across countries	Yes
4	Roundtable sessions in each partner country to explore the past, present and especially future of urban mobility planning	Workshop	Project partner countries	Pan-national	Yes



5	TAP-SWOT in a Box – a game-based approach to engage stakeholders in considering the merits of the new approach being supported by the project	Stakeholder Involvement	Initially UK and European practitioner conferences in 2022 and in 2023 an online version was launched; on-line version used in Italy	Pan European	Yes
6	(Shadow) planning – application of new approach using guidance to case studies of urban mobility plan development	Stakeholder Involvement	Project partner countries	Bristol, Aberdeen, Cagliari, Utrecht, Nijmegen, Nova Gorica, Norrköping	Yes
7	FUTURES Relay – online two-part workshop to provide hands-on experiences of Triple Access Planning	Stakeholder involvement	Italy, Slovenia, Scotland, England	Cagliari, Nova Gorica, Aberdeen, Bristol	Yes
8	'Fireside Chat' online panel discussion with practitioners in Triple Access Planning	Stakeholder involvement	UK / international (in terms of audience)	UK – including representation from two local transport authorities, a major consultancy, and a national government	Yes
9	National roundtable sessions seeking practitioner feedback on draft Handbook	Stakeholder involvement	Project partner countries	Pan-national	Yes

2.5. Cooperation with Other Projects and Programmes

Does your project cooperate with other JPI Urban Europe projects ongoing or planned?	<input type="checkbox"/> Ongoing <input type="checkbox"/> Planned <input checked="" type="checkbox"/> No
Is your project involved in other research programmes in your country?	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Planned <input type="checkbox"/> No If yes, please specify the programme(s) name(s): <ul style="list-style-type: none"> • MOST—Sustainable Mobility National Research Centre, which received funding from the European Union Next-GenerationEU (PIANO NAZIONALE DI RIPRESA E RESILIENZA (PNRR)—



	<p>MISSIONE 4 COMPONENTE 2, INVESTIMENTO 1.4—D.D. 1033 17 June 2022, CN00000023)</p> <ul style="list-style-type: none"> • On the Move – Transition towards Sustainable Mobility (funded by Dutch Science Foundation NWO within the Programme Transitions and Behaviour (2020-2025)) • The insights of the TAP project have been used in the application of the Dutch TRIAS project
<p>Does your project build on any other national, European or international projects?</p> <p>It has built upon a growing body of knowledge and practice in relation to vision-led strategic planning. In parallel to the first year of the project, core members of our project team were key contributors to the International Transport Forum’s report Travel Transitions: How Transport Planners and Policy Makers Can Respond to Shifting Mobility Trends’.</p>	<p><input type="checkbox"/> National <input type="checkbox"/> European <input checked="" type="checkbox"/> International <input type="checkbox"/> No</p> <p>If yes, please specify the project(s) name(s) and funding:</p>

3. DESCRIPTION OF WORK – (PRELIMINARY) RESULTS AND MILESTONES

Workpackage 1 – Management and co-ordination

Throughout the project, monthly online project meetings took place with a core team comprised of the academic partners and Stephen Cragg from Transport Scotland. For each meeting a record of actions was produced and circulated. The project put in place at its start a Project Board as a forum to address any more formal matters associated with the project. While this remained a scheduled quarterly undertaking of the project, it was rarely convened with much attendance or business – largely because: (i) only academic partners were deemed to be active/voting participants; (ii) academic partner business was almost always effectively dealt with during monthly meetings; and (iii) there were no causes for more formal consideration of project matters and associated voting. Work, particularly at a national level, in each country has seen wider engagement with non-academic project partners. This was particularly the case during Workpackage 5 and in turn in Workpackage 6 as the Handbook was created, reviewed by practitioners, and finalised. Digital remote working practices have been effective within the project and good relations have prevailed throughout. Face-to-face meetings have taken place in Nijmegen (April 2022), Bristol (October 2022), Ljubljana (April 2023), Milan (September 2023 – co-incident with participation in the European Transport Conference), and Stockholm (March 2024). Hybrid formats have been offered for those unable to join in person.

Workpackage 2 – THEORY – elaborating the conceptual model of TAP for uncertain futures

This WP was completed during the first year of the project. A scientific paper setting out this work and its findings was submitted to the journal *FUTURES* in June 2022 and eventually published in December 2023 (<https://doi.org/10.1016/j.futures.2023.103295>).



Workpackage 3 - PRACTICE - review of existing SUMP in relation to TAP for uncertain futures

This WP was concerned with establishing a better understanding of the state of the art in urban mobility planning across multiple locations in Europe, particularly in relation to treatment of triple access and handling of uncertainty within the sustainable urban mobility planning (SUMP) approach. A picture of urban mobility planning practice across 40+ urban areas in Europe was built up. To reach beyond what could be learned from reviewing written documentation, 15 group interviews with practitioners involved in developing a subset of the 40+ urban areas reviewed were undertaken. A scientific paper setting out this work and its findings was submitted to the journal *Transportation Planning and Technology* in January 2023. The paper was published in March 2024 (<https://doi.org/10.1080/03081060.2024.2311804>).

Workpackage 4 - DESIGN - development of TAP for uncertain futures guidance based on literature and expert insight

This WP involved assembling an understanding of the state of the art in the literature base in relation to the project in order that further content and resource could be developed for and incorporated into the evolving Handbook. As per the original proposal, four literature reviews were undertaken covering: (i) urban accessibility; (ii) uncertainty and adaptability; (iii) planning deliverability; and (iv) freight and logistics. A set of four working papers were produced and discussed in April 2022 at the partners meeting in Nijmegen. In addition, subsequent WP4 roundtable discussions on the findings of these literature reviews were held in the participating countries and written up. This Workpackage also involved further considering of the format and content of the Handbook which led devising a matrix structure that, with further revision, fed through into Workpackage 6 in which the Handbook was finalised. The working papers have offered a basis for onward development of publications – for example the urban accessibility review led to a presentation at the 2023 European Transport Conference, and the planning deliverability review led to an online publication on the KTH repository - <https://kth.diva-portal.org/smash/get/diva2:1817599/FULLTEXT01.pdf>.

Workpackage 5 - APPLICATION - case study examination of introducing TAP for uncertain futures

This workpackage involved each partner country working in parallel with its own set of activities to engage with practitioners in relation to TAP. At the end of the workpackage, each academic partner produced a slide deck summarising their activities and outcomes.

In the UK the following activities took place: (i) a kick-off meeting on 10-11 October 2022 involving all UK academic partners (as well as all academic partners in the project); (ii) a set of 23 '7 Questions' practitioner interviews; (iii) a four-hour two-part online 'FUTURES Relay' workshop with stakeholders in Aberdeen; (iv) a citizens' 'FUTURES Relay' in Bristol; (v) development of a serious card game to undertake a SWOT analysis of TAP with practitioners; (vi) running the game in practitioner sessions with Aberdeen City Council and Transport Scotland; (vii) guiding a team of students from UWE's Masters in Commercial Games Development to develop a digital version of the game; and (viii) reviewing and feeding back on the draft of the new Aberdeen Local Transport Strategy. Three scientific papers have been submitted to journals.

In the Netherlands the following activities took place: Radboud University (Netherlands) has been co-creating serious games with practitioners to provide a means to better engage with TAP and will proceed to run such games on 'Framing, Exploring, Choosing' with mobility and land use planners. Two 'Framing games' were played, one with the municipality of Nijmegen and one with the Municipality of Utrecht. These games demonstrated the need of practitioners to deepen their understanding of the TAP system. A further 'Exploring game' was piloted with academics in a Futuring seminar at Radboud University and subsequently applied with mobility practitioners at the Dutch and Flemish Colloquium Vervoersplanologisch Speurwerk in Brussels. A paper has been written and published as part of the conference proceedings.

In Italy the following activities took place: (i) construction of three different questionnaires, depending on the typology of the stakeholder involved, aimed at investigating which factors belonging to the following target areas – final consumer, collectivity, public administration, businesses – are considered important and/or uncertain; (ii) administration of the survey to different categories of stakeholder: transport and logistics operators; planners and public administration; retailers/shopkeepers; (iii) starting from the results of the



survey, construction of six different future scenarios encompassing the topic of urban freight/city logistics; (iv) workshop with the Metropolitan City of Cagliari to test the resilience of some measures concerning urban freight/city logistics under the different scenarios; (v) run of the digital version of the card game developed by UWE among some practitioners in Italy; and (vi) a four-hour two-part online 'FUTURES Relay' workshop with stakeholders in Cagliari (supported by project partner Mott MacDonald). Two scientific papers will be submitted to journals.

In Slovenia the following activities took place: UIRS (Slovenia) organized several workshops with representatives of the municipality and consultancy involved in development of their current SUMP. With the support of Mott MacDonald, UIRS organised two workshops with representatives of Nova Gorica using the FUTURES Relay tool to explore uncertain futures and develop scenarios relevant to the city development. Based on the results, an internal workshop took place to outline a commentary on current sustainable urban mobility planning and recommendations for the next generation. The results will be used by Nova Gorica when the city starts developing the next generation of its SUMP. The process and outcomes will be presented in a scientific paper in one of the national journals.

In Sweden the following activities took place: KTH (Sweden) has run a shadow planning exercise with the City of Norrköping comprehensive-strategic and transport divisions as well as a strategic transport planner from the Region Östergötland. It has comprised six workshops on collaborative explorative scenario development tackling accessibility and uncertainty in the municipal transport and comprehensive planning context during 2022/2023.

Workpackage 6 - Synthesis - integration of results and finalisation of guidance

This workpackage involved the full drafting of the Handbook and its finalisation. An editorial team of four people was formed to lead this activity with input from the wider team. This was a time consuming and challenging task to create a format that was accessible, rich in content and well-grounded. The fully drafted version of the Handbook was shared with selected practitioners (within and beyond the consortium) in all five of the project's countries. In each case direct discussions were held over the content and format (these were originally identified in the proposal under Workpackage 7 as the 'validation workshops'). A small number of specifically identified peer reviewers also went through the draft in detail. All the feedback was collated as the basis for revising and then finalising the Handbook in readiness for launch. The Handbook has been permanently housed on the UWE online research repository (<https://uwe-repository.worktribe.com/output/11751967/>) and assigned an ISBN. The Handbook includes a built-in navigation bar which also indicates its overall structure as shown below:

HANDBOOK NAVIGATION BAR

Triple Access Perspective
Uncertainty
Access for Goods
Organisational and Institutional Challenges

Philosophy	Preparation and Analysis	Strategy Development	Measure Planning

Workpackage 7 - Dissemination and exploitation of project findings

Dissemination and external engagement has been undertaken throughout the project. A central means for this has been the project website – <https://www.tapforuncertainty.eu/>. The website hosts a series of blog entries as well as a [microsite](#) for the TAP-SWOT in a BOX serious card game, and a section for the Handbook.

The project team had a strong presence at the 2023 European Transport Conference with a total of six TAP project presentations (see details in section 6.2).

It should be noted that in addition to the workpackages above, freight and logistics has been treated as a cross-cutting theme of importance with 'Access to Goods' being a key dimension of the resulting Handbook.

Early follow-up dissemination opportunities after the Handbook's launch included being invited to present



online at (i) the 14th event in the SUMP Türkiye seminar series, and (ii) a meeting of National Infrastructure Commission Wales.

4. IMPACT

4.1. Impact of the Project

Impact from a single project in isolation is often hard to determine. This project has contributed to a 'movement for change' that has been building up for some years and with which some of our project partners have been associated. This concerns a recognised need to move away from a reliance on forecast-led planning and towards a vision-led approach that looks beyond transport to the wider concept of access and which does so in a way that can accommodate uncertainty.

Activity within the project helped from an early stage to socialise the notion of 'Triple Access Planning'. An [article](#) was published in Local Transport Today coincident with the project start. The 2022 European Transport Conference call for abstracts explicitly identified Triple Access Planning as an area of interest. Project consortium members were instrumental in the development of the International Transport Forum [report](#) (mentioned above) that examined the future of transport planning in the face of change and uncertainty. The report directly referred to the project and to Triple Access Planning. The ITF has membership from OECD countries around the world and therefore involves many national transport ministries. Glenn Lyons was invited in to deliver the [keynote address](#) at the 2022 symposium of the KIM Netherlands Institute for Transport Policy Analysis (Ministry of Infrastructure and Water) in the Netherlands because of the relevance of this approach to planning to Dutch policymakers.

From a project perspective we recognised that our goals relate to fostering a diffusion of innovation in terms of a new or enhanced approach to urban mobility planning. Project partners represented some of the innovators. There are other early adopters who are attracted to the approach and time will tell whether and to what extent other later adopters also engage in the movement for change. Within the project we distinguished between awareness, knowledge, experience and proficiency. The purpose of our project was to raise awareness of the TAP for Uncertain Futures approach. This is something we have achieved. By developing new insights and providing guidance we support those willing to improve their knowledge about the approach and its importance. Early adopters then, by definition, move to experience the approach (and ultimately through a learning by doing philosophy, become more proficient with the approach).

We can illustrate the diffusion of innovation the project has supported as follows. Decide and provide was [adopted](#) by the UK sub-national transport body Transport for the North; formal planning [guidance](#) on decide and provide is now available in the UK; and in 2022 the first local authority in England formally [adopted](#) decide and provide in place of predict and provide. TAP has appealed to some authorities that are considering it in their strategic planning - for example [Transport for West Midlands](#) in England and [City of Gold Coast](#) in Australia. The [Swedish Transport Administration](#) has adopted the concept of TAP in its new national handbook for strategic transport planning (officially adopted and published in 2022). There is explicit inclusion of TAP in the latest [Scottish local development planning guidance](#) in the UK and in April 2024 the UK Department for Transport's Science Advisory Council referred to TAP in its [paper](#) on Land Use and Transport Planning. In 2022, Slovenia adopted a new sustainable transport planning law and the TAP project has input to how this can be addressed in local and national strategies' development. Parts of the Handbook were used during the training of experts who will lead the SUMP development process in local communities, the Handbook was also added to the list of recommended literature. During a panel discussion on TAP at the Dutch Mobility Transition Conference on 16 April 2024 both the panel and audience of professionals acknowledged the need for TAP and it was suggested that the national government should accommodate TAP in its national spatial strategy.

There is a [LinkedIn Group](#) for Decide and Provide and TAP established by the project and this now has around 330 members.



4.2. Dissemination

We actively promoting the philosophy of the TAP approach and emerging project insights to outside audiences. As mentioned previously, the project [website](#) was a focal point for blog posts relating to project developments. This will remain available after project completion as a repository for material from the project. Some members of the consortium also regularly post on LinkedIn. Several (invited) presentations on Triple Access Planning for Uncertain Futures have been given at events in Europe and beyond, including the following (*those in italics relate to the first two years of the project and have been reported previously*):

- *CIVITAS Forum Conference, 20-21 October 2021 – Presentation: “Urban Triple Access Planning” (presentation delivered online)*
- *The Sustainable Future of Mobility Conference, Cagliari, Italy, 17 December 2021 – Invited presentation: “Triple Access Planning – A new way of thinking to influence transport planning practice” (presentation delivered online)*
- *Mott MacDonald webinar, Cambridge, UK, 25 January 2022 – Invited presentation: “Triple Access Planning – A new way of thinking to influence transport planning practice” (online event)*
- *Kim 2022 Symposium, 12 February 2022, Netherlands – Invited Presentation: “Rethinking Transport Planning for a Changing World” (online event)*
- *Annual conference of Town and Spatial Planners of Slovenia, Slovenia, 6 April 2022 – Invited keynote: “Rethinking Transport Planning for a Changing World” (presentation delivered online), Learning dialogue session on TAP and uncertainty in Slovenian planning practice*
- *Climate Adaptation Planning Peer-to-Peer Exchange (P2PX), workshop by Georgia Institute of Technology USA, 13 May 2022 – Invited keynote: Importance and Value of Planning under Deep Uncertainty for Transportation and other Systems (presentation delivered online)*
- *Masterclass for the Dutch Ministry of Infrastructure and Water management (31 May 2022) - Presentation: “Triple Access Planning for Uncertain Futures” (presentation delivered online)*
- *TAP-SWOT in a Box serious game run at 20th Transport Practitioners Meeting (29-30 June 2022), London*
- *National Workshop of Italian Society of Transport Scholars – ‘Mobility and Transport Multimodality: Sustainability, Resilience’, Genoa, Italy, June 2022*
- *Universities Transport Study Group - Double Presentation by Tom Rye and Stephen Cragg in the opening plenary session (4 July 2022), Edinburgh*
- *TAP-SWOT in a Box serious game run at 50th European Transport Conference (7-9 September 2022), Milan*
- *Roundtable held at TIS conference on freight and logistics (15 September 2022), Rome*
- *Webinar for UK Transport Planning Society - Future proofing transport decision making (20 September 2022), online*
- *Keynote address on ‘You say forecast, I say forecast – exploring the future in an uncertain world’ at the 2022 Transport Modelling Network Knowledge Sharing Workshop in Australia (4-5 October), online*
- *Presentation to Slovenian Ministry of Infrastructure (13 December 2022), online*
- *PTRC Fireside Chat (online panel discussion) on “[Getting to grips with transport challenges by playing games - are you serious?](#)” (11 January 2023), online*
- *Active Travel Café webinar presentation on “Decide and provide – a diffusing innovation in a climate emergency” (18 April 2023), online*
- *Presentation at EUGEO, Association of Geographical Societies in Europe congress, Barcelona, 4-6 Sept 2023 “Cross-border planning for uncertainty in Nova Gorica”*
- *Six presentations at the 2023 European Transport Conference (6-8 September 2023):*
 - *Engaging Citizens in Exploring Mobility Futures*
 - *UK Practitioners View on the Past Present and Future of Urban Mobility Planning*
 - *Shifting From a Mobility to an Accessibility Perspective: Motivations, Barriers and a Practical Way Forward;*



- You Say Scenario, I Say Scenario - Making Sense of Future Possibilities When We Plan
- Special Session - Experiential Learning About Triple Access Planning For Uncertainty Through Serious Gaming
- Investigating the Relationship Between E-Shopping and In-Store Shopping on a Post-Pandemic World: A Multivariate Analysis
- Association of European Transport webinar – ‘Smart citizens for future smart cities: how to engage citizens in sustainable mobility’ (2 November 2023)
- Presentation to Annual POLIS Conference 2023, 29-30 November in Leuven, Belgium *“Planning better for uncertainty in SUMP using different forms of scenarios”*
- Invited presentation to the UK Department for Transport’s Joint Analysis Development Panel on Triple Access Planning and Appraisal (18 December 2023)
- Swedish TransportForum – VTI – research and policy - (18 January 2024)
- Invited presentation on TAP and the Handbook at the 17th SUMP Türkiye webinar (27 March 2024)
- Presentation at the Dutch SIVMO workshop (a network of Dutch traffic modellers) on the (mis) use of scenarios (9 April 2024)
- Panel Discussion about the TAP Handbook at the Dutch Conference on Mobility Transitions (16 April 2024)
- Mott MacDonald Technical Excellence webinar on Triple Access Planning (16 April 2024)
- Keynote speech at the Nijmegen Urban Network Meeting (25 April 2024)
- Invited presentation to National Infrastructure Commission Wales (26 April 2024)
- Podcast with staff of Cagliari Metropolitan Council available at UNICA Radio Website ([Pianificare la mobilità urbana nell'incertezza: il progetto TAP - Unica Radio](#))
- Keynote address on ‘Triple Access Planning – a fairytale new beginning?’ at the New Zealand Transportation Group annual conference (10 June 2024)
- Keynote address on ‘Triple Access Planning – a diffusing innovation in transport planning’ at the Engineers Australia Transport Conference (27 June 2024)



4.3. List of Publications

Note that this paper is very closely associated with the project and a product of some of its partners but directly from the project work itself.

No.	Type	Title	Author(s)	Peer-reviewed	Open Access	Title of the Journal/Proc./Book	Year published	Place published	DOI	Repository Link
1	Popular Science Publication	Discovering the triple access planning 'sweet spot'	Lyons, G.	no	Gold	Local Transport Today	2021	-	N/A but available here: https://www.transportxttra.com/publications/local-transport-today/news/68866/discovering-the-sweet-spot	https://uwe-repository.worktribe.com/output/7420650
2	Peer-reviewed Journal with an Impact Factor	Scenario planning for transport practitioners #	Lyons, G., Rohr, C., Smith, A., Rothnie, A., Curry, A.	yes	Gold	Transportation Research Interdisciplinary Perspectives	2021	-	https://doi.org/10.1016/j.trip.2021.100438	https://uwe-repository.worktribe.com/output/7613080
3	other	Travel Transitions: How Transport Planners and Policy Makers Can Respond to Shifting Mobility Trends	Chatterjee, K., Lyons, G. et al.	yes	Gold	International Transport Forum Report	2021	Paris	N/A but available here: https://www.itf-oecd.org/travel-transitions-policy-makers-respond-mobility-trends	https://uwe-repository.worktribe.com/output/8073316/
4	other	Triple Access Planning	Lyons, G.	no	Gold	RTPI South West Branchout magazine	2022	-	N/A but available here: https://www.rtpi.org.uk/media/11034/branchout-spring-2022.pdf	-
5	Book chapter	Transport Futures Research	Marchau, V., Walker, W., Annema, JA	yes	Gold	The Transport System and Transport Policy An Introduction	2022		N/A but available here: https://rstrail.nl/books/	-
6	Peer-reviewed Journal with an Impact Factor	Foresight through developing shared mental models: The case of Triple Access Planning	Paddeu, D., Lyons, G.	yes	Gold	Futures	2023	-	https://doi.org/10.1016/j.futures.2023.103295	https://uwe-repository.worktribe.com/index.php/output/11618487/
7	other	Institutional	Svensson, T.,	yes	Gold	KTH	2023	-	-	https://kth.diva-



		Aspects which Influence Sustainable Urban Mobility Planning: A Brief Literature Review	Witzell, J.			Publications				portal.uniparis.fr/record.jsf?pid=diva2%3A1817599&dswid=2198
8	Peer-reviewed Journal with an Impact Factor	Uncertainty and Triple Access Planning in European Sustainable Urban Mobility Plans: a long way to go yet?	Rye, T., Lyons, G., Svensson, T., Lenferink, S., Mladenovič, L., Piras, F. Witzell, J.	yes	Gold	Transportation Planning and Technology	2024	-	https://doi.org/10.1080/03081060.2024.2311804	https://uwe-repository.worktribe.com/index.php/output/11754737
9	Popular Science Publication	Triple Access Planning – a diffusing innovation that reflects our new look world	Lyons, G.	no	Gold	Local Transport Today	2024	-	N/A but available here: https://tapas.network/52/lyons.php	https://uwe-repository.worktribe.com/output/11842915/
10	Popular Science Publication	Predict or decide? How 'triple access planning' can change placemaking	Lyons, G.	no	Gold	The Planner	2024	-	-	-
11	other	Triple Access Planning for Uncertain Futures – A Handbook for Practitioners	Lyons, G., Marchau, V., Paddeu, D., Rye, T., et al.	yes	Gold	-	2024	-	-	https://uwe-repository.worktribe.com/output/11751967/
12	Peer-reviewed Journal with an Impact factor	Towards more sustainable cities: tools and policies for urban goods movements	Comi, A. Fancello, G. Serra, P. Piras, F.	yes	Gold	Journal of advanced transportation	2024	-	https://www.theplanner.co.uk/2024/04/04/predict-or-decide-how-triple-access-planning-can-change-placemaking	-
13	other	Design of scenario planning processes for handling	Attia, M. Lenferink, S. Marchau, V.	no	Gold	Radboud University Repository	2024	-	-	https://repository.ubn.ru.nl/

4.4. List and Reach of Dissemination and Communication Activities

<i>Dissemination or/and Communication Category</i>	<i>Number</i>
Organisation of a Conference	0
Organisation of a Workshop	20
Press release	0
Non-scientific and non-peer-reviewed publication (popularised publication)	5
Exhibition	0
Flyer	0
Training	0
Social Media	20
Website	25
Communication Campaign (e.g. Radio, TV)	1
Participation to a Conference	20
Participation to a Workshop	5
Participation to an Event other than a Conference or a Workshop	12
Video/Film	2
Brokerage Event	0
Pitch Event	0
Trade Fair	0
Participation in activities organised jointly with other EU project(s)	4
Other	0

<i>Category</i>	<i>Number of Persons Reached</i>
Scientific Community (Higher Education, Research)	600
Industry	5000
Civil Society	0
General Public	100
Policy Makers	1500
Media	0
Investors	0
Customers	0
Other	0

Please note – figures for number of persons reached are rough estimates and reflect social media reach from our website, LinkedIn posts, and the LinkedIn Group (Community of Practice).

5. OUTLOOK – PLANNED WORK

At its last face-to-face meeting in Stockholm in March 2024, the project team considered onward plans for publications and also ideas for how the team might continue to work together and take its work further forwards. Some ideas and themes for future research that were considered included:

1. Benefits and costs (not solely economic) for various social groups due to digitalisation (telework, home delivery, etc);
2. Influence on urban form (e.g. counter urbanisation) and transport (frequency and length of trips, and mode choices for people and freights) due to digitalisation;
3. Knowledge requirements among planners and politicians (public) to undertake TAP;
4. How is the handbook actually used in planning practice - comparative studies;



5. The role of the (future) digital planner; and
6. Normative scenario planning with politicians - involving knowledge development (foremost for planners and politicians), negotiations (politicians) and learning (for researchers).

These ideas will be borne in mind in relation to forthcoming (inter)national calls for funding. A first concrete action is an advisory role of the consortium in a Swedish research application linked to a call in sustainability, transports and energy efficient society formed by the Swedish Energy Agency. The intention is to use the experiences from the TAP project on how digital accessibility could be integrated in regional and municipal planning to support development of an energy efficient society (naturally with proper references to the TAP project and related publications). A second concrete action involves the recent Dutch grant acquired for a specific TAP application which aims at integrating the domains of health care and mobility (TRIAS project: <https://www.nwo.nl/en/news/two-projects-awarded-for-research-on-mobility-for-a-sustainable-future>). Also for this project, the knowledge and experiences of the international TAP team have been and will be used, e.g. a case study on the feasibility of a Triple Access Healthcare hubs in the Netherlands is planned.

Apart from ongoing research, development of TAP training materials is planned. For instance, the RU-team is developing material based on the Handbook - a 1-2 day course for practitioners who want to implement TAP in developing (parts of) their SUMP plans. This material will be developed for an international audience so each partner can adjust it in line with local practitioner needs.

6. PROJECT ORGANISATION AND MANAGEMENT

Have changes occurred in terms of project organisation and management in the reporting period?

<input checked="" type="checkbox"/> YES	<p>Please explain (max. 1000 characters):</p> <p>Over the lifetime of the project we had only one formal amendment to our Collaboration Agreement which was a switch of consultancy partner from MuConsult to Panteia. However, this was principally because of change of affiliation of the lead individual who has supported the project and who specialises in SUMPs. Some individuals who have been our contact points for non-academic partners have changed but this did not affect the project meeting its commitments.</p>
<input type="checkbox"/> NO	


7. ANY OTHER COMMENTS

This has been a challenging but rewarding project with a strong and committed team across partners who have worked well together and remained focused upon the successful completion of the project. We believe we have delivered a strong contribution to (transport) planning practice both in terms of the Handbook but also the wider set of materials we have been disseminating and promoting in our engagement activities. Time will now tell whether and to what extent and in what ways the project's work contributions to urban accessibility and connectivity and related sustainability goals.



8. ELECTRONIC SIGNATURE

This report is fully agreed among all partners of the project.

Professor Glenn Lyons	Date
	24 May 2024