



Call Secretariat  
JPI Urban Europe – EN-UAC

Note: **CHECKLIST** on the final page!

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

**1. KEY DATA OF THE PROJECT**

<b>SHORT TITLE</b>	TAP for Uncertain Futures
<b>LONG TITLE</b>	Using Triple Access Planning to Enhance Urban Accessibility and Connectivity in the Face of Deep Uncertainty
<b>PROJECT NUMBER</b>	99950107
<b>PROJECT COORDINATOR</b>	University of the West of England, Bristol
<b>PROJECT PARTNERS</b>	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
<b>NUMBER OF REPORT</b>	2
<b>REPORT PERIOD</b>	01.05.2022 to 30.04.2023

**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	Please explain (max. 1000 characters):
<input type="checkbox"/> NO	The project continues to make good progress across its workpackages. All academic partners are engaged on a regular basis with a very collaborative ethos in the project, supported by monthly online meetings. Following a face-to-face academic partners



meeting (with some non-academic partner guests in addition) at the end of the first year of the project, there have been two face-to-face meetings in the second year of the project – one in Bristol, UK and one in Ljubljana.

The project Handbook continues to be evolved – the first version was fully drafted in July 2022 for consideration (incorporating background knowledge and insights from the project's primary research). A subsequent revision of the handbook was prepared by the end of the second year of the project and again reviewed. A final structure has been agreed that maximises usability for the practitioner reader and the third year of the project will be incorporating further insights from the workpackages.

The major WP, Workpackage 5 – “case study examination of introducing TAP for uncertain futures to SUMP’s”, got underway in the second year of the project engaging the wider set of partners in the project across countries. This has required a adaptive approach based upon the context, constraints and opportunities relating to each local authority partner given the turbulent nature of developments globally but in all case study urban areas progress has been made.

A novel means of both synthesising knowledge about Triple Access Planning (TAP) and engaging practitioners has been devised and implemented during the second year of the project. This is a serious card game that depicts the strengths, weaknesses, opportunities and threats of TAP and allows players to be introduced to TAP and then judge for themselves the merits of the approach. It has been played at two conference workshop sessions during the second year of the project and received very positive feedback. This is directly helping to address project objectives.

We also established at the start of the second year of the project a LinkedIn Group called “Decide and Provide (including Triple Access Planning) - Community of Practice”. This is intended to at least help connect together the growing number of professionals with an (active) interest in the project's approach. By the end of the second year of the project the Group had around 250 member.

## 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 is research focused and practice oriented and seeks to provide 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 urban mobility 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 is at the heart of our project, which brings 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 aim to help practitioners take advantage of physical mobility, spatial proximity and digital connectivity in terms of how they determine plans for shaping urban areas, and do so in a way that can better accommodate uncertainty to better 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 is 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 is integral to the achievements of our project. Broadly speaking we are engaging within and beyond the project partnership with expertise in transport, spatial and digital planning that in turn reflect 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 have been running 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 have run sessions on distinguishing between digital connectivity and digital accessibility, and on serious games. We are also engaging and initiating 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.

During the second year of the project we have continued to bring together academics and practitioners with experience and expertise in transport, land use and telecommunications.

### 2.4. Working Formats

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



	<b>approach being supported by the project</b>		conferences in 2022		
6	<b>(Shadow) planning – application of new approach using guidance to case studies of urban mobility plan development</b>	Stakeholder Involvement	Project partner countries	Bristol, Aberdeen, Cagliari, Utrecht, Nijmegen, Nova Gorica, Norrköping	Yes
7	<b>FUTURES Relay – online two-part workshop to provide hands-on experiences of Triple Access Planning</b>	Stakeholder involvement	Italy, Slovenia, Scotland, England	Cagliari, Nova Gorica, Aberdeen, Bristol	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 If yes, please specify the project(s) name(s):
Is your project involved in other research programmes in your country?	<input type="checkbox"/> Ongoing <input type="checkbox"/> Planned <input checked="" type="checkbox"/> No If yes, please specify the programme(s) name(s):
Does your project build on any other national, European or international projects?  It builds 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 <a href="#">Travel Transitions: How Transport Planners and Policy Makers Can Respond to Shifting Mobility Trends</a> .	<input type="checkbox"/> National <input type="checkbox"/> European <input checked="" type="checkbox"/> International <input type="checkbox"/> No If yes, please specify the project(s) name(s) and funding:



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

Excluding diagrams/photos (which if necessary can be ignored) this section is within the three page limit stipulated.

#### **Workpackage 1 – Management and co-ordination**

As described in Section 2.1, this WP continues to work effectively. Our academic partners have a scheduled 3-hour online meeting every month and which project progress is considered and forward (collaborative) plans developed. An action list from each meeting is 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 remains a scheduled quarterly undertaking of the project, attendance has become very limited (in spite of extended invitations) – largely because: (i) only academic partners are deemed to be active participants; (ii) academic partner business is almost always effectively dealt with during monthly meetings; and (iii) there have been no causes for more formal consideration of project matters and associated voting. Partners are content with the ongoing arrangements. Digital remote working practices have been effective within the project and good relations have prevailed throughout. The first face-to-face gathering of the academic partners and some of our non-academic partners took place in Nijmegen in April 2022. Face-to-face opportunities have helped further deepen relationships within the project and exchange of knowledge and debate. In the second year of the project a two-day meeting took place in Bristol in the UK in October 2022 and in April 2022 a two-day meeting took place in Ljubljana in Slovenia. On both occasions a hybrid format was offered with some partners co-present and others joining remotely.

#### **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. Paper reviews were not received until January 2023 and a revised version of the paper was resubmitted at the beginning of March although no decision has been forthcoming as yet from the journal.

#### **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.

Each academic partner was responsible for identifying eight urban areas (mainly in their own country) and highlighting the key documents that most closely reflect their SUMP, or equivalent. These documents were reviewed, using a common template. As a result, 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 working paper to reflect the approach, findings and implications from the WP was prepared. A scientific paper with results of these activities titled “Uncertainty and triple access planning in European SUMP” was submitted for publishing in “Transportation Planning and Technology” in January 2023. We have not thus far heard back from the journal. The table below shows the cities considered in relation to coverage of different aspects of TAP interest (White – little or no consideration of concept in document; Grey – some awareness/appreciation of concept; Black – concept directly addressed).



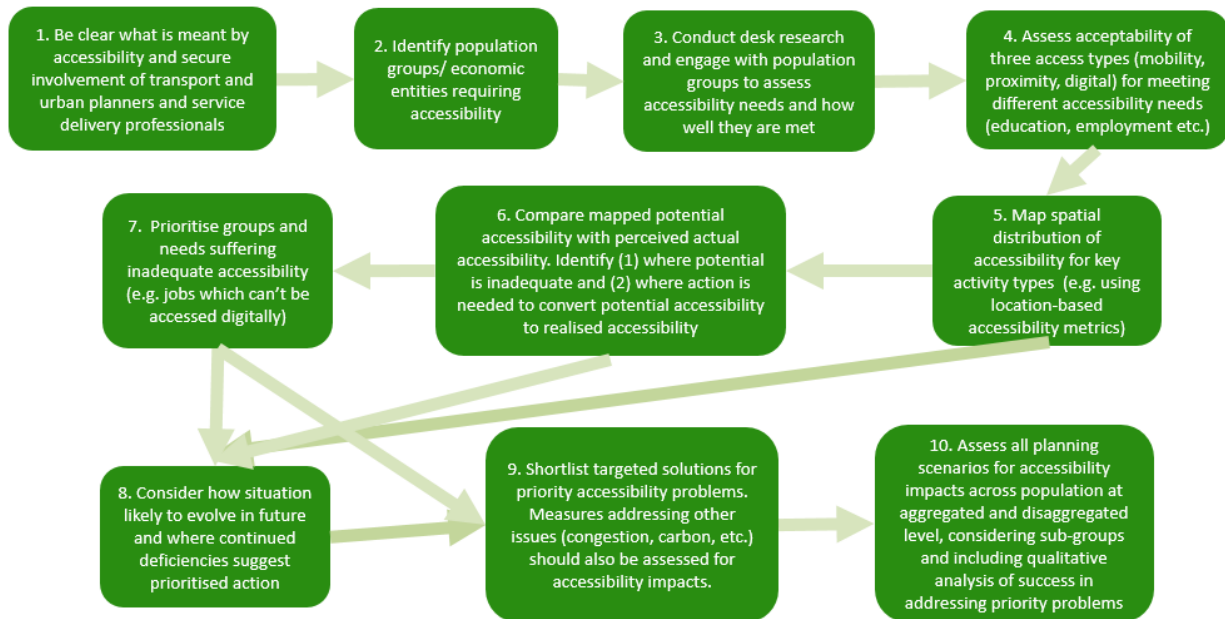
	Year of publication	Uncertainty	Explorative scenarios	Proximate accessibility	Digital accessibility	Adaptive capability
Aberdeen UK*	2016, 2020					
Antwerp BE	2015					
Bologna IT	2019					
Borlänge SE*	2020					
Brighton UK	2015					
Bristol UK*	2020					
Cagliari IT*	2021					
Cardiff UK	2015					
Edinburgh UK	2021					
Eindhoven NL	2014					
Freiburg* DE	2008					
Genoa IT	2019					
Gent BE	2015					
Gothenburg SE	2014					
Groningen NL	2020					
Karlstad SE	201					
Ljubljana SI*	2017					
Lund SE	2020					
Malmö SE*	2016					
Manchester UK*	2021					
Milan IT	2021					
Nantes FR	2018					
Naples IT*	2021					
Nijmegen NL*	2019					
Norrköping SE*	2022					
Nova Gorica SI*	2017					
Novo Mesto SI	2017					
Palermo IT	2019					
Rome IT	2019					
Skelleftea SE	2020					
Stockholm SE	2012					
Sunderby SE	2017					
The Hague NL	2021					
Tilburg NL*	2016					
Trieste IT*	2021					
Turin IT	2021					
Umea SE	2018					
Utrecht NL*	2021					
Vienna* AT	2014					
Vitoria-Gasteiz ES	2019					
West Midlands UK <sup>2</sup>	2022					
Worcestershire UK	2016, 2017					
		3 addressed 17 partially	0 addressed 8 partially	28 addressed 5 partially	3 addressed 21 partially	8 addressed 33 partially

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

This WP has 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 can be developed for and incorporated into the evolving handbook for the project (see above).

As per the original proposal, four literature reviews have been undertaken covering: (i) urban accessibility; (ii) uncertainty and adaptability; (iii) planning deliverability; and (iv) freight and logistics. Regular co-ordination took place between the review teams, including feedback and peer review of each other's review work. 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. As an example of the output from such workshops, the diagram below is taken from the roundtable writeup considering TAP and in particular accessibility:

Figure 1: Ten-step approach for analysing accessibility



A synthesis paper spanning all of the reviews that address the ‘so what?’ and ‘so how?’ challenges for why and in what way it makes sense to take forwards TAP for uncertain futures in the way that urban mobility planning practice has been drafted. In addition, the next version of the practitioners Handbook to come from the project, developed initially in WP2, has been drafted. This was subsequently discussed at the meeting in Ljubljana in April 2023. Finalisation of this WP in terms of outputs beyond the internal working papers written is yet to be addressed as consideration of how best to disseminate the work is inter-related with other aspects of the project. This will be addressed in the final year of the project, as part of WPs 6 and 7 which deal with synthesis of knowledge from the project as well as dissemination. This will include an agreed final structure/format for the Handbook that adopts a matrix format as follows:

Project contributions	Position in the SUMP process			
	<b>Philosophy</b> – why take this approach?	<b>Preparation and analysis</b> – assessing the current and future situation in which you will develop your SUMP	<b>Strategy development</b> – Vision/goals (objectives) and approaches to achieving them	Measure planning – what needs to be implemented in terms of the approaches to deliver the vision?
<b>Triple access perspective</b>				
<b>Uncertainty</b>				
<b>Goods movement</b>				
<b>Institutional capacity</b>				

This structure allows for three types of reader: ‘row reader’ (e.g. what does the handbook tell me about uncertainty across the SUMP process?); ‘column reader’ (e.g. what philosophical perspective do I need across the different aspects of interest in TAP?); and ‘everything reader’ (who wants to read the Handbook cover to cover). Following participation on the ELTIS SUMP Platform group we have established that there is a pause on bringing forward further published SUMP Topic Guides. The project team has therefore decided not to proceed with this originally intended route and instead to develop the Handbook in the way outlined above.



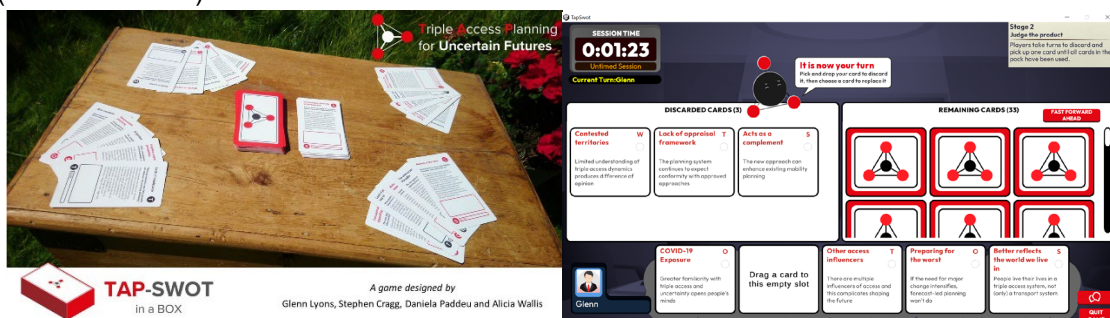


### **Workpackage 5 - APPLICATION - case study examination of introducing TAP for uncertain futures**

According to the proposal, this major WP is set to run from months 17 to 30 in the project. However, preliminary planning for this WP was initiated towards the end of the first year of the project. The face-to-face meeting in Nijmegen in April 2022 specifically included seeking to explore principles and approaches for how to pursue this WP. As a result of this, UWE agreed that it would take a lead in hosting an UK-based event in autumn 2022 at which to launch WP5 in the UK. This took place on 10-11 October 2022 and involved all UK partners as well as all academic partners in the project.



This was an opportunity to set out the approach to be followed and allow non-UK partners to observe and engage in the interests of informing and shaping their own approaches. Subsequent to this, all five academic partners have been active in parallel within this WP, engaging with practitioners and urban authorities in their countries. KTH (Sweden) has run a shadow planning exercise with the City of Norrköping planners. It has comprised six workshops on explorative scenario development tackling accessibility and uncertainty in the municipal transport and comprehensive planning context during 2022/2023. UIRS (Slovenia) with the support of project partner Mott MacDonald 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. The results will be used when the city starts developing the next generation of its SUMP. The University of Cagliari (Italy) conducted a survey aimed at investigating which factors belonging to the following target areas – final consumer, collectivity, public administration, businesses – are considered important and/or uncertain among some of Cagliari's stakeholders involved in the urban logistics planning of the city. Three different questionnaires were constructed and each one was sent to a different stakeholder category: transport and logistics operators; planners and public administration; retailers/shopkeepers. The results of the survey allowed the construction of four different future scenarios encompassing the topic of urban freight/city logistics. 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 from three selected cities (Nijmegen, Utrecht, and The Hague). UWE (UK) has worked with its UK partners in three respects: (i) undertaking '7 Questions' interviews with practitioners associated with urban mobility planning in Bristol and Aberdeen; (ii) undertaking with Mott MacDonald a FUTURES Relay with practitioners for Aberdeen and with citizens for Bristol; and (iii) developing with Transport Scotland and Mott MacDonald the serious game 'TAP-SWOT in a BOX', and in turn working with a team of UWE masters students in games technology to develop a digital version of this game (as shown below).



**TAP-SWOT**  
in a BOX

A game designed by  
Glenn Lyons, Stephen Cragg, Daniela Paddeu and Alicia Wallis





### **Workpackage 7 - Dissemination and exploitation of project findings**

KTH has assumed responsibility for co-ordination of WP7. The website has been set up and includes a series of blog articles reflecting ongoing work in the project are published (see <https://www.tapforuncertainty.eu/triple-access-planning-perspectives-blog/>). The communication and dissemination strategy is on track with planned blog articles from the whole consortium and planned popularised formats and validation activities in the pipeline for 2023/2024.

This concludes a summary of progress against live WPs within the project. WP6 (integration of results and finalisation of guidance) is not due to commence until November 2023. It should be noted that in addition, freight and logistics as a theme is treated as something of cross-cutting importance. An internal reference note has been prepared that articulates the importance of freight and logistics to TAP for uncertain futures and the need to account for it in other WPs.

## **4. IMPACT**

### **4.1. Impact of the Project**

Impact from a single project in isolation is often hard to determine. This project contributes 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 has been helping socialise the notion of 'Triple Access Planning'. An early [LinkedIn post](#) related to the Local Transport Today article mentioned earlier has been viewed over 7,500 times and had well over 100 engagements. Subsequently, 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. The title of his keynote (focused upon TAP for uncertain futures) was 'Rethinking Transport Planning for a Changing World', the slide deck for which is available in a [LinkedIn post](#) viewed over 15,000 times with some 140 engagements.

From a project perspective we recognise that our goals relate to fostering a diffusion of innovation in terms of a new or enhanced approach to urban mobility planning. Project partners represent 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 distinguish between awareness, knowledge, experience and proficiency. The purpose of our project is to raise awareness of the TAP for Uncertain Futures approach. This is something we are achieving. By developing new insights and guidance we are able to 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).

The project team has been approached by practitioners working for the authorities in Cape Town (South Africa) who have been inspired by literature from members of the project team and by the project itself and who themselves are now looking to apply the TAP for Uncertain Futures approach. Meanwhile, through our project partner Mott MacDonald we are aware of transport authorities in the UK and Australia that are also subscribed to the philosophy of TAP for Uncertain Futures and are in the process of applying it to their urban mobility planning. Indeed, in the West Midlands in the UK their [Green Paper](#), which is a precursor to



developing a new urban mobility plan, explicitly addresses the Triple Access System as is the case also for the development of the City of Gold Coast [Transport Strategy](#) in Queensland, Australia. We have (re)connected with colleagues from the New Zealand Ministry of Transport who, having originated the concept of Decide and Provide with work led by Professor Glenn Lyons when he was seconded there as Strategy Director in 2014/15, remain interested in and supportive of the approach being advanced by the project.

In 2022 Slovenia adopted a new sustainable transport planning law. As well as local SUMP, it also requires regional and national level transport strategies, following the same principles to be developed. The first preparatory steps for a national level transport strategy have been taken by Ministry of Infrastructure with support from UIRS. On 13<sup>th</sup> December 2022 a presentation on experiences from New Zealand and Scotland by Glenn Lyons and Stephen Cragg took place for representatives of the ministry. TAP project results will be used during the strategy development process.

The Swedish Transport Administration highlighted the project and its accessibility concept in a Swedish inter-administration conference among general directors.

Triple Access Planning (and this project) is referred to in new (draft) [Local development planning guidance](#) from the Scottish Government.

It is apparent that there is a growing interest in and receptiveness to the proposition of TAP for Uncertain Futures. However, it is also apparent that moving from theory into practice is not straightforward and presents many challenges, including those relating to governance, capacity, skillsets, vested interests and politics. The project is designed to include being able to examine such issues in order to help developing guidance that will help progress more urban planning authorities from awareness and knowledge of this new/enhanced approach towards experience (and thereby further learning by doing).

Globally, circumstances remain favourable to the need for and suitability of TAP for Uncertain Futures in terms of the urgency of addressing climate change and the uncertainty surrounding systems in a state of significant flux.

#### 4.2. Dissemination

We have been actively promoting the philosophy of the approach and emerging insights to outside audiences. As mentioned previously, the project [website](#) is a focal point for blog posts relating to project developments (the project also has a [Twitter account](#) although this has not been prioritised, in part due to the takeover of Twitter by Elon Musk). Members of the consortium have also posted 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 year 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
- 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

During the second year of the project we have also successfully submitted abstracts for participation in the European Transport Conference in September 2023:

- “You say scenario, I say scenario – making sense of future possibilities when we plan”
- “UK practitioners’ views on the past, present and future of urban mobility planning”
- “Engaging Citizens in Exploring Mobility Futures”
- “Shifting from a Mobility to Accessibility Perspective: Motivations, Barriers and a Practical Way Forward”



### 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: <a href="https://www.transportxttra.com/publications/local-transport-today/news/68866/discuss-overing-the-sweet-spot">https://www.transportxttra.com/publications/local-transport-today/news/68866/discuss-overing-the-sweet-spot</a>	<a href="https://uwe-repository.worktribe.com/output/7420650">https://uwe-repository.worktribe.com/output/7420650</a>
2	Peer-reviewed Journal with an Impact Factor	Scenario planning for transport practitioners #	Lyons, G., Rohr, C., Smith, A., Rothnie, A. and Curry, A.	yes	Gold	Transportation Research Interdisciplinary Perspectives	2021	-	<a href="https://doi.org/10.1016/j.trip.2021.100438">https://doi.org/10.1016/j.trip.2021.100438</a>	<a href="https://uwe-repository.worktribe.com/output/7613080">https://uwe-repository.worktribe.com/output/7613080</a>
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: <a href="https://www.itf-oecd.org/travel-transitions-policy-makers-respond-mobility-trends">https://www.itf-oecd.org/travel-transitions-policy-makers-respond-mobility-trends</a>	-
4	other	Triple Access Planning	Lyons, G.	no	Gold	RTPI South West Branchout magazine	2022	-	N/A but available here: <a href="https://www.rtpi.org.uk/media/11034/branchout-spring-2022.pdf">https://www.rtpi.org.uk/media/11034/branchout-spring-2022.pdf</a>	-
5	Book chapter	Transport Futures Research	Marchau, V., Walker, W., Annema, JA	yes	yes	The Transport System and Transport Policy An Introduction	2022		N/A but available here: <a href="https://rstrail.nl/books/">https://rstrail.nl/books/</a>	

Note the two papers referred to earlier that have been submitted to journals some months ago but for which a decision on publication has not yet been made.



#### 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	13
Press release	0
Non-scientific and non-peer-reviewed publication (popularised publication)	3
Exhibition	0
Flyer	0
Training	0
Social Media	10
Website	19
Communication Campaign (e.g. Radio, TV)	0
Participation to a Conference	5
Participation to a Workshop	12
Participation to an Event other than a Conference or a Workshop	0
Video/Film	0
Brokerage Event	0
Pitch Event	0
Trade Fair	0
Participation in activities organised jointly with other EU project(s)	2
Other	0

<i>Category</i>	<i>Number of Persons Reached</i>
Scientific Community (Higher Education, Research)	300
Industry	3000
Civil Society	0
General Public	30
Policy Makers	1000
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

For information, the project risk register is shown below:



Risk	Assessment	Mitigation
Poor project management / performance	Likelihood: Low  Impact: High – Would impact on quality and progression of research	<ul style="list-style-type: none"> <li>having identified lead roles</li> <li>having pre-established working relationships and mutual trust across academic partners</li> <li>regular team meetings including period face-to-face meetings</li> <li>sixth-monthly progress reporting</li> </ul>
Loss of continuity in staffing	Likelihood: Medium  Impact: Medium – loss of knowledge/expertise; loss of institutional project knowledge	<ul style="list-style-type: none"> <li>having more than one academic partner (and more than one non-academic partner)</li> <li>having more than one individual working on, or familiar with, the project in individual academic partner organisations</li> <li>pre-established working relationships to help manage any transitions in staffing</li> </ul>
Poor engagement from city planning actors/stakeholders	Likelihood: Medium  Impact: High – restricted means to develop insight and understanding core to the project's goals	<ul style="list-style-type: none"> <li>inclusion of case study city partners and other non-academic partners in consortium</li> <li>established understanding of, and links with, city authorities and other stakeholders within consortium</li> <li>mixed-method approach with different opportunities to engage practitioners and experts (across several case studies and in WPs 3 and 4)</li> <li>regular (six-weekly) engagement sessions at a national level amongst all partners in each of the five countries covered by the project consortium</li> <li>Practitioner engagement events (including (inter)national conferences)</li> <li>Monthly reminder of risk and monitoring of mitigation action</li> </ul>
Inability of TAP for uncertain futures to enhance SUMP	Likelihood: Low  Impact: Medium – project outcomes less likely to influence SUM Planning	<ul style="list-style-type: none"> <li>consortium understanding of existing SUMP underlining paucity of attention given to Triple Access System and handling deep uncertainty</li> <li>methodology designed to incrementally develop and deepen understanding and guidance to further evolve SUM Planning</li> <li>consideration of institutional aspects that affect deliverability throughout the project</li> <li>engagement with those responsible for overseeing the series of SUMP Topic Guides</li> </ul>
Inadequate attention to diversity and inclusion	Likelihood: Medium  Impact: Medium – Project outcomes less effective at promoting a more inclusive	<ul style="list-style-type: none"> <li>conscious effort in all workpackages and tasks to encourage diversity of perspective</li> <li>consideration of diversity and inclusion in project outputs and communications</li> </ul>

Upcoming work of the project relates to the workpackages already described in Section 3.

A key activity in the third year of the project will be to translate insights from WPs 2, 3, 4 and 5 into content for the TAP for Uncertain Futures Handbook. We will also continue to liaise with ELTIS in relation to the possibility of this handbook being reviewed by the co-ordination group for SUMP Guidance and formally designated as a SUMP Topic Guide though we do not currently anticipate this being the case. Nevertheless, the Handbook will be the principal output from the project.

Another major undertaking in the third year of the project will be harvesting WP5 findings across all five partner countries and incorporating these into the Handbook as well as into further blog posts, publications and dissemination routes.

The second half of the third year will also see the planning and coordination of communication and dissemination activities regarding the results, with a planned validation workshop to be run in each partner country during the final phase of the project.

## 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>Our principal contact point in Bristol City Council has changed but this does not materially affect the Collaboration Agreement of the project. As noted, earlier in the report, a flexible approach to WP5 has been inevitable given our reliance upon the circumstances of our public authority partners but we have a rich set of complementary methods and activities being applied across partner countries that will enable relevant insights to be incorporated in subsequent dissemination and engagement activity relating to project findings and guidance.</p>
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 NO

To date, the overall organisation of the project has functioned well. There is a core co-ordination group of academic partner members ensuring oversight of overall project progress, co-ordination between WPs and tasks, and assignment of responsibilities and actions on an ongoing basis. Individual WPs have designated WP leaders and they are responsible for co-ordination and progress of tasks and activities within each WP.

A strong effort was made at the outset of the project to have several key governance and management elements in place to allow attention to be devoted as much as possible to the research and engagement undertakings of the project.


Monthly meetings each result in an updated action list to ensure the immediate period ahead is clearly mapped out in terms of activities and responsibilities.

## 7. ANY OTHER COMMENTS

It has been a very busy and productive second year of the project with a continuing strong collaborative ethos across the project partners.

## 8. ELECTRONIC SIGNATURE

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

Professor Glenn Lyons	Date
	11 July 2023



### Checklist for the EN-UAC Annual Report

- It is mandatory to complete all sections of the reporting template.
- Please submit the annual report in .pdf format via the **JPI Urban Europe Online Project Monitoring System** accessible via: <https://ffg.countit.at/#/login>
- In case of questions with regard to this report template, please send an email to: Elena Simion ([projects@jpi-urbaneurope.eu](mailto:projects@jpi-urbaneurope.eu)) and Johannes Bockstefl ([johannes.bockstefl@ffg.at](mailto:johannes.bockstefl@ffg.at))

### Page Limits

Please respect the page limit stated in each chapter (10 pt. font size).