



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>	1
<b>REPORT PERIOD</b>	01.05.2021 to 30.04.2022

**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 has made good progress. At the very start of the project the logo and an introductory slide deck had been prepared and a short (2500 words) article was published in the industry press setting out the project's philosophy. A sharepoint site and website



	<p>were put in place and a successful ethics application was submitted by the UK project co-ordinator to its Research Ethics Committee to ensure the methodological approach was sound. Monthly online 3-hour core team meetings take place, with actions recorded.</p> <p>This core team had established a strong rapport right from the proposal development stage and this has continued and strengthened. At a national level for each of the five partner countries, all partners have periodic meetings to maintain engagement and information sharing.</p> <p>WP2 was heavily workshop based and open to all partners which created a positive collaborative ethos. Subsequent WPs commenced as planned in the proposal and co-ordination between WP leads has been strong.</p>
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## 2.2. Relevance to JPI Urban Europe

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. How people access goods, services, employment, opportunities and other people has in recent decades been strongly defined by developments of the transport system and a growing dependence on motorised mobility. Sustainable Urban Mobility Plans (SUMP) aim to shift focus of attention away from a forecast-led approach to planning for transport to a more vision-led approach to planning for mobility and the relationship between transport and land use. Our project extends this further by recognising that another fundamental and increasingly important ingredient within urban transitions is digital connectivity. Over the last 20 or so years, society has become more and more digitally connected such that digital forms of access to employment, shopping, banking, healthcare, social networking and so on have become increasingly commonplace. This affects how people are leading their lives and influences their dependency on motorised transport and on spatial proximity (and related active travel). Possibilities exist to rethink and reshape access fulfilment in urban settings such that digital connectivity in tandem with spatial proximity may be able to help people live more locally while acting more globally and within so much dependence upon motorised transport, and in particular the motor car. Such possibilities were strongly brought to light by how society responded to the COVID-19 pandemic. The pandemic has also amplified the state of flux society and urban environments find themselves in with related (deeper) uncertainty about what changes may lie ahead within which urban planning efforts to shape the future must work.

Our project is intended to further support and energise a growing ‘learning by doing’ culture (as per the



urban experimental turn in governance and planning) and community of practice that recognises that the old 'predict and provide' approach to transport planning is much less fit for purpose with appetite instead for a 'decide and provide' approach to what our project calls 'Triple Access Planning'. However, there are critical challenges in transitioning from predict and provide to decide and provide that relate to mental models of the system that planning is addressing, the mindset of practitioners engaged in urban mobility planning and the adaptive capacity and human resource available to help deliver a transition in planning practice that in turn can address the transition needed in urban environments themselves to assure prosperous, sustainable and liveable futures for towns and cities across Europe.

TAP for Uncertain Futures is working to better understand the state of the art as well as the art of the possible in urban mobility planning by bringing academic thinking together with practitioner insights. The aim is to encourage adoption of new paradigms and produce guidance on how to think and act differently in the planning process. This builds upon other guidance documents in which (outside of this project) members of our consortium have been instrumental contributors. This is a non-trivial undertaking and foundational to this is clarifying an appropriate philosophical standpoint that frames how and why the planning process is approached in a particular way. Our intention is to help give greater confidence to practitioners being able to act differently and have the supporting resources to do so.

### **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 and policy briefs. In the first year we have run sessions on handling uncertainty, scenario planning, urban mobility planning, and freight and logistics. 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 first year of the project we undertook a series of participatory workshops that brought people together from different disciplines to examine present and future mental models of the triple access system. Through a systems thinking approach (causal loop diagrams) and scenario development we were able to create a representation of the triple access system as a system diagram and in turn generate six plausible triple access futures for 2050. While this could have been achieved in the absence of interdisciplinarity, the process and outcomes would have been diminished as a result. In the event, and though seeking advisory input from operational researchers expert in systems thinking, we were able to open our minds to the views of others and create a combined interpretation of the urban system of access, as a basis for in turn planning how to shape its future.



## 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	<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	No
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	No
5	<b>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</b>	Stakeholder Involvement	Initially UK and European practitioner conferences in 2022	Pan European	No
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	No



## 2.5. Cooperation with Other Projects and Programmes

<p>Does your project cooperate with other JPI Urban Europe projects ongoing or planned?</p>	<input type="checkbox"/> Ongoing <input type="checkbox"/> Planned <input checked="" type="checkbox"/> No If yes, please specify the project(s) name(s):
<p>Is your project involved in other research programmes in your country?</p>	<input type="checkbox"/> Ongoing <input type="checkbox"/> Planned <input checked="" type="checkbox"/> No If yes, please specify the programme(s) name(s):
<p>Does your project build on any other national, European or international projects?</p> <p>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>.</p>	<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

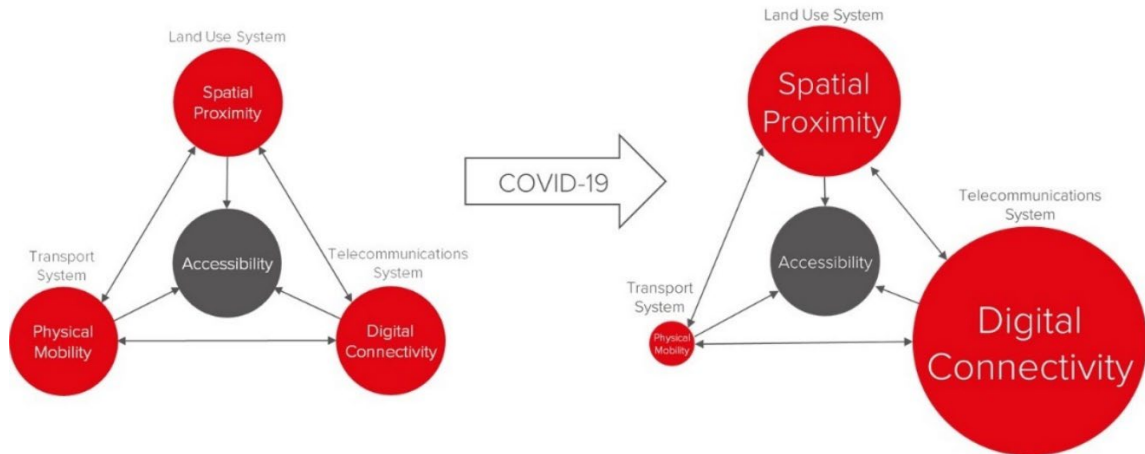
### Workpackage 1 – Management and co-ordination

As described in Section 2.1, this WP has been working effectively, ensuring the project was launched on time with a clear early articulation of what the project is about and hoping to achieve. The Collaboration Agreement was drawn up in advance of the project's formal start and finalised within the first month of the project. A sharepoint site, website and internal engagement processes for the project consortium were established early on and have continued to operate to good effect. Monthly 3-hour online meetings allow for detailed consideration of project progress and forward planning. Separate and additional internal engagement has then been arranged at a workpackage level. Due to the COVID-19 pandemic, the full set of academic partners had not met physically for well over two years since the consortium was formed to co-develop the proposal. Digital remote working practices have been effective within the project. Nevertheless, the first face-to-face gathering of the academic partners and some of our non-academic partners took place in Nijmegen in April 2022. There was unanimous agreement that this had been productive and valuable both in terms of addressing project progress and forward planning as well as further strengthening the personal and working relationships within the project. There is also a project risk register that is reviewed at quarterly board meetings.

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

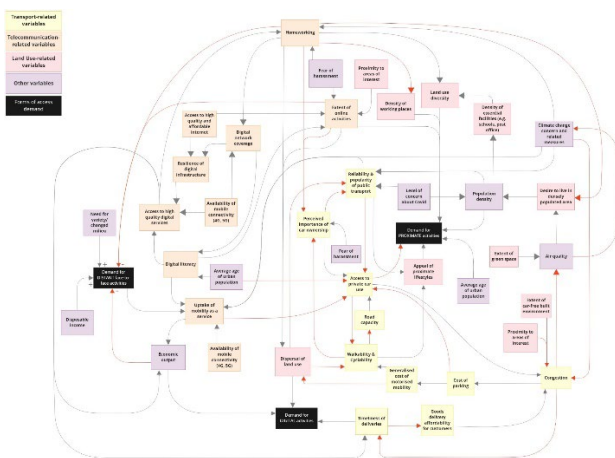
The purpose of this workpackage was to provide a strong foundational basis for the project by more closely examining the concept of triple access, uncertainty in relation to the future of triple access and the notion of 'triple access planning (TAP) for uncertain futures'.

Early on in the first year, a full-length working paper was written on the concept of TAP for uncertain futures and in turn a feature article was invited for publication in [Local Transport Today](#). The diagram below is from this article:



Eight online pan-European workshops were undertaken in order to help create present and future mental models of triple access. Systems thinking was used to converge upon a ‘triple access system on a page’ (shown below). Having better understood the current system and its variables, those variables deemed most important and also most uncertain formed the basis for developing a set of six 2050 plausible triple access futures. While the outputs themselves can be used as a resource for thinking, the methodological design (and its testing) have the prospect of being a resource for practitioners.

A full working paper has been written that describes in detail the background, approach, outcomes and insights from this activity. This workpackage also involved a scenario planning webinar (internal) and a more externally facing ‘hands-on’ experience of applying triple access planning for uncertain futures – as described next. The scenario planning webinar was run in order to introduce the project consortium to best practice insights into how to develop explorative scenarios. This was based upon a [journal paper](#) written during the first year of the project led by the project co-ordinator in collaboration with co-authors from one of the project partners, Mott MacDonald. This paper itself is intended to form part of the guidance and resources emerging from and promoted by the project. Mott MacDonald have designed a two-workshop approach to allow practitioners to experience the ‘[FUTURES](#)’ approach which itself espouses Triple Access Planning for Uncertain Futures. This is called the ‘[FUTURES Relay](#)’. It has been run for several cities around the world. Specifically for the project itself, a Relay was run for the project partner city of Cagliari in Italy. This was an opportunity to consider how thinking differently about the future, including the issues of uncertainty and triple access, could lead to new ways of envisaging urban mobility solutions to shape the future.



Critical factors	Too Slowly Greener	Uneconomically Net-Zero	In a Fix	Bye Bye Car	Happy Green Dispersal	Tech Innovation Bonanza
Climate Change Concern	↑	↓	↑	↑	↓	↓
Economic Performance	↑	↓	↑	↑	↑	↓
Perceived Importance of Car Ownership	↓	↓	↓	↓	↑	↓
Need for Variety / Changed Milieu	↑	↓	↑	↓	↓	↓
Cost of Motorised Transport Relative to Income	↓	↓	↑	↑	↑	↓
Urban Land Use Diversity	↑	↓	↓	↑	↓	↑
Population Density	↑	↓	↑	↑	↓	↑
Utility of Online Activities	↑	↑	↑	↑	↑	↑
Attractiveness of Walking and Cycling	↑	↑	↑	↑	↑	↑

This workshop has highlighted the centrality of ‘thinking’ to the project and to the ability to improve the approach to urban mobility planning in practice. The working paper is intended to form the basis for a journal paper submission in the first part of the second year of the project.



This WP has also involved the development of an initial outline structure for the 'TAP for uncertain futures handbook' that will constitute the primary output from the project. The intention has been to model this on the format used for SUMP Topic Guides developed for the EU, as co-ordinated and overseen by [ELTIS](#).

This WP has been challenging but has achieved the outcomes intended. Some delay has occurred in relation to beginning to populate the handbook structure mentioned above. This has been due in part to efforts to liaise with ELTIS to better understand the topic guide process and gauge whether or not the project's Handbook has the prospect of eventually being formally recognised as a SUMP Topic Guide.

### **Workpackage 3 - PRACTICE - review of existing SUMPs in relation to TAP for uncertain futures**

This WP is 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 has been 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 have been reviewed, using a common template. As a result, we have been building a picture of urban mobility planning practice across 40+ urban areas in Europe. Not surprisingly variations in practice were evident both within and between countries. Uncertainty has not been commonly addressed across the case studies examined (at least as revealed by the written documents reviewed). Likewise, while links between transport and spatial planning are apparent in several of the case studies, consideration of digital accessibility was typically conspicuous by its absence. Some SUMPs (or equivalents) recognised the significance of digital *connectivity* in terms of a need for ongoing improvement in the number of households and business with high speed and reliable broadband. However, few SUMPs considered whether and how digital connectivity translated into digital *accessibility* in terms of shaping their urban mobility planning and related measures. SUMPs that were written pre-COVID-19 were much less likely to give consideration to uncertainty and any notions of triple access. In contrast, SUMPs that have been (or are being) developed since March 2020 more evidently reflect at least an awareness of uncertainty and of a role for digital accessibility (particularly in relation to work).

To reach beyond what can be learned from reviewing written documentation, 15 group interviews with practitioners involved in developing a subset of the 40+ urban areas reviewed are being presently undertaken. This began during the first year of the project and will complete early in the second year. A working paper to reflect the approach, findings and implications from the WP will then be prepared. One key challenge with this WP has been an ability to understand the planning process itself that lies behind SUMP documents and in turn orchestrate group interview conversation that can better expose the challenges in reality faced by practitioners.

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

This workpackage runs over 18 months and is therefore part-way through. It involves 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).

To date, 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 others' review work. A set of four working papers have been produced. At the partners three-day meeting in Nijmegen in April 2022, explorative discussions took place regarding the review work as part of an ongoing activity to develop a synthesis paper spanning all of the reviews that will help 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 is undertaken. Planning has also begun on subsequent WP4



roundtable discussions.

This WP has been running to schedule. It has served to highlight the inherent challenges for the project in being able to harness and clearly articulate understanding about the complex undertaking of triple access planning in the face of uncertainty, particularly for those activities (such as shopping) whose accessibility is strongly influenced by land use, transport and telecommunication systems. It has become increasingly clear that while the project will be developing some fundamentally new resources and processes, its key contribution is to bring together existing understanding and tools and process that can together be applied in urban mobility planning to good effect, through making accessible, useful and usable guidance and resources available. This will be a key priority for the project during its second year.

#### **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 will be an opportunity to set out the approach to be followed and engage with urban mobility planners within and beyond the project. It will also allow non-UK partners to observe and engage in the interests of informing and shaping their own approaches. UK partners have also taken a lead in ensuring the project is represented at two significant practitioner conferences during the second year of the project: the Transport Practitioners Meeting (UK) and the European Transport Conference (Italy). For these events, the project team will be hosting workshops centred upon a game called 'TAP-SWOT in a box'. This was conceived of at the end of the project's first year but will be fully developed in the early months of year 2.

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

KTH has assumed responsibility for co-ordination of this WP. The website has been set up and already includes a series of blog articles published within the first year of the project. A communication and dissemination strategy was also drawn up during the first year and provides an important reference point for onward activity.

This concludes a summary of progress against live WPs within the project. 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 over 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 recent [Green Paper](#), which is a precursor to developing a new urban mobility plan, explicitly addresses the Triple Access System. 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.

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 is not yet heavily used). 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:

- 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)
- UIRS practitioner conference, Slovenia, 6 April 2022 – Invited keynote: “Rethinking Transport Planning for a Changing World” (presentation delivered online)
- 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)

During the first year of the project we have also successfully submitted abstracts for participation in the Transport Practitioners Meeting, European Transport Conference, and Universities Transport Study Group annual conference.



### 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.transportxtra.com/publications/local-transport-today/news/68866/discover-the-sweet-spot">https://www.transportxtra.com/publications/local-transport-today/news/68866/discover-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.trp.2021.100438">https://doi.org/10.1016/j.trp.2021.100438</a>	<a href="https://uwe-repository.worktribe.com/output/7613080">https://uwe-repository.worktribe.com/output/7613080</a>
3	please select	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>	-

#### 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	0
Press release	0
Non-scientific and non-peer-reviewed publication (popularised publication)	3
Exhibition	0
Flyer	0
Training	0
Social Media	2
Website	5
Communication Campaign (e.g. Radio, TV)	0
Participation to a Conference	5
Participation to a Workshop	0
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)	0
Other	0

<i>Category</i>	<i>Number of Persons Reached</i>
Scientific Community (Higher Education, Research)	100
Industry	1500
Civil Society	0
General Public	0
Policy Makers	500
Media	0
Investors	0
Customers	0
Other	0

## 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> </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's 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 professional view of planning and in turn of citizen outcomes	<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>
Poor communication of complex issues	Likelihood: Medium  Impact: High – Confusion over TAP and reduced ability and willingness of actors to engage and adopt	<ul style="list-style-type: none"> <li>continuous external engagement surrounding TAP concepts to secure feedback and improve understanding of communication challenges</li> <li>project design itself allows for regular engagement with city stakeholders where insights and draft guidance will be shared and tested for usability</li> </ul>

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

Workpackages 2, 3 and 4 are all due to be completed in the second year of the project and a list of planned publications and forms of dissemination have been identified to be progressed in relation to these. Workpackage 4 completion involves a series of up to five national roundtable workshops to explore urban mobility planning practitioner views on the state of the art and the potential merits of the TAP for Uncertain Futures approach. These may be challenging to organise given pressures on people's time and we envisage them being arranged as virtual events – allowing greater flexibility of diary scheduling and information capture.

A key activity in the second year of the project will be to translate insights from WPs 2, 3 and 4 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.

In order to help with outreach to and engagement with practitioners interested in Triple Access Planning for Uncertain Futures as an approach to urban mobility planning, the project has conceived of and is developing a card game that will allow players to be introduced to the approach and explore its Strengths, Weaknesses, Opportunities and Threats (SWOT). We are calling this TAP-SWOT in a BOX. The intention is that by playing the game, not only will practitioners be learning about the approach and its merits but will also be able to contribute to the ongoing research and insights development of the project itself. It is expected that the game will emulate a conventional pack of cards in the sense that it will have four suits of cards (S, W, O and T) along with Joker (wild) cards which allow new considerations to be introduced. The project team will be running the game for the first time at the Transport Practitioners Meeting in London in June 2022, and again in Milan at the European Transport Conference in September 2022.

Another major undertaking in the second year of the project will be planning for and initiating WP5 across all five partner countries. A WP5 kick-off event is to be planned to take place in Bristol in October 2022.



## 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>One change has occurred since the start of the project. The key individual from the project partner consultancy Mu Consult in the Netherlands changed employment to the consultancy Panteia. With mutual agreement both from these two organisations and from all other project partners, the Consortium Agreement has been revised to reflect this change. There are no anticipated material consequences for the project of this change in terms of pursuance of its objectives and outcomes.</p>
<input type="checkbox"/> NO	

To date, the overall organisation of the project has functioned well. As mentioned earlier 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.


With a large number of partners once non-academic partners are accounted for, there is an importance to ensuring engagement is maintained and that all partners are kept up to date with developments within the project. To support this, in addition to a formal quarterly opportunity for all partners to attend project Board meetings, regular (every six weeks or so) national level sessions are held amongst partners in each country.

## 7. ANY OTHER COMMENTS

It has been a very constructive first year of the project with a strong collaborative ethos across the project partners and we look forward to continuing in this manner during the coming year of the project.

## 8. ELECTRONIC SIGNATURE

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

Professor Glenn Lyons	Date
	23 May 2022

**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))

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