



Place-based solutions to net zero carbon transport: the role of spatial planning

Invitation to Tender

June 2020

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1 INTRODUCTION

1.1 BACKGROUND TO THE RTPI

The Royal Town Planning Institute (RTPI) is the UK's leading planning body for spatial, sustainable and inclusive planning and is the largest planning institute in Europe with over 25,000 members.

The RTPI is:

- A membership organisation and a Chartered Institute responsible for maintaining professional standards and accrediting world class planning courses nationally and internationally;
- A charity whose charitable purpose is to advance the science and art of planning (including town and country and spatial planning) for the benefit of the public;
- A learned society.

To this end, the RTPI promotes research into planning practice, theory, policy development and education. The RTPI's strategic research agenda in the UK aims to:

- Promote the funding and dissemination of research and project activity informing and evaluating planning policy and practice;
- Promote awareness and engagement of planning practitioners in planning research at local, national and international scales;
- Encourage interdisciplinary and inter-sectoral research and dialogue;
- Support research in planning education and lifelong learning.

1.2 BACKGROUND TO THE PROJECT

The Department for Transport's document *Decarbonising Transport: Setting the Challenge* (March 2020) recognises that measures to reduce overall travel demand and increase the use of sustainable transport modes must accompany technological change, such as vehicle electrification, in order to meet the UK's carbon emission reduction commitments. The DfT has defined 'place-based solutions' as one of six strategic priorities for its forthcoming Transport Decarbonisation Plan, which focuses on England.

Spatial planning can help to reduce travel demand and enable modal shift by integrating place-based approaches to transport decarbonisation into long-term visions for the physical, social and economic development of different parts of the country. Strategies, plans, policies and guidance can help to ensure that planning, development and investment decisions support the delivery of this vision.

The RTPI is commissioning research to stimulate bold and innovative thinking on the contribution of spatial planning to transport decarbonisation in different types of place, and address barriers to implementation. Our objective is to provide clarity on the role

of planning and place-based solutions within the DfT Transport Decarbonisation Plan, on a scale commensurate with the climate and ecological crisis.

2 TENDER INFORMATION

2.1 BUDGET

This project will be funded up to a maximum and fixed sum of **£20,000 (to include all disbursements but excluding VAT)**, with the intention that this be paid in three instalments according to agreed project milestones (i.e. on signing of the contract, delivery of the draft report and delivery of the final report to an acceptable quality standard).

This budget is non-negotiable, however, we would be happy to consider bids that involve match-funding or co-funding the project, and for project/research teams to consider how leveraging in additional funding could extend the scope of the project. Bids should demonstrate clear value for money.

2.2 ELIGIBILITY

Tenders are invited from RTPI accredited planning schools, other university-based research teams/departments, planning consultancies and other appropriate organisations, particularly those which can demonstrate a track record in producing strong visual materials. Collaboration between organisations is welcome.

2.3 PROJECT BRIEF

The purpose of this tender is to procure a series of high-level mock spatial visions or plans for “imagined” or “anonymised” functional geographical areas, based on real parts of England. These should demonstrate pathways or scenarios for reducing emissions from surface transport: by mapping, categorising and analysing different spatial planning interventions.

We suggest the use of imaginary or anonymised places to:

- Allow for the depiction of bold and visionary approaches for places that are recognisably British, without causing unintended consequences for real places
- Help stakeholders across the UK to find aspects of the visions and plans which are relatable to the issues they are facing

The spatial visions/plans should cover a timeframe which starts from the present day, and looks towards the emission reductions required to meet the sixth carbon budget (2032 to 2037). They should also suggest how places could make the additional reductions necessary to achieve net zero carbon transport by 2050.

To accompany visual map-based outputs, the supplier should also produce a short written report which sets out evidence on the contribution of spatial planning to transport decarbonisation, options for overcoming barriers to the interventions

identified in the research, and reflections on way that transport emissions are accounted for in the local and strategic plan-making process.

2.4 INDICATIVE METHODOLOGY

The supplier should propose a methodology which includes the following steps:

1. Generate hypothetical geographical areas upon which to conduct the exercise. These should be at a strategic scale (e.g. travel to work areas) and based on real places in England, in order to make the assumptions and proposed solutions relevant to different audiences. The supplier may wish to partner with groups of local authorities and anonymise existing data, or simulate places from aggregated public data. If local authority partners do not wish to be anonymous, then we will accept bids for a suite of outputs based on real places.

We suggest planning for two or three areas, to represent the opportunities and challenges of transport decarbonisation in different parts of the country. It is essential that the supplier look beyond urban areas to address places with issues of car-dependency, weak accessibility by public and active travel, dispersed settlement patterns and high housing demand.

2. Within each area, demonstrate typical sources of transport emissions, and how these are likely to change under different plausible scenarios. This could extrapolate from observed trends in real parts of the country, including data on the location, density and homogeneity of development; public transport patronage and private car usage; transport investment across different modes; the location of major trip generators, and the traffic impacts of residential and commercial developments. These should take account of the additional challenges and opportunities presented by Covid-19 and the economic recession.
3. Through desk research, identify successful interventions which have been used in the UK and elsewhere to reduce travel demand and encourage sustainable modal shift. These should look beyond traditional land use planning to consider the wider policies and programmes that influence the nature of places and how they function. These could include interventions which:
 - Guide the location, density and land use mix of new development to support public and active transport
 - Influence the locational choices of households, businesses and services within the built environment
 - Improve accessibility by walking, cycling, shared and public transport, through the delivery of infrastructure, services and incentives
 - Support mixed land use and accessible services
 - Reduce traffic volumes through congestion charging zones and other measures
4. Develop an approach for categorising and prioritising interventions, such as by:

- Governance: the stakeholders responsible for implementation
 - Capacity: the skills and approaches required for design and delivery
 - Location: where interventions are most effective
 - Carbon savings: effectiveness in reducing transport emissions
 - Timescale, cost and ease of implementation: quick-wins, medium term actions and long-term strategic pathways
 - Co-benefits: wider impacts on air quality, place-making and regeneration, public health, inclusivity, etc.
5. Create mock spatial visions and plans for each hypothetical area, using maps, diagrams and infographics to demonstrate how different interventions can enable a place-based approach to transport decarbonisation in different parts of the country.

Visual outputs should also demonstrate wider structural changes required to support the delivery of a place-based vision, and the stakeholders responsible. This could include national strategies and policies related to grid decarbonisation, vehicle taxation, housing policy or infrastructure investment.

NB: The outputs and methodology specified here are indicative. We will consider bids which are non-compliant on their merit, provided they imaginatively interpret the brief and deliver the RTPI's objectives for the commission. Workshops and interviews with external stakeholders may be necessary to facilitate the above.

2.5 PROJECT TIMESCALES

We anticipate that the project will last 4.5 months, starting by the middle of July 2020 delivered by November 2020. Below is an indicative timescale for the project:

- Appointment of supplier and project inception meeting: mid July 2020
- Defining the geographical areas and desktop research: July - August 2020
- Interim report and draft visual outputs: Mid-September 2020
- Changes and modifications, further design: October 2020
- Review of final outputs: early November 2020
- Publication and publicity: late November 2020

The precise timescale for the project will be determined in collaboration with the selected research team during the inception meeting, which is expected to take place mid July 2020.

2.6 GOVERNANCE

The RTPI will be represented by James Harris, Policy and Networks Manager. Additional representatives on the project steering group will be selected by the Transport Planning Society (TPS) and Chartered Institution of Highways and Transportation (CIHT), which are supporting this research.

2.7 OUTPUTS

- A series of mock spatial vision and plans, in the form of well-designed and attractive maps, diagrams and infographics, targeted at a professional audience but accessible to the general public
- A short written report, which the RTPi will publish, with evidence on the contribution of spatial planning to transport decarbonisation, options for overcoming barriers to the interventions identified in the research, and reflections on the modelling and reporting of transport emissions in the local and strategic plan-making process.
- Attendance, as required by the RTPi, to promote the research

2.8 APPLICATION PROCESS

Organisations/project teams should submit a tender document that includes:

- Proposed methodology
- Proposed outputs, demonstrating conformity (or otherwise) with the project purpose and brief described in Section 2.3 of this document
- Project team and general experience
- Statement of experience relevant to the project, and selected projects that demonstrate relevant experience
- Proposed approach to project management, identifying risks and mitigation strategies, and specifying how the project will be delivered on time and do a high standard
- Total cost of the project
- A budget breakdown between the stages, daily rates and personnel inputs.

2.9 EVALUATION CRITERIA

Applications will be evaluated against five criteria:

1. Quality, rigour and depth of the proposed methodology and analysis
2. Experience/track record/knowledge of research and/or project delivery relevant to the project
3. Experience of effective and impactful partnership working (i.e. with project commissioners and/or public stakeholders)
4. Experience of managing politically-sensitive projects
5. Value for money and added value

2.10 ASSESSMENT PANEL

An assessment panel comprising members of the project steering group will evaluate tenders and decide which applicants to invite to interview.

2.11 DEADLINES FOR APPLICATIONS

Tender applications should be submitted electronically to: research@rtpi.org.uk

The deadline for applications is **23.59, Friday 3 July 2020**

We intend to interview a shortlist of bidders during **w/c 13 July 2020** and to appoint the successful research team.

2.12 INTELLECTUAL PROPERTY

The RTPI will retain ownership of the work, but will grant the researchers the right to publish and re-use the material submitted to RTPI, and will be fully credited for their work. Respective consultancies and institutions should not apply if they will not be able to agree to this provision. They should acknowledge the support from the RTPI in any subsequent publications and activity based on the supported projects.

Any outcome from the project shall remain strictly **CONFIDENTIAL** until such time as the RTPI determine that it be released for publication.

2.13 FURTHER INFORMATION AND ENQUIRIES

The website for this project is www.rtpi.org.uk/zerocarbontransport

We welcome enquiries about this project, but please note that all responses to enquiries will be issued as (anonymised) Q&A's to all bidders.

For enquiries, please contact research@rtpi.org.uk