

# UCL Transport Institute Radical Transport Conference

Monday 20<sup>th</sup> June 2016

Haldane Room, UCL, Gower Street, London WC1E 6BT

	Coffee and registration	9.30
	Introduction to Transport Institute by Nicola Christie	10.00
	Opening remarks from the Chair, Ben Plowden (TfL)	10.05
Phil Goodwin	Discovering the Radical Tradition in English Transport	10.10
Joanna Elvy	Should we turn participatory transport planning on its head?	10.25
Peter Jones	Transport Planning – Turning the Process on its Head	10.40
Robin Lovelace	Democratising planning decision making: the case for open source software in transport modelling	10.55
	Panel Q&A	11.10
	Tea and coffee	11.25
Charles Musselwhite	Deep mobility: Intuition, emotions and feelings for a better transport planning	11.40
Beatriz Mella Lira	Capability Approach as instrument for assessing the social component of transport projects	11.55
Paulo Anciaes	Hitch-hiking: how to approach this money-free, app-less, mode of transport?	12.10
Nicolás Valenzuela	Hybrid grassroots-public-private production of cycling infrastructure in Santiago de Chile: experimentalism from the Municipality of Providencia (2012-2015) as a metropolitan actor	12.25
	Panel Q&A	12.40
	Lunch	12.55
Randall Ghent	Radical Thinking on Transport Begins with Questioning our Urban Form	1.45
Nicholas Taylor	Must the Future be Motopia or Megalopolis? – The Potential of Linear Cities	2.00
Jeremy Dalton	Modern mobility for the rest of us: data standards and software tools for informal, rural, and specialized transportation services.	2.15
	Panel Q&A	2.30
	Tea and coffee	2.45
Steve Melia	Progressive Researchers Should Recognise: There's No Such Thing as 'the Economy'	3.00
Tom Cohen	What might true transport "equality" look like?	3.15
David Metz	'Do Minimum' can be the best policy	3.30
	Panel Q&A	3.45
	Open discussion 'free for all'	4.00
	Drinks	4.30



## Speakers

### 1 Phil Goodwin

Discovering the Radical Tradition in English Transport

Phil Goodwin is the distant product of some generations of the self-educated radical tradition in London, English and Immigrant working-class political thought, somewhat smoothed by University education, local government and academic employment, and research on car dependence, the transport policy responses to it, illusions, dreams, rigour and fashion. He thinks the history of traffic and transport theory is interesting.

### 2 Joanna Elvy

Should we turn participatory transport planning on its head?

Joanna is currently based in the Institute for Transport Studies at the University of Leeds, where she is exploring the role of social capital in participatory transport planning processes as part of an ESRC funded PhD Studentship. Before her PhD, Joanna spent 10 years as a GIS technical officer and visiting lecturer in the Department of Human and Environmental Sciences at the University of Hertfordshire. Joanna recently spent 7 weeks exploring participatory transport planning processes in Melbourne, Australia and presented at the American Association of Geographers Annual Meeting in San Francisco.

### 3 Peter Jones

Transport Planning – Turning the Process on its Head

Peter Jones is Professor of Transport and Sustainable Development in the Centre for Transport Studies at University College London, and Director of the UCL Centre for Transport Studies. He is a member of the Independent Transport Commission, the DfT's Science Advisory Council and co-chair of their Joint Analysis Development Group. He has a wide range of transport research and teaching interests, covering both analytical methods and policy, including work on transport appraisal, traveller attitudes and behaviour, travel trends and the determinants of travel demand, traffic restraint studies, accessibility studies, policy option generation, and major transport economic and social impact studies.

### 4 Robin Lovelace

Democratising planning decision making: the case for open source software in transport modelling

Robin is a researcher at the Leeds Institute for Data Analytics and, from September, the Leeds Institute for Transport Studies. His academic work involves the development of methods for analysing and modelling spatial data, which are well suited to help plan more sustainable transport systems. His recent research, as lead developer of the Propensity to Cycle Tool, has focussed on modelling and visualising transport scenarios of the future. This involves quantifying the health, energy and local infrastructural implications of a future where cycling is the main mode of transport for urban travel.

## 5 Charles Musselwhite

Deep mobility: Intuition, emotions and feelings for a better transport planning

Charles Musselwhite is Reader in Gerontology at Swansea University. He has a background in traffic and transport issues as applied across the lifecourse and is a hybrid of psychologist, human geographer, sociologist and planner. Throughout his 18 years of transport related research, he believes that the way we look at transport needs to change. There has to be a greater emphasis of the social and affective motivations underpinning mobility and hence a need to draw not just on social sciences but on the arts and humanities when planning for transport.

## 6 Beatriz Mella Lira

Capability Approach as instrument for assessing the social component of transport projects

Beatriz is PhD candidate and Researcher in Urban and Transport Planning at the Bartlett School of Planning, University College London, UK. She is also Architect and Master in Urban Development at Pontificia Universidad Católica de Chile. Her PhD research seeks to develop different perspectives on transport and social equity - assessing how the application of different approaches might affect levels of social equity in the case study of Santiago, Chile. The research has a strong social component, mainly structured and based on social and urban planning concepts, related to transport and mobility infrastructure projects.

## 7 Paulo Anciaes

Hitch-hiking: how to approach this money-free, app-less, mode of transport?

Paulo is a Research Associate at the UCL Centre for Transport Studies. His main interests are mobility and accessibility, pedestrians, environmental justice, and health and social aspects of transport. He obtained his PhD with a dissertation on social justice in transport planning and has participated in research projects in the UK, Japan, Portugal, Armenia, and Cabo Verde. He is currently involved in the Street Mobility project at UCL, which is developing tools to assess the barrier effect of road traffic on pedestrians.

## 8 Nicolás Valenzuela

Hybrid grassroots-public-private production of cycling infrastructure in Santiago de Chile: experimentalism from the Municipality of Providencia (2012-2015) as a metropolitan actor

Nicolás Valenzuela Levi studied architecture and a master in Urban Development at the Catholic University of Chile. He has been involved during one decade in activism related to social rights and the city. His research and teaching experience has involved social housing, natural disasters, participatory processes and transport infrastructure. Between 2012 and 2015 he served as Director of Planning at the Municipality of Providencia (Santiago de Chile) where implemented diverse projects related to sustainable transport at a local and metropolitan level. He is currently a graduate student at the Centre of Development Studies, University of Cambridge.

## 9 Randall Ghent

Radical Thinking on Transport Begins with Questioning our Urban Form

Randall Ghent was co-director of World Carfree Network in Lyon, Melbourne and Prague (1997-2007) where he served as editor of Carbusters magazine, organised Towards Carfree Cities conferences around the world and launched World Carfree Day in 2000. He led a medieval urbanism study tour to Fes, Morocco (2002) and wrote the North American version of the UK book 'Cutting Your Car Use' (New Society, 2006). He obtained an MSc in Sustainable Transport from University of Leeds (2011) and has worked as manager of Act TravelWise, the national association promoting sustainable travel, since 2014.

## 10 Nicholas Taylor

Must the Future be Motopia or Megalopolis? – The Potential of Linear Cities

Nicholas Taylor is an independent researcher, until December 2015 an Academy Fellow at the Transport Research Laboratory. During his time at TRL he further developed and marketed the CONTRAM dynamic traffic modelling suite, and managed or led technically a range of consultancy and European collaborative projects, mainly related to traffic or incident management and modelling. In 2014 he received a PhD from UCL for research into modelling the variability of queues. He now sees a priority for research in sustainable integration of lifestyles and transport, seeking a rational balance in place of the self-reinforcing tendency of motor traffic.

## 11 Jeremy Dalton

Modern mobility for the rest of us: data standards and software tools for informal, rural, and specialized transportation services.

Jeremy Dalton is a transportation planner at GridWorks, a boutique, mission-driven planning and policy consultancy and certified benefit corporation (B-Corp). He consults with governments, community groups, nonprofits, and private companies to cultivate livable and resilient communities by improving access and mobility. His recent work includes designing job-access transportation services in Los Angeles and planning for a new transit system in Twin Falls, Idaho.

Mr. Dalton holds a Bachelor's degree in Sociology from California State University Long Beach, and a Master's degree in Urban and Regional Planning from Portland State University. He lives in Portland, Oregon.

## 12 Steve Melia

Progressive Researchers Should Recognise: There's No Such Thing as 'the Economy'

Steve Melia is a Senior Lecturer in Transport and Planning at the University of the West of England; his first degree was in Economics. His research concerns the relationship between transport and the built environment, with a particular focus on urban intensification and alternatives to car-based development. His book *Urban Transport Without the Hot Air* (UIT Cambridge, 2015) aims to expose popular myths in transport planning and propose sustainable solutions. He advised the Departments of Transport and of Communities and Local Government on transport aspects of the Eco-towns programme in 2008/9. He was previously a parliamentary candidate and freelance journalist.

### 13 Tom Cohen

What might true transport “equality” look like?

Tom is Deputy Director of UCL Transport Institute. When no one's looking, he likes to do transport research. One example is his participation in the Policy Commission on Transport and Ethics, which was designed to ask what a more just transport system might look like. He's also very interested in citizen participation in transport planning, in transport decision making and governance in general. And the relationship between transport and urban form, with particular reference to walking. Tom is a survivor of ten years' transport consultancy.

### 14 David Metz

‘Do Minimum’ can be the best policy

David Metz is honorary professor in the Centre for Transport Studies, University College London, where his research focuses on how demographic factors influence travel demand. He spent part of his career as a senior civil servant in a number of UK government departments, both as policy advisor and scientist, including five years as Chief Scientist at the Department of Transport. His recent research has been summarised in a short book entitled ‘Peak Car: the Future of Travel’, published by Landor Links in 2014. A new book on transport policy will be published later this year.