

**RESEARCH ASSOCIATE IN THE SCHOOL OF BUILT ENVIRONMENT,
HERIOT-WATT UNIVERSITY, EDINBURGH.**

The School of the Built Environment wishes to appoint a Research Associate in Planning and Urban Studies, initially to work on completing two major consortium projects. These projects – CIVITAS – SMILE and DISTILLATE – are funded by the EU and EPSRC respectively and both deal with aspects of planning for more sustainable transport. Summary details of these projects are provided in Boxes below.

The School is a multi-disciplinary environment and these projects draws on the wide expertise available internally and within their respective consortia. Although initially the person appointed will work primarily on these two projects, there will be growing opportunities to work on a range of other projects within the School, funded from a range of sources including government departments/agencies, research councils and charities such as the Joseph Rowntree Foundation.

The work of the post will be varied and be a combination of literature review, documentary analysis, postal questionnaire surveys, interviews with key actors, and analysis of primary and secondary data. The postholder should have a sound base in academic qualifications, in such fields as planning, human geography, environmental studies, economics, management or public administration. Some previous experience in social science-based research involving the above elements would also be essential.

The postholder should have knowledge of and an interest in urban planning and sustainability, and government decision-making more generally. Some knowledge of transport planning, urban economics and/or Geographic Information Systems (GIS) would be an advantage.

We are looking for a researcher with a range of practical research skills and a good awareness of the wider issues of sustainability, planning and policy implementation which these projects address. The post would involve working with a range of academics, initially under the supervision of Professor Angela Hull but subsequently with other academics in the Urban Studies part of the School. .

EU CIVITAS – SMILE PROJECT

CIVITAS SMILE provides the strategy to combine a set of measures to develop an intelligent, sustainable and intermodal city traffic that makes it possible to live an active life independently of use and ownership of private cars. The project addresses these issues through the promotion of bio fuels, clean vehicles and sustainable mobility initiatives to provide better urban air quality, increased quality of life and better health, safety and security to all of city's inhabitants irrespective of social status, gender and other issues.

The objectives of CIVITAS SMILE are: improved urban air quality, create a sustainable, safe and flexible traffic system that improves the quality of life in two leading cities, Malmö (Sweden) and Norwich (UK), and in three follower sites, Tallinn (Estonia), Suceava (Romania) and Potenza (Italy). It will cut the current trend of increased use and ownership of cars, promote sustainable alternatives and stimulate efficient and clean city distribution of goods. CIVITAS SMILE cities typify the urban policy issues facing the many historic medium sized cities in the European Union and in Accession Countries, giving a level of transferability.

CIVITAS SMILE involves 27 partners who will implement 50 demonstration measures within 8 workpackages, which will directly lower the hazardous emissions from city traffic. In the long run it will create a modal shift towards public transport, cycling and car-sharing.

At a strategic level, the overall impact of the CIVITAS SMILE project will be to advance knowledge on implementation, transition and effectiveness issues associated with innovative transport measures. This will include developing a body of knowledge on how bold integrated packages of transport measures can help address key issues in comparable medium sized cities across Europe and contribute to policy goals.

The measures in this proposal are expected to have significant impact in solving the problems of:

- * dependency on fossil fuels
- * competitiveness of clean vehicles and alternative fuels
- * congestion in urban areas
- * deteriorating environmental quality in the cities, i.e. air and noise
- * security in the city
- * social inclusion and equal opportunities
- * road safety
- * economic efficiency and competitiveness of the cities

The purpose of the evaluation workpackage in SMILE is to provide a framework that will allow the project to establish the effectiveness of the measures implemented as part of the project in terms of: direct impacts, indirect impacts of groups of measures, potential future impacts and potential cumulative impacts of rolling out the measures at the city scale.

Heriot-Watt University (Prof Angela Hull) is involved in the *Cumulative Impact Assessment Methodology*. This task will build an overall analysis of the significance of the demonstration results for the development of clean urban transport policy.

HWU will conduct the following activities as part of this Task

- Adapt an existing GIS model to map a) the transport measures, and b) the spatial boundaries of cumulative impact areas for different issues based on the common CIVITAS evaluation indicators.
- HWU will develop a matrix concerning the relationship between (on the one hand) what they consider is needed for the cumulative evaluation of each measure and (on the other hand) the technical evaluation data which the technical evaluation teams will be collecting
- Working with the site evaluation teams HWU will establish the do-nothing scenario which is appropriate to each measure.
- Identify and map Valued Environmental Components (VEC) within each city region
- Develop a plan for HWU to identify and collect other essential data for the cumulative impact assessment in each city.
- Conduct a network analysis to identify the likely scope (spatial, temporal) of the expected impacts of upscaling in the evaluation.
- Conduct an analysis of policy documents to identify committed and likely developments affecting city mobility
- Collate data on a database in a suitable form to allow an evaluation of the key impacts of significance and their type.
- Use these elements to assess the cumulative impacts of the measures in each city

Overview DISTILLATE

DISTILLATE: Design and Implementation Support Tools for Integrated Local land Use, Transport and the Environment is one of 14 research programmes funded under the UK Engineering and Physical Sciences Research Council's overarching research programme on the development of a Sustainable Urban Environment.

The principal objective of DISTILLATE is to develop, through a focused, interdisciplinary research programme, ways of overcoming the barriers to effective development and delivery of sustainable urban transport and land use strategies and, through them, enhanced quality of life.

DISTILLATE is coordinated by the Institute for Transport Studies (ITS) at the University of Leeds; its other research partners include Heriot-Watt University, University College London (UCL), the Stockholm Environment Institute (SEI) and Department of Mathematics at the University of York and TRL. In addition there are fifteen local authority members who between them provide some 35 case studies. DISTILLATE is divided up into seven projects which cover the range of different activities that are involved in the development of sustainable urban transport and land use strategies.

DISTILLATE Project A Organisational Behaviour and Barriers

Project A produces a conceptual map of the problems and issues affecting the delivery of integrated and sustainable transport and land use solutions and provides the central integrative core of the whole research project. The research is divided into three phases: A1 - questionnaire to local transport planners on barriers to the delivery of sustainable transport solutions (2004); A2 - interviews with local transport planners and their local counterparts in public health, environmental strategy, land-use planning, and local authority corporate policy units on the barriers to cross-cutting sustainable transport solutions and methods of cross-sector working (2006); A3 - repeat questionnaire survey of local transport planners to revisit the barriers as experienced by local authority officers (2007).

DISTILLATE Project D Improved Effectiveness in Organizational Delivery

Project D is concerned with institutional effectiveness and the way stakeholders work together to deliver policy outcomes. There are barriers related to how different agencies work together. These issues may not be 'cultural' as such, but may just be to do with how responsibilities are divided up locally (local authority departments or the private/ public sector split) or across layers of policy delivery (central, regional, local, sub-local). Several case studies have been undertaken so far to test out received wisdom on what makes for organizational effectiveness and to see how more timely and appropriate communication and sharing of information, clarity of task responsibility and stakeholder collaboration, for example, make a difference to policy processes. The next stage of the work will use these case studies and the products from the other DISTILLATE projects to develop a guidebook on how to use the DISTILLATE products to overcome problems experienced in the transport policy cycle.

Details Of The Post

It should be noted that the post is for a **two-year** fixed term contract in the first instance. However, research staff within the School may have opportunities for continuity of employment through contract renewal and, where appropriate, progression/promotion. This is subject to a range of criteria relating to performance and the availability of research work and funding. The researchers would also be encouraged and supported to work up ideas for future funded research. The School's very successful track record in attracting contract research funding should be noted in this context. Research Associates would have their case for contract renewal considered before the end of the two-year period.

There are opportunities to undertake part-time study towards a PhD while working as a research associate at the School.

This post would be appointed on Research Scale 1A in the range £21,682-£25,134. The School is looking to appoint this person as soon as practicably possible. Other conditions of employment (hours, holidays, superannuation, etc.) are covered in a separate document.

Closing date is 12 October 2007.

PERSON SPECIFICATION (Selection Criteria)

RESEARCH ASSOCIATE IN SCHOOL OF BUILT ENVIRONMENT

1. Essential Requirements

- 1.1 A good degree in a relevant social science discipline (e.g. planning, geography, environmental studies, economics, management, public administration).
- 1.2 Good basic skills in computing, data handling and statistical analysis.
- 1.3 Generic social science research skills (e.g. literature search and review, evaluation of evidence, analytical and communication skills).
- 1.4 Some research experience whether gained within under-/postgraduate study or in other work.
- 1.5 Knowledge of and interest in some of the substantive areas of planning, sustainability and urban issues (e.g. planning systems, transportation planning, sustainability, housing, regeneration).
- 1.6 An ability to work in teams and to communicate effectively with a wider network of collaborators.
- 1.7 Willingness and capacity to acquire and apply research skills at a higher level.

2. Desirable Attributes

- 2.1 A research-based postgraduate qualification in a relevant social science-based discipline.
- 2.2 Specific research experience in planning, transport or sustainability studies or related issues.
- 2.3 Specific experience involving any of the following: designing, administering and analysing questionnaire surveys; handling of large scale survey or administrative datasets; use of GIS; development of websites.
- 2.4 Involvement in research leading to output published in academic journals or equivalent.
- 2.5 Good administrative and organisational skills.
- 2.6 Interest in the wider themes of the School's work in planning, the environment, housing, urban development and regeneration, property markets, social inclusion.
- 2.7 Interest in teaching and willingness to contribute to the School's teaching programme.

Research in the School of Built Environment

The School of Built Environment was formed on 1 August 2002 from three constituent parts

- ◆ The Department of Building Engineering and Surveying, Heriot-Watt University
- ◆ The (major part of the) Department of Civil and Offshore Engineering, Heriot-Watt University
- ◆ The School of Planning and Housing, Edinburgh College of Art.

This new structure constitutes one of six new schools formed in the University as a result of its major restructuring exercise over the year 2001-2. The former School of Planning and Housing transferred from Edinburgh College of Art as part of an agreed restructuring, supported by Strategic Change Grant from the Scottish Higher Education Funding Council. This move reflects the expressed wish of staff in the School to become part of the University in order to better realise the aspirations and potential synergies in teaching and research

The new School is a leading national player in Built Environment Research. Its constituent parts gained ratings in the 2001 Research Assessment Exercise of 5, 4 and 4 respectively, and its combined research income is of the order of £2m pa in grants and contracts and £1.5m from funding council in respect of postgraduate research and RAE.

The Urban Studies group achieved a grade 4 in the 2001 Research Assessment Exercise and have built a strong reputation for policy-relevant research, reflected in a level of external research income running at approaching £1,000,000 pa. This reflects the winning of many research grants and contracts from research councils (EPSRC, ESRC, British Academy), European Union, Joseph Rowntree Foundation, Dept of Communities and Local Government (CLG, formerly ODPM), Scottish Executive, Scottish Natural Heritage, Communities Scotland, the Housing Corporation, Scottish Higher Education Funding Council and many other national and local organisations.

Research in the group is focussed around half-a-dozen programme groups, although these do overlap and mutually reinforce each other. The Research Associate would be initially associated particularly with the first group but could in principle support research in any of these areas.

- *Planning, regeneration and governance*, led by Profs Alan Prior and Angela Hull, whose recent work includes: participation in the EPSRC-funded 'CityForm: the sustainable urban form consortium' (involving Profs Glen Bramley & Colin Jones); leading the INTERREG3 project on 'Waterfront Communities' with the City of Edinburgh (Prof Michael Carley); reviewing permitted development rights and Green Belts in Scotland (Scottish Executive); reviewing 'diversity in planning' and 'mediation in the planning system' for ODPM; participating in the ESRC 'Cities' research programme (see also details above of DISTILLATE and SMILE projects)

- *Housing and urban society*, convened by Hal Pawson, which has undertaken recent work on: access to social housing, choice based lettings and homelessness prevention (ODPM, Scottish Executive); evaluation of English Housing Policy since 1975 (ODPM; involving Prof Glen Bramley and others); large scale voluntary transfer housing organisations (Joseph Rowntree Foundation); housing affordability, access to owner occupation and low cost home ownership (Prof Glen Bramley for Scottish Executive, Housing Corporation, CML, Treasury and others); measuring and modelling local/neighbourhood markets (ODPM, J Rowntree)
- *Centre for Research into Socially Inclusive Services (CRSIS)*, led by Prof Glen Bramley, focusses on issues of poverty, deprivation and exclusion with particular reference to local public and private services. Recent work has focussed on tracking mainstream spending in relation to neighbourhood deprivation (NRU/Treasury/Scottish Executive), developing a local social justice analysis system (Fife Council), work on financial exclusion and money advice (Scottish Executive, CAS) work on deprivation and educational attainment (Scottish Executive, Welsh Assembly), and analyses of deprivation indicators, income patterns and housing affordability (Scottish Parliament and others).
- *Centre for Environment and Human Settlements (CEHS)*, led by Dr Paul Jenkins, focuses on planning, housing and social issues in developing and transition countries. Research has provided a particular focus on land tenure systems, governance and informal housing in southern Africa, on planning and community engagement in Latin America (Dr Harry Smith), and on housing, development and poverty in Chinese cities (Dr Ya Ping Wang).
- *Property Economics and Finance*, led by Prof Colin Jones, undertakes research on residential and commercial property markets, including work on Council Tax revaluation/reform, on the Right to Buy, on the market impacts of regeneration, on local housing submarket structures, and property market dynamics. This group contributes to the EPSRC Cityform consortium work on economic aspects of sustainability and to a recent major ODPM project on measuring and modelling housing demand.
- *Scottish Ethnic Minorities Research Unit (SEMURU)*, led by Dr Gina Netto, has carried out work on ethnic minority housing and social care needs, as well as major cross-cutting reviews on the race and ethnic issues in Scottish policy (Scottish Executive). More recent work has included studies of ethnic minority homelessness (Scottish Executive), young people's education, training and employment issues in Glasgow (GARA), ethnic aspects of homelessness prevention (ODPM), and reviews of translating and interpreting services.

Key research areas in the School beyond planning, housing and property market economics include acoustics, vibration and noise control; drainage and water supply; construction technology and materials; construction economics and management; environmental science; property economics and management, structures and materials; offshore engineering; water resources; geo-environment; systems and sustainability.

