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July 2009



## Celebrating achievements in transport

Results of the National Transport Awards p20



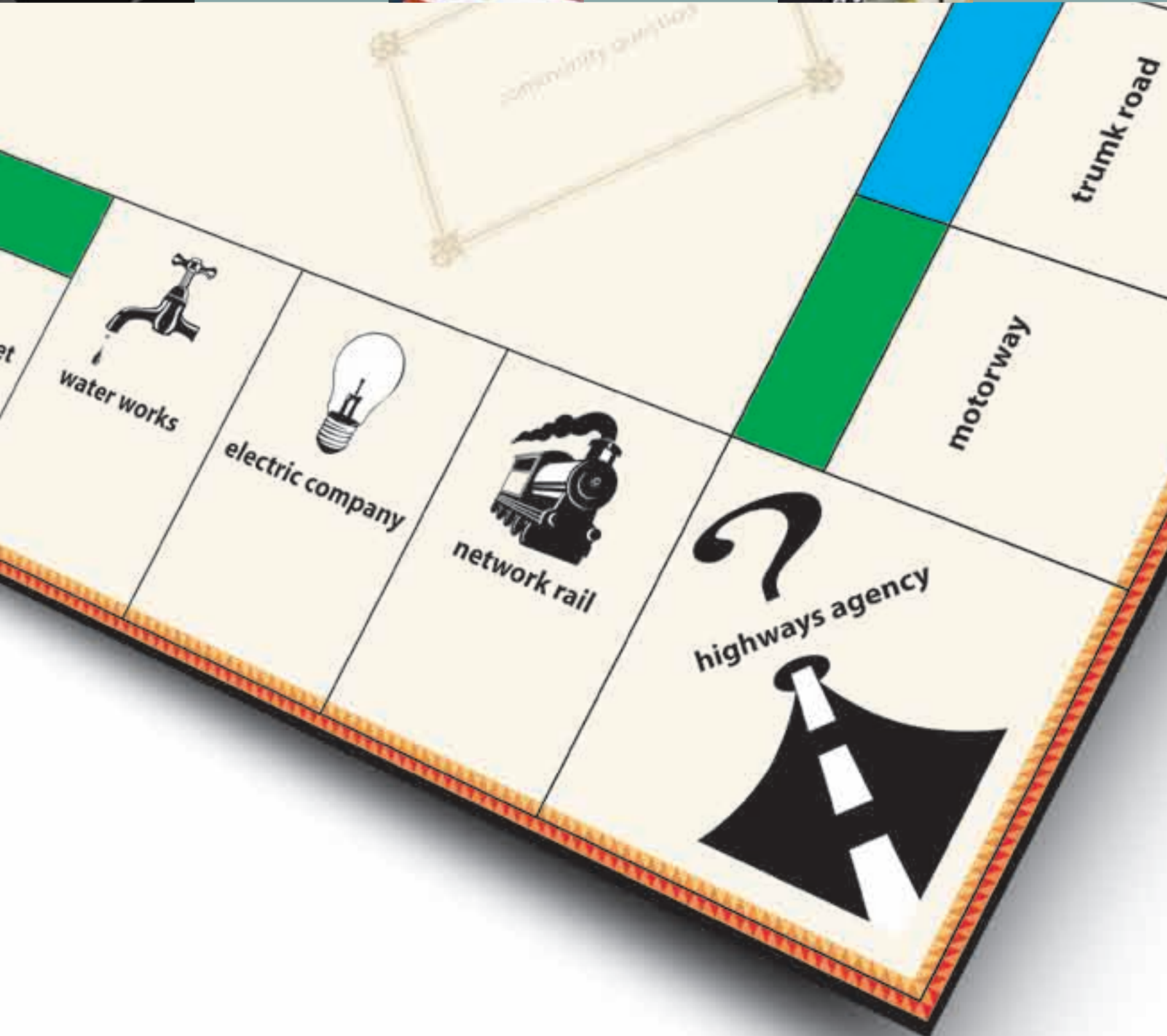
## Stockholm hosts latest ITS World Congress

Preview of September's show p25



## A new route for local transport planning

Dealing with the new LTP process p30



## Should we privatise the road network?



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Cover illustration:  
Kate Isles

Portrait photography:  
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Transport Times is published monthly and provides news, information, analysis and comment on surface transport.

**Publisher** David Begg  
**Email** david.begg@transporttimes.co.uk

#### Editorial

Transport Times welcomes editorial contributions – news, features and opinions – which should be emailed to the address below. The editor reserves the right to edit all contributions for reasons of length and style.

**Tel** 020 7828 3804  
**Fax** 020 7828 3803  
**Email** editorial@transporttimes.co.uk

**Editor** David Fowler  
**Email** david.fowler@transporttimes.co.uk  
**Associate Editor** Adam Raphael  
**Email** adam.raaphael@transporttimes.co.uk  
**Contributing Editor, Policy** Katie Allister  
**Email** katie.allister@transporttimes.co.uk  
**Production Editor** Rob Buckley  
**Email** rob@robbuckley.co.uk  
**Office assistant** Leanne Skingle  
**Email** leanne.skingle@transporttimes.co.uk

#### Advertising

**Senior Account Director** Michael Delaney

Cabbell  
Woodman Works  
204 Durnsford Road  
London SW19 8DR

**Tel** 020 8971 8458  
**Email** michael@cabbell.co.uk

#### Jobs

**Commercial director** Bill Sheehan

**Tel** 020 8971 8467  
**Email** bill@cabbell.co.uk

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Printed by Stones, Unit 10, Acre Estate, Wildmere Road, Banbury, Oxon OX16 3ES

**ISSN 1759-1015**

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# transporttimes

issue no: 65 July 2009

## Politicians keep a wary eye on roads

**E**ver wondered why our roads system has very different governance arrangements from all the other utilities? Gas, water, electricity and telecommunications have all been privatised with an independent regulator to protect the consumer. Network Rail and Welsh Water are not-for-profit companies at arms' length from the Government. For the answer look no further than politics and finance.

Every now and then a policy paper is published which makes politicians sit up and take notice and gathers supportive momentum at Whitehall. The recent paper by the RAC Foundation – calling for the Highways Agency to be turned into a corporate body as part of a wide-ranging reform of Britain's road system – is a case in point.

With the prospect of a new Government being formed within the next year this is a fertile period for new policy ideas. Still, the main political parties will keep a healthy distance from the RAC proposal for fear of being accused of wanting to privatise the roads. While this is only one possible outcome for the Highways Agency proposed in the paper, along with a host of hybrid governance possibilities from BBC-type public interest corporations to not-for-profit trusts, the media will immediately jump to the more sensational headline of privatised roads, road pricing and Dick Turpin money collectors trousering cash from the poor old motorist.

So don't expect much political backing for the proposal, or for it to feature in any party manifesto for the next election – but it will be top of the "to do" list for the Secretary of State for Transport in the next Government.

The reason for this – and this will drive public policy for the next decade – is that the country is broke. Shadow chancellor George Osborne is facing up to reality and preparing us for 20% cuts in public expenditure.



### Roads will be at the top of the "to do" list for the next Transport Secretary

For transport this will translate into cuts of at least 30%. This is inevitable if there is an element of protection from the cuts for education and health. Anything that is not contractually committed in the transport budget faces the axe. The Highways Agency and local government are particularly vulnerable.

We face the prospect of the roads programme being dismantled and road maintenance slashed. Little wonder the RAC Foundation is agitated. They look enviously at Network Rail and the level of funding that is committed, and raise the legitimate grievance that roads are the poor relation in comparison.

Jim Steer – see page 13 in this issue – offers an intellectually robust defence of the balance between rail and road expenditure. While this debate will continue, what cannot be disputed is that this Government, while in the past getting into a muddle with comments about being "modally agnostic", has demonstrated by the way it spends our money that it is in fact pro-rail. I would applaud it for this in a way that the rail industry should, but doesn't.

The prognosis for road users

under the status quo is poor. Less investment in infrastructure, cuts in maintenance – and when the economy picks up traffic levels will return to their upward trend creating more congestion. For a poorer service, road users can expect to pay more as motoring taxes rise to shore up the public finances, and carbon trading impacts on the price of fuel. Moreover they have no regulator to ensure that money is being spent efficiently on the road network and no consumer watchdog to look after their interests.

In the 1980s the Thatcher government faced similar challenges for the then publicly-owned utilities: gas, electricity and British Telecom. They were inefficiently run and the consumer was given a raw deal. Privatisation proved to be one of the most successful policies of that decade despite facing stiff opposition at the time (I plead guilty). Privatising the motorway network has support within the Conservative opposition but the shadow cabinet view it as a political own goal and certainly don't want to turn it into an election issue.

The reason roads have been left behind by the privatisation bandwagon is that they don't generate a revenue stream. The RAC argues that vehicle excise duty and fuel duty qualify, but the last thing a cash-strapped Treasury is going to agree to is siphoning off major revenue streams to fund road infrastructure.

As I have been arguing for some time in this column, road pricing will come back on the agenda – and it will be driven by financial expediency.

David Begg

David Begg is publisher of  
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## Thurrock Council WINNERS Most improved authority National Transport Awards 2009

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# Roads should be treated like rail and other utilities, says RAC

By David Fowler

**T**he Highways Agency should be turned into a corporate body as part of wide ranging reform to the way Britain's roads are administered, says a new paper published by the RAC Foundation.

Roads should have an ORR-style regulator and investment should be formalised through Government statements of expected outputs and available funds, as in rail.

The current system is fundamentally flawed and needs reform to provide proper consideration of strategic needs, more certainty of funding, more rigorous monitoring of the Highways Agency's performance and a voice for users, the paper argues.

At a private seminar to discuss the proposals there was wide recognition of the problem among interested parties, though there was uncertainty about the way forward.

The paper, based on a study of the private utilities and the rail industry, was written by John Smith, a former director of regulation at Anglian Water and later Railtrack.

It concludes the roads system lacks a medium-term funding framework; it has no mechanism for independently monitoring the Highways Agency; shows less commitment to outputs such as network improvements than the rail regime; and allows little input into plans by users. The Highways Agency has no strategic responsibility or borrowing power and is only accountable to the Government, not

users; the performance measurement regime for the road network is relatively undeveloped; responsibility is split between the agency and local authorities and there is a growing maintenance backlog.

The document recommends giving the Highways Agency corporate status, turning it into a plc or a regulated public company, possibly like Network Rail, with its role extended to take responsibility for more of the regional network.

The new body should be provided with an independent funding stream, through assigning it an element of vehicle taxation. For example, vehicle excise duty raised £5.2bn in 2007, compared with the Highways Agency's 2008 budget of £6.9bn.

There should be a medium-term funding framework for roads, like the one for rail, with government statements of available funding and strategic and regional priorities.

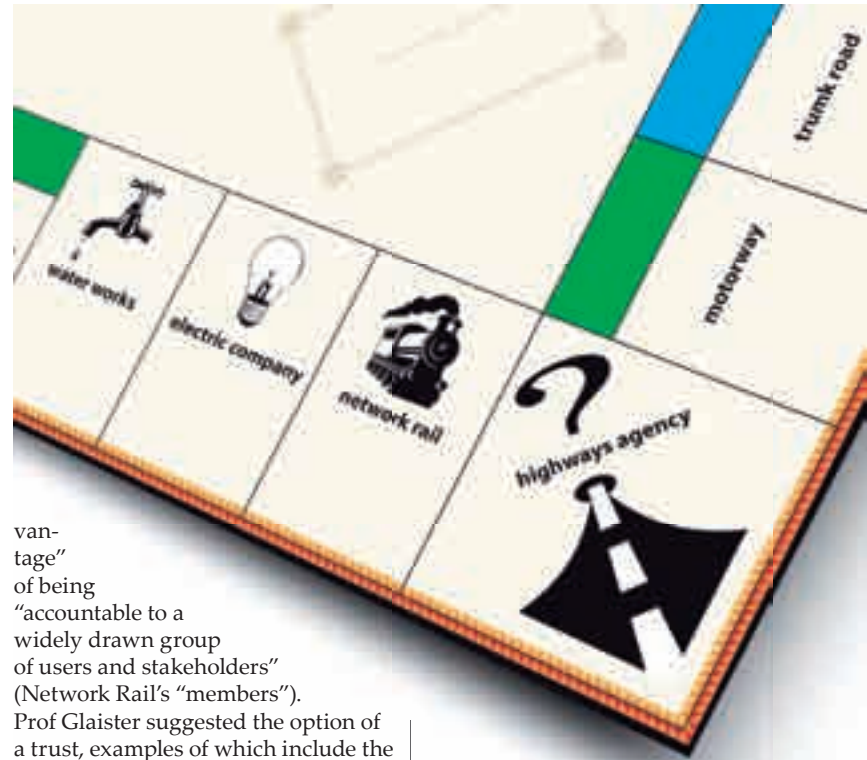
An independent regulator should cover economic and safety regulation like the Office of Rail Regulation, and there should be a consumer representation body like Passenger Focus.

The paper also argues that attitudes to road pricing could change if there was a link between pricing and an improved road system, and demand management linked to a green agenda.

The foundation says that the paper was commissioned to stimulate debate and "does not necessarily represent the views of the organisation".

RAC Foundation director-general Stephen Glaister stresses that corporate status for the Highways Agency could take many forms: "I'm very keen not to be thought to be saying we've got to privatise. There is much middle ground. But you might want to take some elements from other utilities and apply them."

Options range from a plc to a not-for-dividend company like Network Rail or Welsh Water, or a public corporation like the BBC. In the paper Mr Smith leans toward the Network Rail model, with the "potential ad-



van-tage" of being "accountable to a widely drawn group of users and stakeholders" (Network Rail's "members"). Prof Glaister suggested the option of a trust, examples of which include the Port of Dover and the RAC Foundation itself. However the paper says this is an area where more work is needed.

The new paper follows on from the RAC's *Roads and Reality* two years ago, which advocated a road building programme combined with pricing. This identified the problem that reform would be necessary to make pricing acceptable but left open the question of how to address it.

Prof Glaister said: "At present, fuel duty goes to the Exchequer and decisions on investment are made entirely separately. Reform of the charging system, which we would advocate, is only saleable if the public can see funds going into a bespoke body, not the Exchequer, and some of it being used to improve the road network."

An HLOS/SoFA system like rail's, plus a regulator, would "take out the vagaries of the Government".

The recent RAC-hosted seminar which brought together a range of parties including civil servants and academics evoked "a lot of interest" and "a lot of recognition of the problem as described", but "considerable hesitation about what you could do quickly".

Interest was expressed in what

could be done by modifying current DBFO franchises as used on the M25, or through mechanisms such as shadow tolls, where a franchisee is paid from public funds according to the number of vehicles using a road.

The RAC will follow up with a position paper summarising its thoughts and those of the participants and will do more work to refine some of the proposals.

Areas it suggests need further work, apart from the question of the corporate model, include the details of how the Highways Agency could be funded independently of the DfT, and implications for regional transport planning.

However Prof Glaister said that it was now for politicians and others to work up the ideas further.

"We would like to see serious thinking in the political parties about what they would do on day one [after an election]. If they decide to leave the system alone the politicians can be accountable. But as the economy recovers, demand and congestion will grow and there will be no money to deal with it."





# Green transport plan targets CO<sub>2</sub> emissions

**T**he Government's low carbon strategy for transport will reduce emissions by 17.7 million tonnes annually by 2002, on top of 15 million tonnes predicted to be saved by existing policies, according to the Department for Energy and Climate Change.

*Lower Carbon Transport: a Greener Future* sets out technological options and market-based initiatives for reducing emissions.

The report says that road vehicles "will be vastly more fuel-efficient by 2022", primarily "through advances in the efficiency of the internal combustion engine", alongside ultra-low emission vehicles.

In addition to the EU's new car CO<sub>2</sub> regulation, central government departments have been set targets that any new cars bought must average 130g/km of CO<sub>2</sub> by 2011.

The government will support EU standards for reducing emissions from vans, the fastest growing sector of the motor vehicle market.

A research study published alongside the strategy assessed savings

from HGV technology, concluding that aerodynamic trailers, electric bodies and vehicle platooning offer the greatest potential for reduction.

Previously announced reform of the Bus Service Operators' Grant is designed to provide an incentive to use lower carbon buses. Under a new £30m scheme bus operators and councils will be able to bid for money towards the higher initial cost of buying low carbon buses.

For rail, "there is a good case for electrifying more of the rail network". The DfT could confirm plans to electrify the Great Western main line as early as this week.

On aviation the government will "promote the uptake of more fuel-efficient aircraft technology by calling at the Copenhagen summit for a global sectoral target for aviation", and through discussions on an international standard for fuel efficiency.

It will promote lower carbon choices through measures such as making public transport a more accessible and attractive option.

"Better co-ordination and integra-

tion of different services will improve the attractiveness and convenience of public transport," says the report. A consultation on smart ticketing in England is promised for summer. Interchange between cycling and rail will be promoted, starting with Lord Adonis's initiative announced last month to spend £5m on improving cycle storage at 10 stations.

A national cycle plan will aim to promote cycling further as a mainstream form of personal transport.

Where car use is essential the aim will be to ensure drivers "have better information on efficient use". The Government seeks to encourage local and regional government to prioritise emission reduction. It will reinforce this in guidance for Local Transport Plans, and in regional funding allocation priorities.

The government also seeks to reduce the need for travel, through two main means: the use of information technology and through spatial planning.

Market measures include trading systems for aviation and ship-

ping, and price signals through tax measures.

Proposals from the Committee for Climate Change for a large scale "smarter choices" initiative were rejected on the grounds that the CCC had overestimated their effect on emissions. The same applied to a CCC proposal for a 60mph speed limit on motorways and trunk roads.

The Rail Freight Group expressed disappointment that the report did little to promote the case for rail freight.

The plan was welcomed by the Society of Motor Manufacturers and Traders, whose chief executive Paul Everitt said that progress in reducing CO<sub>2</sub> emissions could be made "by pursuing a portfolio of technologies, including traditional petrol and diesel engines right through to hydrogen fuel cell and electric vehicles".

The Campaign for Better Transport welcomed the strategy as "a great first step" but said that the measures in it were undermined by other government transport policies, including expanding roads and airports and increasing rail fares above inflation.

## Buses still in front in the low emission stakes

**B**uses are set to remain a lower carbon alternative to cars, despite expected reductions in car emissions, according to experts.

The Low Carbon Vehicle Partnership has launched a technology challenge intended to stimulate low carbon vehicle development, with a target of 80g/km of carbon dioxide for a passenger car. It aims to encourage innovation in advanced combustion; emission reduction; aerodynamics; new or advanced powertrains; energy storage; and lightweight materials. But this would only put cars on the same footing as today's buses.

The current EU target is for a fleet average of 130g/km by 2015.

In 2008 the UK average for new cars sold fell an unprecedented 4.2% to 158.0g/km, according to figures collated by the Society of Motor Manufacturers and Traders.

The SMMT put this down to a combination of factors. The rapid rise in fuel prices and the state of the economy encouraged a shift in the market towards the lower cost, more efficient models in the range. Manufacturers launched a number of "eco" models such as the VW Polo

Bluemotion. A continuing increase in market share of diesels also played a part. Some 11% of the market was accounted for by cars rated 120g/km or below, compared with 5.4% in 2008 and none in 1997.

For the car fleet as a whole, carbon dioxide emissions have fallen by 13.1% over the 11 years to 2007, despite a 12% increase in miles travelled. The main cause of the improvement was the large increase in the market share of diesels, which tripled to 40% between 1999 and 2007.

Alan Ponsford, design director of bus designer Capoco and joint winner of TfL's New Bus for London competition last year, pointed out that buses in London already achieve the LCVF target, managing 82g/km per passenger in real world conditions. Load factors are 40% in the peak and 12-13% across a 16-18 hour day. Provincial buses achieve load factors of 8-9%.

Mr Ponsford added that car performance is not as good in the real world as EU certified figures suggest. On the EU combined cycle a London taxi would be expected to return 33mpg or 225g/km of CO<sub>2</sub>. In fact it operates at 23mpg or 330g/km. With an average 1.48 passengers this is



roughly 220g/km/passenger.

Assuming the same applies to cars under urban conditions, carrying an average 1.25 passengers the 158g/km fleet average translates to 190g/km/passenger in the real world.

Mr Ponsford said hybrid drivetrains and weight reduction would reduce bus emissions but "the real silver bullet is modal shift".

He added: "If you get five extra people on a bus you get a 30% reduction in CO<sub>2</sub> per passenger

automatically."

- The Volkswagen Polo Bluemotion, one of the lowest emission cars on the market, achieves an official CO<sub>2</sub> figure of 99g/km by using a 78bhp 1.4-litre diesel engine with long gearing, small aerodynamic tweaks, low rolling resistance high profile tyres and by deleting equipment such as air-conditioning, electrically-adjustable mirrors and remote central locking.

# Cambridge commission backs congestion charging – after 2017

Cambridgeshire should proceed with its £500m Transport Innovation Fund bid while the money is still available. But it should agree with the Government that the congestion charge to support the improvements will not be introduced at least until 2017 and not until a congestion trigger point agreed by the public, business and the councils is reached.

This is the conclusion of the independent Cambridgeshire Transport Commission, set up last year to review and report on the council's TIF proposals after plans for a congestion charge in the city generated fierce controversy.

The commission broadly vindicates the county council's plans, recommending implementation of the TIF proposals in full, but says that more needs to be done to persuade the public to back the plans.

It warns that in the current climate "it is realistic to assume that unless a decision is made soon about a Cambridgeshire TIF bid the money will cease to be available."

The report will be considered by the county's cabinet to decide on the next move, with the decision going

forward to the full council in October.

However the commission's conditions for introducing a congestion charge will leave the county with a hard sell to convince the Department for Transport that the bid complies with the rules governing TIF, which require some form of demand management.

The commission, chaired by Sir Brian Briscoe, received 1130 responses to an online survey and heard evidence from 119 witnesses.

It says that no let-up is likely in development pressures in and around Cambridge. The city forms one corner of a "golden triangle", with London and Oxford, where about a third of the UK's GDP is generated. With its concentration of universities, research facilities and new industries it is the area where the UK is most likely to develop its post-industrial economy.

Against this background, it is "imperative" that the Government provides the resources for the necessary infrastructure to allow the new economy to develop to its full potential.

There was general support for the TIF improvements, the commission

found, which should be fully implemented as "the very least that could be delivered to have any hope of convincing the residents of Cambridgeshire that they might, in the longer term, accept a congestion charge". It adds: "When the impacts of transport improvements are effective and understood, it would be possible to move on to some form of congestion charging".

But there was no evidence of "any agreed or acceptable solution to the problem of congestion". Witnesses favoured small and limited measures that did not force any change of behaviour or cost any money. These "cannot be an effective solution to the longer-term problem of worsening traffic jams".

The commission recommends the creation of a strong public/private Partnership for Transport that would, among other things, identify measures of congestion at critical points in the network to act as trigger points for consultation on the introduction of a congestion charge. There would need to be "full public understanding" of any proposed scheme and the charge should be introduced for a trial period initially.



The main points of the TIF bid include:

- £325m on public transport improvements including bus priority and smart ticketing
- £55m on cycling infrastructure
- £11m on pedestrian improvements
- £108m on highways
- A congestion charge in Cambridge operating for two hours in the morning peak.

## Wales publishes first national transport plan

Integration and sustainability are central to the first National Transport Plan for Wales, unveiled last week. The plan is based on three principles: to meet demand for enhanced mobility, allowing economic growth and improving the quality of life; to put transport on a more sustainable and less carbon intensive path; and to use transport funding more effectively given increased pressure on public finances.

Deputy first minister Ieuan Wyn Jones said that newly acquired powers gave the Welsh Assembly Government the opportunity to use transport as a thread "to weave together the patchwork of transport provision across the nation".

The national plan, which now enters a period of consultation, is intended to complement the regional transport plans in achieving strategic objectives.

It considers national issues as well

**The national plan is intended to complement the regional transport plans in achieving strategic objectives**

as specific recommendations for the four main corridors of movement in Wales: three east-west corridors in north, south and mid-Wales, and north-south.

Proposals include three new sustainable travel towns, building on the experience of Cardiff; better integration at interchanges; and the creation of a network of strategic park and ride sites that also act as multi-modal interchanges with links to walking and cycling routes.

The government will introduce a Welsh Transport Entitlement card for bus and rail to allow seamless transfer between services and operators. There will be a larger number of segregated public transport routes and traffic-free walking and cycling routes.

The government will encourage the take-up of bus Quality Statutory Partnerships and Quality Contracts. It proposes to develop the regula-

tory framework for bus services and community transport, including full implementation of the Local Transport Act.

On rail, the government will refurbish and invest in rolling stock to improve security, comfort and journey times by 2014.

Plans to expand and improve the quality of the TrawsCambria long-distance bus network will be published by 2011.

Variable speed limits may be introduced on the trunk road network where they can improve safety, reliability and journey times. Public transport priority lanes and high occupancy vehicle lanes will also be considered. However the government has decided that road pricing on the strategic network "will only be considered in the context of new road developments".

Consultation is open until 12 October.





Committee chairman Louise Ellman: clearer signals to motorists needed

## Change road taxes to help rebuild trust, says report

**T**he Government must improve the way in which it justifies taxes on road users to rebuild public trust, says the Transport Select Committee in its latest report.

Committee chairman Louise Ellman said: "Stronger linkage between Treasury policy and transport policy is essential if the Government is to send clearer signals to motorists about congestion and carbon emissions while encouraging walking, cycling and greater use of public transport." However "effective reform will elude any government until the public is given

explicit information detailing how much money is raised and how it is used."

The committee concludes that spending on transport will need to rise further as part of government efforts to stimulate the economy.

The MPs warn that road investment should be justified only on the basis of transport policy objectives, rejecting the idea of earmarking transport taxes as a poor basis for expenditure decisions. In the absence of plans to introduce general road pricing, they call on the Government to revive proposals for a lorry road user charge.

## Nottingham to go ahead alone with tram system

**N**ottingham City Council is set to go ahead as sole promoter of plans to extend the city's tram system after the county withdrew its support.

Nottingham Express Transit phase two was due to go before the Treasury Project Review Group on Tuesday. If the Treasury is satisfied with the scheme the Department for Transport could announce conditional approval, allowing the project to go to tender, within days.

The plans had been thrown into doubt after co-promoter Nottinghamshire County Council went over to Conservative control in last month's council elections. The Conservatives had pledged in their manifesto to withdraw the county's support for the project, and its contribution to funding, unless the route was changed.

However, the county has given a written undertaking to act in good faith and not impede progress of the project if the city goes ahead alone. It is expected to withdraw formally as a promoter at the next full county council meeting in September.

Last week, city councillors voted to continue with the project and approved plans to make up the funding gap of £28m. The city will do this through extending borrowing, reallocating funds from the planned workplace parking levy, and through

section 106 contributions from developers.

If the DfT grants conditional approval to the tram it is also expected to give the go-ahead for the parking levy, which will provide the bulk of the city's 25% contribution to the £400m-plus project.

- The Campaign for Better Transport and PTEG have jointly called on the Government for an end to the "discrimination" against trams.

The organisations have written to transport minister Sadiq Khan to treat trams on an the same basis as buses and road schemes when the Government revises its major scheme business case guidance.

PTEG chair Neil Scales said: "Current guidance doesn't put trams on an equal footing and changing this must be a small but significant step towards making more light rail schemes happen." A higher local contribution – 25% – is required for trams and cost overruns are treated differently from road schemes.

Campaign for Better Transport executive director Stephen Joseph said: "Trams make cities quieter, less polluted and more pleasant places. But in this country we don't do trams because the Government has already decided against them. Government guidance is biased against trams and in favour of roads or buses. It's time to change that."



Nottinghamshire County Council has withdrawn support for the tram extension



# Survey says air passengers are not taxed enough

**A**ir passengers are not being taxed enough to reflect their environmental impact, according to 72% of respondents in the initial Accent/Transport Times Chief Executive Panel Survey. The same proportion believes that introducing fuel duty and VAT on tickets for domestic flights would encourage people to use other forms of transport.

There was less agreement about who should take responsibility for a carbon offsetting scheme, with 56% saying it should be airlines and 17% in favour of passengers.

A strong majority, 78%, was opposed to introducing a quota on the number of budget airline journeys taken by individuals each year. An equal majority was against setting a minimum price per mile for travelling by air. A price incentive approach rather than "coercion" was advocated.

Considering alternatives to domestic and short-haul flights, 89% agreed that high speed rail could provide a solution.

Looking at the environmental policy perspective more generally, respondents were evenly split on whether including aviation in the European emission trading scheme would be likely to succeed in limiting emissions from air travel in line with government aspirations. One

respondent commented that the success of this policy would depend "on how the rules are applied and how far they develop in the future". Another added that the trading scheme "may not be enough but it must make some difference".

This is the first in a series of surveys aimed at exploring senior transport executives' views on current issues in the sector.

Rob Sheldon, Accent MD and co-sponsor of the research programme, said: "This panel research is important because it helps us tap into the views of senior executives working in the transport industry, in both the private and public sectors. The people surveyed are involved in high-level decisions on a variety of transport issues so their views carry added weight."

"The executives will have a practical understanding of what initiatives are more likely to work and those that may not. It will be interesting to see how this pans out when future potentially contentious issues are addressed."

If you are a senior executive working in the transport industry and would like to be part of this bi-monthly poll on hot topics in transport please contact Alison Lawrence, in confidence, at Accent (alison.lawrence@accent-mr.com or 020 8742 2211).

Moir Lockhead: offered a trial on First Great Western



## Rail tickets should have bus travel built in, says Lockhead

**R**ail tickets could automatically cover bus travel from the destination station in an expansion of the Plusbus scheme proposed by FirstGroup chief executive Moir Lockhead.

Speaking at last month's *Transport Times* conference on door-to-door journeys, Mr Lockhead offered to pilot the scheme on First Great Western.

The proposal was welcomed by Plusbus chairman Giles Fearnley, chairman of Journey Solutions, the bus and rail industry partnership behind Plusbus. He said: "It's a fantastic idea to promote integrated travel and modal shift which we're taking on board with huge enthusiasm."

He added that though the suggestion was for a pilot on First Great Western, "we see it as a national opportunity".

Under Mr Lockhead's plan rail tickets above a certain value, to sta-

tions in the Plusbus scheme, would automatically include a one-day bus pass. On First Great Western Plusbus stations cover all the significant areas of population served, said Mr Fearnley. The pilot would apply only to journeys starting at London Paddington.

A meeting has been convened next week between interested parties including the Association of Train Operating Companies and the Department for Transport "to work through the mechanism of how to do it". It is not yet clear whether DfT approval would be needed.

Mr Fearnley promised to have "a practical implementation plan and a timetable ready within a few weeks".

Sales of Plusbus, a discounted bus pass that passengers can opt to include at the time they buy their rail ticket, have doubled annually for the last two years. Unlimited daily bus travel costs from £1.50 to £3.50 depending on the destination.

# ATOC launches station travel plan kit

**T**he Association of Train Operating Companies has launched an online "toolkit" to help local authority transport staff through the process of developing station travel plans.

The move follows last month's launch of a pilot station travel plan initiative at 24 towns and cities around the country.

The initiative grew from the 2007 rail white paper, which proposed that the rail industry should work with local authorities to pilot station travel plans. The toolkit was commissioned by ATOC, the Rail Safety

and Standards Board RSSB and Passenger Focus.

Alex Veitch, ATOC integrated transport manager, said that with the growth in passengers, travel to the station and provision of car parking space was becoming an issue. In Passenger Focus surveys, many respondents indicated that if they were unable to park at a local station they would be likely to drive all the way to their destination.

A steering group invited participation from local councils with a station for which they wanted to develop a travel plan. 70 replied, which were reduced to the 24 plans

covering 31 stations in the pilot.

In developing the pilot travel plans the group built on work carried out by Warwickshire County Council and Halcrow.

The toolkit, prepared by Steer Davies Gleave, is intended to guide local transport planners through the process of developing a plan, from surveying existing users to marketing incentives and analysing results.

The main difficulty, said Mr Veitch, is a lack of data on how people get to stations. The pilot demonstrated that there was wide variation and no consistency between stations.

The toolkit guides users through the process starting with advice on conducting a survey of existing users.

Guidance covers interview techniques and sample sizes, and example questionnaires are provided. There is also advice on surveys of non-users to find out why they don't use the station.

The kit goes on to give guidance on conducting a site audit and advises what to look for. Getting station staff on board is "critical", and train operating companies have briefed station staff to co-operate with any approach.

# New trams for Blackpool



**B**ombardier Transportation has won the first order for its Flexity 2 tram. It will supply 16 trams for the upgrade to Blackpool's tram system. Funded by the Department for Transport (DfT), Blackpool Council and Lancashire County Council, the

contract is valued at approximately £33m.

The trams are scheduled to be delivered between May 2011 and March 2012. They will be manufactured at Bombardier's sites in Bautzen, and Vienna.

The trams will be 32.5 m long

and 2.65 m wide, with five sections and three bogies. The Flexity 2 is based on the successful and proven original Flexity design, but with an improved car body, better corrosion protection, an enhanced bogie design, a reduction of overall mass and an improved cab structure.

Bombardier Mitrac propulsion technology and an optimised air conditioning system will result in significantly lower energy consumption.

More than 450 Flexity low-floor trams are already in service across Europe and in Turkey.

## National Express 'remains a bid target'

**N**ational Express Group is likely to remain a takeover target after rejecting an offer from FirstGroup and announcing that it expects to default on the East Coast rail franchise until it can be re-tendered.

In a pre-close trading statement NX announced that attempts to renegotiate the East Coast franchise with the Department for Transport had been unsuccessful and that its loan facility to its East Coast subsidiary would run out later this year.

Transport secretary Lord Adonis announced the setting up of a public company, headed by former First Capital Connect managing director Elaine Holt, to take over the franchise until it can be re-tendered.

NX had been widely expected to walk away from the loss-making franchise. It is required to pay a premium of £1.4bn over the duration

of the contract, a figure based on assumed revenue growth of 10% annually. This year revenue has grown only 1%.

By defaulting on the contract NX's losses are capped at the £40m loan plus a £32m performance bond.

Chief executive Richard Bowker announced his departure this month to head Union Railways in the United Arab Emirates.

Lord Adonis is expected to invoke the franchise's "cross-default" clause which could strip NX of its other franchises, c2c and East Anglia, but this is likely to be contested in the courts.

Analysts considered it likely that First or another bidder would return with an improved offer. FirstGroup chairman Martin Gilbert said the reason for the approach "was to create a British champion to compete with the continental giants like Deutsche Bahn and the Dutch railways."

## Tube Lines finds £2bn of savings on LU upgrade

**T**ube Lines has identified savings of £2bn over the second 7.5-year phase of its contract to maintain and upgrade three London Underground lines.

It estimated last year that work London Underground wanted on the Jubilee, Piccadilly and Northern Lines would cost £7.2bn. The second phase of the 30-year contract starts next July.

London Underground estimates that Tube Lines should be able to do the work for £4.1bn. The Underground public-private partnership arbiter, Chris Bolt, suggests that the work should cost £5.1-5.5bn.

The savings would bring Tube Lines funding for the next phase down to £5.13bn, partly through efficiency improvement but partly at the cost of reducing the scope of

the work.

The plan suggests that £1.06bn could be saved if London Underground were to allow Tube Lines more time to undertake track maintenance at night. £300m could be saved by delaying further work on stations where some refurbishment has already taken place. Another £61m would be saved by replacing track only when worn out, rather than after a fixed time. Relaxing rules on the appearance of trains and carriages could cut £84m.

Richard Parry, London Underground managing director, insisted that Tube Lines must cut basic costs to come up with "a realistic price for the full scope of improvement works". London mayor Boris Johnson has called for the Department for Transport to fund the shortfall.



# Primelines ushers in new era for Coventry

A new era for bus travel was promised for Coventry with the launch of the £41.5m Primelines project last week.

The project centres on six key routes, and will bring new buses, real time information and more punctual services to the city.

Primelines is a partnership between the city council, passenger transport executive Centro and National Express Coventry. Funding was split with £28.5m from the DfT as part of the Local Transport Plan major schemes programme, £5.75m from West Midlands integrated transport block funding and £7.25m from National Express. NX is providing new low floor kneeling buses. Automatic vehicle location is being fitted to all 156 buses across the city, linked to real time information displays on over 200 bus stops and 30 displays at Pool Meadow bus station.

Some 5.3km of bus lanes, 13 bus gates and bus bypasses, and 4.9km of other bus priority measures have already improved reliability by 26% and punctuality by 40%. Passenger numbers on Primelines routes are already up by 6%.

The real time information and vehicle location network uses the largest mesh network in the UK, with special nodes on lampposts to send live information via a fibre optic network from the buses to the information displays. The information also allows NX controllers to identify buses running ahead of or behind schedule and adjust the service accordingly.

**In Coventry we have shown how we can take advantage of state-of-the-art technology**



**Pool Meadow bus station has 30 new information displays**

Traffic lights at 80 junctions will soon be able to recognise approaching National Express buses and turn to green, further improving journey times and reliability.

Centro chairman Cllr Gary Clarke said: "In Coventry we have shown how we can take advantage of state-of-the-art technology to provide a world-class bus network fit for 21st-century passengers, providing up-to-the-minute information and reliable buses that move quickly through traffic and run to time."

Faber Maunsell, now AECOM, provided consultancy and project

management for the infrastructure at bus stops, and interfaces to Coventry's urban traffic management system; Acis supplied and installed the electronic displays at the bus stops and bus station and the automatic vehicle location equipment.

Jacobs was consultant and project manager for the design and installation of the mesh wireless network, bus gates, traffic light priority and interface to the traffic management system. Coventry-based company RSL supplied the hardware and software for the new displays at Pool Meadow.

## Highways Agency awards framework contract

The Highways Agency has awarded a new framework contract worth £130m for technical consultancy services on England's motorways and trunk roads.

Five suppliers will share work on the framework over an 18-month period, with an option of a year's extension. They are Halcrow Group, Jacobs Engineering, Mott MacDonald, Séligère (a consortium of Ove Arup, Capita Symonds and Hyder Consulting) and WSP Civils.

The framework approach is designed to ensure good value for

money, giving the agency access to a range of specialist expertise, without the need to tender for each individual project.

Services provided could range from work on major projects valued at several million pounds over several years to small tasks taking just a few days.

Specialist areas covered by the framework include network management policy, environmental operations, safe road design, traffic signals and road lighting, safe traffic management, traffic appraisal and modelling and network resilience.

## More Crossrail design contracts awarded

Crossrail has announced its intention to award the next set of contracts for detailed design services under its design framework agreements.

Under this system the selected firms for each of seven design categories have the opportunity to compete for packages of design work on the project.

The latest contracts are as follows: intermediate shafts – Jacobs; bulk power distribution and HV power – Scott Wilson; tunnelling academy design – Capita Symonds; mechani-

cal and electrical work in tunnels – Mott MacDonald; signalling, traction power OHLE and platform screen doors – Mott MacDonald.

Crossrail programme director Dr Graham Plant said: "So far, we have awarded 13 contracts and we have just another 11 to go. The Crossrail programme is now half way through the process of awarding design contracts and well into its detailed design phase. We will work closely with the successful companies to further the design, ready for the start of main works in 2010."

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# We need more reliable roads, not more capacity

The RAC Foundation argues that investment in roads offers better value than rail, yet more is spent on rail. But concentrating on benefit-cost ratios misses the point

**T**he roads lobby is cornered. It might do better to think through what is needed rather than lash out at other areas of the transport department's spending.

Stephen Glaister, who has done so much to lead the argument for road pricing, now heads the RAC Foundation. They've had the Eddington appraisals reviewed, and conclude "road schemes offer the best value for money". And yet, they add, planned expenditure is £15bn on rail for the next five years, with only £6bn going on the strategic road network. DfT defends its position, pointing out that rail use is growing faster than road use.

Revisiting Eddington does remind us that some road schemes have very high benefit-cost ratios, and this helps create an average BCR well over 4:1; rail trails in with an average below 3:1. But nobody ever made budget allocation decisions on the basis of average BCR scores, as Stephen well knows.

And in trawling through the Eddington evidence, we see again the oddity that three rather different high-speed rail schemes are mysteriously each said to have a BCR of 1.9:1. As is made clear by the RAC's researcher, these were bottom-end of range estimates, egregiously set alongside mid-range values taken for other schemes. Given that the magic pass-mark was set at 2:1, one felt at the time that the *masseurs* had been at it.

Singled out for criticism by the RAC Foundation is the recent ATOC report on railway line and station re-openings: only two of the 35 schemes researched came up with a BCR over 2:1. So implement just two of the schemes, I'd say.

But in truth, the odd railway line re-opening isn't the real enemy of the roads lobby, just the nearest irritant within reach of those feeling under-funded.

The real problem for the RAC Foundation is that road-building went out

of fashion over 15 years ago, following the Newbury bypass and Twyford Down sagas. The DfT having ruled out anyone else coming up with a strategic road scheme in the previous decade (such as the private sector East Coast motorway proposal), this left the motorist more clearly exposed than ever to the monopsonist supplier of additional road capacity. 'Predict and Provide' had entered public discourse as a policy sin.

As economist EJ Mishan (an early proponent of road pricing) pointed out years before, the cumulative effect of a set of road investment

**The question we have to consider is this: what's road investment for?**

decisions taken apparently properly on cost-benefit principles would be a more congested and less effective road network in future, lacking any means to correct for the discrepancy between marginal social and private costs. Sadly, waiting for the road pricing correction device has become like waiting for Godot, and somewhat less enthralling.

The debate needs to move on. The question we have to consider is this: what's road investment for? This is a little too direct for the series of White Papers on roads policy of the last 15 years, which prefer to concentrate on a narrow strip of policy debate around better management for users of the existing network. But this isn't good enough.

The key is to distinguish the different outputs and outcomes from road investment. These include journey time reliability, network resilience, higher levels of safety and reduced environmental disturbance, as well as shorter journey times and capacity increases. We might usefully differenti-

ate between beneficiaries too, starting with the distinction between freight transport and person travel.

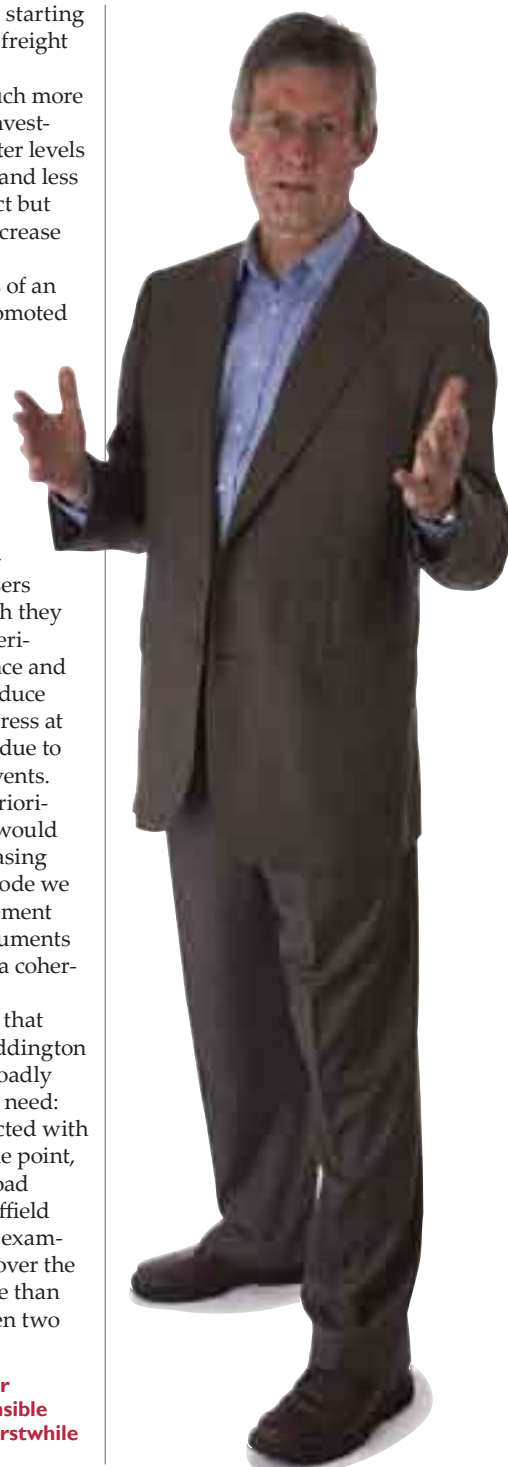
How different and how much more acceptable would be a road investment policy that offered greater levels of reliability, fewer accidents and less adverse environmental impact but explicitly did not set out to increase road capacity.

It would mean that dreams of an outer-M25 and similar (as promoted in work by Nick Banks and David Bayliss for the RAC Foundation last year) would disappear: in their place would be attention to more localised schemes to alleviate the very worst local conditions: not traffic conditions, but safety and environmental conditions for road users and the communities in which they reside. There would also be serious attention given to resilience and reliability, with a means to reduce the greatest levels of driver stress at times of network disruption, due to weather, accidents or other events.

Set alongside investment priorities for the rail mode (which would concentrate, as now, on increasing capacity, because with this mode we do have a set of price management tools as well as efficiency arguments in play), this could add up to a coherent across-the-modes policy.

Of course, some will argue that another feature of the 2006 Eddington Transport Report – "we've broadly got the transport network we need: everywhere is already connected with everywhere else" – missed the point, and that some pieces of the road network remain missing. Sheffield – Manchester is my favourite example, the direct route, the A57 over the Snake Pass offering little more than a seasonal connection between two low-grade urban radials.

**Jim Steer is a director of Steer Davies Gleave and was responsible for strategic planning at the erstwhile Strategic Rail Authority.**



# Greater mobility is not always a good thing

The time has come to find a coherent answer to the question that has long been avoided: when is more mobility a benefit to society and when is it better not to make a journey at all?



**T**he fundamental question that governments, both local and national, are never able to answer is whether they want more transport or less of it.

Remember John Prescott's promise in his ten-year plan published in 2000 that rail journeys would increase by 50% over the next decade? That's one target that has been met – but so what? Its effect on road congestion is imperceptible and, while the trains are now fuller and less comfortable, the subsidy to the train companies and Network Rail is far higher than it was then. What exactly has that increase achieved?

The question about whether society would benefit from more or less transport is one that I find difficult to answer, and I couch my reply in terms of what transport we are talking about. Some may be a good thing, while some may not, but it is a very difficult area. Clearly stag nights in Kraków by plane are not to be encouraged, but what if your football team is playing there?

It is tough for politicians to make hard and fast statements in this regard, but I think it is time that they started examining these issues in a coherent way.

While, broadly, train travel can be encouraged provided the alternative is less environmentally sustainable, aviation is so unequivocally damaging that it seems remarkable that any politician claiming green credentials can support its continued expansion.

However, the mode that really paralyses politicians' brains is the car. Nowhere is this more obvious than in the car scrappage schemes which have spread around Europe faster than swine flu, with 12 countries adopting them, and several more considering it.

Why on earth are these countries encouraging more cars on to already overcrowded roads with all the consequent congestion and carbon emissions?

The pretence is that this is a green

measure because new cars are less environmentally damaging, but even the government does not emphasise this side of the scheme very much, knowing that the argument can be shot down as easily as President Obama swats flies.

Instead, in a recent press release claiming that 60,000 cars had been bought through the scheme, Downing Street boasted that it not only helped "hard pressed consumers" but protected "British jobs by stimulating demand for new cars".

This is such crass economic dyslexia that one wonders how on earth Gordon Brown ran the economy for a decade. First, as Mr Brown and Lord Mandelson must know, while cars are assembled in the UK most of the

**When we reach peak oil, a catastrophic rise in the price of fuel will determine through the price mechanism who can travel**

value is created elsewhere. Subsidising the purchase of new motor vehicles is, at best, of marginal value to the British economy, though many Korean and Japanese workers must be grateful.

Second, while there will be a small environmental benefit, the £1,000 of government money that the replacement of each old car costs is a poor investment. The cost of every tonne of carbon saved through this measure is far higher than if the money were spent on any other environmental measure, from roof insulation to funding new technologies for green energy.

*Transit* magazine points out that if Gordon Brown really wanted to keep automotive jobs in Britain, he would have spent the money on supporting

the purchase of new fleets of buses, many of which are still genuinely manufactured, as opposed to assembled, in the UK.

It is a good point but does not go far enough. The scrappage scheme money could have supported a wide range of transport measures which, again, would have been far more environmentally beneficial.

The time has come for politicians to begin to say something like: "Actually folks, the act of driving cars is so damaging, not just in terms of carbon dioxide emissions but also in relation to the built environment, using up a scarce resource, the countryside, the health of the population and so on that we are sorry, but we are going to have to try to shift many of you out of your cars and on to other methods of transport – or even suggest that you do not make the journey at all." Poor old John Prescott was naïve enough to make a promise along these lines in his early days as secretary of state for transport, environment and the regions and was never allowed to live it down.

The truth is that we have a few years before these decisions are taken out of the hands of politicians and made by the market in any case. When we reach peak oil, there will be a catastrophic rise in the price of fuel that will end up determining, through the price mechanism, who can travel, as was starting to happen last year.

It would be better for the politicians to begin to consider the implications of this, rather than merely pour money down the throats of new car owners in order to maintain a status quo that we all know is doomed.

**Christian Wolmar is a writer and broadcaster who writes a regular column for *Rail* magazine. His latest book, *Fire and Steam: A New History of The Railways in Britain*, is published by Atlantic Books, £19.99 (now out in paperback).**



# Act now on carbon trading – or you'll regret it later

Councils must participate in the government's new Carbon Reduction Commitment trading scheme from next year. Many are unaware that they will face stiff penalties if they fail to cut emissions

**A**s climate change and a new renewable energy strategy move to the centre stage of government debate, it is ironic that a recent report by the Local Government Information Unit has concluded that the forthcoming Carbon Reduction Commitment initiative has not embedded itself in the consciousness of a large number of local authorities.

It follows that the transport function of these authorities is not well prepared to meet the challenges set by the CRC. It is a widely-held view that those who are not yet preparing to meet this challenge will suffer severe penalties when the financial cliff face of 2011 looms into view.

The Carbon Reduction Commitment (CRC) will be a mandatory auction-based emission trading scheme for large non-energy intensive business and public sector organisations, with a target of reducing emissions by 4.2 million tonnes of carbon dioxide annually by 2020. It will cover organisations using more than 6,000MWh annually such as banks, supermarkets, and local authorities including schools.

When the CRC is introduced next year local authorities will be legally obliged to take part and local government will be on a steep learning curve if it is to avoid potentially severe penalties and reputational damage.

Under the new regime, which will come into force from April 2010, participants will buy allowances to cover their 2010/2011 emissions, as well as forecast emissions, at an introductory price of £12/tonne of CO<sub>2</sub>. The Government will recycle the proceeds to participants every October and a bonus or penalty factor will be applied to reflect how well each organisation has reduced carbon emissions and managed its energy consumption compared with other participants. The results will be published in a dreaded league table.

Over the last year, shadow carbon

trading has been taking place among 34 local authorities in a dry run of the real thing. The experience from the trial councils shows that most authorities will need to take a good look at their performance if the 4.2 million target is to be achieved.

At the moment the focus has been on reducing emissions from local authority assets such as buildings, given that this accounts for more than 80% of the total CO<sub>2</sub> generated by councils. However, the transport sector must play its part. Even though it accounts for only around 6% of local authority CO<sub>2</sub> emissions directly, transport departments' influence on the activities of others could increase this to

**Strategic partners have a key role in helping councils avoid the need to buy more allowances**

an overall reduction of 25% through policy direction and procurement initiatives.

Their greatest contribution could be through the development of green vehicle fleets, both internally and externally, through encouragement of more sustainable distribution and logistics.

The Government has named four companies which will produce the public sector's first fleet of electric vans as part of a £20m initiative to reduce emissions from commercial road vehicles.

Councils' main contractors and partners should now be positioning themselves for the new world ahead. May Gurney, for example, has already committed itself to slash its CO<sub>2</sub> emissions by 50% over the next three years. Serco has pledged to reduce the carbon footprint of Milton Keynes council by half over the next seven years, starting with the introduction

of electric vehicles for street cleaning and by better fleet management to minimise vehicle movements.

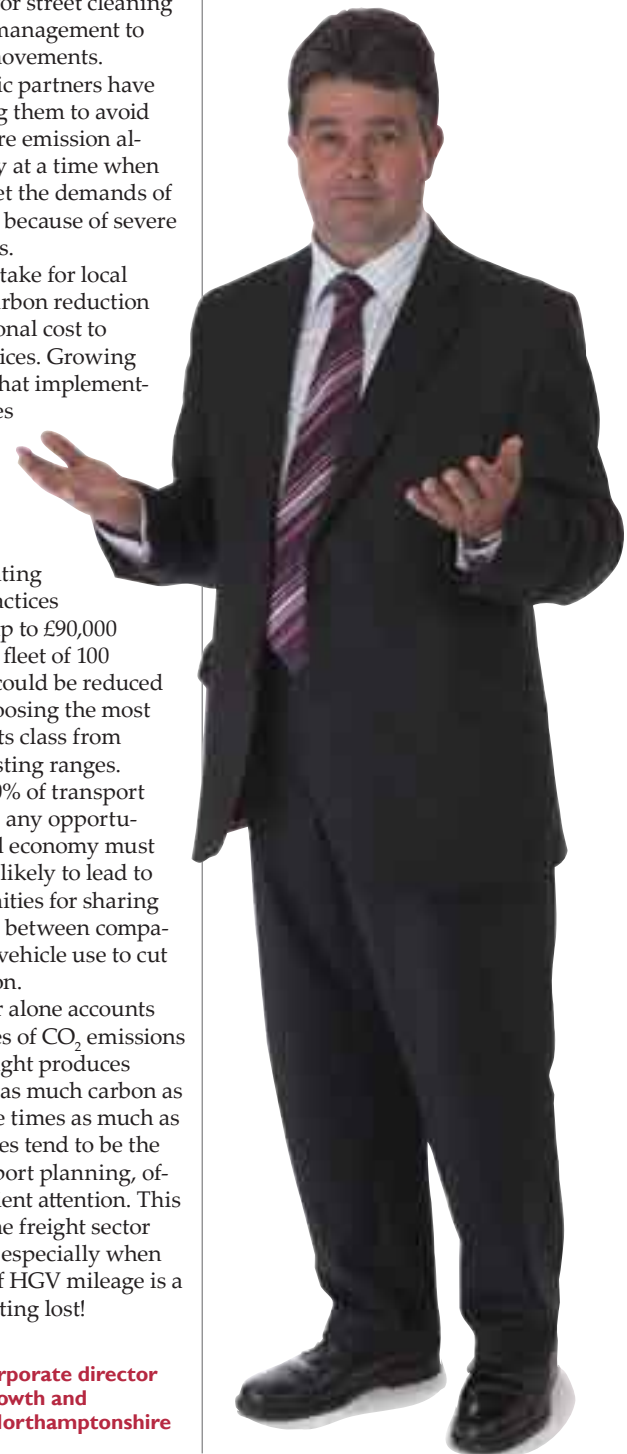
Councils' strategic partners have a key role in helping them to avoid the need to buy more emission allowances, especially at a time when they can barely meet the demands of day-to-day services because of severe financial constraints.

It would be a mistake for local authorities to see carbon reduction simply as an additional cost to local authority services. Growing evidence suggests that implementing greener practices in the transport sector can achieve significant financial efficiencies at the same time.

Just by implementing basic green fleet practices annual savings of up to £90,000 could be made on a fleet of 100 vehicles. Fuel bills could be reduced by up to 25% by choosing the most efficient vehicle in its class from manufacturers' existing ranges. Fuel accounts for 30% of transport operating costs and any opportunity to improve fuel economy must be pursued. This is likely to lead to increased opportunities for sharing transport resources between companies by optimising vehicle use to cut costs, and congestion.

The freight sector alone accounts for 35 million tonnes of CO<sub>2</sub> emissions each year. Road freight produces around eight times as much carbon as rail freight and nine times as much as sea. Freight strategies tend to be the Cinderella of transport planning, often not given sufficient attention. This must change and the freight sector must play its part – especially when an estimated 15% of HGV mileage is a result of drivers getting lost!

**Tony Ciaburro is corporate director for environment, growth and commissioning at Northamptonshire County Council.**



# A charge on capacity could bridge the funding gap

Tolls on congested roads will start to look less unpalatable to politicians faced with the alternative of sharply raising income tax and VAT to bring the public finances into balance



**N**o one thinks that transport will escape the post-election public expenditure squeeze that lies just ahead. But few transport operators, let alone members of the public, appreciate the scale of the cuts that will be necessary to address Britain's huge fiscal deficit.

The unprecedented peace-time black hole of a 12% deficit will require not only deep cuts in public expenditure but also sharp rises in taxes. Just how painful these are likely to be was spelt out earlier this month by Professor John Kay, joint author of the definitive study of the British tax system. "A tax package to raise £70bn," he wrote in the *Financial Times*, "probably the minimum to stabilise Britain's public finances, might put four points on the rate of income tax, take VAT to 20%, freeze personal allowances and tax thresholds, add five points to corporation tax and collect a bit of revenue from the usual suspects such as alcohol, petrol and cigarettes."

You don't have to be a politician to realise that a tax menu such as this would be political suicide. The consequence is that whatever government is in power next year, a severe public expenditure squeeze is inevitable. As transport is certain to be a prime target, the case for finding new ways to finance urgently needed transport infrastructure is undeniable.

Until now, politicians of all parties have regarded it as an act of faith that any attempt to increase taxes on motorists is a quick route to political oblivion. But bleating about the difficulties will get us nowhere. We must adopt a radical approach.

Two decades ago, Professor David Newberry of Cambridge University estimated the capital value of the road network at more than £100bn. In today's values, the network might be worth as much as £300-£500bn. Some of that value could and should

be unlocked by privatisation.

National road pricing is for the time being off the political radar, but charging for new road capacity is achievable. Obviously, it is much more difficult to charge for existing roads. Yet this proposition has never been properly tested, except in London, where the congestion charge has been an outstanding success.

For decades, ministers and their officials have claimed that it is impossible to follow the example of most other European countries and have tolls on motorways because of Britain's unique geography. Translated from Whitehall-speak, this

**The assumption that motorists will always prefer to queue rather than to pay is based more on Whitehall prejudice than reality**

meant that Britain's motorways have too many entrances and exits. There is a simple answer to that: close some of them and start imposing charges on those sections of the motorway which are grossly congested.

The assumption that motorists will always prefer to queue rather than to pay is based more on Whitehall prejudice than reality. Over 50 million motorists have paid for a hassle-free drive along the 26-mile M6 Toll relief road since it was completed at a cost of £900m in 2003, in order to avoid traffic jams around Birmingham.

That example of using private finance to build new infrastructure should be followed elsewhere. The absurd impasse which has allowed the A303 alongside Stonehenge to turn into a monumental traffic jam could, for example, be solved by a privately-financed tunnel paid for by

users. If we care about this historic site, that is a price worth paying.

If the government is to convince local authorities that it is serious about charging, ministers will have to take the initiative and start charging for the most congested sections of the strategic road network. A start should be made by levying tolls on the £10bn expansion of the M25. And now that national road pricing has been ditched, the ill-fated lorry road-user charging scheme, which was abandoned four years ago on the thin pretext that it would be included in a national charging scheme should be revived.

I don't pretend that additional charges on cars or lorries would be popular in the short term, but properly designed, they could produce benefits in lower carbon emissions and faster journey times. Green taxes work.

By contrast, raising equivalent sums of money by increasing income tax, national insurance, VAT or council tax would have serious economic and social consequences. If neither course is adopted, and the government does the minimum, which I fear is the most likely outcome, the cessation of nearly all new road building, new railways and new airports will be extremely damaging.

This recession should concentrate political minds on policies that should have been adopted decades ago. "To govern is to choose" may be an age-old truism, but it is worthy of repetition.

It is madness that the fifth largest economy in the world, whose prosperity depends on good transport links, is not able to find ways to invest in its future.

**Adam Raphael, a former executive editor of *The Observer* and transport correspondent of *The Economist*, is the associate editor of *Transport Times*. He is a former presenter of BBC's *Newsnight* and an award-winning investigative journalist.**



# Their power to inspire justifies flagship projects

High Speed 2's green credentials may have been overstated. But scrapping the north-south rail link on the basis of carbon dioxide emissions would be a mistake

If you ever feel depressed about living in a fading nation with a crumbling economy, where a glorious heritage no longer masks the lack of present or future world-leading industries, take yourself off for a little trip on High Speed 1.

The journey from Ashford to St Pancras is a cheap 37-minute cure to cynicism and disillusionment. You will be surrounded by commuters browsing free Metros (the journey is too short to have time for a proper newspaper) and sipping takeaway coffees, behaving as if a smooth and comfortable 140mph journey to work were perfectly normal in Britain.

The sense of pride in our nation may not last long, especially if you switch to the Northern Line at St Pancras, but the vision of what life could be like will linger long in the memory.

World-class transport infrastructure does more than simply assist mobility in a globally-linked economy. It is a source of inspiration and a testament to our potential to build a more attractive future.

We must remember this in December when we come to read Sir David Rowlands's report on the potential costs and benefits of High Speed Two.

Even such a wily Sir Humphrey will struggle to make a convincing case for a London to Manchester 200mph line in our brave new low-carbon world.

Unless there is a last minute fudge of the figures, Sir David's report will give estimates for the different types of passenger using the £20bn new line: what proportion would be transferring from road, air and conventional rail, and what proportion would be undertaking journeys they would not otherwise have made.

My hunch is that fewer than half the passengers will be transferring from the presently more polluting modes of road and air. By the

time the line would open, in the mid-2020s, average carbon dioxide emissions from cars are likely to be below 100g/km and the green advantage of high speed electric trains will have been sharply reduced.

There is already little hope of Britain achieving the Committee on Climate Change's proposal for decarbonising electricity by 2030. Adding a large new drain on the grid in the form of HS2 will make that already unrealistic target even less achievable.

Far from reducing overall carbon dioxide emissions, the line is likely

**Far from reducing overall emissions, the line is likely to raise them by encouraging more people to commute long-distance**

to raise them by encouraging more people to commute long distance. Many others will use the line to visit friends and relatives more frequently and enjoy more leisure trips, taking advantage of the speed and comfort to make journeys they would not otherwise have considered.

These opportunities will undoubtedly enhance the lives of those who seize them but will also undermine efforts to save the planet from manmade climate change.

If the Department for Transport's sustainable transport strategy is to be believed, the carbon calculator is now one of its most important tools when assessing schemes.

Yet even if HS2 fails the carbon test, it would be a grave error to give up on the project.

It is becoming all too easy to argue that we should sacrifice our

travel aspirations on the altar of sustainability.

Of course we must take action to reduce the risk of climate change, but concern over CO<sub>2</sub> emissions should not be allowed to overshadow all our other needs.

Nor should we pay any attention to those who point out that rail only accounts for 7% of travel and that the hugely expensive new line would be used by a tiny fraction of the population. These facts are undeniable but the opponents of high speed rail fail to appreciate how such flagship projects galvanise the nation, give us hope and make us feel proud to be British.

This effect was apparent around the time of the opening of St Pancras International: people who had no plans to travel on High Speed 1 still celebrated the triumphant rebirth of the terminus and marvelled at the idea of travelling from London to Paris in a little over two hours.

Even in the dreary low-carbon world into which we are heading, we must have our indulgences. After all, every other major European country has already adopted much grander plans for high speed trains than are being considered in Britain, so why should we deny ourselves the same pleasure?

The strongest argument in favour of building HS2 is not the economic boost it would give to the regions, which would be modest, nor the subsequent reduction in demand for air travel, which would be minor. No, the real reason we must build these 200mph arrows of desire is to prove that we can live in a green and pleasant land.



Ben Webster is environment editor of *The Times*.

# Alliances offer a response to the spending squeeze

The alliance approach, originating in the North Sea oil industry, is being used in Australia to bring in complex projects quickly and cost-effectively. It could do the same in the UK, argues **Philip Davies**



**Philip Davies:** "Australia is leading the world in innovative methods of infrastructure provision."

**One of the original North Sea alliances reduced the project estimate from £450m to £373m, and completed the project six months ahead of schedule for £290m**

In the current global economic difficulties, many owners and operators of infrastructure are finding it ever more difficult to gain the necessary political and financial support for major projects. In the UK, the probability of a squeeze on transport infrastructure spending from 2011, reported in *Transport Times* in May, adds further incentive for efficiency, price certainty and achieving more with the available funds.

When I came here almost two years ago, Australia was leading the world in innovative methods of infrastructure provision. These methods achieve exceptional results – innovative designs, costs at or below budget, and early completion – so I naturally wonder how they could translate to the UK and Europe, especially on major infrastructure projects where cost certainty is the key to funding approval.

Australia has responded well to the challenges of building new infrastructure in response to a record period of sustained economic growth and expanding urban populations. To develop its road, rail, port and utility infrastructure quickly, Australia embraced and developed the alliance model, originally used in the North Sea oil industry. Central to the alliance model is an open book, "no blame", incentivised risk-sharing approach designed to bring about certainty of outcome.

Historically, designers and constructors have provided services to clients in traditional design and construct teams, partnering and similar arrangements. Experience has shown that when alliances are used for the right project and given appropriate management focus they can provide better outcomes and value for money than those procured using traditional, potentially adversarial, delivery methods.

Over the last 15 years around 260 complex projects, many in the AU\$200m to AU\$1.5bn (£98.5m to £0.74bn) range, have been and are

being constructed under alliance contracts. Most of these are in the transport sector, primarily road or rail. In order to progress a scheme, 'owners' (usually the public sector) will build an integrated team characterised by finding partners with a similar outlook (innovative, collaborative). This relationship will be reinforced through a commercial framework where risk is assumed by all participants and rewards are also determined by collective performance.

From the consultant or contractor perspective the process provides an opportunity to become associated with the scheme at an earlier stage, to fully understand the owner's drivers, the full complexities of the project (from all sides) and its inherent risks.

The alliance model can be applied to any project but will be most successful in those that have a combination of the following features: complexity; difficult stakeholder issues; tight timeframes; and the likelihood of scope changes. These are precisely the circumstances where traditional approaches can often falter in the face of uncertainty, with a desire to transfer as much risk as possible to others in the delivery team.

The more collaborative approach, where collective responsibility is borne by the alliance, has been demonstrated to overcome the issues more quickly, cost effectively and with greater innovation: for example one of the original North Sea alliances reduced the project estimate from £450m to £373m, and completed the project six months ahead of schedule for £290m.

AECOM has now been a part of 28 alliances with a construction value in excess of \$10bn. One of the most important was the award winning Lawrence Hargrave Drive Link Alliance, formed with the Roads and Traffic Authority, Laing O'Rourke and Coffey Geosciences. This is an important coastal road linking Sydney with the nearby city of Wollongong, which had been closed due to subsidence and

rock falls. In the six-month project development phase the alliance examined 26 options, ranging from pure geotechnical solutions to tunnels, avalanche shelters, and bridges. By engaging with the community and adopting an alliance approach within the team, the environmental review, preferred design and construction cost estimates were all completed within six months. The road was open to traffic only two years after the award of the alliance and three months ahead of schedule.

In the difficult times ahead, perhaps the alliance model can play a role in the provision of transport infrastructure in the UK, bringing cost certainty to major projects, thus encouraging greater commitment and maximising the benefit of any national economic stimulus.

**The Lawrence Hargrave Drive was opened three months ahead of schedule**



**Philip Davies is AECOM director of planning and advisory, Australia and New Zealand, and a former Transport for London Director of Traffic Operations. This is the first of a series of articles in which AECOM experts from around the world reflect on transport practice in their markets, and possible implications for the UK.**



# Innovators

Most Innovative Transport Project: Developer Ticket

# Leaders

Integrated Transport Authority of the Year

# Winners

Technology: Get There Sooner



South Yorkshire Passenger Transport Executive is proud to have won the Technology award for its Get There Sooner system and to have been shortlisted for a further two.

This achievement reflects our mission to make public transport the competitive travel option in South Yorkshire.

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PASSENGER TRANSPORT**  
EXECUTIVE

# Pinnacle of achievement

Once again, the National Transport awards brought together the best in the industry to celebrate another year of innovation and pushing boundaries

**C**ompetition was stiff for the most prestigious award in this year's National Transport Awards, with five councils short-listed for Transport Local Authority of the Year category. Aberdeenshire, Devon, Leicestershire, Hackney and Nottingham City between them boasted a wide range of measures which had boosted public transport, improved safety, or helped to reduce congestion.

In the end the judges were most impressed by **Devon's** contribution. Among successes in the last two years is the Barnstaple Western Bypass with its 60m long viaduct across the Taw. The biggest civil engineering project prepared and awarded by the county council for over 20 years, it has been credited with dramatically reducing traffic in Barnstaple town centre. It has allowed the council to change traffic priorities in the town centre, reducing the conflict between traffic, buses, pedestrians and cyclists.

Bus and train patronage in the county has been on an increasing trend for the last four years, and a quality partnership has been developed with Stagecoach on the Exeter-Newton Abbot route.

Cycle Exeter has been awarded three years of extra funding as a cycling demonstration town following its achievements. As many as 20% of secondary school children cycle to school, and £5m has been spent on cycle routes across the county.

A new highway operation control centre provides a single focus for all activities on the network. Deaths and serious injuries on the road fell 47% from the 2006 baseline to 273 last year, helped by a driver training centre which trained over 15,000 people in 2007/08, and "Country mile", a rural road safety project.

**Nottingham City Council** and **Leicestershire** were both commended.

## Integrated Transport Authority of the Year

**Centro** took the award for Integrated Transport Authority of the Year for a strong all-round performance. Rail patronage in the West Midland



authority's area is 43% higher than 10 years ago and grew by another 8.1% in 2007/08. The number using the Midland Metro tram broke the five million barrier. Bus passenger numbers grew to 325 million, the highest rate of bus use per head of population outside London, and park and ride facilities are operating at 84% capacity, up 10%.

Centro has led efforts with bus operators and local authorities to improve the quality of bus services. There are electronic information boards at 800 points, and bus users can get up-to-date bus information and times by mobile phone from any of 13,000 stops.

## Most Improved Local Authority

**Thurrock** staged a strong recovery from having its second Local Transport Plan assessed as "weak" in 2006 to carry off the Most Improved Local Authority title.

Following a comprehensive review of its strategic transport planning function it has made great strides.

In 2007, Thurrock became the first authority in the country to have travel plans adopted by every school within its area. The proportion of children travelling to school by car in 2007 was 27.7%, down from 42% four years earlier, meaning that 3,500 children have changed their travel habits.

Use of cycling and public transport is increasing, with bus journeys up by a million between 2003 and

2007 to 3.4 million. A free concessionary fare scheme was introduced in the borough two years ahead of the statutory scheme. Cycle trips increased by 19% over the previous year in 2007.

## Public Transport Operator of the Year

Scotland came to the fore in the Chris Moyes Award for Public Transport Operator of the Year. For rail, **First ScotRail** repeated its success in this category in last year's Scottish Transport Awards, while Stagecoach Bluebird, commended in the Scottish Awards, took the honours in the bus section.

Stagecoach Bluebird, a division of Stagecoach Scotland, provides local bus and coach services in and around Aberdeenshire and also operates express coaches on behalf of megabus.com and Scottish Citylink.

It carries 12 million passengers a year and has achieved an increase in passenger numbers of 3.1% in the last year. The company puts this down to investment, close working partnerships, improvements to existing routes and identifying new markets.

Since 2004 it has introduced improvements through bus route development grant schemes in partnership with Aberdeenshire Council, Moray Council and the Scottish Government, resulting in an increase in passenger numbers of 10%. It has developed a punctuality improvement partnership with Aberdeenshire and Aberdeen City Council, and

introduced environmental initiatives such as a geothermal climate system to heat the Inch bus depot and a 'reverse vending' machine which exchanges used bottles for discounts on travel.

First ScotRail achieved its highest punctuality and reliability score since 1999, 94.2% on the public performance measure, and it recorded its best-ever customer satisfaction rating of 90% in January this year. Value for money satisfaction was also at a record high, of 62%.

Train delays are down 15% this year and have fallen by half since the start of the franchise in 2004. Crime and assaults have been drastically cut, helped by an extensive CCTV installation programme. The company has invested £25m on improving trains and stations. On the Stirling-Alloa-Kincardine line, which reopened in May last year, annual passenger numbers were expected to hit 400,000, compared with a projection of 155,000.

Chiltern Railways, winner in this section two years ago, was commended, as was First for its bus operations in Devon and Cornwall.

## Dedication to Access for All

**Essex County Council** carried off the Dedication to Access for All award with its Travel Training Scheme, designed to help people who need training to be able to use public transport, such as people with learning difficulties.

This has freed 600 people from dependence on pre-arranged taxis and in some cases helped them go on to get jobs as well as get to the shops, education centres and other destinations independently. Some of the trainees have been able to move to supported housing rather than living with parents and carers.

As well as improving participants' lives, the scheme has saved the council £500,000 on providing organised transport.

Other authorities have adopted the scheme and there are plans to extend it to cover primary care trusts for people without access to a car.

The Berwickshire Wheels community transport initiative won a commendation in this section.



## Improvements to Bus Services

**Nexus** won the Improvements to Bus Services category with its Quaylink service for central Newcastle and Gateshead. Launched in 2005 it carries 800,000 passengers annually.

The service was set up in 2005 to serve redeveloped areas on both banks of the river Tyne, where public transport links were poor. A high-quality service was needed to assist in regeneration and provide access.

Quaylink uses state-of-the-art hybrid buses with dedicated routes, branded signs and integrated ticketing. Two routes provide a 10-minute frequency with buses running until midnight.

Stops and shelters feature London Underground style route maps and real time information. Annual growth is running at over 20%.

**Worcestershire** was commended for the reorganisation of the underperforming bus network serving Worcester under the brand name Woosh, resulting in patronage growth of 22%.

**Translink's** cross-border 24-hour coach service from Belfast to Dublin Airport, in partnership with Bus Eirann, was also commended.

## Cycling Improvements

**Lancashire County Council and Lancaster City Council** was named winner in the Cycling Improvements category for the Morecambe promenade cycle route. Lancaster and Morecambe are jointly part of the Cycling Demonstration Towns project, and are developing a network of routes connecting with the National Cycle Network.

Development of a dedicated cycle route along the promenade, with segregated pedestrian facilities, required the repeal of a local by-law. An attractive route has been created which has significantly increased cycling. It links into a network of 17km of off-road cycle paths in the area. The route has also contributed significantly to the regeneration of the area and it will be further enhanced by a proposal to make the promenade the start of the new Way of the Roses cycle route linking Morecambe to York and Bridlington.

**Hackney** was commended for its strategy to improve infrastructure and increase awareness of cycling in a borough with lower than average levels of car ownership.

**Road Safety, Traffic Management and Enforcement**  
**Southwark Council and Project Centre** repeated their success in the London Transport Awards earlier this year, though this time in the

Road Safety, Traffic Management and Enforcement section rather than Walking and Public Realm.

Walworth Road, a busy high street, had narrow footpaths, 750m of railings, and 180 buses running each way every hour. There had been 250 accidents in three years. The DfT and TfL allocated £1m each for improvements, the council providing another £2m.

Counter-intuitively, the key was removing the bus lanes to increase pavement widths, allowing a comprehensive remodelling was undertaken, including removing railings, adding a central pedestrian island, and improving lighting. No road accidents were reported in the first year after the changes.

## Walking and Public Realm

**Leicester City Council's** city centre development project took the honours in Walking and Public Realm. The improvements were linked with a larger retail and leisure development in the Highcross area of the city.

High quality paving materials – granite blocks – were used to provide an improved finish; initial higher costs will be offset by lower maintenance.

Market Place Approach, an important route into the centre, has been transformed from a dark, cluttered area to make it spacious and welcoming. An extended pedestrian zone includes the high street, from which all traffic, other than limited deliveries, has been removed. A more vibrant street scene features more seats and trees, with improved lighting helping to extend activity into the evening.

**Liverpool City Council** was commended for its city centre strategy to co-ordinate improvements, with consistent paving and furnishing

materials and greater priority for pedestrians.

## Rail Station of the Year

**Southern** repeated its success in the London Transport Awards, taking the rail station category with Mitcham Eastfields. This is the first example of a new generation of modular and environmentally-friendly stations, making much use of off-site fabrication for ease of construction with a corresponding minimisation of disruption. The station serves an area of high deprivation with poor access to public transport, and it has attracted 41,000 passengers since opening a year ago. **National Express East Anglia's** Wymondham Station was commended.

## Contribution to Sustainable Transport

**AECOM** won the Contribution to Sustainable Transport category with Freight Best Practice, a programme funded by the DfT, the Scottish Office and the Northern Ireland Assembly to provide free information, support material and guidance on saving fuel, developing skills, equipment and systems, performance management and multi-modal operations. The aim is to increase operational efficiency and reduce environmental impact. A range of guides and case studies for different sectors of the freight industry is provided through a range of media and events.

**Southern, Bombardier and Network Rail** were commended for their project to introduce regenerative braking on Southern's Electrostar fleet.

## Most Innovative Project

The award for the Most Innovative Project went to the **Highways Agency** for the M42 Active Traffic Management project. Though it

was shortlisted and commended last year, the judges felt the project merited consideration again. They awarded it the winner's accolade on the grounds that the full potential of the technique as an economic alternative to motorway widening has only become apparent in the intervening 12 months. The success of the M42 trial in keeping traffic flowing and on safety grounds has led to the Government proposing to adopt the system widely across the network.

**South Yorkshire Passenger Transport Executive** was commended for its Developer Ticket, a scheme in which developers offer housebuyers a ticket giving a year's unlimited travel on public transport – as well as personal travel advice – when they move into a new home. It capitalises on the fact that people are more likely to change travel habits when they move house.

## Technology Award

**SYPT** went on to win the Technology Award for its "Get there sooner" initiative, which provides real time information on South Yorkshire's roads from a comprehensive range of sources to make more efficient use of the network. Information including road speed data derived from number plate recognition cameras and vehicle information from the Yournextbus tracking system is distilled in a new control centre and disseminated to the public. Interactive maps and real time CCTV images from traffic cameras sent to mobile phones have proved popular.

**Nottingham City Council** was commended for developing and introducing the first fully automatic digital CCTV system for bus lane enforcement, reducing bus lane blocking by 61%.

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**Clockwise from above: QuayLink won the Improvements to Bus Services category; the Travel Training Scheme took the Accessibility Award; Leicester improved the Public Realm; (opposite) Barnstaple's bypass contributed to Devon's award of Local Authority of the Year**



# national transport awards



Morecambe's promenade cycle route won the Cycling Section for Lancashire

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## Transport Team/partnership

**London Underground, Tube Lines and Alstom** won the Transport Team/partnership award, repeating their success in the London Transport Awards for turning the "misery line" into one of the best-performing services on the Underground.

**Network Rail and Bechtel** were commended for the project management of the West Coast Main Line modernisation, where it was felt that, amid a focus on failings such as the New Year 2008 overruns, recognition of a significant achievement was due.

**Heathrow Area Transport Partnership**, another LTA winner, was commended for the public transport network for Terminal 5.

## Travel Information and Marketing

**Amey** repeated its success in the Scottish awards in the Travel Information and Marketing section with its successful campaign to bring home the risks to road maintenance workers caused by drivers' behaviour. The campaign, which included creating an office scene beside the M74, reduced incidents of abuse and missile-throwing by 50%.

**Northern Rail's Duo ticket**, a "buy one, get another half-price" deal for off-peak tickets, and Transport for London's Oyster AutoTopUp were commended.

**Rail patronage in Centro's area is 43% higher than 10 years ago**

## Frontline Employee of the Year

**Martin Jones**, a bus driver with First Cymru, was named Frontline Employee of the Year for helping to save the life of a passenger who collapsed at Measteg bus station from a suspected heart attack. He helped keep Mr Frank Thomas conscious and his wife calm until an ambulance arrived. Two weeks later, Mr Jones diverted his bus to the local hospital after another passenger fell into a diabetic coma.

## Transport Journalist of the Year

For the first time, the Transport Journalist of the Year award went to a non-print journalist. The BBC's **Tom Symonds** impressed the judges with his reporting of the big transport issues of the year, particularly transport's role in tackling climate change, Heathrow's third runway and the impact of rail policy on passengers. He successfully managed to convey complex transport stories in a way that the viewers could understand and relate to.

## Outstanding contribution to Local Transport

Outstanding Contribution to Local Transport went to Leicestershire County Council director of highways, transportation and waste management **Matthew Lugg**.

With considerable experience with a number of county councils as well as the Department for Transport, Mr Lugg played a key role in promoting asset management, which came to fruition this year in the East Midlands' counties collaborative procurement initiative. He showed leadership in helping local government deal with salt shortages last

winter. The judges said: "He has made a real difference at Leicestershire during his time there."

## Outstanding contribution to National Transport

Outstanding Contribution to National Transport went to recently departed London Underground managing director **Tim O'Toole**, who returned home to the US earlier this year. Mr O'Toole was the last of the triumvirate of Americans to fill senior positions in London's transport organisation and, said the judges, carried much of the organisation's morale and energy on his shoulders.

He was awarded a CBE for his part in co-ordinating the London Underground response to the suicide bombings on 7 July 2005.

## Lifetime Contribution to Local Transport Award

The Lifetime Contribution to Local Transport Award went to Cambridgeshire County Council deputy chief executive **Brian Smith**. Mr Smith joined Cambridgeshire in 1983 and headed transport in 1996. Cambridgeshire have won numerous awards including Transport Local Authority of the Year in 2001 and 2007 – the only authority to win it twice. He was a driving force behind policies such as the creation of a ring of park and ride sites round the city, the soon to be opened bus rapid transit scheme, and the county's Transport Innovation Fund bid.

The judges said: "Brian has provided inspired leadership, drive and commitment to his council for the past 16 years. Without him, many of the positive initiatives for which his authority has won acclaim would not have happened."



Tim O'Toole (left) and Brian Smith (right)





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# **scottish** **transport awards**

The Awards will be presented on

**29th October 2009**

at the Radisson Hotel in Glasgow

The awards ceremony is an excellent opportunity to showcase new initiatives and provides an environment which brings the transport community closer together.

Visit **[www.transporttimes.co.uk](http://www.transporttimes.co.uk)** to book your place!

## award categories

### Awards for local authorities/regional partnerships

- The Scottish transport local authority of the year
- Dedication to access for all
- Best bus service
- Road safety, traffic management & enforcement
- Best transport integration
- Best practice in travel to school and work schemes
- Cycling improvements
- Walking & public realm

### Awards for public transport operators

- The public transport operator of the year

### Awards open to all

- Contribution to sustainable transport
- Contribution to freight transport
- Excellence in technology and innovation
- Transport team/partnership of the year
- Travel information and marketing
- Frontline employee of the year

### Awards nominated by the Judges

- Outstanding contribution to local transport in Scotland
- Outstanding contribution to transport across Scotland

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The World Congress was last held in Europe three years ago at London's ExCel, where Q-Free staged a fashion show

## À la mode

The scope of September's 16th ITS World Congress in Stockholm will be wider than ever before. **David Crawford** previews the event

**A**ll transport modes – road, rail (main line as well as metro), air and marine – will, for the first time, be represented at the 16th World Congress and Exhibition on ITS in Stockholm from 21-25 September. The widened scope reflects, among other factors, four years of work by two national associations, ITS UK and ITS Sweden, in pushing the previously neglected rail sector on to the ITS agenda.

With its theme of 'ITS in Daily Life' the event – offering over 170 exhibitors and 245 congress sessions – coincides with the Swedish EU presidency and anticipates Stockholm's selection as the first European Green Capital in 2010. Key areas of focus are traffic safety; mobility for vulnerable road users; multimodality and co-modality as ways towards a

cleaner climate; and ITS implementation in Stockholm.

There will be a strong UK presence, with the majority of the 31 participants exhibiting on the UK pavilion (stand I20), which is also hosting some companies headquartered elsewhere in Europe. Twelve UK companies are involved in heavy rail or aviation, as well as in road-based ITS.

In addition to coordinating the UK pavilion, ITS UK is taking a lead role in three cross-border initiatives. It is presenting a special session on Women in ITS jointly with Sweden's Kvinnor i ITS, which is led by WSP Sweden (see panel); another special session deals with public transport information and ticketing, jointly with ERTICO and building on four years of collaboration with the Swedish Rail Administration. It also celebrates the first year of an innovative exchange

programme in which Swedish PhD students have become student members of ITS UK (see panel). [www.its-uk.org.uk](http://www.its-uk.org.uk)

Serco (stand I20) has a special affinity with Stockholm, having developed and deployed the Trafik Stockholm central technical system used at the city's traffic management centre, the destination of a technical tour. Fundamental to its design is the integration of information from subsystems into a uniform operator interface, making prompt decision-making easier in emergencies, such as the recent vehicle fire in the city's Södra Länken tunnel, the longest urban motorway tunnel in Europe. [www.serco.com](http://www.serco.com)

There are local links too for IBM (stand I30), which is stressing its role

in Stockholm's congestion charging system. Other international company involvements include Singapore's traffic management system, where controllers use sensor-derived real-time data to predict traffic scenarios with up to 90% accuracy; and Kyoto, where city planners can simulate large-scale traffic situations to analyse their urban impacts. [www.ibm.com/uk](http://www.ibm.com/uk)

Several UK exhibitors are highlighting work done with the Highways Agency, itself represented on stand I20. Serco designed and operates the agency's National Traffic Control Centre at Quinton and is giving two congress papers on services it has developed to meet the agency's evolving needs.

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Vaisala's new Guardian system

**The resources provided by ITS UK to its members are enriching**

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Mouchel (stand I20) will be profiling its work on the pilot active traffic management (ATM) scheme on the M42, as part of the agency's managed motorways programme; and, in joint venture with Peek, in technology maintaining agency contracts (Tech-MACs), which focus on the technology assets used in network operation and management. It will also feature international work, such as for the Roads and Transport Authority of Dubai.

The Mouchel team will present congress papers on new and emerging applications for compliance to support managed motorways; valuation of ITS assets and customer benefits; how changes in ITS policy can help in carbon reduction; and how to win the

congestion battle using defence sector experience.

[www.mouchel.com](http://www.mouchel.com)

Systems Engineering & Assessment (SEA, stand I20), will present a paper on a hard shoulder monitoring system designed to support the ATM initiative. It summarises a research programme carried out by the agency.

[www.sea.co.uk](http://www.sea.co.uk)

Atkins (stand I20) is presenting a paper on improvements to ramp metering, which the Highways Agency has installed at 80 sites. It has proved highly successful, with evaluation showing an average reduction in journey time of 13%.

Despite this, monitoring has identified potential improvements, seven of which have been modelled using VISSIM microsimulation because of the complexity of the algorithms. Improvements are now under way, with continuing work in progress on defining and modelling control strategies.

A further Atkins paper will discuss the progress of the Welsh Assembly Government's plan to introduce standardised smartcard technology to public transport in Wales, following on from the present concessionary scheme.

[www.atkinsglobal.com](http://www.atkinsglobal.com)

TRL (stand I20) is giving a series of scientific papers at the congress. Principal ITS consultant David Tindall will explore the need for certification of road pricing schemes to provide trust both to scheme owners and users that charges are accurate and privacy is maintained.

Azra Zohrabi, senior consultant for managed motorways, will examine the performance of the M25 controlled motorway and outline lessons learnt. On the same subject, researcher Paul Blakeman looks at the history and implementation of mandatory variable speed limits as a means of reducing the risk of flow breakdown, with an emphasis on limitations and

possible improvements.

Finally, traffic network consultant Peter Owlett will look at the contribution to traffic management of TRL-developed decision support tools such as the Dynamic Roadspace Utilisation Manager (DRUM) and Dynamic Plan Guidance (DPG). He will argue the case for simple and quick-to-use tools.

[www.trl.co.uk](http://www.trl.co.uk)

Scottish Development International (SDI) is using its pavilion (stand J20) as a representative presence on behalf of all ITS companies based in Scotland, with meeting areas available to develop contacts made at, and ideas emerging from, congress sessions and networking. Scottish ITS actors including Mott MacDonald, Bitwise, Napier University and Transport Scotland are all attending the event, and will have their messages on display on the stand.

SDI will be promoting Scotland as a location for companies active in ITS and sustainable transport, given the presence of Transport Scotland, the government body that deploys all ITS infrastructure throughout the country, and of eight universities with active ITS research programmes. It will also highlight the country as having a highly-skilled workforce, for example in software engineering.

At Stockholm, SDI will be announcing a UK-wide pilot for a planning system for low-cost transport to work, developed from the [www.t2e.org.uk](http://www.t2e.org.uk) scheme currently running in the Scottish Highlands. This aims to provide transport to employment, training or childcare for people without access to a car or suitable public transport services.

Starting from seeds sown at the 2008 ITS World Congress in New York, the project now involves Napier and Aberdeen universities, software specialist Mobisoft UK and telecoms company Quotient.

SDI also plans to announce a large-scale project in the area of sustainable transport and electric vehicles.

[www.sdi.co.uk](http://www.sdi.co.uk)

## Women in ITS

ITS UK's Women in ITS (WITS) Interest Group and Swedish counterpart Kvinnor i ITS are jointly organising a congress session on *ITS – the Missing 50%*. It will consider the proposition that 'If we meet the expectations of women, we will exceed the expectations of men'. Specific issues to be addressed include:

- ITS research, planning, implementation and management have not always noted women's specific expectations of, and requirements from, ITS;
- Taking into account the importance of gender differences, for example in travel patterns and access to alternative sources of travel information, is essential for achieving realistic outcomes during impact assessment of proposed ITS policies; and
- Providing an accurate answer to the question of how women use ITS is key to ensuring that ITS implementations are 'right' for everybody affected by them.

Female ITS professionals, says ITS UK secretary general Jennie Martin, "are well placed to research these issues effectively. The session will look at examples where they have been addressed and the findings carried through into implementation. These are key issues for all ITS practitioners".

ITS UK has already spread the WITS concept well beyond Europe by holding a meeting alongside ITS Canada's annual conference in Edmonton in May 2009. Addressing specific women's issues, Transport Canada Director of ITS Susan Spencer pointed to recognised shortfalls of women working in transport, and of young people of both genders choosing transportation as a profession. She urged WITS to promote ITS as an exciting career for young women.



CA Traffic will be showing new products



## eSafety

**Announcement of the 2009 eSafety Awards will take place on 22 September during the World Congress, following online voting during August. There are three categories:**

- **Lifetime achievement, for an individual who has shown career-long commitment to the accelerated deployment of eSafety systems in Europe;**
  - **Industry or technology, for an individual or team from an innovative company or industry initiative; and**
  - **Policy, for an individual or team from a public administration.**
- [www.esafetysupport.org](http://www.esafetysupport.org)

Stockholm will host 170 exhibitors and 245 congress sessions



Scottish company Emtelle (on the English pavilion, I20) will be telling delegates about the blown fibre-based tube bundle that it has specially designed for mole ploughing into the ground alongside motorways. Turnkey telecommunications provider C-Plan recently used it when carrying out an installation for contractor Amey beside the M8 motorway between Edinburgh and Glasgow.

The fibre concerned controls the motorway's traffic matrix signs, but it can also, says the company, be used for emergency telephones, CCTV cameras and traffic monitoring systems. Emtelle is currently involved in three incident and congestion detection installations on Australian highways.

[www.emtelle.com](http://www.emtelle.com)

A key element of the AECOM exhibit (stand I20) will be its Network Management Toolkit, a suite of microsimulation-based analysis tools. These aim to support improved network design and operations by allowing the modelling and evaluation of real-time scenarios against customer-defined performance indices including capacity, delay, journey time reliability, noise, and carbon footprint.

[www.aecom.com](http://www.aecom.com)

From Logica, which is sponsoring the internet café, ITS director Richard Harris is organising special interest sessions on cooperative vehicle-highway systems, and the World Bank and ITS infrastructure planning in developing countries.

[www.logica.co.uk](http://www.logica.co.uk)

Also on the UK pavilion, CA Traffic will be focusing on the 2009 release of its Black Cat inductive loop unit and Evo8 number plate recognition camera, both of which can be

used in urban traffic management applications.

[www.ca-traffic.com](http://www.ca-traffic.com)

PIPS Technology (stand Z100) is running live demos of the latest additions to its Spike family of products. SpeedSpike, the company's first speed enforcement solution, is time over distance based and can cope with a network up to 1000 cameras at a time.

SpikeHD is designed to provide number plate recognition for high-performance applications to give multiple plate capture across multiple lanes from a single unit. Spikelet is tailored for parking and facilities management applications and temporary installations that do not need the technical specifications of Spike or Spike+ cameras.

[www.pipstechnology.co.uk](http://www.pipstechnology.co.uk)

Transport weather data specialist Vaisala (stand Q11) is highlighting its Guardian non-invasive sensor-based measurement system for providing specific road weather information, together with new mobile alternatives. Trials of the latter are under way in Europe and North America.

[www.vaisala.com](http://www.vaisala.com)

Wireless CCTV (stand Z144) is promoting its recently-launched IP65-compliant WCCTV 3G wireless dome camera system, which has helped the company win a 2009 Queen's Award for Enterprise in the Innovation category. Designed to offer high-speed 3G HSUPA connectivity to boost remote monitoring quality, the system has 100m wi-fi technology as standard, with a line-of-sight range of up to 2km as an optional extra.

[www.wcctv.co.uk](http://www.wcctv.co.uk)

Irish company Avego (formerly Mapflow, stand I20) will be in the ITS UK pavilion to show the latest application

of its iPhone-based Shared Transport car-sharing software. This has gained over 50 registered company users around the world since its premiere at the 2008 ITS World Congress in New York.

Avego will also be displaying its Futurefleet bus management system which combines ticketing, real-time passenger information, automatic vehicle location and voice announcements in a single on-board unit. It is currently in use in the US, China and India, as well as in Europe.

[www.avego.com](http://www.avego.com)

Successfully expanding into the UK from its Netherlands base, Technolution (stand I20) is demonstrating its MobiBoxx in-vehicle ICT platform, targeted at a range of automotive applications running concurrently. One such application is intelligent speed adaptation (ISA), of which there will be a demonstration at Stockholm.

Another Technolution innovation is a self-learning decision support system for the City of Rotterdam. This collects car park capacity information and displays the results on more than 90 dynamic road signs around

## IBEC

TRL chief scientist and research director for transportation Dr Alan Stevens is organising an IBEC day seminar on *Road Pricing: Beyond the Technology* on Sunday 20 September, the day before the World Congress opens. It will focus on road pricing as a means of addressing today's transport challenges, featuring international surveys of policies, activities, public acceptance and economic benefits.

IBEC, the International Benefits, Evaluation and Costs Working Group, includes 400 ITS experts from 50 countries [www.ibec-its.org](http://www.ibec-its.org)

the city, leading visitors to available spaces after taking into account bridge openings, congestion, road works and special events.

[www.technolution.eu](http://www.technolution.eu)

The Freightwise EU-funded research project (stand Z91) is presenting examples of the development and testing of its multi-modal framework architecture in real business cases. The project aims to encourage modal shift of cargo from road to combinations of short sea shipping, inland waterways and rail, through improved management and information exchange.

As its most significant recent achievement, Freightwise claims a breakthrough in the analysis of intermodal freight movement. Results have shown that the complex nature of booking freight services can be reduced to just four roles and six messages, which collectively constitute the Freightwise Framework (FWF).

[www.freightwise.info](http://www.freightwise.info)

**The ITS World Congress and Exhibition is organised by UK company Brintex and the ITS Congress Association on behalf of ERTICO-ITS Europe. [www.itsworldcongress.com](http://www.itsworldcongress.com)**

## UK's Swedish student exchange

At Stockholm, ITS UK will host a special reception for beneficiaries of its pioneering offer of membership to all PhD students studying ITS-related topics under the auspices of the Swedish Research School for ITS. The school is a joint venture between six Swedish higher education institutes, with ITS UK's opposite number ITS Sweden providing the Secretariat.

ITS UK secretary-general Jennie Martin says: "Ours is the only example I have ever come across of a national ITS association extending membership privileges to students

based in another country." The students received invitations to join ITS UK as corresponding members at the start of the 2008/9 academic year.

Says one beneficiary, Gideon Mbiydzanyuy of the Blekinge Institute of Technology: "The resources provided by ITS UK to its members are enriching. They have met my need to be in touch with ITS developments in Europe and the US." This includes work by UK specialist centre InnoviTS, and new legislation on road charging in the US.



# EU action plan set for long haul

A new directive to encourage the consistent take-up of intelligent transport systems across Europe is causing controversy, **David Crawford** discovers

Southampton's Romanse traffic management scheme is an island of excellence. The EU wants ITS to be applied more widely

**H**ow much clout the EU's pioneering ITS Action plan will have in improving European road traffic conditions is currently the subject of fierce internal argument within Europe's political institutions. The debate centres on a proposed framework directive that would make it mandatory on EU member states to implement the plan via national legislation.

Adopted last December, the plan represents the European commission's most energetic move to date to encourage the implementation and use of ITS in road transport. It indicates a series of measures aimed at speeding up market penetration of mature ITS applications and services across the continent.

The plan covers the period 2009-

**The legislative approach is not the best mechanism for introducing ITS in Europe**

2014, with a mid-term review scheduled for 2012. It is supported by five co-operating directorates-general: energy and transport (leading the project); information society and media; research, enterprise and industry; and environment.

Underlying the initiative are figures showing that road traffic congestion currently affects 10% of the road network, and costs about 1% of EU GDP annually. The commission predicts growth rates of 50% for freight transport and 35% for passenger transport over the period from 2000 to 2020.

It hopes that numbers such as these will serve to emphasise the hugely beneficial effects of using ITS to make more efficient use of existing transport networks. Development of new infrastructure alone,

says an EU communication, "will not give the necessary results on the timescales required by the magnitude of these challenges".

In practical terms, the commission sees the action plan as a means of integrating and coordinating across the Trans-European Transport Network what is currently being done on a piecemeal and regional basis. It aims to achieve seamless ITS operation Europe-wide in three key areas:

- Attaining harmonisation across geographical boundaries between road administrations and operators;
- Making available to travellers and freight operators the optimal use of all available modes; and
- Encouraging intermodal transfer and smooth access to passenger and freight interchanges.

System interoperability is a key



objective of the plan, under which, for example, it would not be acceptable for member states to implement new proprietary road user charging (RUC) systems. The aim is that drivers should experience a single system for the whole of Europe, with a single ITS on-board unit capable of meeting all their needs for driving, navigation – and entertainment. Here, the plan incorporates the thinking behind the EU's European Electronic Toll Service (EETS) scheme.

## Priority action areas

The plan has six priority action areas:

1. Optimised use of road, traffic and travel data;
2. Traffic management on European transport corridors and in conurbations;
3. Road safety and security;
4. Better integration of the vehicle into the transport system;
5. Data security and protection and liability; and
6. European ITS co-operation and coordination.

As action areas 1 and 5 indicate, provision to all interested parties of reliable data is fundamental to successful ITS deployment. Area 1 sets an early 2010 target date for defining the necessary procedures for both the private sector and transport authorities to deliver EU-wide real-time traffic and travel information services.

Area 6 points the way towards the EU's proposed legal framework for the Europe-wide deployment of ITS, in the form of a directive. It justifies the need for this on the grounds that, since 1988, it has financed dedicated ITS research and development programmes that have delivered "valuable results and plenty of recommendations".

These projects have provided "a basis for technological breakthroughs and basic co-ordination", and initial, but "in most cases fragmented" deployments. Some have led to the creation of what Richard Harris, Logia ITS director, calls "islands of excellence", with UK examples including the West Midlands, Glasgow and Southampton – all beneficiaries of EU funding.

But the commission believes that the time has come for action "to exploit the full potential of ITS in the fields of safety, reducing congestion and minimising the environmental impact of the road system". It sees the legislative route as being essential to remove persistent bottlenecks and encourage broader, more coordinated uptake of ITS on highways.

It cites examples of a voluntary ap-

proach proving insufficient.

HGV drivers going from Barcelona to Frankfurt on the European motorway network carry not only a navigation system on board but also up to three different electronic devices for the toll charges in the member states they cross.

To discourage transit traffic in residential areas, in 2001 the EU recommended publication of details of route categories of the entire road network, as well as of areas where traffic should be limited; but so far, it says, only a few national and local authorities have acted on this recommendation.

Drivers equipped with navigation devices are using the entire road network. HGVs are often guided onto vulnerable and inappropriate routes.

The new directive, it believes, is the only means of avoiding or at least reducing such problems. But the process of gaining agreement on it has not been going smoothly, and member states with the most experience of ITS are among the loudest sceptics.

## UK doubts

For the UK, recognised as being a European leader in ITS, the Department for Transport's director of road and vehicle safety and standards Patricia Hayes voiced doubts when briefing a House of Commons committee in June.

"Many countries," she said, "have sophisticated systems in place already and retrofitting a common standard where those approaches have already been successful would be a mistake".

Reinforcing the message, Transport Minister Paul Clark recently told the House of Commons EU Committee: "The legislative approach is not the best mechanism for introducing ITS in Europe." Other member states including Ireland, the Netherlands and Portugal agree with the UK that a "forced" rather than market-based approach will have unintended consequences.

Harris, who is also English Language Secretary of the World Road Association (PIARC)'s Technical Committee on Network Operations, counters these arguments from within the industry. He says: "If the commission is not encouraged to promote a coordinated framework the likelihood is that ITS implementation will proceed in an ad hoc, uncoordinated way.

"We think this will be to the detriment of commerce and industry. It will also seriously inconvenience everyone who makes journeys internationally in Europe."

Meanwhile, the main organisational method for converting the plan into reality is already in existence in the form of the EasyWay consortium. Consisting of national and regional governments and road operators in 22 EU member states, with associated partners from the automotive industry, telecoms operators and public transport stakeholders, EasyWay has a budget of €500m (£430m) and is currently operating on funding of €100m for 2007–2009.

It is now developing proposals for funding for its second phase, covering 2010–2011. The final phase will cover 2012–2014.

## Trans-European focus

EasyWay's focus is on effective traffic management on the Trans-European network. This is to be achieved by Europe-wide ITS deployment on the main corridors, driven by national road authorities and operators,

EasyWay incorporates all the previously established cross-border Euro-regional TERN groupings, of which the UK is a member of two. EasyWay/Centrico (Central European Region Transport Telematics Implementation Co-ordination Project) covers Belgium, South East England, France, Germany, Luxembourg and The Netherlands.

EasyWay/Streetwise (Seamless travel environment for Efficient Transport in the Western Isles of Europe) covers the UK apart from South East England. In 2008, the chairmanship of EasyWay lay with EasyWay Streetwise, in the person

of Roy Brannen, head of network operations at Transport Scotland.

## Key projects

During his time in office the UK, supported by EU funding via EasyWay, progressed key ITS projects. In England the Highways Agency developed its digital Traffic Radio service (highlighted as a European-level achievement at the 2008 EasyWay conference in Italy), introduced 30 ramp metering sites, evaluated its M42 active traffic management scheme and progressed controlled motorway schemes on the M1 and M25.

The Welsh Assembly Government carried out localised widening of the M4 including complete communications and ITS upgrades. Transport Scotland increased the number of its HGV weigh-in-motion sensor sites to 43, and enhanced its Traffic Scotland website to give the driving public improved journey time information and live CCTV image coverage.

The Roads Service in Northern Ireland and the Irish National Roads Authority strengthened their existing crossborder collaboration. Specifically, they upgraded the quality of their traffic management and seamless travel information through the development of a VMS signing strategy and enhanced data exchange via the European DATEX II communications standard.

The EU action plan will survive whichever way the debate goes. But the key issue will be the effectiveness and comprehensiveness of its implementation.

The Highways Agency's Traffic Radio was supported by funding from the Easyway consortium





# A new route for transport plans

**W**ith their input and responses to consultation over regional funding allocations and the Government White Paper *Delivering a sustainable transport system* out of the way, local authority transport and highway departments are turning their attention to their new local transport plans.

The third iteration of LTPs will provide plenty to think about between now and next April. The process this time is significantly different from the second generation, which covered the period 2006-2011.

Gone is the Department for Transport's prescriptive approach in which councils were monitored against a range of targets. This gives authorities more freedom to set objectives.

Instead, though, the transport plan will have to mesh with the rest of the framework for local planning, transport and growth.

Will that make the process more or less challenging? "I suspect it won't be any more difficult, just different," says JMP Consultants associate director Martin Revill.

"Will LTP3 look like LTP2?" asks Colin Buchanan director for planning John Pounder. "If it does I would argue the guidance hasn't been followed."

Both consultants are experienced in advising and supporting local authorities in preparing their plans.

Mr Revill adds: "The key for me is about joining up all the other processes. LTP1 and 2 were very prescriptive and you could deliver a successful LTP to the Department for Transport without reference to anyone outside." This time the transport plan must, crucially, support the objectives of the Local Development Framework (LDF) – the successor to the Local Plan. In areas with a two-tier council structure, this will require effective collaboration between the planning authority (district), which is responsible for the LDF, and the highway authority (county).

And while there is no specific monitoring framework for the LTP it will come under scrutiny in the context of the LDF, which has to undergo an examination in public by an independent assessor.

"Major developments are often predicated on a major piece of transport infrastructure," says Mr Pounder. "Often the planning and transport departments may have read each other's document and assumed it's OK, but when you look more closely you find discrepancies."



## Councils will find the formulation of LTPs much changed from the last exercise

The planning department may have assumed a new road for a development would be built within five years, when in practice it would take 10 to get through the procedures – and the independent inspector could then criticise the LDF for being unrealistic.

Both the LTP and LDF must contribute to the authority's sustainable community strategy, which itself informs the Local Area Agreement. This is the contract the local authority signs with central government, covering areas such as the local economy, social inclusion and the environment. Under the LAA each authority has negotiated 35 targets with central government on a three year timescale. Partners such as health trusts or the Environment Agency may also be signatories.

A new performance monitoring regime stands over all this – the Comprehensive Area Assessment (CAA), carried out by the Audit Commission. "Part of the assessment will be to look at how well the authority is delivering its LAA," says Mr Pounder.

Funding, and in particular developer contributions, will also come into the equation. In the past developers have made section 106 contributions to fund local facilities,

of which new transport infrastructure was often the main beneficiary.

The government would like to see the level of developer contributions put on a more rigorous footing, and many authorities are starting to develop tariffs of charges to be levied on the basis of the number of dwellings or area of office space being provided. "We're moving towards a community infrastructure levy, the formalisation of standard charges," says Mr Pounder. "This would be linked to a formal plan to say what the contributions would be spent on, and this must be linked to the LTP and LDF."

With funding scarcer, and competing claims from areas such as education, authorities will have to make tougher choices about what they spend contributions on. Transport departments may have to work harder to justify their share. Highway departments may have to look critically at items of infrastructure in the local transport plan and ask which are essential to the LDF.

In addition LTP3s will have to be accompanied for the first time by implementation plans setting out how the objectives of the plan will be achieved. While the LTP is expected to cover 10-15 years, the implementation plan will have a shorter

timescale, typically three years to fit in with comprehensive spending reviews. Implementation plans will have to set out where supplementary funding will come from – for example, developers, the Transport Innovation Fund, or a business rate supplement.

LTPs will provide the final, local, tier of an Eddington-based structure with a national strategy based on *Delivering a Sustainable Transport System*, and a regional one based on the regional funding allocation process. A lot of attention will be paid to the imminent government response to the regions' submissions of their priorities. There has been talk of 20% cuts in the RFA budgets.

Even without this there remains the problem that the ceiling of £5m on schemes that can be funded through the LTP buys less and less, and a growing number of projects are too big to be local but too small or with too narrow benefits to be regional priorities. Regions are starting to look for ways to address this – for example the south west and south east regions propose to set aside a proportion of the RFA for regional infrastructure funds from which local schemes will be able to bid for funding, to be recouped from developer contributions.

# Developing Smart Ticketing Technology in the Transport Sector

One day conference 26 October 2009, Central London

The Department for Transport will publish a consultation document in the summer to look at possible incentives that could improve the adoption of smart ticketing.

We are delighted that **Louise Barnett, Head of ITS Policy Coordination** at DfT is confirmed as giving the keynote speech at this conference. Louise is in charge of smart card standards at the Department and is leading a team dealing with smart ticketing and the Department's relationships with ITSO.

New transport secretary Lord Andrew Adonis has announced plans to boost development and take-up of smart ticketing across the UK. At a recent Transport Times conference Lord Adonis highlighted integrated transport systems as one of the key challenges faced by his department.

"By extending the use of smart ticketing technology, we can transform people's perception and experience of public transport".

Lord Adonis cited the success of London's Oyster smartcard that is used for Tube, bus and increasingly train travel. DfT has already announced plans to help fund a project to make Oyster compatible with the ITSO smartcard standard used widely elsewhere in the UK. The use of mobile phones for travel tickets and mobile ticketing is likely to also feature in the consultation.

**Key areas for discussion include:**

- **What** progress are live smartcard ticketing schemes making in the UK?
- **What** is the future of mobile and contactless ticketing?
- **What** is Rail's progress in implementing smartcard technology?
- **What** is the progress in introducing Oyster pay as you go on rail in London?



**Confirmed speakers include:**

- **Keynote: Louise Barnett, Head of ITS Policy Coordination, DfT**
- **Mike Eastham**, General Manager and Head of Technology, ITSO
- **Shashi Verma**, Director of Fares and Ticketing, TfL
- **Steve Howes**, Managing Director - Rail Settlement Plan Ltd, Association of Train Operating Companies
- **Alastair Richards**, Project Manager, TIE Ltd
- **Mike Duncombe**, Yorcard Programme Manager

**BOOK YOUR PLACE NOW** at [www.transporttimes.co.uk](http://www.transporttimes.co.uk) or by calling our events team on 0131 556 1500.

## day in the life

**L**iving fairly close to the office I'm fortunate enough to be able to vary my journey to work and usually try to cycle or run in via the gym. Today it is a run to our headquarters in Salfords in leafy Surrey and I arrive around 9am. The first part of the morning is spent checking and responding to emails from my team of engineers based throughout the UK and Germany. As head of systems and project engineering for Cubic Transportation Systems I have overall responsibility for client solutions so there are always daily developments and challenges to keep on top of and respond to.

We work closely with each customer to identify the most appropriate solution for their requirements and so the remainder of the morning is spent in meetings with the engineers working through plans and designs for new projects. Today, some of the team are reporting back from a recent site visit where they have witnessed first-hand the projects' existing systems. These visits enable us to ensure the plans we are proposing are feasible and allow us to gain

valuable insights into the wider context of the project.

During lunch I have a quick swim and then it is back to the office to catch up on my emails.

Another important aspect of my job is engaging closely and partnering with industry innovators and academia. We seek to work closely with universities and final year students to stay abreast of the latest trends. Recent collaborators included a Danish student at Copenhagen University. As well as developing solutions that use the latest technology we also look ahead into new and evolving technologies that could benefit the industry. I'm often amazed when I look back at my 14 years with Cubic to see the enormous strides that have been made in technology.

I'm immensely proud to have been involved in Cubic's work with Oyster but mobile technology is another area that I'm delighted to have been involved in. By developing mobile phones with smart card functions we are constantly helping to make journeys easier for customers. Imagine viewing your travel history on your



## Paul Monk

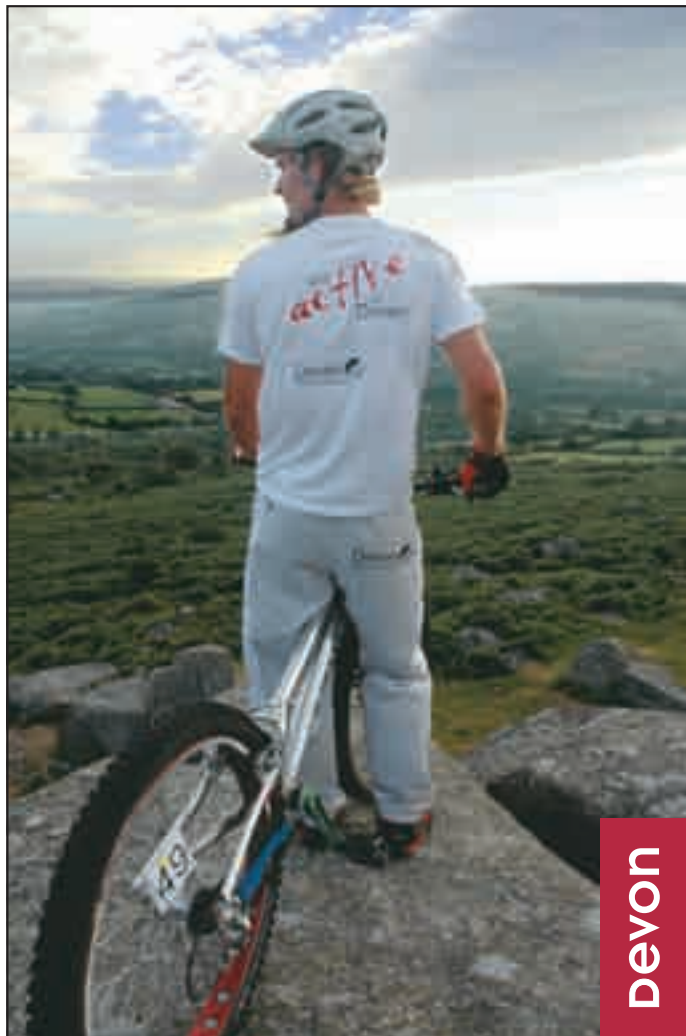
**Paul Monk is head of systems and project engineering for Cubic Transportation Systems and has overall responsibility for the development of client solutions, from initial inception through to final delivery**

mobile phone, checking your travel balance and being able to top up your travel card at a time and place that suits you. By having the mobile communications built in, the ticket can be sent directly to the mobile without you needing to 'collect' it at a later time. Future applications on the phone may include holding your cinema tickets or renewing your gym subscription which will be useful for me!!

The day ends with an internal training session for some of the wider Cubic team. An important part

of my role is educating both my team and other Cubic employees to ensure that when the technology becomes mainstream, everyone is familiar with the latest trends. It's vital that we convey this knowledge throughout the whole company.

The journey home is another quick run before heading out on the course for an evening round of golf. Now that my MBA is finished it is nice to have time on my hands again, but that doesn't prevent the inevitable quick check of the emails when I get in!



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# Quarmby to chair RAC Foundation



Dr David Quarmby

**Dr David Quarmby** has been appointed chairman of the Royal Automobile Club Foundation, the motoring charity, taking over from David Holmes who is stepping down at the end of his tenure.

Mr Quarmby is a consultant in transport, planning, economics and tourism. He chairs the Transport Research Institute at Edinburgh Napier University.

He said: "There can rarely have been a time when the role of the foundation has been more crucial in representing the needs of the responsible motorist, and of people and communities dependent on the car. With the twin threats of increasing congestion and falling public expenditure hanging over all aspects of policy, they need a strong, well informed, voice."

Mr Quarmby has been a member of the foundation's public policy committee since 1999. He is a non-executive director of NedRailways (UK). Until recently, he was a director of Colin Buchanan and Partners, where he led the development of a transport strategy for the Milton Keynes/South Midlands partnership, analysing the ability of the road and rail networks to support the ambitious growth agenda.

Train operator Southern has announced its new executive team, which will lead the company in its new South Central franchise which begins on 20 September this year.

Managing director Chris Burchell said: "To meet the challenges of the new franchise, a new company-wide

structure is needed and the first step is to appoint an executive team which will ensure that our commitments are delivered."

The new team comprises: **Alex Foulds**, development director; **Gerry McFadden**, fleet director; **David Scorey**, franchise improvement director; **Matt Watson**, human resources director; **Bob Mayne**, finance and contracts director; and **Derek Epps**, head of safety and operations standards. A service delivery director is still to be appointed.



Colin Thomas

The Confederation of Passenger Transport UK has announced the appointment of two new managers: **Colin Thomas** takes up the post of general manager for CPT Cymru and **Keith McNally** becomes regional manager for both CPT East Midlands and Yorkshire regions.

Mr Thomas has worked for the past 13 years in a number of roles for Newport Transport. For the past six years he has been commercial manager, responsible for the company's commercial business development.

Mr McNally has 16 years' management experience within the travel and transport industries. He joins from National Express Group where he was head of network strategy.

**Mike Alexander** has resigned as chairman of the Association of Train Operating Companies. Mr Alexander joined ATOC in March 2008. He has led its restructuring over the last year and has helped

## people

chief executive Michael Roberts become established in his role.

**Tom Smith**, ATOC board member and Go-Ahead group managing director for rail development, will act as interim chairman until a successor can be appointed.

**Councillor Gary Clarke** has been re-elected chairman of Centro, the West Midlands integrated transport authority, for the sixth consecutive year.

He said: "The next year is set to see work start on the rebuilding of New Street Station, the region's submission to Government of the business cases for an expansion of the Metro tram system and the introduction of smartcards similar to London's successful Oyster card. All these will underpin our goal to make it easier and more convenient for people to switch from car to public transport, helping to cut congestion and carbon emissions."

Cllr Clarke has been a Walsall councillor since 1998. **Cllr Christine Mills**, who represents Wolverhampton, was elected as vice chair of Centro. The Integrated Transport Authority is made up of 27 councillors from the region's seven metropolitan councils

**Almex**, supplier of electronic ticket equipment for bus and rail operators, has appointed **Peter Aylward** as general manager for Great Britain. Almex is seeking to expand its position in ticket systems for public transport in the UK by placing a stronger focus on the delivery of complete IT systems.

Mr Aylward has over 25 years' IT-related experience in senior management positions and joins Almex from his position of general manager of RedDot Solutions, a supplier of enterprise content management software.

**Freight specialist Donald Chalker** has joined the London office of Transport & Travel Research as a principal consultant, from the Central London Freight Quality Partnership, which he managed for two years. He applied

his transport and planning background in helping to bring private and public sectors together to improve freight deliveries and servicing in central London.

He is an experienced project manager, with an understanding of freight, passenger and accessible transport, having worked in both the public and private sectors as a contractor and client. He graduated from Loughborough University of Technology with a degree in Transport Management and Planning, and also has a Master of Business Administration.

The Institution of Railway Operators held its third graduation ceremony at the Royal Concert Hall in Glasgow on 8 July.

This year, 39 IRO students completed their respective courses, with 21 receiving a Diploma of Higher Education in Railway Operational Management and 18 being awarded a BSc in Railway Operational Management.

A total of 61 graduates have successfully completed the IRO Degree/Diploma courses since they were launched in 2005 as part of the institution's professional development programme.



IRO tutors **Jim Summers** and **Tony Manktelow** with graduates **Alex Hellier** from Network Rail and **Lorraine Wells** of East Midlands Trains

**Tony Depledge** has been elected chairman of the EU Committee of the International Association of Public Transport (UITP). Mr Depledge was president of the Light Rail Transit Association (LRTA) from 1994 to 2005 and is currently one of its vice-presidents. His career in transport spans 40 years, starting as a seasonal tram driver in Blackpool, working for Midland Red and South Yorkshire PTE, and returning to Blackpool Transport in 1977, where he later became managing director. Since 2001 he has been director of transport policy development at Arriva.





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City Council

# Transformation Complete!

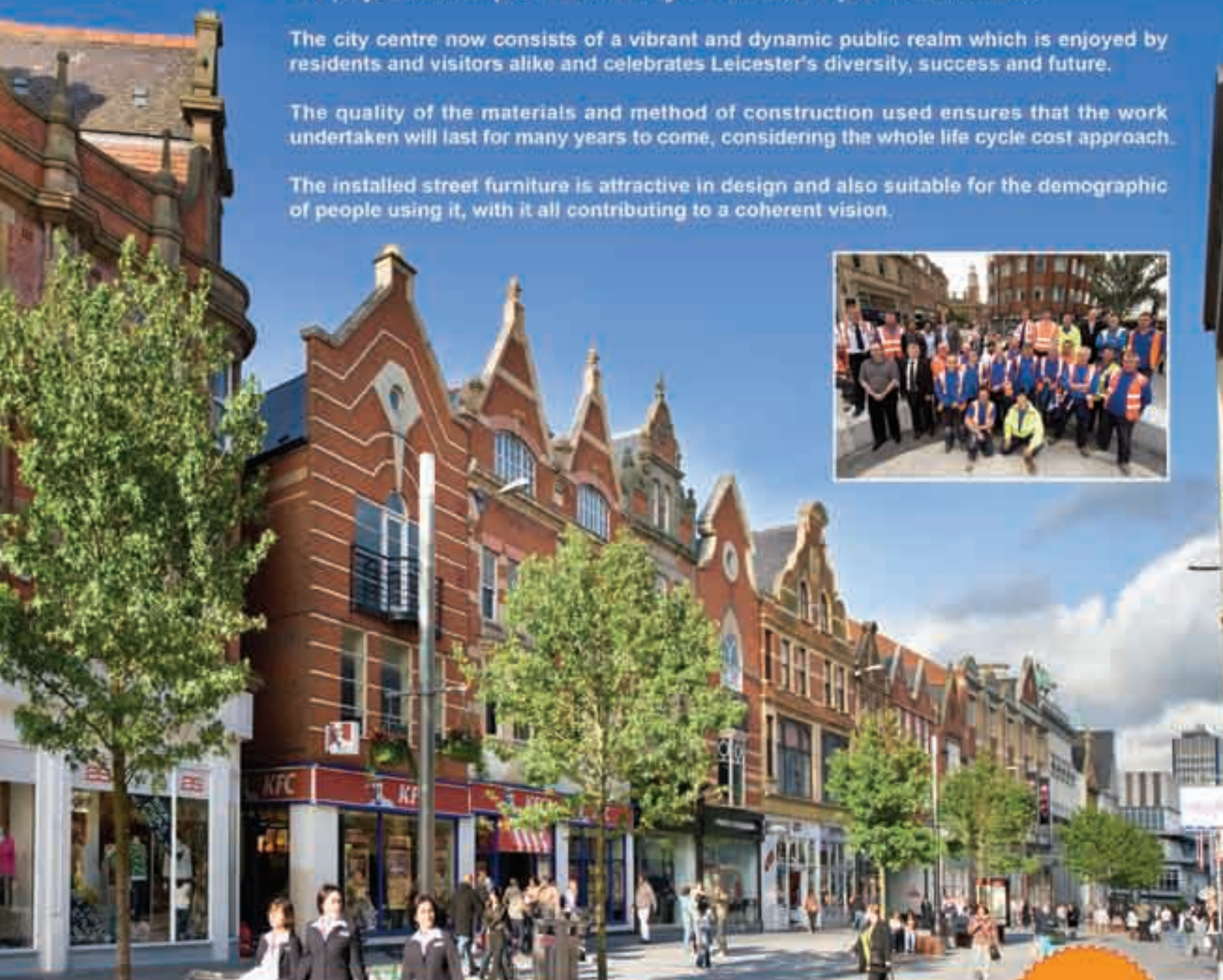
Leicester city centre has undergone a complete transformation following the completion of Leicester City Council's City Centre Development Project involving pedestrianisation and redevelopment of the City's streets.

The project was completed in under 3 years at a cost of just over £17million.

The city centre now consists of a vibrant and dynamic public realm which is enjoyed by residents and visitors alike and celebrates Leicester's diversity, success and future.

The quality of the materials and method of construction used ensures that the work undertaken will last for many years to come, considering the whole life cycle cost approach.

The installed street furniture is attractive in design and also suitable for the demographic of people using it, with it all contributing to a coherent vision.



Leicester City Council - Proud Winner of the National  
Transport Awards, Walking and Public Realm Category.





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For any enquiries please email  
[jonathan.james@aecom.com](mailto:jonathan.james@aecom.com)

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