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October 2009

scottish  
transport awards

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Transport Times  
awards dinner 2009

29 October 2009  
Rodson SAS Hotel, Glasgow

Scottish Transport  
Awards shortlist  
supplement

Pull out and keep extra  
after p16



The first plans for  
a UK high speed  
rail network

Greengauge 21 lays out  
its proposals p22



Surrey County  
Council aims to  
join the dots

Partnership approach  
unites transport p26



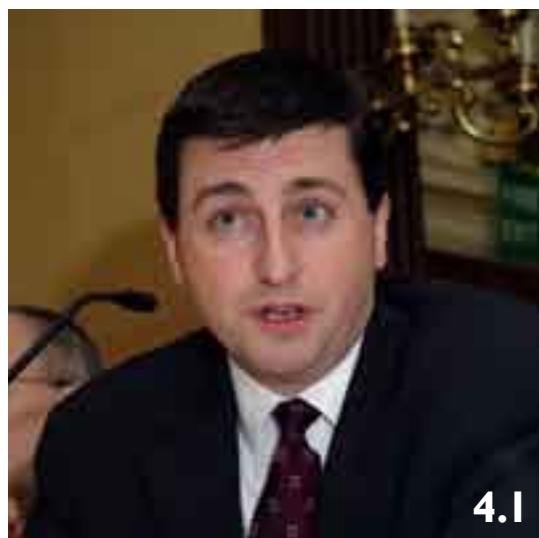
6.7



5.0



5.9



4.1



5.3



3.3



7.8

*Department for  
Transport*

**Labour's Transport Secretaries  
We rate the best and the worst**

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# transporttimes

issue no: 67 October 2009



6



8



9



11

**NEWS****4 RATING THE MINISTERS**  
How Labour's Transport Secretaries have fared**6 EMISSIONS CUTS**  
The challenge for London**8 ULSTER GETS THERE FIRST**  
Integrated smartcard for the province**COMPETITION****30 BLOOD, IRON AND GOLD**  
Win a copy of Christian Wolmar's latest book**OPINION****13 JIM STEER**  
Why we need a new approach to price signals**14 CHRISTIAN WOLMAR**  
London's cycle hire scheme is on the wrong track**15 TONY CIABURRO**  
Budget cuts or emission cuts? That's the choice**16 BEN WEBSTER**  
A bike scrappage scheme would get people cycling again**17 ADAM RAPHAEL**  
Is Boris making a U-turn? He would be wise to do so**18 DAVID METZ**  
Predictive navigation: the remedy for congestion?**19 DR DEBORAH LAMONT**  
Dyslexic people are transport users too**20 GLOBAL PERSPECTIVE**  
Abu Dhabi rises to the planning challenge**FEATURES****22 A 25-YEAR PLAN**  
Lobby group Greengauge 21 makes detailed proposals for UK high speed rail**24 SURREY PULLS TOGETHER**  
A multi-lateral approach to ending fragmented transport provision**REGULARS****29 PEOPLE/DAY IN THE LIFE**  
Who's moving where/Neil Hansen**30 CONSULTANT PROFILE**  
The Workplace Travel Plan Company

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## news analysis



**7.8**

**"LORDADONIS** has appeared at the end of the Blair/Brown period of government, as a kind of super-sub. He's scored goals others wouldn't even attempt" – Jim Steer



**6.7**

**"JOHN PRESCOTT** tried to push transport up the agenda, saved the CTRL but failed to convince Blair of the importance of transport" – Christian Wolmar



**5.9**

**"AUSTAIR DARLING** understood his brief, was open to discussion, considered all points of view and having done so proceeded with caution" – Steven Norris

# Two big hitters, but a weak

by David Begg

**L**abour has been in power for over 12 years and there have been seven Secretaries of State for Transport. The first two – John Prescott and Stephen Byers – covered portfolios which were wider than transport, but nevertheless we thought it would be an interesting exercise to canvass opinion on who was the best of the bunch.

If you were to look at who was the best in this job since 1945 then two who would be in contention for the impact they made would be Ernest Marples – for the motorway network – and Barbara Castle for introducing tough drink driving laws and for establishing Passenger Transport Authorities in the metropolitan areas outside London.

It's a very subjective exercise, as you will see from the responses from our contributors. It can come down to how well you got on with someone personally, what mode of transport you are interested in most and how long they had to make an impact. With seven in 12 years the long-term average tenure of 18 months has been preserved. I haven't seen any data on how other departments compare but this seems very short and confirms the suspicion that the transport brief is often given to someone who needs to be either promoted or demoted rather than an individual who has a genuine passion for the subject.

There are two distinct exceptions to this rule: John Prescott and Andrew Adonis. They both wanted the portfolio and came into office with a clear vision. Alistair Darling almost falls into this category. I followed him as chairman of transport

on Lothian Region Council and he was more steeped in the sustainable transport agenda than appeared to be the case when he arrived at Marsham Street. His claim to fame as a local councillor was abolishing a new motorway into Edinburgh – turning the money saved into a revenue stream to fund free travel for pensioners (this was over 20 years ago when this was a rare entitlement) and campaigning against a second Forth Road Bridge.

It is no coincidence that these three come out top. Someone who is parachuted into the role and wants to leave as quickly as possible tends not to make much of an impact.

I was torn between Prescott and Adonis for top spot with Darling coming in third. Prescott was ambitious and wanted revolutionary change in how we travelled. If you were to canvass opinion at Whitehall on Prescott it would be mixed, with many talking about "the mess he left". Many thought he was too anti-car, couldn't delegate and managed his department poorly.

I have to confess being a touch biased when it comes to John Prescott. He was very supportive of me personally and is the reason why I spurned a career in politics to take up the role as chairman of the Commission for Integrated Transport. Despite the gruff exterior he was a vulnerable man and my instincts were to try and protect him.

Allowing for the fact that he had longer in this job (four years) than anyone since Marples – and therefore more time to make his mark – his achievements are considerable. He was the only holder of this post who was able to call a meeting with the Chancellor of the Exchequer in his own departmental office.

As Deputy Prime Minister he had more influence in this office than anyone before or since. While he was severely constrained in the first two years by Gordon Brown rigidly adhering to the previous Conservative government's spending plans, his lasting legacy was the 10-year Transport Plan.

For the first time transport was allocated relatively secure long-term funding, and this achievement alone should be enough to give him a high mark. However it was his vision for reducing our dependency on the car for which he will be most remembered. While Ken Livingstone rightly gets the credit for introducing congestion charging to London, it would not have happened if Prescott had not been so persistent in ensuring that the legislation was in place, and more significantly securing agreement to hypothecation against Treasury opposition.

As the son of a railway signalman it's understandable that Prescott had a passion for rail. While he is remembered for the rail accidents that occurred on his watch – Ladbroke Grove, Hatfield and Potter's Bar – as well as the creation of the short-lived Strategic Rail Authority, his greatest achievement on the rail front was High Speed 1. The high speed link into London St Pancras will be one of his lasting legacies.

Lord Adonis has hit the ground running in the short time he has been in post. He has carried on from where he left off as rail minister by making rail, and high speed rail in particular, his number one priority. It's perhaps premature assessing his performance when he has only been Secretary of State for a few months. However, I have not come across a politician who is so adept at setting



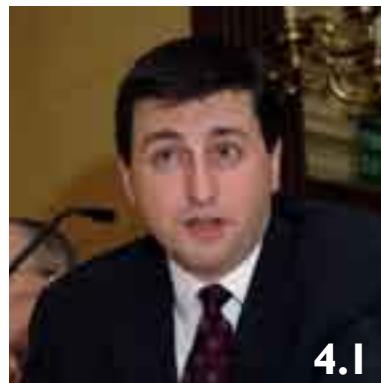
5.3

**RUTH KELLY** was a fast learner with a keen intellect, but she prematurely bowed out of Government before being able to prove herself – *Mark Bostock*



5.0

**STEPHEN BYERS** got my top mark because he made the boldest decision of any transport minister since 1997: renationalising Railtrack – *Ben Webster*



4.1

**DOUGLAS ALEXANDER** said all the right things on coming into office, but in practice sought to block road pricing initiatives – *Adam Raphael*



3.3

**GEOFF HOON** killed off road pricing and fudged pretty much every big decision except his approval or runway three at Heathrow – *Ben Webster*

## middle order blunts the run rate

the agenda and rallying support for a cause he is passionate about.

He can come over as an intellectual toff to those who don't know him but his background and upbringing are the very opposite. He combines a good strategic brain with deferential, polite and courteous manner which endears him to most audiences. He has picked up the mess that was the Government's policy on HSR and has intelligently steered Whitehall to a supportive place, securing the support of both the Prime Minister and the Chancellor of the Exchequer. His £1bn programme for rail electrification was well received and behind the friendly face there is a tough and hard negotiator. Ask National Express!

Such has been his impact it's hard to believe that he has only been Secretary of State since June. He would make a good case study for any new cabinet minister: you will be remembered for one thing – so make sure it's positive, work out all your moves at Whitehall in a strategic fashion, do less better, go out of your way not to make enemies, treat people with respect and keep them not only informed but engaged in what you are doing, build up a network of support for your key policy objectives.

The advice I always gave to transport politicians was: first, work out what is right from a policy objective; second, assess whether the policy is affordable; third, win public support for it.

A number of us have relentlessly pursued road pricing and it has always failed on the last point. Adonis has been clever in the way he has advanced the HSR agenda. In the Treasury's eyes it is always likely to fail the affordability test – even when our finances are in good shape – so Adonis has channelled his efforts into ensuring it passes the policy test and public acceptability hurdle.

Indeed he has been instrumental in harnessing a network of support for HSR throughout the UK. This will make it difficult for Treasury to keep on resisting, in the same way as it eventually bowed to the pressure to fund Crossrail.

While the rail community has been wooed by Adonis – as well as the cycling lobby with his enthusiastic advocacy of better bike parking at stations – he has still to make an impact with the road and bus lobbies. With road pricing off the agenda it's difficult to have a roads policy which makes much sense

but I would encourage him to get more involved on buses to ensure he doesn't get labelled as someone who is only interested in rail.

I can't split Prescott and Adonis. In cricketing terms Prescott was at the crease for a long time, laying the foundations for a good innings, while Adonis has been batting for a short period but has hit the bowling for six. Both the dogged opening batsman and the talented all-rounder coming in at number seven have played crucial roles.

Geoff Hoon came in at number six as a night watchman and was dull and disappointing. The one big policy announcement he will be remembered for was the third runway at Heathrow. He gets my lowest mark, closely followed by Stephen Byers, Prescott's immediate successor.

What is surprising is how mixed the response is from our contributors to Byers. Ben Webster gives him top marks for his decisive action in forcing Railtrack into administration. Steve Norris gives him bottom marks for the way this was engineered. I gave him one of the lowest marks because of his failure to build on the sustainable transport agenda he inherited from Prescott.

He showed no interest in road pricing and allowed his minister, John Spellar, to do his utmost to try to prevent Transport for London from introducing congestion charging in London. It was as if policy was thrust into reverse gear.

Ruth Kelly will be remembered for introducing active traffic management on the motorway network but her big misfortune was to announce her long-term vision for rail only weeks after taking office. It gave her little time to stamp her views on high speed rail and electrification policy. I would have liked to see her in post for longer.

Douglas Alexander came into office promising that road pricing was a matter of "when, not if" and ended up distancing himself from Darling's legacy and allowing the Number 10 petition against road pricing to derail him. Douglas gets low marks from most as it's difficult to remember what impact he made.

That leaves Darling. He played a valuable steady role on the innings after Byers was bowled out cheaply. He took time to find his feet but will be best remembered for abolishing the SRA and for effectively championing national road pricing. It took him a good year to accept the merits of this policy, but when he did so, he did it effectively. For his ability to manage his department and to think long term with his policy announcements on aviation and road pricing he gets high marks.

In conclusion there was a strong start and finish to the innings with Darling holding a weak middle order together.

**Whom do you rate best or worst?**  
Send your views to [david.fowler@transporttimes.co.uk](mailto:david.fowler@transporttimes.co.uk)

Transport secretaries: how they rated (marks out of 10)

	Prescott (1997-2001)	Byers (2001-02)	Darling (2002-06)	Alexander (2006-07)	Kelly (2007-08)	Hoon (2008-09)	Adonis (2009-)
<b>David Begg</b>	8	3	7	4	6	2	8
<b>Mark Bostock</b>	7	3	3	1	3	2	7
<b>Steven Norris, former transport minister</b>	6	2	8	5	4	5	7
<b>David Fowler</b>	7	6	3	6	5	2	8
<b>Adam Raphael</b>	6	4	8	3	5	4	9
<b>Ben Webster</b>	7	9	8	5	4	3	8
<b>Christian Wolmar</b>	7	5	3	7	6	2	8
<b>Average</b>	<b>6.7</b>	<b>5.0</b>	<b>5.9</b>	<b>4.1</b>	<b>5.3</b>	<b>3.3</b>	<b>7.8</b>

# Bus and coach industry sets one billion challenge

**A** switch of one journey in 25 to bus or coach would take a billion car trips off Britain's roads and save two million tonnes of carbon dioxide emissions over the next three years, according to Britain's biggest bus and coach operators.

This would amount to 50% of the cuts projected over the same period from the Department for Transport's carbon reduction plan.

This was the message of Greener Journeys, a new lobby group set up by the UK bus and coach industry. Launching the "one billion challenge", the chief executives of the UK's five biggest operators called on the Government not to miss out on the potential of buses and coaches to help tackle climate change.

Greener Journeys called for a series of policy initiatives to help achieve the target, including setting targets for local authorities to achieve modal shift; encouraging investment in low-carbon buses; promoting bus priority, park and ride and other measures to cut car commuting; encouraging bus travel to reduce school run traffic; and

backing priority measures to promote coach travel.

Speaking at the launch David Begg said this could be achieved at no extra cost to public funds. "By focusing on the third round of local transport plans and incentivising local authorities we can take a billion car journeys off the road in three years and get 50% of the DfT's target from transport – for nothing," he said.

Greener Journeys was founded by the big five bus companies, Arriva, FirstGroup, Go-Ahead, National Express and Stagecoach, with support from the Confederation of Passenger Transport and Forum for the Future.

Jonathon Porritt, founder director of Forum for the Future, said: "We need to seize every opportunity to cut emissions. The industry is showing real leadership. Now it's time for the Government to act."

Simon Posner, chief executive of the Confederation of Passenger Transport, said: "The Government cannot afford to ignore the massive potential of buses and coaches to deliver huge savings in CO<sub>2</sub> from the transport sector, help protect our environment and



Transferring car journeys to bus could make big emission cuts – but in London the problem is more challenging

oil the wheels of our economy."

A YouGov poll commissioned by FirstGroup in June this year found that 34% of adults said they were becoming more concerned about the environment and 69% were planning to or had already switched some journeys from car to public transport.

Dr Jillian Anable, of the Centre for Transport Research at Aberdeen

University, said that research using market segmentation techniques showed that only 20% of the population fell into the category of "diehard drivers" who are very unlikely to use public transport in any circumstances. "When you look at the proportion of the population with the potential to change, a billion journeys is not that ambitious," she said.

# Study predicts 'huge challenge' in meeting emission targets

**S**uccessful application of a wide range of policies will only succeed in getting around halfway towards a target of reducing transport carbon dioxide emissions in London by 60% by 2025.

This is the conclusion of the two-year VIBAT London project, led by consultant Halcrow. The study adopted the approach of "casting back" from a vision of a sustainable transport future in 2025 and 2050 to help decide what steps need to be taken in the present day to establish a carbon-efficient transport system.

Current strategies for London have set ambitious targets. Transport for London's T2025 calls for a 30% reduction in CO<sub>2</sub> emissions by 2025 across

all sectors, from a 1990 base. The Greater London Authority's Climate Change Action Plan calls for a 60% reduction by 2025 on the same basis, though neither sets specific targets for transport.

On current trends, the study concludes, transport will continue to perform poorly and will make little contribution to cross-sectoral targets.

A "techno-optimism" scenario, which closely represents current UK policy and relies mainly on the development of low emission vehicles, alternative fuels and the application of information technology, achieves a reduction in emissions of only 6%, according to the study's simulation model. This is for a low level application, with car fleet average

emissions of 150g CO<sub>2</sub>/km and 4% use of alternative fuels. A more ambitious version – a 100g/km car fleet, 800g/km for heavy goods vehicles and 15% alternative fuels – achieves a 23% reduction but is unlikely to be realised, "based on current vehicle market penetration rates and difficulties with supplying alternative fuels to the mass market".

A more balanced policy package which also uses levers such as pricing regimes, investment in public transport and walking and cycling, using urban planning to support sustainable transport, smarter choices, and eco-driving could achieve a reduction of 28% by 2025 – just under halfway to the target.

"Realising the ambitious targets is

likely to be very difficult. A substantial investment in vehicle technologies, infrastructure and behavioural measures is assumed, and this may be optimistic," says the report.

"The huge challenge now is to map out and discuss a variety of policy pathways to carbon efficiency in the transport sector. And then – the difficult step – to actually achieve a level of behavioural change consistent with the aspiration," it concludes.

VIBAT London is supported by University College London's Urban-Buzz programme. The project was led by Halcrow with Oxford University Transport Studies Unit, planning consultancy Space Syntax, Transport for London and the Greater London Assembly.

# Ministers will decide between high-speed hub or spur at Heathrow

**H**igh Speed 2 is likely to include three options for serving Heathrow in its report to Transport Secretary Lord Adonis at the end of the year.

The company set up to produce proposals for a high speed line between London and the West Midlands is expected to include a hub along the lines originally proposed by consultant Arup, a separate spur to the airport as originally envisaged by lobby group Greengauge 21, and an interchange closer to London such as at Old Oak Common, outside Paddington on Crossrail.

Speaking to *Transport Times* last month High Speed 2 chairman Sir David Rowlands revealed that the final report is likely to identify closely the preferred option for stations and routes but that the complex trade-offs implied by the choice of option for the location and services provided by the Heathrow interchange will mean putting forward a number of options for politicians to choose between.

Meanwhile Greengauge 21's report *Fast Forward: a high-speed rail strategy for Britain*, which for the first

time set out proposals for a national high speed network, also proposes a hub. The report envisages Heathrow having connections to high speed lines to the North East and North West and to conventional services to the South West, and to the West via the Great Western main line.

Arup's proposals, first unveiled last year, in contrast envisage a major station on the Great Western line north of Heathrow near Iver, effectively combined with a new "on-station" Heathrow terminal with full passenger and luggage processing facilities.

This would be a public transport hub with capacity for 40-50 million passengers annually, having direct connections to Heathrow via conventional rail from destinations including Southampton, Cornwall, Bristol, Swansea, Oxford, Birmingham and London Paddington. It would also provide a direct interchange between the airport and high speed rail, both domestic and international, and with Crossrail for central London destinations. There would also be bus and coach connections.

One of the options being con-

sidered is a tunnel from central London most of the way to Heathrow, an undertaking of similar scale to the London tunnels on High Speed 1. Greengauge 21 believes the line can be built without recourse to tunnelling on such a scale. However, others argue that the cost of property acquisition and environmental mitigation involved in building a high-speed line through a concentrated urban area will be close to that of a tunnel.

Greengauge also argues that the hub should be actually on the airport site, with a direct interchange to the Piccadilly line and Airtrack.

The Heathrow Hub proposals include innovative funding models involving both the public and private sector. Though developed with the high speed rail project in mind, these could have wider applications to infrastructure projects, particularly given the squeeze on public finances. A number of revenue streams have been identified, from access charges to wider development opportunities around the hub and other sites.

These could potentially make a financial contribution to the costs

of the transport infrastructure – though they are unlikely to be as significant as in the case of High Speed 1. Details are expected to appear in the final HS2 report.

- Shadow Transport Secretary Theresa Villiers used her Conservative party conference speech on Tuesday to reaffirm support for a high speed line via Birmingham to Leeds and Manchester, and opposition to a third Heathrow runway.

She said: "Let there be no doubt whatsoever: if the Conservatives are elected to serve this country as its Government there will be no third runway at Heathrow.

"Last year I promised you that we'd build a high speed rail line to Manchester and Leeds. That would provide an attractive lower carbon alternative to thousands of flights. Freeing up those landing slots will produce a much better and more resilient Heathrow."

She added: "Don't be fooled by Labour's stumbling efforts to follow our lead. Their proposals don't yet limp past Birmingham."

**Greengauge 21 report: page 22**

## High speed rail 'will become a reality', according to executive survey

**T**he planned high speed rail network will become a reality despite the current political climate, according to 57% of respondents in the second Accent/*Transport Times* Chief Executive Panel Survey. Several qualified their answers, however, by saying that it would take longer than expected before it is started, perhaps "not for at least a decade".

Nearly one in nine respondents (86%) agreed that the Government should be considering investing in high speed rail despite the state of the public finances.

If a high speed network is built, 64% think that high speed rail will replace many domestic flights, as

Lord Adonis has suggested.

Regarding the planned expansion of airports, there was slightly less agreement about whether the Government should scale back its investment in new runways in favour of rail, with 57% responding "yes".

Respondents were also somewhat pessimistic (43%) about whether airlines could be persuaded that high speed rail is a good idea as it would free slots for them to offer more international flights.

The survey went on to explore perceptions on the environmental impact that a line may have on areas of outstanding natural beauty, such as the Cotswolds. On this, 86% believed that the benefits

of high speed rail outweigh the potential negative consequences. However, one respondent commented: "All possible measures must be taken to mitigate the impact, and long tunnels may be necessary in places."

Rob Sheldon, managing director of Accent, co-sponsor of the research programme, commented: "Transport executives clearly believe that the Government should invest in high speed rail despite the state of public finances. A majority of respondents to this panel also believe the planned network will actually get built, although the timeframe is up for debate."

He added: "Carrying out this research is highly important because

it shows the views of the executives that are involved in high-level decision making. Their views on how various sectors of the industry, such as airlines, will react to plans are particularly valuable to help shape future dialogue on the issues involved."

- This is the second in a series of surveys aimed at exploring senior transport executives' views on current issues in the sector. If you are a senior executive working in the transport industry and would like to be part of this new bi-monthly poll on "hot topics" in transportation please contact Alison Lawrence at Accent (alison.lawrence@accent-mr.com or 020 8742 2211).

# Rail safety at all-time high

Ten years after the Ladbroke Grove accident, the chances of a passenger being involved in a train accident is at a historical low, according to statistics from the Rail Standards and Safety Board.

Rail is firmly established as the safest form of land transport, the RSSB said.

The risk to passengers from train accidents has reduced by over 80%, from an estimated 2.45 fatalities per 10 billion passenger kilometres in 2000 to 0.45 fatalities per 10 billion km in 2008. Over the same period, passenger traffic has increased by around 25%.

Roughly half the reduction in risk to passengers arises from a reduction in the frequency of hazardous events, the other half from reductions in the consequences when they do happen.

The risk from signals passed at danger, the cause of the Ladbroke Grove crash, has reduced by more than 85% since 2001. In the last four years there has only been one train accident in which a passenger lost their life, the single fatality in the Grayrigg derailment in February 2007.

The RSSB identified the main changes that had contributed to improved safety. These include improvements in rolling stock with superior crashworthiness, providing better protection to passengers in an accident; installation of the Train Protection and Warning System, alongside initiatives such as improved training, monitoring and better briefing support for drivers; more comprehensive knowledge and understanding of the human factors involved in train driving, signalling and communication; and modern safety management systems.

RSSB director of policy, research and risk Anson Jack said: "The last ten years have seen greater recognition and appreciation by the industry of a systems approach to the railway. The real improvements have come through the commitment of individual companies to safety, combined with sustained investment in modern equipment and infrastructure, made possible through the long term funding from government."

# Ulster launches integrated smartcard



**iLink is a big step forward in providing integrated travel solutions for everyone**

**P**ublic transport users in Northern Ireland now have what has eluded travellers in the rest of the UK outside London – a fully integrated smart-card which can be used on bus and rail across the whole province.

The iLink card, introduced on Monday, can be used on all Metro, NI Railways, and Ulsterbus services and is available for unlimited daily, weekly or monthly travel. Under the scheme Northern Ireland is divided into just three travel zones.

Speaking at the launch, Catherine Mason, group chief executive for integrated operator Translink, said: "iLink is a big step forward in providing integrated travel solutions for everyone."

The task of introducing such a card in Northern Ireland is made easier by the fact that bus and rail in the province were not deregulated or privatised but are still state-run.

Translink handled project management, specifications and implementation. Equipment including card readers and back office systems were supplied by Parkeon Wayfarer, with cards by Payne Security.

**Translink chief executive Catherine Mason (right) and Northern Ireland Consumer Council chief executive Antoinette McKeown at the launch of iLink**

Meanwhile, in the North of England, Bolton Council has launched the UK's first "multi-purpose" smart card.

The ITS-compliant card can be used to access council services, acts as an eMoney purse to pay for small items in shops and as a pay-as-you-go card on over 30 Arriva bus routes in Bolton.

The initiative is a partnership between the council, Greater Manchester Passenger Transport Executive, Arriva, ticket machine maker Parkeon, Applied Card Technologies and sQuid, the eMoney payment network. sQuid has adapted its electronic purse to work on an ITS-compliant card.

Keith Whitmore, chairman of Greater Manchester Integrated Transport Authority said: "This is part of GMITA's aspiration to make public transport integrated, attractive and easier to use. An effective, efficient and reliable smart ticketing system is a key element of achieving this aim."



Hire stations have initially targeted the tourist market but will be introduced across Blackpool by next May



# Blackpool hails success of cycle hire pilot

**B**lackpool has received an "overwhelmingly positive" response to the launch of its cycle-hire scheme.

The scheme, the largest in the UK until London's is introduced next year (TT September 2009), has been introduced following Blackpool's designation as a cycling town last year.

The scheme will receive £1m in funding over three years from

government-funded Cycling England, Blackpool NHS and the local council.

In contrast to London's plans, Blackpool was unable to go for a "big bang" approach. The pilot scheme, introduced in late June but officially launched last month, has 60 bikes and nine hire stations, six around the promenade/Pleasure Beach area, the biggest draw for tourists, two in Stanley Park and one at Blackpool Zoo.

**Blackpool was unable to go for a "big bang" approach**

By next May the aim is to have 500 bikes at 100 stations across Blackpool.

Cycle Blackpool programme manager Gavin Baxter said use of the bikes had been steadily increasing since the start, with 56 hires on the most recent Sunday. Membership is also growing at 50-100 weekly is over 500. The £10 membership fee has been waived for Blackpool residents while the scheme gets established.

The first 30 minutes is free after which rent is £1/hourly, with the typical rental lasting 45-90 minutes. Bikes can also be hired by the day on a one-off basis without membership, at a daily rate of £8. Mr Baxter reckoned that a cumulative total of 3500 miles had been covered since June.

So far the bikes have been aimed at the tourist market, proving useful for families on holiday who are able to carry their children's bikes on their car but not their own.

"The usefulness of the scheme will significantly increase next year with hire hubs across the town. People will then be able to use them for point-to-point journeys," said Mr Baxter.

Hire stations are provided by Hourbike – these are also used in Bristol and elsewhere, with bikes by Dawes.

Funding runs till 2011, by which time, Mr Baxter said, the scheme aims to be self-funding. In addition to hire charges the scheme expects to be able to generate funds from advertising and sponsorship.

## Smart and simple is 'the best way to reduce emissions'

**B**etter evaluation of the carbon dioxide impact of road schemes and smarter use of simple measures may cut greenhouse gases more quickly than grandiose projects such as congestion charging that take years and millions of pounds to put into practice, says the AA.

AA president Edmund King warned a transport forum in London that excessive traffic calming could backfire. He cited two examples: the introduction of 20mph speed zones across the country without a proper assessment of their impact on CO<sub>2</sub>, and

the poor implementation of park and ride schemes, with some being abandoned even though they can reduce emissions and congestion significantly.

Though the AA supports targeted 20mph speed limits on urban residential streets for safety reasons, it is concerned about a blanket roll-out across the UK. "20mph speed limits on inappropriate roads can pump up CO<sub>2</sub> emissions by 10%," it said. "Without proper research, council engineers have no data or guidance for planning 20mph speed limits."

The AA is also disturbed to see park and ride facilities being closed,

notably in Brighton. It argued that simple signs on main roads, showing the costs of parking in the town centre compared with using a park and ride, could be effective in increasing the use of CO<sub>2</sub>-efficient parking on the outskirts.

Mr King said: "If we are smart about urban transport we can reduce CO<sub>2</sub> and congestion without spending millions. If we continually obstruct traffic with excessive traffic calming, we will increase congestion and CO<sub>2</sub>. New technology to improve fuel efficiency will be the biggest contribution to reducing CO<sub>2</sub> from road transport."

# Alstom's X'Trapolis joins the UK fray



Double doors placed close to the centre of the carriage will help passenger flows and reduce dwell times

**A**lstom has unveiled its new commuter train developed specifically for the UK market. X'Trapolis for the UK, derived from a train platform successfully used in Australia, Chile and Spain, is expected to go head-to-head with Bombardier's Aventra (TT last month) for the Thameslink rolling stock contract.

The new X'Trapolis uses the articulated bogie configuration first revealed at the Railtex exhibition earlier this year. In an articulated design each bogie is shared between two carriages. This gives greater rigidity in the event of a derailment, but it also reduces the number of bogies by 30%, together with the associated weight and cost of maintaining them.

The X'Trapolis goes a stage further with "bogie offset architecture" in which the single bogie is located wholly under one of the two carriages it supports. This reduces "throw" on bends and allows the carriages to be wider.

The gain is 50mm, which X'Trapolis project director Piers Wood said is enough to allow significantly wider and uninterrupted gangways. It also allows reduced stepping distances to station platforms, particularly on curves.

The door configuration has been extensively modelled and two double doors are located near the centre of each car, rather than at the third points, as is more usual. As X'Trapolis carriages are only 16m long instead of the usual 20m there are 25% more doors for a given length. Siting the doors close together creates a large internal vestibule which allows passengers to get on and off more easily, reducing stopping times at stations.

The train will be equipped with the latest passenger information systems, including an external display showing the vacant capacity in each carriage.

Alstom's approach differs from that of Bombardier which has aimed to reduce axle loads on its train. Though the X'Trapolis is claimed to be 28% lighter than existing commuter trains, the corollary of a reduced number of bogies is a higher axle load. However Mr Wood argued that wear on items such as points was determined by the number of axles rather than purely by load. He added that, considering whole life costs, any disadvantage arising from axle load would be more than offset by the advantage of reduced maintenance costs, better dwell times and a better passenger environment.

## Mott to assist Nottingham tram bidders

**M**ott MacDonald has been appointed by Nottingham City Council to support companies bidding for the Nottingham Express Transit phase two operating concession.

The consultant will produce illustrative designs that will help companies bidding for the design, finance, build and operate contract for the tram system. The concession is being let to allow construction of two new lines, to Chilwell and Clifton, after conditional funding for a £680m PFI deal was approved by the government in July.

Because the contract will include running trams on the existing line as well as the new routes the council is anxious to ensure seamless operation of the network. In a tender published last week it says: "It is of key importance to the contracting authority that the solution offered by the successful concessionaire is, in a cost-effective way, fully compatible and integrated with NET Line One."

Over 50 organisations including transport operators, construction contractors, tram vehicle suppliers, investment companies, and specialist consultants attended an event in September to find out more about the procurement proposals for extending NET.

The OJEU notice inviting expres-

sions of interest in the work was published last month. It is expected that the shortlisted companies to be invited to tender for the works will be known by the end of 2009, the preferred bidder selected in December 2010, and financial close and full government approval programmed for August 2011. Construction work is due to start in 2012.

• Nexus, the Tyne and Wear transport executive, has reduced the shortlisted bidders for the concession to operate the Tyne and Wear Metro to a final two.

DB Regio Tyne and Wear is up against the Metro (In House Bid) submitted by the current operating team. The two bidders will now be asked to revise and confirm their detailed tenders, submitted in July.

A single preferred bidder is expected to be named by Nexus in January 2010.

Separately, Atkins has been awarded a commission to provide project management support and site supervision for the Luton-Dunstable guided busway. Work begins immediately on this design and build contract, which is due for completion in 2012.

This contract award comes just as Atkins' work on the world's longest such scheme – in Cambridgeshire – nears completion.

## Emission monitor could cut fuel consumption 'by a tenth'

**A**n innovative device showcased by Logica at Stockholm's ITS Congress could have a significant effect on fuel consumption through altering driver behaviour.

Emo, an advanced emission control service, could have benefits for drivers, fleet managers, car makers and oil companies, Logica believes.

Currently at the prototype stage, the device uses sensors already installed on modern vehicles to give the driver an instant read-out of their emission performance.

Existing systems report the average amount of fuel consumed or the distance the vehicle can travel for the amount of fuel in the tank but do not indicate actual fuel use or waste due to factors like road condition, traffic, terrain, and driving style.

Emo would also allow informa-

tion to be downloaded for analysis.

Logica envisages that the device could be retrofitted to existing cars initially, where it would be especially useful for fleet managers, before becoming a mainstream fitting on new cars. But it could also be used, working with fuel suppliers, to introduce differential fuel pricing.

Data would be downloaded when the driver filled up with fuel, allowing economical and environmentally aware drivers to be rewarded with a lower fuel price. Logica group director for transport and logistics Cees de Wijs said: "Road user charging and fuel tax can be powerful ways of influencing driver behaviour, but we believe there is still space for an instrument which focuses on fuel consumption." Logica estimates that differential fuel pricing could reduce average fuel consumption and CO<sub>2</sub> emissions by up to 10%.

# Bombardier cracks very high speed rail market



Operating at 380km/h, the new Zefiro will be the fastest train in commercial service

**B**ombardier Transportation has entered the market for very high speed trains with the first order for its new Zefiro 380 trainsets.

Its Chinese joint venture, Bombardier Sifang (Qingdao) Transportation has won an order from China's railway ministry for a total of 80 trainsets, 60 of 16 cars and 20 eight-car sets. The contract is valued at Rmb27.4bn (£2.5bn). The trains will be delivered between 2012 and 2014.

With a maximum operating speed of 380km/h (238mph), the trains are expected to be the world's fastest in

commercial service.

Though it has supplied components for high-speed trains, Bombardier has been anxious to enter the very high speed market in its own right. The market leaders have been Alstom with its TGV technology and Siemens with the Velaro, a derivative of the ICE3 used in Germany.

Bombardier said the new trains would incorporate its Mitrac propulsion and control system and its ECO4 energy-saving technology to create best in class operating efficiency. The trains will be manufac-

tured in Qingdao, with engineering taking place both in China and Europe.

Bombardier Transportation passenger division president Stéphane Rambaud-Measson said: "Zefiro represents a step change in the very high speed rail sector. Competitive rail service demands more than just speed. It's about operating efficiency, best-in-class energy consumption per passenger, reliability and rider capacity."

Since its establishment in 1998 the joint venture has supplied over 1,000 passenger rail cars in China.

## Balfour Beatty and PB in surprise link-up

In a surprise move, contractor Balfour Beatty has announced the acquisition of consultant Parsons Brinckerhoff for £380m.

Both sides hailed the tie-up as a good strategic fit which will create an integrated firm covering the life-cycle of infrastructure projects from conception and funding through construction to operation and maintenance. The deal, which follows six months of secret talks, will be funded by a £353m rights issue.

Parsons Brinckerhoff, founded in New York in 1895, will retain its name and organisational structure and will operate as an independent but wholly-owned subsidiary,

said PB chairman James Lammie. The consultant is understood to have agreed to the takeover to boost strategic growth.

Balfour Beatty, which celebrates its centenary this year, says the acquisition will give it a stronger presence in the US, greater long-term growth potential in international markets and a better ability to meet the needs of infrastructure owners which are increasingly looking for an integrated service approach.

Subject to approval by both firm's shareholders the acquisition is expected to be completed by 31 October.

In 2008 Parsons Brinckerhoff had turnover of \$2.34bn (£1.47bn) and has 13,000 employees in 100 offices worldwide. It has a strong focus on civil infrastructure, particularly transport in the US, and substantial business in the UK power market. In the UK key roles include delivery partner for Manchester Metrolink, and provision of design services for the Edinburgh tram.

Balfour Beatty's turnover last year was £9.49bn (\$15.1bn). It has 40,000 employees and works in the UK, the US, South-East Asia and the Middle East in transport, social infrastructure, utilities and the commercial sector.

## AmeyColas wins £250m track renewal contract

**N**etwork Rail has announced that AmeyColas is preferred bidder for its high output track renewals contract, valued at around £250m.

The UK-wide five-year contract, extendable to seven years, will make AmeyColas the largest track renewal provider in the country.

The high output track renewal contract is a means of achieving increased renewal capacity, greater efficiency and improved track quality in limited time slots. Currently AmeyColas provides conventional track renewals for Network Rail in the Western and London North Western regions. Under the new contract, together with the Track Enhancement Framework contract awarded earlier this year, AmeyColas will operate on a national scale.

Amey chief executive Mel Ewell said that the introduction of high output rail contracts was "a large technological step" which has "transformed the way Britain's railways are maintained". He added: "Ultimately this work will have a positive impact on the reliability of journey times for users of the rail network."

## London Underground refers Tube costs to arbiter

**L**ondon Underground has referred Tube Lines bid for work under the Tube public-private partnership for the next 7½ years to the PPP Arbiter, effectively asking the arbiter to set a fair price for the work.

The arbiter, Chris Bolt, said: "Tube Lines' formal submission to London Underground in June proposed costs of £6.8bn over the next 7½ years, although it identified possible savings to bring this figure down to just over £5bn. London Underground and Tube Lines have made significant progress in agreeing opportunities to reduce costs, but there is still a big gap between them." LU has estimated the cost of the works it requires at £4.2bn. It has asked the arbiter to publish his draft decisions before Christmas, with final decisions following in early 2010.

# Annual Road Safety Conference

A safe new world?

Implementing the new road safety strategy

11 November 2009, Grand Connaught Rooms, Great Queen Street, London

The government has placed a strong emphasis on road safety by proposing challenging 2020 casualty reduction targets. Earlier this year, the government published proposals for a new post 2010 road safety strategy "A Safer Way: Consultation on making Britain's roads the safest in the world" which is due to be published later this year.

The proposals include reducing the speed limit on problem rural roads from 60mph to 50mph and making it easier for local authorities to reduce speed limits from 30mph to 20mph in urban areas with high accident rates. Councils would also be under pressure to cut the limit to 20mph outside all schools.

Recent statistics from the Department for Transport indicated that the number of people killed or seriously injured on UK roads also dropped by seven per cent last year to 28,567.

We are delighted that **Paul Clark MP, Parliamentary Under Secretary of State for Transport** will be giving the keynote address at this conference by focusing on the imminent publication of the Strategy.



## Key areas for discussion include:

- **Hear** the Minister's views on implementing the new Strategy
- **Does** the new Strategy go far enough?
- **What** impact do the Conservatives think they will have on road safety?
- **What** lessons can we learn from London's Intelligent Speed Adaptation trial?
- **Are** vulnerable road users really being protected?

# Why we need a new approach to price signals

Road charging is unlikely to be in any party's election manifesto. But post-election, simple tolls and zonal rail fares are likely to be on the agenda

**W**hen times are hard, consumers actively search for value for money. Right now, for example, you can find lengthy waiting lists for small, efficient cars, despite the general slump in car sales (revived temporarily by the scrappage scheme).

I think we can pinpoint July 2008 as the time when people really started to think about the alternatives to "getting in the motor". Fuel prices were sky-high and the options of car-sharing, car clubs and cycling were looked at by many for the first time. That's only 15 months ago, but pre-financial collapse.

After that, commodity prices – including fuel – went into free-fall, only to bottom out higher than many expected. With a sharp mark-down in sterling, and possibly some dubious activity on the futures markets, we now have high-street diesel/petrol prices back at well over £1/litre; for once the Government has not deferred its planned tax duties either.

As the Campaign for Better Transport's Stephen Joseph argued, "why should motorists escape the general need to contribute more to the denuded public finances?" to which the motoring lobby response is the sadly predictable "because motorists already pay far more in tax than they get back". Am I alone in wondering how a large and relatively well-off section of society came to believe that it is entitled to "get its tax back", as if there was no wider purpose to be served by Exchequer spending?

What we need is to make it clear that these higher fuel prices, while no doubt causing some grief (in rural areas for instance), are helping to encourage some really useful behavioural changes in these straitened times – to less fuel-hungry and lower carbon vehicles for a start.

Annual monitoring of consumer attitudes this summer revealed a growing tolerance for congestion, a resigned sense that it's unavoidable.

Along with this social trend, any residual resolve to adopt congestion charging as a rationale for paying for road use – central London aside – will recede, irritating though that will be to economic fundamentalists.

That's not to say that looking again at charging for road use doesn't have a future. Stephen Glaister of the RAC Foundation has released some interesting options to be considered. None of them is going to be embraced, one suspects, in the upcoming party manifestos, but come those important and hopefully calm days that follow the excitement of being elected to gov-

**Want to raise a cool £90bn for public finances? Then prepare to privatisate the trunk road network**

ern the nation next summer, they just might look appealing.

Want to raise a cool £90bn for public finances? Then prepare to privatisate the trunk road network. Want to find a way, consistent with the approach now in place for the rail sector – the envy of the road lobby, incidentally – to get a committed five-year programme of maintenance, renewal and even enhancement spending agreed? Then go for the regulated asset base approach with an independent regulator and treat roads like other utilities, with revenues (and hence prices) set accordingly. Prefer a Network Rail-style body, off the balance sheet? Then create one for roads.

In this mix, the need to develop a new cash stream from tolls will be paramount, even if it's not the first step. Income would come most strongly from an application to the national trunk road network, not individual urban areas where the costs

of collection are wastefully high. Tolling in this electronic age doesn't mean the cost of toll plazas either. Simple pay as you go, not as a function of congestion: that's all too complicated, as well as increasingly incredible to the general public.

Second or third best pricing it may be, but just think how far adrift from purity is public transport pricing, where the most expensive journey to accommodate, in the daily peaks when resource costs are highest, is routinely offered the best discount.

The problems with pricing in the rail sector are so deep that they will need to be addressed by an incoming government too. The rail industry under franchising can't help itself here, I'm afraid.

But imagine the advantages of cutting through whole libraries of fare manuals with the adoption nationally of something as joyfully simple as a zonal fare system.

We don't need a 3000 by 3000 matrix of station-to-station fares, overlaid with the unbelievable complexity of route options, and the pricing strategies of 25 different train operating companies. We want something so simple it attracts rather than deters, something seen by the public to offer value for money – unlike today's arrangements.

For individual journeys, this may mean setting fares still remote from the purity of marginal cost pricing, because we won't want many zones if this is to be a real simplification. And we will want anyway to be able to sell seats at the margin to achieve high load factors.

Theoretically impure, but practically of immense value across a whole range of policy aims.



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

# London's cycle hire scheme is on the wrong track

Will the capital's high profile plans to generate 40,000 extra cycle journeys a day be more effective than a patient effort to improve cycle training and generally making the roads safer for cyclists?



The London mayor's cycle hire scheme terrifies me. Superficially, it sounds very exciting. There are to be 6,000 hire bikes which, it is hoped, will generate 40,000 extra cycle journeys per day in central London. The idea is to effect a substantial modal change, attracting people who would otherwise take the tube or a bus, or even possibly out of their cars.

So how can this be anything other than good news? Well, lots of ways actually. For a start, London is different from most other cities with similar schemes, notably Paris, because there is, already, a cycling culture here. People who want to cycle probably do so already. Where are all these new cyclists going to come from?

The cycle hire scheme is costing £140m and there is no guarantee that it will achieve anything like its target – which amounts to seven trips per bike daily – especially given that some are bound to be out of order, stolen or vandalised. There will have to be lots of shifting around of bikes and a very efficient repair and replacement service to maintain availability.

Oddly, the most popular locations for bike docking facilities, the mainline stations, are not being used because it is thought that demand would be too high and it would need too many bikes to be stored there. That demonstrates a real paucity of imagination and lack of commercial nous. After all, what company would eschew its biggest market through fear of excess demand?

Nor will the payment system be compatible with Oyster, the obvious cashless solution, for reasons that have not been properly explained, though it is possible the system will be adapted later.

Other cities introducing similar schemes have all had major teeth-ing problems. According to Kevin Mayne, the head of CTC, the cycling organisation, "there's never enough

bikes, and they are never in the right place". Mayne strongly supports the scheme but warns that it will take time to bed in as Serco, the contractor, learns to shift the bikes around efficiently.

All this mitigates against success and will put at risk other cycling developments, with our venal media sharpening their knives to write off the scheme before it's had a chance to prove itself.

My gut instinct is that the £140m being spent in the first six years is not the best way to bring about cycling improvements in the city. The cycle hire scheme is in the mould of a *grand projet*, an attempt by a politician to grab the headlines with a high-profile scheme, rather than

## Cycle superhighways will have no segregated sections and virtually nothing to help cyclists at difficult junctions

doing the patient donkey-work to develop cycling gradually. I suspect that if this huge sum of money were spent on cycle training, mentoring, transport planning, guided rides, and making the roads safer then the objective of getting more people on their bikes would be achieved more easily.

I live in Islington where, over the past decade or so, a cycling culture has emerged, stimulated in great part by the efforts of the council. It is the road hump capital of the world, and that has changed the whole feel of the area. They have made it safe to cycle down roads which previously were death traps, attracting thousands of tentative cyclists back into the saddle. Seeing the streets dominated the other morning by a

glorious combination of Lycra-clad and business-suited cyclists darting around was testimony to a radical change that has taken place.

This is very different from the cycling superhighways, which is the other Boris Johnson trailblazing scheme. These are supposed to give cyclists direct routes into and out of central London along main roads, but from the initial descriptions they seem little more than a navigation scheme.

Certainly, there seems to be nothing 'super' about them. They will be blue – why introduce another colour when there is already green for cycles and red for buses? – and apparently continuous, but there will be no segregated sections and virtually nothing will be done to help cyclists at difficult junctions.

Unlike in Islington, where the traffic has been slowed down, the philosophy at Transport for London under Boris Johnson is that all road users should have equal access to available space.

Both cycle hire and superhighway have the feel of being rushed in to suit a political agenda, rather than being part of a sustained plan to boost cycling in the capital – especially as other measures, such as cutting back spending on the London Cycling Network, allowing motorbikes in bus lanes and giving power to the boroughs to stop schemes, seem to be moving in the opposite direction.

I hope I am wrong and that both succeed in generating more cycling, but I suspect that there will have to be a considerable rethink about both projects before they put bums on saddles.

**Christian Wolmar** is a writer and broadcaster who writes a regular column for Rail magazine. His new book, *Blood, Iron and Gold: How The Railways Transformed The World*, is published this month by Atlantic Books. To win a copy, see page 30.

# Budget cuts or emission cuts? That's the choice

As local authorities prepare for much reduced budgets, a lack of joined-up thinking is threatening their ability to play a full role in the UK's low carbon transition plan

**A**ccording to a recent survey of local government almost every authority is in the process of scenario testing and modelling the impact of cuts of 30% and beyond in preparation for the next Comprehensive Spending Review. The expectation is that the highways and transportation sector will be hit hard, and around 77% of senior executives believe that these services will be reduced or operating at minimum capacity in future.

So the Department of Energy and Climate Change (DECC) should not be surprised if it finds itself hard pressed to encourage take-up of opportunities arising from the UK Low Carbon Transition Plan launched in the summer, even though there is approximately £54m available to stimulate interest. While local government appears to be distracted by the prospect of severe budget constraints, it would be unfortunate if we failed to recognise the important leadership role of councils in developing a green economy and the long-term value of investing in the nation's infrastructure to support and develop sustainable communities.

Low carbon goods and services are already valued at £3 trillion globally and projected to rise to £4.3 trillion by 2015. Within the UK the sector is growing fast: it is expected to employ a million people and be worth £150bn annually by 2015.

The aim of the new strategy is to use the world's first ever legally binding carbon budget as a mechanism to make a 34% reduction in greenhouse gas emissions by 2020, by sharing the burden across government departments. The DfT has been tasked to find 19% of the emissions savings as part of this initiative. Around £30m has been targeted for the development of low carbon buses, £400m for energy-efficient vehicles, £29m for the first Sustainable Travel City and £145m for cycling.

These are impressive numbers, but it is recognised that strong local gov-

ernment involvement is crucial and there must be an agreed level of ambition to tackle emission projections. I suspect that the preparation for the new Carbon Reduction Commitment (coming into effect from April 2010) and the setting of challenging climate change targets has been muted by the current economic downturn. No wonder DECC is having to work hard to stimulate interest.

The low carbon transition plan sets out the steps that need to be taken in order to meet the national emission reduction target. It is estimated that 20% of the contribution to the savings will be achieved by improving and greening the way in which we travel.

**Measures seen by central government as crucial to the low carbon plan are under serious threat as a result of cuts facing local councils**

The aim will be to decarbonise road and rail transport by 2050. Approximately 10% of transport energy is expected to come from renewable sources under the strategy.

Importantly, around £11m is to be made available to local authorities to help speed up planning decisions on renewable and low-carbon energy applications. In return we are expected to identify new targets and to play a leading role in influencing the supply chain in developing energy-efficient and zero carbon initiatives. We are also encouraged to make use of our buying power to deliver low carbon goods, services and ultra-low carbon vehicles throughout procurement processes, and take steps to reduce our own carbon footprint. It is estimated that local government can

influence carbon reductions by up to 25% through its policies and plans.

The Local Transport Plan (LTP) will be central to achieving carbon savings. Spatial and transport planning is integral to the creation of sustainable communities. This is underpinned by the DfT's Low Carbon Transport Strategy which identifies a vast array of initiatives complementary to the new carbon budget.

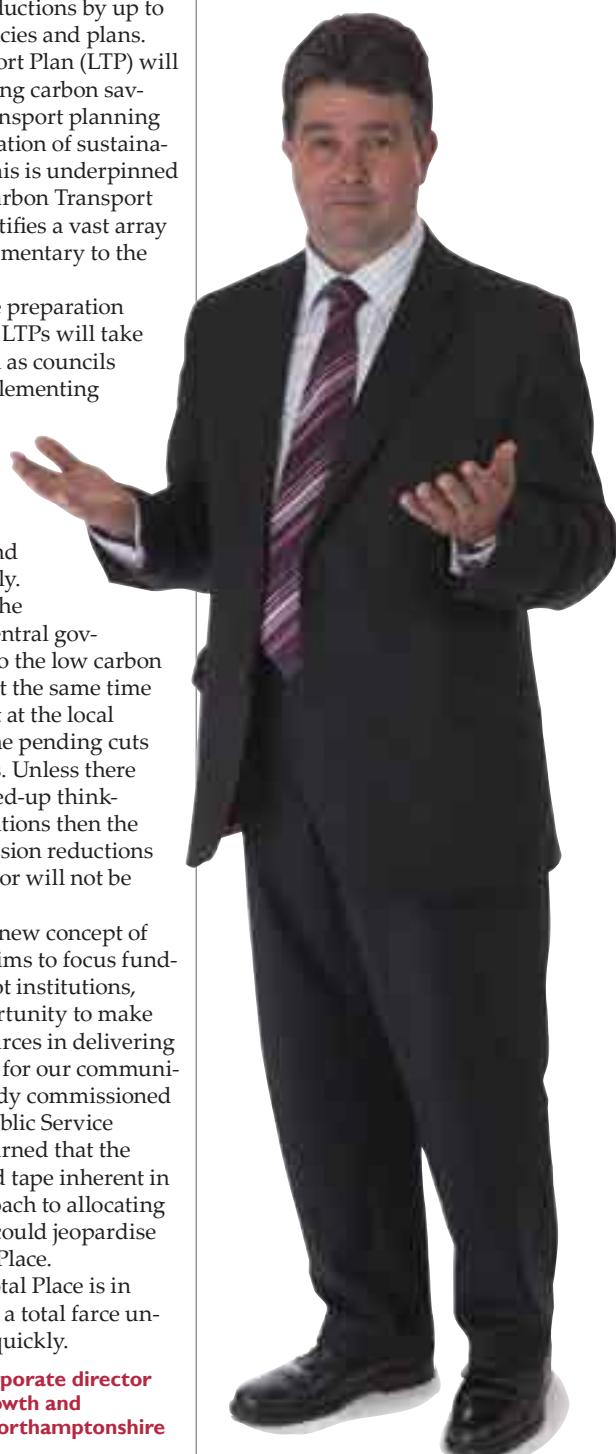
Consequently, the preparation of the next round of LTPs will take on a new dimension as councils are tasked with implementing the government's strategy for a low carbon culture and economy and adjusting our transport policies and strategies accordingly.

The irony is that the measures seen by central government as crucial to the low carbon transition plan are at the same time under serious threat at the local level as a result of the pending cuts facing local councils. Unless there is some serious joined-up thinking on budget allocations then the desired carbon emission reductions in the transport sector will not be achieved.

This is where the new concept of Total Place, which aims to focus funding on places and not institutions, offers an ideal opportunity to make the best use of resources in delivering a sustainable future for our communities. Yet a recent study commissioned by the Centre for Public Service Partnerships has warned that the bureaucracy and red tape inherent in the silo-based approach to allocating Whitehall funding could jeopardise the success of Total Place.

It could be that Total Place is in danger of becoming a total farce unless action is taken quickly.

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



# A bike scrappage scheme would get people cycling

A small government contribution to the cost of a new bike would be a big encouragement to lapsed cyclists, would be better value than the car scrappage scheme and would do much more to cut carbon emissions



**T**here is a rusting old jalopy in my garage which I would dearly like to trade in for a shiny new model with the help of a Government cash-for-clunkers grant.

This set of wheels is easily old enough to qualify under the scrappage scheme's 10-year rule but it lacks one vital ingredient: an internal combustion engine.

Unlike the 400,000 drivers receiving hand-outs of £1,000 each of taxpayers' money this year, if I want to convert my old bicycle into a new one I will have to pay the full cost myself.

I would happily settle for a tenth of the cash being sprayed at anyone who rolls up at a car showroom in a pre-2000 car.

Imagine what a revolution there would be in what Lord Adonis calls "our greenest mode of transport" if the Government offered a £100 discount on a new bike to those who handed in an old one.

There are more than two million decrepit bikes sitting unused in the nation's sheds and garages. Many have been allowed to rust because their owners are afraid of motorised traffic or are just plain lazy. It would be very difficult – though not impossible with the right combination of cycle training and traffic calming – to get these people out on their bikes.

But a good proportion of the bikes are lying unused simply because they have punctures, wobbly wheels, seized chains and frayed brake cables. Give their owners a new, smooth, efficient bike and they are likely to start pedalling. With a quarter of all car journeys under two miles, the opportunities for reducing emissions and congestion are enormous.

All two million bikes could be liberated from the cobwebs for half the cost of the car scrappage scheme, which was originally to cost £300m but gained an extra £100m last month because Lord Mandelson needed a

crowd-pleasing gesture for the Labour conference.

Unlike the scrapped cars, which are broken up and melted down, the old bikes could be reconditioned and shipped to developing countries under the excellent scheme called Re-cycle – Bicycle Aid for Africa. Alternatively, they could be given to one of the growing number of schemes in Britain in which disadvantaged young people are given a secondhand bike and taught how to recondition it.

A bicycle scrappage scheme would be much fairer – and more equitable – than the existing "Cycle to Work"

**How can Britain stand up in Copenhagen and ask for concessions from developing countries when, back home, it is subsidising the car-based lifestyle?**

tax incentive, which is only open to those in employment and even then relies on the employer agreeing to take part (the Department for Work and Pensions is one of thousands of employers which have failed to sign up). The tax concession also takes money from the poor and gives it to the rich because higher rate earners save the most under the scheme.

Mandelson knows that the economic benefits of the car scrappage scheme are a short-term illusion but he also knows that most people don't stop to ask who is really paying when the Government waves money in their faces.

When the scheme ends in February – or before Christmas if take-up continues at the same rate and the fund is exhausted – there will be a slump in car sales. Mandelson has simply

brought sales forward and encouraged a lot of people who can't really afford it to take on a lot of debt.

Most of the cars being scrapped are perfectly roadworthy and are being crushed well before reaching the point at which the lower emissions per mile of a new car would outweigh the carbon cost of building and shipping it. Owners of the new cars may also be encouraged to drive more, partly because of the pleasure of playing with a new toy and partly to make full use of their fast-depreciating asset.

It is true that scrappage sales are helping to prop up factories and save manufacturing jobs – but not in Britain. At least three-quarters of the cars purchased under the scheme were made overseas.

A bicycle scrappage scheme would be even less likely to save manufacturing jobs in Britain: the elegant Pashley may be made here but all the volume brands are imported.

There is, however, one overwhelming advantage of a scrappage scheme for bikes as opposed to cars and this will become more obvious as the days tick down to the Copenhagen climate change summit in December.

China and India are already deeply cynical about the rhetoric in Western countries on the need to reduce greenhouse gas emissions. Developing countries will not even begin to consider cutting their overall emissions until they see nations with far higher per capita emissions making significant sacrifices.

How can Britain stand up in Copenhagen and ask for concessions from developing countries when, back home, it is subsidising the car-based lifestyle which helped get the world into this predicament? China might, however, think twice about rushing into Western-style car dependency if it saw one rich country re-learning the joy of freewheeling.

**Ben Webster is environment editor of The Times.**

# Is Boris making a U-turn? He would be wise to do so

The London mayor has missed his self-imposed deadline to scrap the western extension zone of the congestion charge. Boris Johnson denies a change of heart – but there are strong arguments for keeping the zone

**O**ne of the iron laws of politics is that when you are in a hole, the wise course is to stop digging. London's mayor, Boris Johnson appears determined to ignore this rule.

Less than a year ago, the mayor promised to scrap the western extension of the congestion charge (WEZ) "within 14 months at the absolute outside". That promise, at least so far as the timing is concerned, has now been abandoned.

In response to a recent story in the London *Evening Standard*, his aides strongly denied that the mayor was about to do a U-turn. But their denial was undermined by their inability to give a date for the WEZ's removal or to explain the cause of the delay. "The details for the date of the removal are still being finalised," said a press spokesman.

Boris Johnson has dismissed as a "scurrilous rumour" speculation that he is considering renegeing on his commitment to scrap the zone. But the search for the truth has not been helped by his misstatement of a number of known facts.

In his Blue Blog, the mayor wrote recently: "When I was elected I promised to give Londoners the consultation they never got." In fact, Ken Livingstone consulted on the proposal to extend the charge zone, though in his inimitable way, he described it as "a charade". That description is, however, more applicable to the latest consultation held last year.

The mayor claims that in this consultation exercise, "Londoners expressed the overwhelming view that the western extension zone should be removed." But this is rubbish, and Boris knows that it is.

The truth is that an attitudinal study of a representative sample of 2,000 voters, conducted by Transport for London at the same time as the informal public consultation last year, showed that 45% wanted the congestion zone to be retained against 41% who wanted it to be

removed. Admittedly, the 28,000 who responded to the broader public consultation produced a clear majority in favour of scrapping (67%), but to claim that this straw poll represents a considered verdict by Londoners on the WEZ is low-grade spin.

It is not clear whether the mayor understands the depth of the political hole he is digging for himself. One consequence of abolishing the WEZ will be another 30,000 cars a day (15%) in one of the most heavily trafficked and polluted areas of London. Another will be that public transport users will have to pay more, in increased fares, to make up

**An attitudinal study of 2,000 voters, conducted by Transport for London last year, showed that 45% wanted the congestion zone to be retained**

the £50m annual revenue that will be lost when the WEZ is scrapped.

But that is not the end of the losses. Bus users in the zone will also pay in increased journey times, and pedestrians and cyclists will also suffer. As for the residents of the zone, of which I am one, they are unlikely to welcome the inevitable increases in traffic, noise and pollution. And their anger will not be assuaged by the mayor dismissing these consequences as "trivial".

There is, admittedly, one group – small traders – which is delighted by the proposed scrapping of the zone, because they say it has lost them trade. Traffic restraint has short-term consequences, some of them uncomfortable, but the idea that you can make money only by subjecting your

customers to unrestrained traffic and a polluted environment is untrue. Many of the most exciting and profitable shopping streets in Europe, such as the Strøget in Copenhagen and the Drottninggatan in Stockholm, ban traffic altogether.

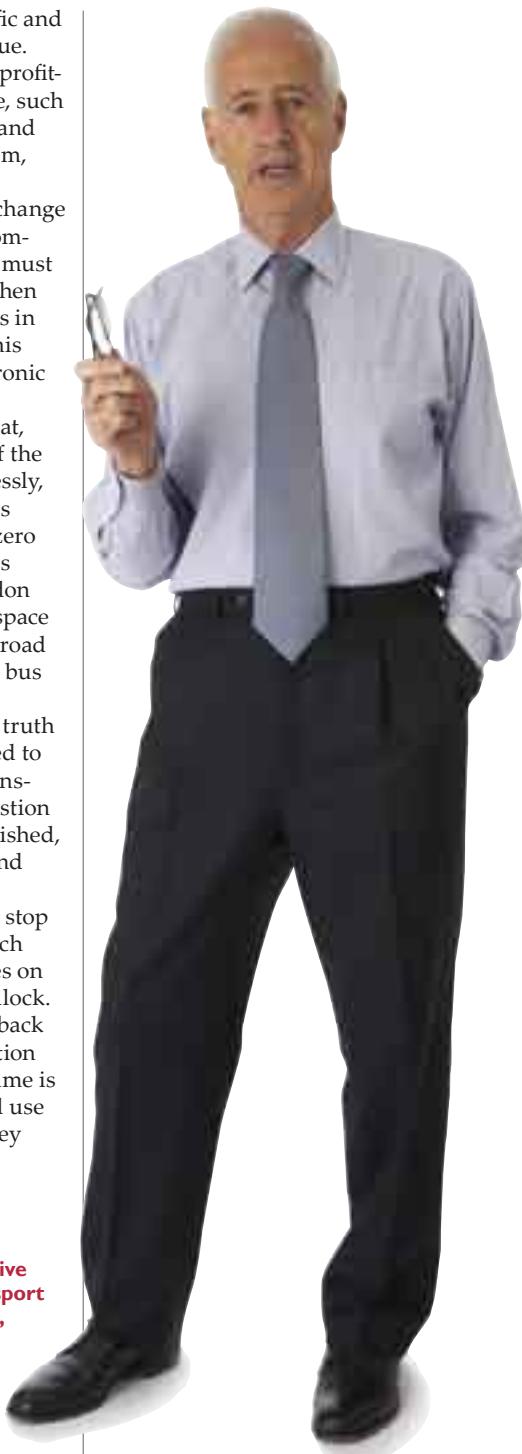
For a politician, it is hard to change course from what you have promised, however rashly. But Boris must know that he will be judged, when the next mayoral election comes in two and a half years' time, on his record in tackling London's chronic congestion.

The vision that he likes to float, that the congestion problems of the capital can be dealt with painlessly, is bogus. There are hard choices to be made because traffic is a zero sum game. Gain without pain is simply delusional. If you abandon traffic restraint and give more space to cars, the losers will be other road users, pedestrians, cyclists and bus passengers.

There is also the inescapable truth that some of the funding needed to improve and expand public transport can come only from congestion charging. Instead of being abolished, the WEZ should be extended and improved.

The mayor needs urgently to stop digging and find a new approach before his current hole collapses on him and the city reverts to gridlock. He could do worse than going back to what he said during his election campaign: "The name of the game is to get people to walk, cycle and use public transport, and only if they must, use their cars."

**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.**



# Predictive navigation: the remedy for congestion?

**David Metz** argues that advances in navigation technology will soon make it possible to address what drivers see as the most serious problem associated with heavy traffic – unpredictable journey times



**David Metz:** "A direct approach to the main perceived problem"

**T**ransport professionals view traffic congestion as a serious and growing problem on the road network. If you add capacity, additional traffic arises to take advantage of the extra carriageway – hence the maxim “you can’t build your way out of congestion”.

Road pricing is commonly seen as the economically efficient means of allocating scarce road space. But this approach seems increasingly difficult outside central London, given public opposition, and hence likely to be a long-term outcome at best.

So what might be done in practice to tackle road congestion in the near term? The first step is to identify the nature of the problem. Surveys of motorists indicate that their main concern is the uncertainty of journey times, which bothers them more than longer journey times or stop-start driving. Similarly, predictability seems more important than speed for freight deliveries.

So a direct approach to dealing with the main perceived problem of congestion would be to provide drivers with good predictive information about journey times, based on expected traffic conditions. They could then better plan and manage their trips.

Consider, for instance, the return journey from work to home, where there is often flexibility as regards departure time. If good traffic information is available, the flexible driver would be able to avoid peak traffic, so reducing both journey time and journey time uncertainty as far as he or she is concerned personally. And because this driver avoids the peak, traffic congestion at that time is less for those who cannot avoid it.

This approach works well in the Seattle area where real time data for each road section allows the regular user to estimate journey times, and 95% reliable travel times can be computed for commuter trips (Google ‘Seattle traffic’ to check it out).

The Seattle traffic information system also allows choice of route by the individual driver. Route guidance to avoid congestion and incidents would be attractive to drivers. However, if too many road users take the same advice, the alternative route may become as congested as the original.

There is also the concern about unsuitable routes being chosen, as happens when large goods vehicles equipped with satnav attempt to go down narrow lanes or under low bridges. It should, however, be possible to arrange to avoid the use of environmentally inappropriate routes,

**The main emphasis should be on provision of accurate journey time data, in advance of the trip**

and it may be feasible to reduce herd-like responses through sophisticated, reflexive route guidance.

Given the likely limited scope for alternative routes, the main emphasis in the provision of better information to tackle congestion should be sufficiently accurate journey time data, particularly in advance of the trip. This would permit better-informed decisions in respect of when to start out, which destination (if there are options – as for shopping and leisure activities, for example) and indeed whether to take the trip at all.

For road freight, good journey time data would facilitate scheduling, minimise delays due to congestion and help meet customers' requirements for a specified delivery time. Predictive journey time information and route guidance advice would of course be incorporated into in-vehicle satnav devices, which already provide journey time information based on historic or free-flow traffic conditions.

The approach described here might be termed ‘Predictive Navigation’. To make it work we need co-ordinated progress in four broad areas of technology: digital maps – where development is needed to reflect environmental concerns; GPS, to locate the individual vehicle; a means for locating slow moving traffic; and computational algorithms to predict future traffic, based on historic patterns, weather, incidents and so on.

A number of applications are currently on offer, including: Trafficmaster's satnav route guidance system which takes advantage of real-time traffic and road incident data to provide the best available route and estimated time of arrival; Tom Tom's use of the traffic flow of anonymous mobile phone users on the road to provide real-time traffic information; Inrix's predictive traffic information which gives flow patterns for up to a year ahead; and Journey Dynamics' forecasts of journey times to within a few minutes, based on modelling that takes account of vehicle type, the individual's driving style, incidents and historic patterns of congestion.

In practicalities and public acceptability, predictive navigation would have much to recommend it, compared with road pricing. There are no privacy concerns, and no low income motorists penalised by the charging regime when making an unavoidable car journey to work. Uptake would be voluntary, at the choice of the driver who bears the cost of the in-vehicle device and any subscription to the traffic information service.

Early adopters gain advantage from optimal routing. As the majority become equipped, all users of the network increasingly benefit from modified travel behaviour.

And all users have assurance about journey times – which tackles directly the main problem with congestion.

**David Metz is at the Centre for Transport Studies, University College London. He blogs at [www.limitstotravel.org.uk/blog/](http://www.limitstotravel.org.uk/blog/)**

# Dyslexic people are transport users too

At least six per cent of the population suffer from dyslexia, which hinders their ability to decipher information timetables, but their difficulties are barely recognised by the industry, says **Dr Deborah Lamont**

**D**yslexia is a learning disability where phonological processing deficits (the skills underlying the analysis of spoken and written language) lead to weaknesses in areas of literacy and numeracy. Accompanying weaknesses and emotional effects are also evident.

Dyslexia is a recognised disability which affects at least 6% of the UK population. Accordingly, discrimination legislation applies. Mobility and accessibility are crucial to justice and social inclusion, and transport provision is a key element.

Recent doctoral research indicates a lack of recognition and awareness of dyslexia across the transport industry, with the needs of dyslexic people receiving little attention. The current model of dyslexia embedded within the industry is limited, which means the lives of these individuals are being restricted and negatively shaped. In short, dyslexic people are facing limited travel horizons and mobility-related exclusion because of inappropriate transport provision.

Travel information provision is vital to mobility and accessibility for dyslexic people. However, there is strong evidence suggesting that the effects of dyslexia are often exacerbated by travel information during a journey, from arriving at the destination. This undoubtedly affects the perceptions of these individuals of certain modes of transport and their consequent travel behaviour. They continue to use familiar routes and modes and to explore alternative options because information is either unavailable, of little use, or difficult to access and decipher.

Public transport information poses considerable difficulties for dyslexic people. Timetables are problematic for reasons including unsuitable font and colour, horizontally-presented information and information overload. Electronic variable message signs are similarly challenging, especially because of the scrolling feature. Audible

information is often deficient, and numerical information is inappropriately conveyed.

As a coping strategy, dyslexics will often verbally seek reassurance from staff. However, staff often appear unsympathetic and lack the knowledge and inclination to help them.

On account of the significant barriers to public transport, dyslexic people exhibit a preference for travel by car. However, this mode still provides major difficulties. Dyslexics are unable to develop effective reading strategies, and current information provision for car travel does not support this.

**On account of the barriers to public transport, dyslexic people prefer to travel by car**

Web-based journey planners are particularly problematic, especially for those with spelling weaknesses. Firstly, the person has to be close to the correct spelling. Secondly, a list of similar place names is unlikely to be of use because the options look so similar. Differences go undetected and misinterpretations occur.

The information generated by web-based services is also challenging. The individual is often faced with lengthy complex reading lines, which if presented in upper case lettering make the outline of the words appear too uniform.

Consequently, these individuals find it almost impossible to identify the key journey details. The end-leg of a journey is particularly difficult for dyslexics. Concurrent travelling and comprehension of information, particularly maps and road signs, together with local transport systems

and complex street layouts require sophisticated processing skills, which dyslexics do not possess. Satellite navigation systems are enormously helpful at this stage of a journey because they support the dyslexic traits which make orientation and wayfinding difficult.

The research calls for greater recognition and awareness of dyslexia across the transport industry and a change in its attitude towards dyslexic people. Although the needs of dyslexics are not easy to define or accommodate, these individuals have the ability, and the right, to travel.

In order to provide a more inclusive environment for dyslexic people, policymakers and operators should consider reviewing information provision and activities across the board. This should consider how information is provided – via web-based journey planning services, mobile devices, maps and timetables, or audibly; and it should look at the efficiency of information systems ranging from the use of electronic variable message signs to making sure conventional signs are not obscured by trees. But it should also include issues of staff training, such as inclusion criteria for concessionary travel, disability training, and the provision of specific stress management advice for travellers.

The public transport industry needs to be aware of the positive impact that this could have upon the travel choices and behaviour of dyslexic people. If it can demonstrate a greater level of commitment to social responsibility by recognising and supporting dyslexic people, the perceptions of these individuals towards the public transport industry could be transformed.



**Deborah Lamont:** "The transport industry should change its attitude towards dyslexic people"

**Dr Deborah Lamont is a senior lecturer in Human-Computer Interaction at the Department for Information Systems, Cardiff School of Management, University of Wales Institute Cardiff.**

# Abu Dhabi rises to the planning challenge

Population of the emirate is projected to increase more than threefold by 2030. Two new agencies are racing to develop master plans to cope with this growth, says **Andrew Schmidt**



The concept of a dual city core is central to the 2030 vision

**Abu Dhabi seeks to strengthen its identity as the capital of the UAE and establish itself as a cultural and educational centre**

**T**he global economic crisis has had widely diverse impacts within the Middle East. Oil and gas based economies of countries such as Saudi Arabia and Qatar have remained buoyant while countries such as Oman and Bahrain, which have less revenue available from fossil fuel sources, have felt the economic crunch much more severely.

Perhaps the most poignant example of this economic divergence is to be found in the United Arab Emirates (UAE) between Dubai and Abu Dhabi. Dubai has achieved some amazing accomplishments over the past five years but, with an economy heavily dependent on trade, tourism, and property investment, the last six months has seen a significant downtown, and the cancellation or postponement of several signature projects.

By contrast, less than 200km away, Abu Dhabi is witnessing unprecedented growth, funded in large part from one of the largest oil/gas reserves in the Middle East. This has created unique challenges for the leadership of Abu Dhabi, and in particular for the transport and infrastructure sectors.

Guided by "Plan Abu Dhabi 2030" (*Plan 2030*), the city of Abu Dhabi is

projected to grow from the current population of 850,000 to approximately three million people by 2030 as it seeks to strengthen its identity as the capital of the UAE and establish itself as a cultural and educational centre. Included in its plans are huge mixed use developments such as the 4,500ha Capital District, Raha Beach, Reem Island, Saadiyat Island, Lulu Island, Hudariyat, South Shamkha, Baniyas and many more. Most of these developments are located on greenfield sites, and in many cases on reclaimed land.

Central to the 2030 vision is the establishment of a "dual city core" concept. Abu Dhabi is located largely on an island approximately 17km long and 5km wide connected by two bridges (soon to be three) to the mainland. The highest density of development is located at the northern end of the island, well away from the mainland, which puts significant pressure on the arterial roads running the length of the island.

Partly in response to these transport pressures, *Plan 2030* establishes one Central Business District (CBD) at the northern end of Abu Dhabi Island, anchored by the Abu Dhabi Financial Centre, and another CBD on the mainland in the Capital District. The Capital District will be home to numerous government offices and higher education centres such as Zayed University and Khalifa University.

With such ambitious plans for the future the government has created two new agencies – the Urban Planning Council (UPC) and the Department of Transport (DOT). Both have been in existence for less than two years and have had to mobilise rapidly while playing catch-up to ensure that all current development proposals are consistent with *Plan 2030*. This has created a "moving target" since no sooner is one project advanced beyond the concept master plan stage than an adjacent development is proposed that has significant

impacts on its neighbours. Coordination efforts that would normally take years are therefore compressed into months.

The DOT has developed its Surface Transport Master Plan (STMP), based on *Plan 2030*, which lays the foundation for the future transport network. Included in the STMP are plans for heavy metro (130km, 43 stations; phase I opening in 2015), light rail transit (340km, phase I opening in 2013), regional passenger rail, freight rail, water transport, and expansion of airport facilities. A large emphasis is also to be placed on the development of a regional cycle network and improved pedestrian environment throughout the city for which the UPC has developed a new Urban Street Design Guidelines manual.

Such vast and rapid implementation will bring its own, potentially acute, problems. Construction traffic management and diversions, for example, will present a particular challenge where construction techniques, material delivery, road closures and traffic safety plans will all need to be coordinated between the various major infrastructure projects. Transport for the labour force will also need to be carefully planned with the government developing worker accommodation cities to house hundreds of thousands of labourers. Built to international standards, these will accommodate from 30,000 to 130,000 labourers each, who must all be transported to and from different construction projects on a daily basis.

AECOM has been active in all the projects described and is currently developing a new state-of-the-art regional multimodal transport model which, as part of the master plan process, will help to inform future policy and guide development in this dynamic environment.

**Andrew Schmidt is manager of transportation planning in Aecom's Abu Dhabi office.**

# 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**

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# Greengauge yields a 25-year plan



Jim Steer's lobby group has come up with the most detailed proposals yet for UK high speed rail, with plans for a complete network. **David Fowler** reports

**Greengauge 21 has identified options for two high-speed termini in London**

**W**hat Britain needs is a national high speed network, not a single line. Our report sets out what it should look like."

So said Jim Steer, founder of Greengauge 21, launching the lobby group's report *Fast Forward: a High-Speed Rail Strategy for Britain*.

With proposals for new high speed lines coming thick and fast these days, he pointed out that the report, which also sets out the business case and proposals for funding, was the first time proposals for a network had been set out.

"Experience from around the world," said Mr Steer at the launch, "showed that everyone built one line, saw it was a success and said: we

**Our work provides a longer-term plan for a national HSR network**

need a network strategy." Following the opening of the Channel Tunnel link High Speed 1, "we're in the same position in the UK, just a little bit later."

When, in 2008, Greengauge 21 put together its public interest group to fund the £0.75m work programme for the report, the Government "was dragging its feet on high-speed rail". But with Lord Adonis's High Speed 2 now developing detailed proposals for a line between London and the West Midlands and beyond, the report says, "our work provides a longer-term plan for a national HSR network within which a first route needs to be considered".

Greengauge presents a 25-year plan to build a 1500km network comprising two north-south high

speed lines running up the west and east sides of England to Glasgow and Edinburgh, connecting all the major cities of Britain, with three east-west routes: in central Scotland, across the Pennines, and from London to Bristol and south Wales.

There is a sound business case for the whole network and for each individual element, though full high speed running may not be justified for certain elements, mainly the trans-Pennine connection and the Wales & the West line.

The report was broadly welcomed, including by the DfT, High Speed 2 and the Northern Way group of regional development agencies.

Starting from fundamentals, Greengauge says high speed rail is needed to help address two fun-

damental challenges: enhancing economic competitiveness across the nation, and improving the environmental sustainability of the UK's transport systems.

Costing £19bn, the network could generate benefits worth £125bn, carry 178 million passengers annually, and save a million tonnes of carbon emissions a year.

With dramatically reduced journey times between major cities, the imbalance in development and growth in business activity of the last 40 years in favour of the South East of England will be redressed. "Decisions on business location and where people would prefer to live will change, allowing better balanced and more sustainable development across the country", the report argues.

Addressing the environmental challenge, high-speed rail will provide "an attractive alternative to short-haul aviation and long-distance car use", supporting "an evolution from the previous age of motorway building".

International experience suggests that the appeal of high-speed rail will be wide, and not just for business travel. Accordingly the strategy does not depend on premium fares: "stations and services would be designed to offer access for all".

A high-speed network would also free space on the existing railway to allow expansion of commuter capacity and freight traffic. "Investment in the existing network should not be neglected to pay for HSR. The challenges we are addressing are the economy and climate change, not a narrower question of better transport," it says.

The network has been developed on the basis of operation at a speed of 320km/h. Above this speed there is a trade-off with service frequency. The plans assume the ability to run up to 15 trains hourly on the high-speed lines.

The new lines would be built to the international GG gauge and EU high speed rail standards, allowing operation of double-deck trains in due course when capacity requires.

For Wales and the West, the trans-Pennine section and part of the route between Newcastle and Edinburgh, an upgrade of the current route to operate at 200km/h may turn out to be the best way forward, but the upgrade should also adopt GG gauge, requiring raised bridge heights and greater spacing between tracks.

Lines should serve city centres; stopping them short at the edge of cities "deters passengers and destroys the business case". In addition, the best way to encourage sustain-

able development is to serve city centres, where economic activity is most intense. Moreover, high-speed rail can transport 16,000 passengers hourly in each direction, and public transport and road networks in city centres are better placed to handle the dispersal of such numbers.

However, Greengauge does not favour through stations in city centres on high-speed lines. To operate satisfactorily, there is a need for a four-track section several kilometres long to serve platforms as well as providing through lines for non-stopping trains, which even then will need to reduce speed to some extent. In a city centre this is likely to have to go underground, an expensive solution which is not particularly attractive to passengers.

Instead it prefers spurs to city centres with the main high speed line going around the city.

Greengauge says it has also identified several sites suitable for edge of city hub stations, where options include siting a station at an existing airport "where there is at least some of the requisite support infrastructure" including transport to bring and disperse passengers. "This opportunity arises in several parts of the country," the report says.

## High Speed North West

Looking at the individual components of the network, High Speed North West, connecting London, High Speed 1, Heathrow, the West Midlands and beyond, should form the first phase. It has the best business case, it will relieve the West Coast main line which is closest to capacity, and it can be developed in a way that spreads the benefit beyond the South East, the West Midlands and the North West.

However, Greengauge's modelling suggests, "there is no prospect of a single north-south line being sufficient: it reaches the limit of its capacity by 2040-45".

The business case is made even stronger by the addition of a northern section from Manchester to Glasgow and Edinburgh. It would be possible to achieve a journey time of 2h 30min between London and Glasgow/Edinburgh if there are no intermediate stops, but it is more likely that there would be a single intermediate stop in the West Midlands or North West with a journey time of around 2h 40min.

"This would lead to a substantial switch of traffic from air travel", says the report, with rail predicted to win 88% of the market between London and Glasgow/Edinburgh, compared with 26% now.

**This would lead to a substantial switch of traffic from air travel**

If, following the report from High Speed 2 due by the end of the year, the Government decides to proceed with a line between London and the West Midlands, Greengauge stresses the importance of providing connections to allow direct high-speed services via High Speed 1 to Europe and to Heathrow. There should be provision for high-speed trains to continue on the existing West Coast main line so that Manchester, Liverpool, Glasgow and Edinburgh services also gain from improved journey times.

There should also be a connection to the Birmingham-Derby line to allow high-speed services to serve Yorkshire and the North East. This would require the Midland main line to be electrified. It would allow London-Sheffield services to run via High Speed North West, cutting current journey times by over half an hour to 90 minutes, and at the same time releasing capacity on the Midland line.

There would be a need for interoperable rolling stock, capable of running over the West Coast main line without losing the journey time advantages offered by Pendolino fleet. This implies a train capable of operating at 320km/h over high-speed lines and at 200km/h in tilting mode.

**turn to page 24**

**Greengauge's network proposals include a lower speed (200km/h) trans-Pennine link and an upgrade to the Great Western line**



# high speed rail

from page 23

## High Speed North East

High Speed North East would serve the eastern side of the Pennines, with services to the East Midlands, Yorkshire, the North East and Scotland. It would be possible for this line to link to Stansted or Cambridge with connections to East Anglia over the existing network.

Even with High Speed North West serving Scotland, there remains a case for this line to continue to Edinburgh, because of the advantages of better connections between the English cities it would serve and Scotland.

Further work is needed to assess whether there is a case for a full new high speed line for the 125 miles from Newcastle to Edinburgh, or whether an upgrade of the existing line would be sufficient.

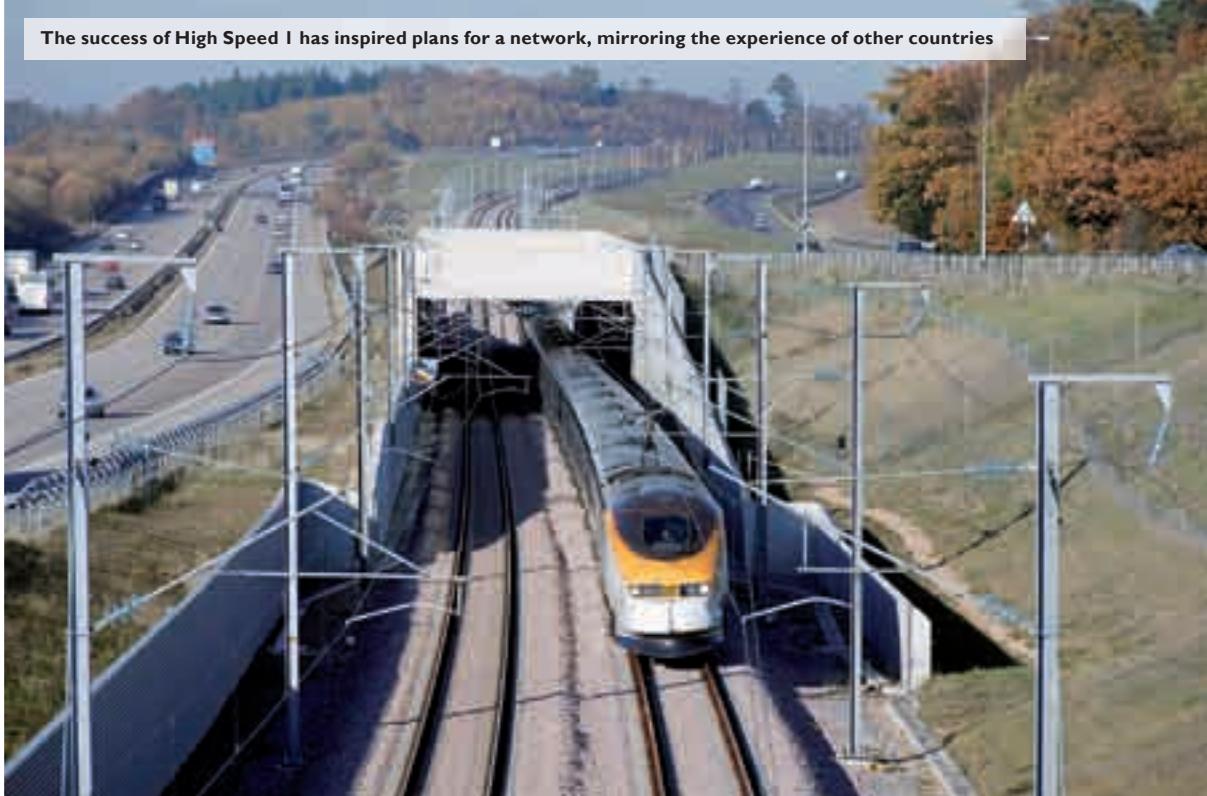
## Scotland

There would be the opportunity to create a "modest" high speed network within Scotland offering "useful" time savings using a combination of high speed rail in the central belt with existing lines, serving Edinburgh-Glasgow; Glasgow-Edinburgh Airport-Dundee/Aberdeen and Perth/Inverness.

## High Speed Wales and West

The Great Western main line is engineered to such a standard that electrification would allow through services to operate at speeds of 200km/h. A connection with a high-speed station at Heathrow would allow direct access to the airport from South Wales and South West England.

The case for high speed rail development would be a lower priority in this corridor because of the shorter distances and high performance of the existing railway, though there would come a time when a new line, with a new crossing of the Severn Estuary, "could bring significant wider benefits".



## London

London presents a number of challenges: to access central London from both north-south high speed lines; to link these to Heathrow and High Speed 1; to link Heathrow to High Speed Wales & West and High Speed 1.

Greengauge concludes that more than one terminus would be needed in central London to avoid overloading the Underground network. It is "confident there is a good solution" for the North West line and "options have been identified" for a North East terminus.

Interconnections need to be fashioned in central London "if a lengthy new-build M25-style line around London is to be avoided", it argues. It concludes it may be possible to create the linkages "at reasonable cost". Though there would be a need for tunnelling, there would be no underground stations or junctions, and none of the solutions requires "a

continuous tunnel from central London to the edge of the built-up area" as proposed in Arup's Heathrow hub plan, for example.

## Heathrow

From the narrow viewpoint of diverting domestic air traffic to high-speed rail, the case for a new connection to Heathrow "is not strong". But the strategy foresees a broader role for a Heathrow station, following the example of Paris Charles de Gaulle Airport. There, SNCF has developed a range of services connecting provincial cities with the airport hub, but not calling at central Paris itself. A Heathrow station would allow a similar approach in the UK, connecting north to High Speed North West, east to High Speed North East and Europe via the Channel Tunnel, west to the Great Western main line and south to South Western main line routes, Gatwick and Sussex.

Thus services could be envisaged connecting Southampton to Newcastle, Cardiff with Paris or Brussels and Gatwick with Glasgow. The Heathrow hub would also be a more convenient point for many people to join high speed services than would travelling into central London.

## Trans-Pennine

Here a mixed-traffic route between Manchester and Sheffield is proposed, capable of operating at 200km/h and supporting additional regional services as well as long-distance ones. There may be a case for running freight services too but this has not yet been evaluated.

The link would allow services such as Sheffield-Manchester Airport, and Newcastle-Sheffield-Liverpool.

The Manchester-Leeds corridor is not considered to be a suitable part of a through-route north-south high speed scheme (the 'reversed S'

## Benefit-cost ratios for the proposed network

Corridor	HS-NW		HS-NE		HS-TP	HS-WW	HSR Network
New HSR infrastructure	London-Birmingham/Manchester	Manchester-Glasgow/Edinburgh	London-Leeds/Newcastle	Newcastle-Edinburgh	Manchester-Sheffield	West of Didcot (part)	All
Benefit:Cost Ratio	2.9:1	7.6:1	2.0:1	1:1	1.3:1	2.8:1	3.5:1

This includes the costs and benefits of the connections to Heathrow and High Speed 1.

configuration favoured by the Conservatives) because journey times between London and Leeds would not be particularly attractive, and cost and feasibility are a problem.

## Benefits and phasing

The benefits of high speed rail will include shorter journey times; better punctuality; a reduction in overcrowding; released capacity on the existing network for passenger and freight services; less road congestion, with 13 million car trips removed from the road in 2055; and a reduction in carbon dioxide emissions.

The benefit to cost ratio of the whole network is over 3 to 1, with a net benefit of £63bn over 60 years, and an additional £14bn if productivity and agglomeration effects are taken into account.

The individual elements have a BCR of at least 2:1 except for the trans-Pennine section (1.3:1) and Newcastle-Edinburgh (1:1). The report points out that the figure for the trans-Pennine line only takes into account the high speed rail element – the benefits of being able to run additional local and regional services would be additional, and wider impacts on the economy would improve the ratio “significantly” if included. For the Newcastle-Edinburgh section, a mix of upgrade and new build would have

significantly lower cost, and though journeys would be longer Green-gauge argues this option should be examined “as the best way forward”.

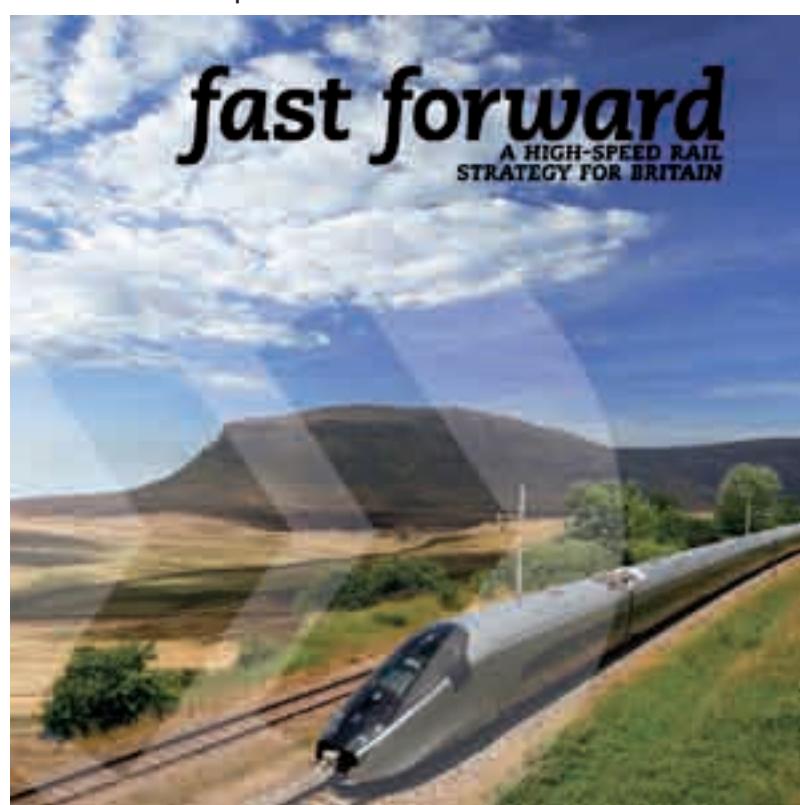
On funding, “significant public expenditure” will be required to build the project, and given the scale of the investment a simple public-private partnership would not be sufficient. “Government has to be the driving force throughout, with the private sector providing the design and construction expertise and taking appropriate risks on construction contracts”. A design, build finance and transfer structure is the favoured mechanism for building the network.

Funding could also come from fares, hypothecated charges on road or aviation users, business rates and environmental charges, and capital grants from strategic beneficiaries such as airports.

Design and development would cost around £80m-120m annually with construction, and major capital expenditure, expected to start in 2015.

The arguments for starting with the North West line have been outlined earlier. Following that, a possible second phase could include the north east line between London and the North East, and extension of the north west line to Scotland. A third phase could include the trans-Pennine and Wales and the West routes.

**Construction of the first phase could start in 2015**



## Next, we need a high speed strategy

**David Begg on the importance of high speed rail to the North's economy**

**N**orth-south rail links are vital to the North's economy. The last decade has seen a phenomenal growth in long distance rail passengers and rail freight is growing too. As we come out of recession growth will start again. It's a virtuous circle: economic growth will drive growth in rail demand while the sustainable growth of the North's economy will need more people and goods to travel by rail.

But all the available evidence is that within a decade or so, the railway lines that link the North with London will be at capacity. The West Coast Main Line, which serves Manchester, Liverpool and the rest of the North West will be full first – by 2020 according to Network Rail. The Midland main line that serves South Yorkshire, and the East Coast main line that links the rest of Yorkshire and the North East to London, will be at capacity soon afterwards. And it's not just passengers that will be affected, it's freight too. It's clear we need more rail capacity. It's also clear too that we would be the laughing stock of Europe if as a country we were to build new rail capacity that wasn't high speed lines.

This is why we've been looking at the all the evidence on the case for high speed rail. As well as plugging the capacity gap, high speed rail will shrink journey times. Shorter journeys mean businesses are more productive. Shorter journeys will get people out of their cars and also make rail an attractive option for those who would otherwise fly. Shorter journeys will redraw the connectivity map of Britain and transform the competitive position of the cities that it serves. High speed rail offers an opportunity to boost regeneration. On top of this, all the latest evidence is telling us that because it will reduce carbon emissions high speed rail is the green option.

We've considered Network Rail's work on the case for new lines that was published at the end of August. The Northern Way has also supported the work that Greengauge 21 has done looking at the case for a national high speed rail network. On top of this we've had evidence from the Northern Way's city region partners. Taken together, the

evidence tells us that there is an economic case for two north-south high speed rail routes, one serving the North West and the other Yorkshire & the Humber and the North East. The evidence also tells us that the benefits to the North's economy will be greatly enhanced by connecting these two lines across the Pennines.

What the available evidence also tells us is that it is the western corridor that needs a high speed rail line first. As well as being by far the busiest main line, that's the corridor that runs out of capacity first. This is going to provide a challenge for the North if, with high speed rail, journey times between London and Manchester are going to be a little over an hour, but the journey times between Leeds and London are twice, and Newcastle three times that. This is why the Northern Way is calling for the second high speed line on an eastern corridor to be developed in parallel with the western one – or otherwise, as an absolute minimum, to be started before a line to Manchester is completed.

It will take 20 to 30 years to build a national high speed rail network. The cross-party commitment to high speed rail that has been forged is extremely welcome. But what we also need now is a national high speed rail strategy. This needs to set out what our national high speed network should look like and when it will happen.

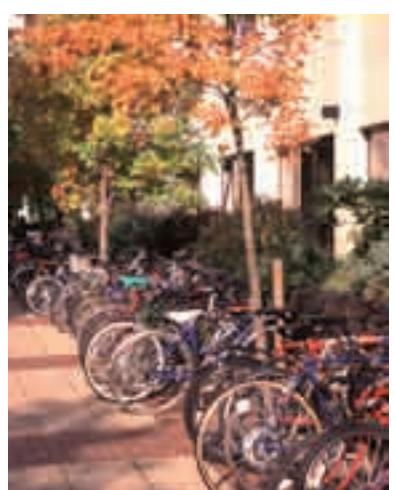
Nor can we wait 20 or 30 years to start providing extra capacity, because our existing north-south lines will all be full by then. Some investment will be needed on these lines too in the interim. That investment needs to complement what we want to achieve with high speed rail as well as improving journeys before high speed rail can be built. So, critically, the national strategy needs to be a long distance rail strategy that sets out what should happen to the rest of the long distance rail network as well.

**The Northern Way's report *Transforming our Economy and our Connectivity: High Speed Rail for the North* can be downloaded from the website, [www.thenorthernway.co.uk](http://www.thenorthernway.co.uk)**

**David Begg chairs the Northern Way's Transport Compact**

# integrated transport

Surrey is using a partnership approach to develop its transport hubs, to drive modal shift and encourage sustainable options



# Surrey pulls together

Transport for Surrey Partnership is taking a multi-lateral approach with the aim of ending fragmentation in the provision of transport services

**A**n attempt by an English county council to try to make more sense of transport services has won praise from the DfT, among others.

The Transport for Surrey Partnership (TfS) aims to address fragmentation in the provision of transport services in the county. The initiative was formally backed by a wide range of stakeholders at its launch in February last year. Since then the partnership has met regularly to discuss strategic transport issues affecting the partners.

TfS Head Iain Reeve says: "The Transport for Surrey Partnership started when we saw how fragmented transport provision was." The range of organisations involved included private bus and rail companies, the regional development agency, the county and district councils and the Highways Agency.

"There was a feeling that all these bodies were trying to do different things, and the customer was being left out," says Mr Reeve. "There was dissatisfaction with it all being so complicated."

A suitable model for doing things differently was Transport for London, which has powers to treat transport as an integrated whole. "We thought – if they can do it why can't we? Why can't you have integration of different modes, operators and levels of government? How can we put a governance structure in that works?"

## Important differences

But though a similar idea had been tried with Transport for South Hampshire and Kent Transport Board, there is an important difference between the county council and TfL, which is that the council does not have the wide-ranging legal powers or the budget of TfL. So it is having to rely on voluntary partnerships to achieve its aims. However, so far the approach has shown a lot of promise. "We believe that a lot of time and money is being wasted because of fragmentation," says Mr Reeve. Improving things "is turning out to be quite straightforward. Each day we're doing a bit more – it's gradually evolving."

Surrey had been exploring the

idea of a partnership for some time. Bilateral discussions with potential partners to explore what each felt were the issues that needed to be addressed had helped to get the idea off the ground.

The plan began to take off in February last year when the county council's executive gave the plan its blessing. Later that month 50 delegates from local and government authorities and health and transport providers (including Network Rail, the Highways Agency and Metrobus) signed up to the idea at a conference.

The discussions showed that there was quite a lot of common ground. "People wanted similar things but didn't always express them in the same way," says Mr Reeve, who joined from Hampshire to head TfS in 2007.

For example bus companies want to run a business and make a profit. District councils want to ease congestion – but one way this could be achieved would be to get more people on buses.

Some surprising insights emerged, however. For example, the realisation suddenly struck home that the local authorities and transport operators had only previously met in bilateral discussions. "We weren't getting the synergies of multilateral discussions," says Mr Reeve.

Similarly, when the council was designing transport schemes, there was a tendency to think of one mode at a time, talking to the Highways Agency about roads, the rail operators about the station, and the bus operators about park and ride. "We realised you can't get the full picture without everybody talking at the same time," says Mr Reeve.

He adds: "The price for us was giving up some of our control." That meant, for example, that the council does not chair all the committees and working groups set up under TfS to consider the issues. Surrey chairs the overall management group for the initiative, but Mr Reeve says it is the

tier of subgroups below "that does the real work".

These include the Traffic Manager Board, which includes the police, the Highways Agency, the council and the emergency services and which carries out the council's statutory traffic management function under the Transport Act 2004. There is also a safety partnership, a number of geographical partnerships including one for each of the county's three main hubs (Guildford, Woking and Reigate/Redhill) and a passenger transport partnership.

This last includes bus and rail operators, community transport operators, and councils including "one or two districts". Because there are 11 districts in the county it is impossible to invite them all to all the meetings, so instead a representative subset sits on the board and reports back to the other districts.

One big issue has been identified in passenger transport: this covers information, and customer confidence in terms of what level

of service to expect. "There are a lot of websites and leaflets, but working out how to do a journey from A to B is difficult," says Mr Reeve. "How can we harmonise the information?" He would like to develop a harmonised source of information, which provides answers in a simple, uncluttered way like Google.

Other issues include the rapidly escalating cost of providing rural and subsidised bus services. The budget for these rose from £3m to £9m between 2002 and 2007, but revenue provided for this by the Government has not kept pace.

Consultant WSP has been commissioned to look at the implications and possible solutions. For example, can the routes be optimised to encourage more use? Is the balance between subsidised services, school buses and voluntary services correct? The county council will be considering the findings of this work in due course.

Surrey has the highest level of car ownership in any county, with more two-car families than either one or no-car households. Congestion, though, seems to have reached a plateau with drivers looking for alternatives rather than continuing until gridlock occurs. Nonetheless, as the county has a lot of small town centres, if congestion is to be reduced, modal shift will not be the only solution. There will always be people who depend on the car, and ideas such as encouraging people to travel off-peak or adopt staggered working hours will need to be part of the solution.

## Hub improvements

TfS will also have an important role in developing the county's three hubs. There are plans to spend £30m both at Guildford, to provide cycling and walking improvements and a ring of park and ride sites, and at Reigate/Redhill, to improve public transport and walking facilities.

The third hub, Woking, was one of the DfT's second wave of cycling demonstration towns announced last year, and will receive £1.8m of government funding as a result. A priority for TfS is to develop a plan for the town, with cycling improvements built around the concept of a hub – which Mr Reeve defines as "not just a rail centre but a permeable town centre, with better walking, cycling and bus routes, so if you live there, it is easy to work or use the facilities there. Sustainable travel is as much about making journeys shorter as about modal shift," he says.

In the immediate future he wants the Transport for Surrey Partnership to gain a high level of public recognition and for it to become more of a decision-making body.

For the longer term, he hopes to develop a single information website and see greater bus and rail patronage. "It's a lot harder on a partnership basis but we think it's possible," he says.

He would like to see the partnership influencing decisions on both revenue and capital allocation.

It remains to be seen how far TfS might evolve. "We don't know where we're going to end up. It might stop at a certain point, or we might end up lobbying for powers like TfL."

# Crunch time: leading the bus industry forward

## Annual Buses Conference

26 November 2009, The Grand Connaught Rooms WC2B 5DA, Central London

Our highly respected Annual Buses Conference will once again focus on the critical issues facing the bus industry over the next few years, with prolific industry speakers conveying their thoughts and strategies on the way forward.

A growing number of healthy bus networks with high levels of passenger satisfaction give local authorities and operators much to be applauded for. But this task will become increasingly challenging in the face of such a shifting landscape – a growing market of pensioners has to be carried and paid for, the way bus subsidy is funded must be workably reformed and implemented soon, the introduction of a Quality Contract is yet to be realised and evaluated; and competition in the market outside London may be subject to change by the OFT. All these issues must be grappled with in a new and difficult economic climate which itself, brings with it harsh new operating realities.

### **Confirmed speakers include:**

- **Rt Hon Sadiq Khan MP**, Minister of State for Transport
- **Stephen Hammond MP**, Shadow Minister for Transport
- **David Leeder**, Vice-Chair, CfIT
- **Giles Fearnley**, President, CPT
- **Stephen Joseph OBE**, Executive Director, Campaign for Better Transport
- **Anthony Smith**, Chief Executive, Passenger Focus
- **David Brown**, Director General, SYPTE
- **Nicola Shaw**, Director, Bus, First Group
- **Barry Horne**, Corporate Director, Nottingham City Council
- **Claire Haigh**, Campaign Manager, Greener Journeys
- **John Godfrey**, The TAS Partnership
- **Joe Thomas**, Financial Analyst, Investec Securities



### **Key areas for discussion include:**

- **The effect** of budgetary pressures on local authority service provision
- **How** well can operators ride the current economic climate?
- **Making** the reformed Bus Service Operators Grant workable
- **Is the** concessionary fares system fair? Is it sustainable?
- **Would** Quality Contracts legislation survive a potential change in Government?
- **What** impact will the OFT's findings on the deregulated bus market outside London have?

# New director for CPT Scotland

**□** The Confederation of Passenger Transport UK has appointed **George Mair** director of CPT Scotland. He takes over from **Marjory Rodger** who is moving on following over ten years' service with the trade association.

Born and educated in Aberdeen, Mr Mair joined Aberdeen Corporation Transport in 1971. During his 38 years with the company, George worked in a variety of positions, covering all areas of the business. He was appointed managing director of First operations in Aberdeen (previously Grampian Transport) in 1997.

In 2006 Mr Mair was selected by the transport minister to serve on as one of four non-political members on the board of Nestrans. He is a long-standing member of the Institute of Logistics and Transport and during 2002/03 he was Chairman of CPT's Scottish Council.

**□** **David Watters** has joined AECOM's transport team as international director of rail and transit. He has more than 20 years' experience of rail consultancy and rail operations and general management in both UK and international

markets. He joins from Halcrow where he was global head of the rail division, and will be responsible for expanding AECOM's rail and transit business in Europe and the Middle East.

AECOM has also announced two appointments for its north east operation.

**John Redding** and **Shaun Edwards** have both joined the development team based in AECOM's Newcastle office.

John Redding joins as an associate director bringing with him more than 14 years' experience in the fields of traffic engineering, transport planning and project management. Mr Redding's key responsibilities will be the day to day management of AECOM's development engineering and development planning teams in the North East.

Shaun Edwards takes up the position of senior consultant and will work on the delivery of development planning projects.

Both Mr Redding and Mr Edwards have extensive experience of development projects across the north east and beyond.

The appointments follow an

wake up at 7am in a hotel room in Seattle. It has been a fairly sleepless night as my body clock is out of sync: it is 11pm in England and during the past week, since arriving from the UK, I have visited Washington DC, Chicago and Milwaukee. However, I jump out of bed with enthusiasm.

I was motivated to apply for the CABE design skills scholarship because I was concerned about the waste of space underneath elevated sections of motorways in England. I wanted to identify and understand best practice in the use of such space. This involves visiting sites to view at first hand examples of good design and discussing projects with stakeholders.

Yesterday I met David Graves, a senior planner in Seattle, and we discussed their work in this area. Today I will visit sites – I pack a picnic and plenty of water into my knapsack before setting off. Very few people walk in the US if they have a car, but I make the decision to walk, cycle and use public transport wherever possible.

Being alone underneath elevated structures can be intimidating so I always dress down to try to blend in. I am aware of potential dangers

and wear trainers so that in the worst case scenario I am ready to sprint out of trouble – well, that's my theory anyway.

My first visit of the day is The Fremont Troll – a huge sculpture made of steel, wire, and concrete underneath an elevated road. I am overawed by the scale of the piece: underneath one of the troll's hands is a full size Volkswagen Beetle. There are lots of children (and some grown-ups) playing on the troll and the families I speak to inform me that the troll draws both locals and tourists. Every 31 October there is a 'Trollalloween' party where the community has a big get-together.

One of many other projects I visit during the day is the first ever Mountain Bike Skills Park, situated underneath the elevated Interstate 5 Freeway. It is fantastic and I am really surprised by how the community and dedicated enthusiastic stakeholders can make a real difference in how such spaces are used. I speak to the bikers and many tell me they practice there regularly throughout the year.

At the end of the day I visit the elevated Alaskan Way Viaduct along the seafront which is due to be demolished in 2016. This will open up the waterfront and begin to restore the

## people

increase in workload resulting from appointments on major schemes for clients such as supermarket operators Asda, Lidl, the University of York and the Highways Agency.

**□** London Councils' corporate director of services, **Nick Lester**, has been elected president of the European Parking Association (EPA). The EPA represents parking associations in Europe, including the British Parking Association. It works with the European Commission to develop parking guidelines for use across the continent.

Mr Lester, whose previous role was London Parking Director, has served on the board of the European Parking Association for five years and is also a director and past president of the British Parking Association.

**□** Consultants CEEMA and Engineering Force Consulting Engineers have formed CEEMA Force to consolidate their business in the Midlands, South West and London. CEEMA Force specialises in civil, structural and environmental engineering and management consultancy and the firm says it aims offer clients a more rounded package from design through to project implementation.

The directors of the company have over 40 years' combined experience. **Shane Charles** will head a dedicated transportation department.

**□** **Dr Mark Beecroft** has been appointed lecturer in Transport Studies at the Centre for Transport Research at the University of Aberdeen. He is currently a senior research fellow in the Transportation Research Group at the University of Southampton. At Aberdeen he will be looking to develop his research and teaching interests in the fields of transport policy, transport and society, transport futurology and intelligent transport systems.

The company is looking to expand to the North West and Scotland.



# Neil Hansen

**Neil Hansen** is a network strategy manager for the Highways Agency. He has recently been exploring the use of space underneath elevated roads in the US and Europe as part of CABE's (Commission for Architecture and the Built Environment) design skills scholarship programme.

shoreline and support a vibrant urban place. However, I am impressed with the existing tree planting and vegetation around the structure which ensures the elevated freeway is not 'in my face' as I stroll along the seafront watching the sun set over the Canadian mountains.

I am keen to bring the lessons learnt to England and work towards establishing projects to improve the environment at appropriate locations underneath elevated motorways. While I acknowledge there are often sound reasons not to carry out such works – what about the air quality, maintenance, etc? – I am a firm believer that people make a difference

and it doesn't have to be an all or nothing solution. I appreciate it won't be easy and am willing to challenge preconceptions and work with others to make good things happen.

**The CABE scholarships, now in their third year, have been set up to boost design awareness in professions that create and manage public space. Grants are available for people without design training who want to learn more about the effect good design can have on streets and highways, parks and green spaces, and public squares and neighbourhoods. To apply for the 2010 scholarships visit [www.cabe.org.uk/scholarships](http://www.cabe.org.uk/scholarships)**

# The Workplace Travel Plan Company

**T**he Workplace Travel Plan Company was established in 2006, as a spin off from a project management business involved in business relocations ([www.businessrelocationcompany.co.uk](http://www.businessrelocationcompany.co.uk)).

From 2000, the business relocation company had been increasingly involved in work place travel plans as a requirement or consequence of planning.

Once the business within a business became obvious, incorporation followed, which allowed the company to promote itself within the emerging field of travel planning. The firm promotes its origins in premises and business relocations and the understanding of just what it takes to change the travel behaviour of staff.

Today, the company has four main products: straightforward travel plan consultancy; an online software product, Travel Plan Builder, aimed at engaging smaller organisations ([www.travelplanbuilder.co.uk](http://www.travelplanbuilder.co.uk));

acting as the outsourced travel plan co-ordinator on major developments; and increasingly, involvement with flexible working as part of a client's business strategy on the efficient use of premises.

Often, all four components are at work on major developments. The directors of the company have different backgrounds which helps us to understand client needs.

The company acts for: single organisations who need travel plans pre- or post-planning or want them as part of their CSR commitment; developers for framework travel plans and those for their occupiers who are linked in by planning; and local authorities where the Travel Plan Builder product is rebranded and marketed free to users by the local authority, which helps them achieve targets for modal shift as contained in local transport plans.

Given the increasing emphasis on climate change and CO<sub>2</sub> emissions and transport and travel, the firm is confident about its future.

The company's origins lie in helping firms influence the travel behaviour of staff as part of a business relocation



### At a glance

#### Staff – Six.

Offices – Newcastle upon Tyne, but virtual via [www.workplacetravelp-lan.co.uk](http://www.workplacetravelp-lan.co.uk). The firm is used to working across the country.

Expertise – Workplace travel plans

across all sectors.

Contact – Peter Wignall, managing director

Email – [peter@workplacetravelp-lan.co.uk](mailto:peter@workplacetravelp-lan.co.uk)

Tel – 07890 161471

# Win Blood, Iron and Gold

**T**he opening of the Liverpool and Manchester Railway in 1830 marked the beginning of a revolution in transport. *Blood, Iron and Gold: How the Railways transformed the World* reveals the huge impact of the railways as they spread rapidly across the world, linking cities that had hitherto been isolated, stimulating both economic growth and social change on an unprecedented scale.

From Panama to the Punjab, Tasmania to Turin: in his latest book *Transport Times* columnist Christian Wolmar describes the vision and determination of the pioneers who developed railways that would one day span continents, as well as the labour of the navvies who endured horrific conditions to build this global network.

Wolmar shows how the rise of the train stimulated daring feats of engineering, architectural innovation and the rapid movement of people and

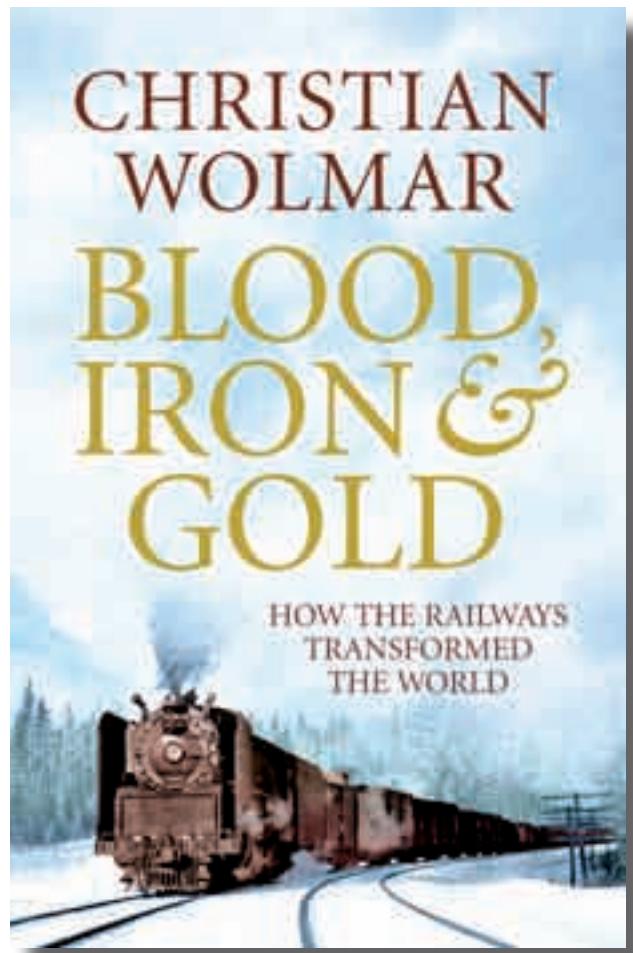
goods around the world. He shows how cultures were enriched – and destroyed – by the unrelenting construction and how the expansion of the railways was key to the making of the modern world.

*Blood, Iron and Gold* has just been published by Atlantic Books at £25.00 in hardback.

We have three copies to give away to *Transport Times* readers. All you have to do is answer the following questions:

1. What was first country in Latin America to have a railway?
2. In what state did the Central Pacific and Union Pacific railways meet?
3. How was Australia's first railway powered?

**Send your answers to [david.fowler@transporttimes.co.uk](mailto:david.fowler@transporttimes.co.uk) to arrive no later than Monday, 19 October 2009. The first three correct entries to be drawn at random after this date will be the winners.**



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**Lord Adonis, Secretary of State for Transport, June 2009**

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