

# transporttimes

The independent voice of transport

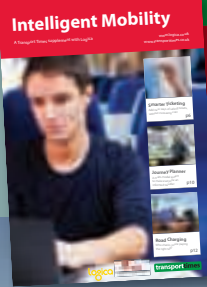
[www.transporttimes.co.uk](http://www.transporttimes.co.uk)

September 2012



**We will weigh the arguments on aviation**

Louise Ellman joins *Transport Times* p14



**Technology to shape the future**

16-page Logica/TT supplement inside



**Looking forward to the World Congress**

ITS systems on display in Vienna p30



**Change of flight plan**

What to expect from the new DfT team

# The Transport Hub

Rail | Infrastructure | Construction | Highways

TheRichWorks.co.uk is a leading industry portal for Rail, Infrastructure, Construction and Highways information. An independent, non competitive website which brings industry news and resources together in one convenient place.

For more information or to discuss advertising opportunities contact Susanne Ingham on 01254 588790 or: [info@TheRichWorks.co.uk](mailto:info@TheRichWorks.co.uk)

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



The image shows a hand reaching out to touch a central icon labeled 'rw' (TheRichWorks logo). Surrounding this central point are several overlapping, semi-transparent screenshots of the website's interface, each labeled with a category: 'Business Directory', 'Learning', 'Jobs', 'People Profiles', 'Resources', 'News', 'Contracts', 'Industry', and 'HSQE'. The background is a dark grey gradient.

**Register Now** and be part of it





Cover and page 28 illustrations: Dave Eastbury

Portrait photography: Simon Battensby

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

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

#### Editorial

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

Unit 27  
Beaufort Court  
Admirals Way,  
London E14 9XL

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

**Editor** David Fowler  
**Email** david.fowler@transporttimes.co.uk

**Associate Editor** Adam Raphael  
**Email** adam.raaphael@transporttimes.co.uk

**Contributing Editor, Policy** Katie Allister  
**Email** katie.allister@transporttimes.co.uk

**Production Editor** Rob Buckley  
**Email** rob@robbuckley.co.uk

#### Advertising

**Display and Recruitment:**  
**Sales Director** Isabel Poulton

**Tel** 01236 739577  
**Email** isabel.poulton@transporttimes.co.uk

#### Printer

Buxton Press Ltd  
Palace Road  
Buxton  
Derbyshire SK17 6AE

**ISSN 1759-1015**

© All rights reserved. No part of this publication may be reproduced in any form without the prior written permission of the publisher.

## How to get YOUR copy of **transporttimes**

Transport Times is designed to help keep transport professionals and those who work with them up to date with the latest developments in the field.

It is read by the people who make the important decisions on transport infrastructure and service provision at national, regional and local level.

Lots of people have asked for their own personal copy rather than having to wait for the office copy to hit their desk. They want to take advantage of our unrivalled feature, opinion and news coverage that helps keep them in the know and ahead of the game.

The annual subscription charge is £90. Just email subscriptions@transporttimes.co.uk for a subscription form, call 0845 262 0148, fax 020 7828 3803, or write to:

HPC Publishing  
Drury Lane  
St Leonards-on-Sea  
East Sussex TN38 9BJ

# transporttimes

issue no: 95 September 2012

## Reshuffle highlights government tensions

**T**here are two key questions which follow from the cabinet reshuffle as far as transport is concerned: what was the real reason Justine Greening was moved and what are the implications for transport policy with the new team?

There is no doubt that Justine Greening's resolute opposition to a third runway at Heathrow was a contributory factor in her removal from the transport portfolio. However, there was much more to it than this. This was about who controls transport policy and delivery: DfT or No 10 Downing Street? There was a concern at DfT that too many inexperienced young advisers at No 10 were trying to micro-manage. This is not new: remember John Prescott in 1998 reacting furiously to "teenyboppers" at No 10 becoming too involved in transport?

In politics, if you are part of the tight team at the centre of the Government you can survive policy disagreements. Ms Greening became distanced from the key people in government and as transport has become critical to the Government's economic agenda – indeed more critical than at any time in recent history – the prime minister needed someone in charge of transport who was singing from the same hymn sheet.

With the commission headed by Sir Howard Davies to examine runway capacity not reporting until after the next election this contentious issue was kicked far enough into the long grass to have allowed Justine to remain in post. For this to happen, she would have had to fall into line with the prime minister on ruling out a third runway at Heathrow for this parliament, but making no commitment beyond that. Instead the line she took was much harder, ruling out capacity increases at Heathrow forever.



**This was about who controls transport policy and delivery**

This conflicted with the remit of the Davies Commission and left the Government exposed to a judicial review by ruling out one specific option. It is true that this was consistent with election commitments, but expansion at Gatwick and Stansted were also ruled out in the Conservative manifesto and they were not ruled out of the running by the former Transport Secretary.

What are the implications for transport policy resulting from the reshuffle? Look out for the new team working hand in glove with No 10 on transport policy. The line on Heathrow is that a third runway is ruled out for this parliament but pronouncements beyond that will wait for the Davies Commission. Contrary to perceived opinion everyone in the aviation community will not be celebrating Justine Greening's departure. Apart from her opposition to the runway, BAA found her strong and decisive in dealing with thorny issues such as operational freedom and dealing with air traffic control and the Borders Agency – especially when it came to improving performance during the Olympics.

Justine Greening and the former rail and aviation minister

Theresa Villiers were both committed to sustainable transport. As London MPs they were big supporters of public transport and very sympathetic to the demands of the mayor of London. It remains to be seen if this applies to their successors. They will be full square behind the prime minister and chancellor in any spat with Boris.

The public calls from Boris for Justine to remain at transport were more than just a move to keep an ally of his on aviation in this key post. It was about a shared wider agenda on transport in the capital. I would expect Simon Burns, as an MP for Chelmsford, to ask some detailed questions on more devolution of rail powers to Transport for London to ensure that commuters from outside London are looked after.

The appointment of Stephen Hammond to the team as minister for roads and shipping is good news. Stephen impressed in his role as opposition transport spokesperson, which he held for almost five years up to the 2010 General Election. He has a good understanding of all modes of transport and his experience will be invaluable to the new team.

It's also reassuring that Norman Baker remains in post in charge of buses and local government. He has performed well and has remarkably found favour with all the diverse groups in the bus sector: operators, local authorities and PTEs.

The report card on the coalition's performance so far will be high marks for rail and bus but weak performance on roads (including road safety) and aviation. We wish the new team well.

*David Begg*

**David Begg is publisher of Transport Times.**



8



20



24



28

## ANALYSIS

### 5 NEW TRANSPORT TEAM

Cabinet reshuffle allows change of course on aviation

### 6 BUSES ACTION CALL

Greener Journeys calls for action on buses and the economy

### 7 SUBSIDY ISSUES

Subsidy proposals 'discriminate against quality contracts'

### 8 OLYMPIC PLAUDITS

London's transport sets new Olympic records

### 9 CAR DEPENDENCY

Study ranks Britain's least car dependent cities

## OPINION

### 10 JIM STEER

How Virgin transformed the West Coast franchise

### 11 TONY CIABURRO

Outlook for local councils: continued uncertainty

### 12 ADAM RAPHAEL

Private capital is the only solution for new roads

### 13 ANTHONY SMITH

Bus operators need to raise their game

### 14 LOUISE ELLMAN

We will weigh the arguments on aviation

### 15 BRIAN SIMPSON

Our rail freight policy is missing in action

### 16 PAULA-MARIE BROWN

Low carbon vehicles need a push from politicians

### 17 STUART THOMSON

Cities need more powers and less interference

### 18 JOHN STEWART

It's time to move beyond the aviation pub debate

## FEATURES

### 20 BACKBENCH RALLY

Patrick McLoughlin's appointment signals that David Cameron believes any problems selling transport policies lie mainly within Westminster, argues James Bethell

### 22 A PARTNERSHIP FOR BETTER SERVICES

Why ITAs want to run rail services in the north of England. And TfL

argues that it should run suburban services

### 26 PARTY CONFERENCES

Transport Times will have a strong presence at this year's conferences with fringe events on pressing transport policy issues

### 28 HELP THE BUS TO DRIVE GROWTH

Claire Haigh on the plan to maximise the bus's economic potential

### 30 ITS WORLD CONGRESS

David Fowler previews what's in store in Vienna next month

## REGULARS

### 34 PEOPLE

Who's moving where

# Bunching Busses?



Dispatchers of Nottingham City Transport can efficiently monitor and control the location of their vehicle.

Travel2020  
10 - 11 October 2012  
KIA Oval, London

Euro Bus Expo 2012  
6 - 8 November 2012  
Hall 5 T 80  
The NEC, Birmingham

INIT's AVL provides the most precise method of automatic vehicle location in the market allowing for resourceful statistical analysis to improve schedule adherence.

# init

0870.8904648 • sales@init.co.uk

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



# New team allows change of course on aviation

**T**ransport came in for a dramatic overhaul in David Cameron's government reshuffle this month.

Transport secretary Justine Greening was moved to the Department for International Development, to be replaced by former chief whip Patrick McLoughlin. Theresa Villiers, who had been shadow transport secretary from 2007-2010 and a transport minister since the last election, was promoted to Northern Ireland secretary. Road safety minister Mike Penning went with her as minister of state, making way for Simon Burns and Stephen Hammond. Of the transport team only Liberal Democrat Norman Baker remained in his post.

The changes were seen as paving the way for a change in government policy on aviation and the Heathrow third runway. There was an immediate move to set up a commission to look into the question of hub airport capacity under former CBI director-general Sir Howard Davies.

It is believed Justine Greening was moved partly because, as MP for Putney and with a history of campaigning against Heathrow

expansion, she went beyond Conservative policy which is to rule out a third runway only for this Parliament.

Mr McLoughlin, a former miner, is thought to have been chosen in an effort to rally backbench support for government policy on aviation and High Speed 2. Elected MP for West Derbyshire in 1986 (which was succeeded by his current constituency, Derbyshire Dales in 2010), he was parliamentary under-secretary of state at the DfT from 1989 to 1992. He joined the whips' office in 1995, becoming chief whip in May 2010.

The new minister of state is Simon Burns, elected as MP for Chelmsford in 1987. He also served in the whips' office from 2005-2010, since when he has been a junior health minister. He also held ministerial positions at the Treasury and Health between 1995 and 1997.

Stephen Hammond was elected MP for Wimbledon in 2005 and became a shadow transport minister later that year, remaining until the 2010 election when he was appointed parliamentary private secretary to communities and local government secretary



**The new team, led by Patrick McLoughlin, is expected to rally backbench support**

Eric Pickles.

At the time of going to press, details of ministerial responsibilities had not been announced.

**James Bethell, page 20**

## Hub decision delayed till after next election

**F**ormer CBI director-general Sir Howard Davies has been asked to head a commission to look into hub airport capacity in the UK in an attempt to build political consensus on the issue.

In a statement transport secretary Patrick McLoughlin said: "Successive Governments have sought to develop a credible long-term aviation policy to meet the international connectivity needs of the UK. In each case the policy has failed for want of trust in the process, consensus on the evidence upon which the policy was based and the difficulty of sustaining a challenging long-term policy through a change of Government. The country cannot afford

for this failure to continue."

The commission has been asked to identify and recommend "options for maintaining this country's status as an international hub for aviation". It will examine the scale and timing of any requirement for additional capacity "to maintain the UK's position as Europe's most important aviation hub", and identify and evaluate how any need for additional capacity should be met in the short, medium and long term.

It will provide an interim report in 2013 with recommendations for immediate action to improve the use of existing runway capacity, and a final report by the summer of 2015. This will set out its assessment

of the options for meeting the UK's international connectivity needs, and its recommendations "for the optimum approach to meeting any need... as expeditiously as possible".

A decision on whether to accept any of the recommendations of the final report will be taken by the next government.

With Liberal Democrat policy ruling out airport expansion in south-east England without a time limit, the 2015 date for the commission's final report was seen by many observers as an attempt to defuse the argument over airport capacity until after the next election.

However two other studies getting under way make this unlikely. London mayor Boris

Johnson has asked Cllr Daniel Moylan to lead an aviation policy unit at City Hall, and is understood to have appointed consultants to look into possible scenarios for Heathrow in the event of an Estuary Airport being built. And last week the Commons Transport Select Committee launched its own inquiry into government policy on aviation.

Writing in *Transport Times*, committee chair Louise Ellman said the committee wanted "to influence the Government, with sensible but challenging recommendations"

Both are expected to report in 2013.

**Louise Ellman, page 14**

# Greener Journeys calls for action on buses and the economy

Bus commuters generate over £64bn of economic output every year



**C**ampaign group Greener Journeys has unveiled a five-point plan to help buses boost economic growth.

The plan builds on the findings of July's report by Leeds University's Institute of Transport Studies, *Buses and Economic Growth* (*Transport Times*, July)

At a House of Commons launch, Greener Journeys called for better co-ordinated pro-bus policies and funding arrangements; good value, multi-operator ticketing; tax incentives for travelling by bus and support for travel planning; funding and support from Local Enterprise partnerships and other local bodies to help bus service improvements boost local economies; and closer partnership working between bus operators, businesses and local

**Fares must remain accessible to young people and the low paid, says Greener Journeys**

government.

In the keynote address at the launch, local transport minister Norman Baker said: "Buses are the mainstay of the public transport sector, carrying millions of passengers every day for business and leisure as well as helping to cut carbon by reducing congestion and replacing car journeys. And crucially, as this report highlights, buses are a keystone of the economy."

July's report quantified the contribution of bus services to the economy for the first time and found that bus commuters generate over £64bn of economic output every year. Over 400,000 people are in more productive jobs as a result of the bus, and one in ten bus commuters would be forced to look for another job if they could no longer commute by bus.

To capitalise on this, the Greener Journeys plan recommends:

**Creating the right public policy framework:** The wider economic impact of the bus system should be captured in appraisal and allocation of funds for bus infrastructure projects; and there should be better co-ordinated thinking between different government departments on the role of the bus. Planning decisions should take account of the role of public transport in giving people access to jobs.

**Meeting the needs of bus passengers:** This requires good value fares to be maintained to make sure bus services are accessible, particularly to low-income commuters and young people. Attractively priced multi-operator smartcard ticketing should be introduced where feasible.

**Supporting the bus in its role in the labour market:** This should be supported through tax incentives for travelling by bus; increased take-up of workplace travel plans with the bus as a core option; and travel planning assistance and fare offers for school leavers and the unemployed.

**Enabling businesses and local economies to benefit from bus services:** Local Enterprise Partnerships should prioritise funding for bus infrastructure projects. Business Improvement Districts should use part of their levies to help fund bus improvements. Town centre management groups should include the bus as part of town centre access strategies.

**Building strong alliances between bus operators, businesses and local government:** Effective local frameworks for closer working between the local business community, local bus operators and local authorities should be developed.

Greener Journeys chief executive Claire Haigh said: "In these difficult times we need to exploit the potential of the bus to stimulate jobs and growth. We need to match up unemployed people with jobs. For too many, cars are a luxury they can't afford, and buses provide essential access. This is why we are calling for fairer tax treatment for bus passengers, and measures like tax incentives for bus commuting."



# Subsidy proposals 'discriminate against quality contracts'

Local authorities opting to introduce bus quality contracts would be unlikely to receive funding under the Better Bus Areas scheme, under new proposals from the Department for Transport.

Last week local transport minister Norman Baker launched a consultation on proposals for the reform of bus subsidy including bus service operators grant, as outlined earlier this year (*TT*, April).

Under the plans BSOG for services run under contract to local authorities would be paid to the councils rather than the operator. BSOG would also be devolved in London and in Better Bus Areas. The changes will be introduced by next September.

The amount the DfT would pay for services run under contract would be broadly similar to the level of BSOG paid to opera-

tors for the services over the last 12 months for which data was available, and would be fixed.

Devolved funds would be ring-fenced for use on measures directly related to bus or passenger transport services only for a transitional period, to be reviewed at the next spending review.

Incentive payments to bus operators, currently added to BSOG for using low-carbon buses, automatic vehicle location equipment and smart ticketing equipment, would continue to be paid to operators, subject to review in 2014.

BSOG would be devolved to Transport for London from October 2013, and the Government proposes it would be funded through the Business Rate Retention scheme. The DfT will work with TfL on changeover arrangements.

In Better Bus Areas, to be designated via a competitive process for councils outside London, the

local authority would receive BSOG for services in the area covered, plus a top-up grant to be paid in summer 2013. Local authorities would have to demonstrate that their plans for using BSOG would produce greater benefits for the economy than current arrangements. Sheffield has been invited to be a "trailblazer" for the proposals. Guidance for local authorities will be issued later in the year.

The document points out that because BSOG decreases bus operating costs, to secure the support of bus operators councils will need to demonstrate that the BBA proposals will generate growth in bus patronage overall.

Close partnership between local authorities and operators will be "an essential criterion" for becoming a BBA. A local authority with plans for a quality contract scheme "would not be automatically ineligible to bid for BBA sta-

tus", the document says, but "this criterion would not be relaxed for authorities with plans for a QCS". Any authority both developing a QCS and seeking BBA status "would need to demonstrate the same standard of partnership working and support from local bus operators for the BBA bid as any other bidding authority", says the DfT.

David Brown, who leads on bus issues for the Passenger Transport Executive Group, said: "Over the last few years we have argued that decisions over how local bus subsidies are allocated are best made locally. Today's announcement shows that we have made progress. However, we are concerned that the effect of the Better Bus Area proposals will be to discriminate against those transport authorities for whom a quality contract is the most appropriate way forward for improving bus services."

## Greater partnership needed to improve bus services, says committee

The Government and the bus industry need to show more leadership to raise the standard of bus services, says the House of Commons Transport Select Committee in a new report published last week. Bus passengers are treated less favourably than rail passengers under government policy, despite the fact that more than three times as many people travel by bus than go by rail, said the report, *Competition in the Local Bus Market*.

Committee chair Louise Ellman said: "More than five billion journeys are made by bus in Great Britain each year, to workplaces, schools, shops and hospitals. While some bus services are good, too often passengers are dissatisfied with the reliability of the service, the level of fares and the need to buy another ticket if the trip involves two bus companies."

She added: "More competition among bus operators may



improve services in some areas but many routes simply cannot sustain more than one operator."

Outside London, the quality of bus services depended on partnerships between local authorities and the bus operators. Some partnerships, such as in Oxford, are working well "but effective partnership working needs to be developed more widely," Ms

Ellman said.

On the controversial question of bus franchising or quality contracts, the report concluded that franchising may be an appropriate option "in a minority of areas", but this would require additional subsidy and sustained political commitment.

The report continued: "Local authorities should be free

to choose between the partnership and franchise options and the Government should take an even-handed approach. In particular the Government's Better Bus Areas fund should be available to local authorities pursuing the franchise approach." This contradicts proposals in the latest Government consultation on bus subsidies (see above).

The five large companies which dominate the bus industry "should show greater leadership and address the long-term interests of bus passengers. They should lead the way with the introduction of multi-operator smartcards, service stability and passenger information", the committee said.

The committee concluded: "Widespread on-road competition between bus operators, as advocated by the Competition Commission, is probably unrealistic and may even be undesirable as this can lead to service instability."

# London's transport sets new Olympic records

**T**ransport for London, London 2012 and transport operators have won plaudits following the smooth operation of the capital's transport system during the Olympic and Paralympic Games.

Fear of chaos, overcrowded Tube trains and congestion on the roads due to the Olympic Route Network failed to materialise.

Figures released by TfL showed that the Underground carried record numbers of passengers, but road traffic in the centre of London was typically 15% lower than normal. Only 40% of Games lanes were typically in operation. Passengers and freight operators followed advice to plan ahead and change travel habits and delivery times to avoid hotspots.

Extensive preparation for the Games, ranging from wide-ranging public transport capacity improvements in the seven-year run-up to the Games to a comprehensive information and behaviour change campaign, appeared to have worked successfully.

London mayor Boris Johnson said: "Transport for London played a key role in making the London 2012 Games the great-



Underground train driver John Light carries the Olympic torch during the flame's arrival in London for the 2012 Games

est in history. The performance of London's transport network during the Games demonstrated what can be achieved through investment, effective planning and management, partnership working and the sheer hard work and dedication of staff at all levels of the organisation."

Caroline Pidgeon, chair of the London Assembly transport committee, expressed the hope that three key aspects of the Games would become part of a perma-

nent legacy: co-operation between transport operators, greater accessibility for mobility impaired users, and the changes in freight operators' arrangements.

She said: "All the different [passenger] operators communicated far better – I hope that continues in future for the benefit of all passengers."

TfL is reviewing the staffing implications of the continuing use of temporary ramps on Tube station platforms to allow

wheelchair users to get on and off easily. Ms Pidgeon said she hoped the accessibility improvements could be made permanent.

She said TfL's behaviour change campaign "clearly worked better than expected" both for passengers and freight. She added: "The freight industry and companies making deliveries really did change the way they operated," leading to less congestion on the roads. Making this permanent "would be a good legacy for the Games".

She also praised TfL for taking a "sensible" approach to enforcing Games lanes. It decided not to fine the few drivers who drove into one of the lanes reserved for Games traffic for a short distance, but only those who also committed another infringement such as making a banned turn. TfL also showed flexibility, she said, by switching off Games lanes when they were not needed.

Heathrow Airport's Games arrival and departure operation concluded successfully last week after 80 days. Quality scores for August awarded on the basis of passenger surveys were the highest ever recorded in their categories, at 4.3 out of 5 for arrivals and 4.27 for departures.

The arrival score reflected the successful execution of the Olympic arrival plan including full border manning, volunteers from TeamHeathrow, LOCOG and London Ambassadors, and athlete baggage assistance. At the Future Travel Experience Conference this month in Vancouver, Heathrow won the 2012 arrival award for its Olympic and Paralympic operation.

Michael Roberts, chief executive of the Association of Train Operating Companies, said: "With the eyes of the world on Britain, train companies helped deliver one of the best ever Games and ensured that travelling by train was among the most popular ways of getting to and from events."

The London Assembly transport committee will be conducting a full hearing into the legacy of the Games arrangements in November.

## Games transport in figures

Transport for London said: "Passengers listened to our travel advice and took sensible steps to avoid the busiest times and places. This meant that queues of 30 minutes or more on public transport and widespread road congestion were avoided and that the focus remained where it belonged – on the sport."

It added that around a third of regular public transport users changed their travel behaviour during both the Olympic and Paralympic Games. "They did not all stay at home or out of town: the majority simply changed the time or way they travelled to avoid travel hotspots."

TfL continued: "The way in which the Olympic and Paralympic Route Networks were implemented meant that athletes, spectators, officials and the

world's media got to their events on time while London's traffic continued to flow. The flexible use of Games Lanes meant that most of the time they were open to regular traffic." During the Olympics 40% of Games lanes were typically in operation each day, while during Paralympics only 30% were needed.

Traffic in central London was typically down by around 15% during the Olympics and by 5-10% during the Paralympics.

The public transport network carried record numbers of passengers, with extra services on the Tube, DLR and Overground. Many athletes left their official cars behind in favour of public transport.

**London Underground:** During the Olympics, over 62 million journeys were made on the Tube – up 35% on normal

levels. Tuesday 7 August was the busiest day in the Tube's history, with 4.57 million passengers.

**Docklands Light Railway:** Nearly 6.9 million journeys were made over the Olympics – up by over 100% on normal levels. Over 500,000 journeys on a single day were made for the first time on Friday 3 August.

**London Overground:** Over 6.3 million journeys were made during the Olympics – up 57% on normal levels.

**Barclays Cycle Hire:** In July 1m hires were made, with a daily record of 47,000 hires on 26 July.

**Emirates Air Line:** A million passengers have travelled on London's new cable car, in only two months since it opened. A record 31,964 journeys on Saturday 11 August made it the busiest day ever.



# Study ranks Britain's least car dependent cities

**L**ondon is England's least car-dependent city, followed by Brighton and Hove, and Nottingham, according to a new analysis by the Campaign for Better Transport.

The same three cities topped the inaugural Car Dependency Scorecard two years ago, but with London and Nottingham's positions reversed.

The top three owe their ranking to investment in transport and, in general, forward-looking travel plans, said the CBT. They were followed by Cambridge, Southampton and Plymouth.

At the other end of the scale, the most car-dependent cities were Wigan, Peterborough and Colchester.

To produce the rankings CBT selected three cities in each UK region, primarily on population data. They were then ranked on 19 indicators which reflect car dependency, in four categories: accessibility and planning; quality and uptake of public

transport; walking and cycling as alternatives; and driving and car use. The indicators were mainly drawn from publicly available data produced by the Department for Transport, the Department for Communities and Local Government, and Passenger Focus. CBT carried out additional analysis to produce information on the price of bus services and mode share of peak time journeys.

Campaign for Better Transport sustainable transport campaigner Sian Berry said: "The cities that have topped our ranking show how good planning and investing in transport infrastructure can provide decent transport alternatives and reduce the number of people having to make everyday journeys by car. Local authorities need to realise the most cost-effective way to reduce dependence is to invest in cheaper, more efficient public transport and build new developments that can be accessed by cycling and public transport."

The cities that ranked at the bottom of the table showed poor accessibility to key services and high numbers using cars to commute to work.

The full range of indicators was not available to allow cities in Scotland, Wales and Northern Ireland to be ranked.

## Tyne & Wear goes smarter

Tyne and Wear has been awarded £5m for sustainable transport schemes by the DfT.

The award to the Go Smarter to Work package is the final allocation from the DfT's Local Sustainable Transport Fund and is expected to attract an additional £2.7m in local funding.

Central to the project will be measures to relieve congestion on the A1 western bypass and make travelling to work in the area quicker and easier. There will be new infrastructure such as bus priority lanes, cycle and walking routes and cycle parking at key transport interchanges. Public

transport passengers will benefit from real-time travel information facilities.

Innovative ideas have been developed to help those in areas where accessing work can be a significant problem. Those living in remote rural areas will benefit from a scooter hire scheme to help them get to employment and training hubs.

Transport minister Norman Baker said: "The scheme we are funding will improve life for people in Tyne and Wear and show that cutting carbon and boosting economic growth and opportunity can go hand in hand. Our investment shows that we are serious about funding infrastructure where there is a clear business case for doing so. The money we are putting into this project will unlock much greater economic benefits for communities as well as improving the environment."

Since July 2011, the LSTF has provided schemes across England with a total of over £600m.

# County pioneers innovative plan to close infrastructure funding gap

**N**orthamptonshire County Council has approved an innovative proposal for funding key infrastructure projects needed to stimulate economic growth.

The plan involves bringing together funding from a range of sources including private sector developers to allow infrastructure to be built ahead of development, while minimising the funding gap the council has to bridge. The county would act as an overall backer of a project, instilling confidence in other participants such as developers.

The scheme, outlined in a paper by head of finance Matt Bowmer and director for environment, development and transport Tony Ciaburro, was approved at a meeting of the council's cabinet earlier this month.

The paper explains that North-

amptonshire faces an infrastructure deficit which needs to be bridged. Economic growth is needed and planned, but new infrastructure is critical to releasing this development and stimulating economic growth.

Problems identified with the current approach to infrastructure funding and financing include the fact there are many bidding processes. These are often lengthy and very resource-intensive. The processes and funding streams often act in "silos", managed separately, with different approaches and different drivers. "This means that joining-up funding is difficult, especially in a two-tier system of local government," says the paper.

The alternative proposes a joined-up approach to existing and new funding sources (including Section 106 funding, the Community Infrastructure Levy,

the New Homes Bonus and Local Business Rate Retention) to close the funding gap to an affordable level. In addition an upfront injection of finance from a developer, contractor or other external source would be identified, where possible, in order to close the gap still further.

There would be a new collaborative partnership between the developer/contractor, highway authority (the county council) and the local planning authority to pool funds and resources.

Following discussions with developers along these lines, three priority projects have been identified which lend themselves to the new approach. These are A45 Northampton to Daventry Development Link, the A43 Moulton Bypass, and the Wellingborough East Railway Bridge and Midland Road Link.

Financial modelling on the A45

link, with capital costs of £29m, showed that the cost of funding the project over the 40-year life of the scheme would be £54.7m. Income streams had been identified including £1.5m from Section 106 agreements, and £36.3m from the CIL, New Homes Bonus and business rate growth related to the scheme, leaving an average annual funding gap for the council to fill of £0.3m to £0.7m.

Similar analysis on the other two projects showed a total funding gap of only £1.05m annually.

The paper concluded that the new approach "has considerable merit and could make it possible to front-fund and deliver infrastructure to stimulate economic growth, if all the key parties work together".

The council will now go on to develop a detailed business case and will discuss how the DfT could support the approach.

# How Virgin transformed the West Coast franchise

Sir Richard Branson's tenure of its intercity franchise was a story of ambition and innovation backed by determination – and ultimately, success against the odds



**T**he intercity West Coast franchise has been contested just once before. Back in 1996, bidders had a choice. One option was a “plain vanilla” bid: no investment or service changes – just the challenge of surviving the West Coast Route Modernisation programme.

Or, for the really brave-hearted, there was a specified enhancement, with an infrastructure upgrade tacked on to WCRM, priced at a modest £150m, to support a service speed-up. This could only be achieved in practice by adopting tilting train technology.

As the last franchise to be let by OPRAF, the West Coast was perceived to be the most difficult to “get away”. Virgin won it, with their upgrade bid offering best overall value. Of course, there was scepticism about the feasibility of their bid, just as has been said of First Group this time round.

The circumstances were different 15 years ago: the risks were far greater. Nobody else believed the upgrade option was a runner, for a start. Yet for Virgin, there was no appeal in the alternative – a muddling-through type of franchise.

To learn anything from Virgin's experience, we need to understand the five key risks that franchisee faced.

The essence of Virgin's bid had been a view that demand would grow substantially over the 15-year franchise. Risk number one centred on replacing the entire train fleet. Virgin had to procure a tilting train fleet (precedent: APT – not encouraging), get it introduced on time and phase out the old fleet. It fell

to Virgin to specify what was needed from the new train, run the competitive tender process and procure the finance under a highly innovative train service availability contract – within the budget incorporated in the bid line. How times change. The DfT now does all this.

The new trains required a high level of systems integration, with the introduction of a new balise-based speed supervision system. This meant close cooperation between train builder Alstom and infrastructure provider Railtrack, spanning the track-train gap that had been opened up in the Railways Act just four years earlier.

The second risk was to successfully introduce the planned enhanced train service. This

**By the end of the franchise, Virgin's passenger and revenue figures were remarkably close to its forecasts of 15 years earlier**

would not just be the speed-up that OPRAF envisaged. Virgin wanted to double the service frequency too. This was a key part of Virgin's vision and what distinguished it from other franchises at the time. The expected growth had to be accommodated and converted into revenue.

To achieve this meant a radically different track access agreement. It would oblige Railtrack to undertake a much greater set of upgrade works – including, for instance, four-tracking the Trent Valley lines. In return, the franchisee would pay a hefty supplemental track charge. Most important was to make it absolutely clear that Railtrack had no alternative to delivering on its obligations. Fortunately, Railtrack, at the time, wanted to engage

in a risk and revenue sharing arrangement.

So both these fundamental risks were overcome with highly innovative contract arrangements. But then it would be down to delivery. Would the trains achieve the journey times and required reliability and availability in day-to-day operation? Would the backlog of track and signalling renewals and the various upgrades be completed on time? And could a reasonable service be maintained through the intense construction programme? Risks three, four and five.

Delivery proved immensely difficult. At the end of 1999, Railtrack dropped its plan to introduce what was then called transmission-based train control. The promised 140mph operation had to be cut back to 125mph. In 2000, Railtrack went into administration, and a year's progress was lost. The new Pendolino service started two years late in 2004 and, with a lot of help from OPRAF's successor, the SRA, the planned second stage service upgrade followed a few years later. But patronage had fallen in the meantime. Annual franchise payments are fixed, and unforgiving of delays. Virgin had a period of “contract management” to endure until it was allowed to revert to normal franchise terms.

But by the end of the franchise, Virgin was carrying levels of passengers and achieving revenue remarkably close to its earlier forecasts. Substantial increases in demand, revenue and franchise payments were achieved. A clear vision, luck, resolve and innovation in some measure all played a part. But essentially, this was a story of taking on a transformational challenge, and ultimately, succeeding. If its last ditch bid for a judicial review fails, Virgin Trains will be missed.

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



# Outlook for local councils: continued uncertainty

Arrangements for new Local Transport Boards and the next comprehensive spending review are making it impossible to predict how much money councils will get for local schemes

**F**ollowing a DfT consultation in January 2012 on the establishment of Local Transport Bodies (LTBs) to govern the delivery of local major transport schemes, local authorities and Local Enterprise Partnerships (LEPs) have been given a tight deadline of just eight weeks to confirm the geographic area of the proposed bodies. Agreement must be reached by 28 September, otherwise the DfT suggests it may intervene directly and set the boundaries itself, and may even punish local authorities that can't agree by reducing their funding allocation.

Meanwhile, the DfT's own target deadline for publishing the details of how LTBs will operate has slipped considerably, and great uncertainty remains. All this at a time when councils have been advised to continue preparing for significant budget cuts arising from the next comprehensive spending review, the timing and duration of which also remains uncertain. It may transpire that considerable effort has been spent in establishing new governance arrangements to oversee spending of a budget that falls woefully short.

According to the DfT there is no guarantee of the level of funding LTBs will receive. However, based on current trends, there could be around £1.1bn available for new local major schemes over the four years from 2015/16 to 2018/19. Councils have been advised that, as a contingency, they should prepare for allocations of as much as a third above and below this figure. This could mean that as little as £753m would be available for major schemes over the life of the spending review.

The consequence is that the likelihood of many truly "major" local transport schemes coming to fruition is slim indeed. To put this into context, local authority capital spending in the current financial year is forecast to be in

excess of £21bn, of which around £7bn will be spent on highways and transport infrastructure and services. This represents a further drop of 11% on top of the 13% reduction in expenditure on highways during 2011/12.

This also shows that local authorities are capable of managing, in a democratically accountable way, capital budgets for highways and transport almost seven times as great as those proposed for LTBs. If revenue expenditure on highways and transport is added into the mix then the major scheme allocation looks miniscule.

The 2010 comprehensive spending review set out plans to March 2015, just short of the date fixed for the next general elec-

**“The likelihood of many truly “major” local transport schemes coming to fruition is slim indeed**

tion. The next spending review would normally be set out prior to the termination of the current one. However, there is a view in local government that the coalition may be reluctant to set out a new four-year plan just before the election and that only a one-year plan will be announced instead, in order to comply with Treasury planning requirements.

Consequently, departmental budgets in Whitehall beyond 2015 remain uncertain. Despite this, there is a growing expectation that the government will shift its priority from revenue spending to capital investment in order to generate jobs in construction and infrastructure, which may help compensate for the 28% cut in local authority budgets. We're already seeing signs of this shift through the recent pledge by the Chancellor

to underwrite £50bn to finance private sector construction and housing projects. This funding is only available for schemes of "national" significance and to be eligible they must be ready to start within 12 months, which represents quite a challenge. While this initiative is to be welcomed it will do very little for local major transport schemes that can often provide a much quicker and higher return on the initial investment outlay, as pointed out by the Eddington Report.

Given the financial situation, there is little doubt that the search for alternative models for financing and constructing transport infrastructure will gain momentum. In my own county of Northamptonshire we are well advanced on this quest, but recognise the difficulties of manoeuvring through stringently enforced procurement rules and financial regulations which often act as a barrier.

We are already seeing pressure to remove road functions from the domain of local government (the National Road Maintenance Review for Scotland muses on the idea of setting up a new Roads Authority for Scotland) and a greater push towards shared services between local councils. The good news is that there are ways through the quagmire and, even in these difficult times, there are still potentially sufficient funds in the system to make a meaningful investment in major schemes – it's just that it's tied up in myriad separate budgets spread across a wide range of public organisations and quangos with their own priorities.

**Tony Ciaburro is corporate director for environment, development and transport at Northamptonshire County Council.**



# Private capital is the only solution for new roads

The choice facing motorists is to pay tolls or face worse congestion, while the Campaign for Better Transport's call for a moratorium on roadbuilding is a counsel of despair



**T**he government's plan to introduce tolls to finance improvements to existing roads is a step in the right direction. It is also brave, because asking drivers to pay for something which was previously free is not a route to political popularity. Yet given the urgent need to fund transport infrastructure at a time when public spending is being cut, it makes sense to attract private capital by requiring payment from those who will benefit from faster, more reliable road journeys.

Perhaps I shouldn't be surprised, but I was dismayed to read an attack on charging published recently by the Campaign for Better Transport (CBT), a pressure group which supports sustainable transport solutions. Its report, *Problems with Private Roads*, is unlikely to persuade many because it is poorly researched and argued. But it would be wrong to ignore it, because it reflects a strand of thinking which, if pursued, will be profoundly damaging to economic growth.

The CBT supports its call for what it describes as "a hiatus" on all new road projects for the next five years by claiming that privately-financed roads are risky for investors, poor value for taxpayers, and bad for motorists. It put forward as its prime example the 27-mile M6 Toll around Birmingham which it claims has been "a colossal and expensive failure" for all those involved.

No-one in or out of government now pretends that the 53-year M6 Toll contract was sensibly negotiated, but to claim that it has brought no benefits to anyone is myopic.

For a start, take CBT's claim that the tollway, costing £700m to build, has been a consistent loss-maker for its investor, Midland Expressways, a subsidiary of the giant Australian infrastructure company, Macquarie.

The argument could hardly be more wrong. The story of the M6 Toll is not its poor return to investors; it is rather that the terms on which the road was built were so lax as to be absurdly generous. Shortly after the road opened for business in 2003, a senior Macquarie executive, Dennis Eager, was sacked for boasting: "We can put up the tolls by whatever we like and start the tolls on day one at whatever we like." Since then, Macquarie has done its best to disguise the toll's profitability by judicious use of sub-debt and

**The terms on which the M6 Toll was built were so lax as to be absurdly generous**

shareholder loans, enabling it to pay not a penny of corporation tax to the Exchequer despite annual revenue of more than £50m.

In August 2006, Macquarie restructured Midland Expressway's senior debt through a £1bn loan, allowing it to reap an exceptional dividend of £392m, a 270% return on its investment with the bonus of not a penny of capital gains tax to pay. This financial trick can be played over and over again during the life of the contract, yielding more special dividends and shielding Macquarie's tax liabilities ad infinitum. Macquarie has made so much money from the M6 Toll, and stands to gain even more over the next 40 years, that it has felt obliged to offer to invest £112m of its own money to improve feeder roads in the West Midlands as a gesture of goodwill.

So much for the claim that the M6 has been bad for investors. How have motorists fared? The short answer is that all drivers, those who pay the toll and those who do not, have benefited, though not as much as they should have. Not surprisingly, the failure to regulate charges has reinforced the operator's interest to maximise revenues by increasing charges to the point at which repairs are minimised.

The result is that the car toll has nearly trebled to £5.50 and doubled for heavy lorries to £11 since the route opened, leading to less and less use, in particular by commercial vehicles. The route is currently operating at roughly one-third of its potential capacity, which in public policy terms is a disgrace. Despite this, even the Campaign for Better Transport has acknowledged that it has benefited journey times in peak periods. "Most of these journeys," it admits, "are more reliable, with fewer extreme delays."

Finally, we come to the public and taxpayer's interest. CBT argues that instead of promoting toll roads, the government should use what money it has to maintain existing roads and provide public transport alternatives to car use. But this is a counsel of despair.

Drivers want to be able to use their car for work and leisure. If the government does not meet this demand by building new roads, congestion and delays will get worse and worse. No-one expects or believes that public spending will be able to finance a big roadbuilding programme over the next decade, which leaves tolling as the only solution for the future. Queue or pay is the question that has to be faced.

**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.**



# Bus operators need to raise their game

Unreliability, lack of punctuality, anti-social behaviour, difficult to find information on fares and services: if not addressed, these are all things which can put people off using the bus, for good

**F**or those waiting at the bus stop, especially young people and disabled people, reliable, affordable buses can be a lifeline connecting them to jobs, education and a social life.

With 45% of bus passengers in Great Britain aged under 29, and more than one in four (29%) with a disability or long-term illness, it is critical that bus companies understand the needs of these groups before a generation of customers gives up on bus travel for good.

Passenger Focus carries out a yearly survey of bus passengers – we spoke to over 21,000 in 2012 – which is available at [www.passengerfocus.org.uk](http://www.passengerfocus.org.uk). We are looking in more depth at the needs of disabled passengers and will be publishing this analysis later in the year.

I gave evidence to the Youth Select Committee in July this year, looking at the lower satisfaction ratings that young people report for bus travel.

Only 44% of 16-18 year olds think that their bus ticket is value for money. This could be to do with the end of child fares – there can be a bit of a “cliff face” where child fares suddenly end and you are paying the full adult fare even though you may still be in education. It can also be difficult to find out about discounted fare options, especially as they differ by area.

We would encourage bus companies to smooth the path between child and adult fares so that progress is more gradual, and to consider how to make information on discounted fares more readily available.

More than 14% of the young people we surveyed reported having felt worried or concerned by the behaviour of other passengers on the bus. The most form of common anti-social behaviour was rowdiness and loud music – but a notable minority reported abusive or threatening

behaviour, and passengers consuming or under the influence of alcohol or drugs.

Among the people we spoke to, there was a real sense of powerlessness. Passengers feel that they can't challenge the behaviour and have to just sit tight during intimidating situations, hoping they don't get dragged in.

Another factor in passenger satisfaction was the reliability and punctuality of the service. Passenger Focus will publish some detailed research on punctuality later in the year. We already know that satisfaction with punctuality varies quite widely: from 64% very or fairly satisfied with the bus arriving on time in the West Midlands, to 81% in East Sussex.

Like most people, I have waited for a bus that never seems to

**Passengers feel they can't challenge anti-social behaviour and have to just sit tight during intimidating situations**

turn up; even in the age of social media and mobile technology the information available to passengers can be patchy.

The rail industry has upped its game in providing information and I hope to see the same happening with bus operators. With today's technology, it should be as easy to plan a route using local bus services as it is to plan a train trip. Already in London and other parts of the country you can check whether your bus is running late via a smartphone; I'd like to see this available across the country.

Passengers have told us that they don't just need to rely on the bus being there within a few minutes of schedule – they also need it to be there in six months'

time. With budget cuts, local authorities and bus companies have had to make changes and service reductions. People tell us that there are posters up at bus stops saying that the service is ending in six months, and then it doesn't and it is preserved for another three months.

How can people build their lives around that? Passengers need certainty. They need to know that the bus is going to turn up to take them to school, college, or work. Otherwise they will stop using the service and any reprieve will be pointless.

A good way to keep passengers engaged during changes and cuts is to make sure they are properly consulted. That's why we have produced a report demonstrating how changes can affect passengers and local communities.

We will also be launching a toolkit for local authorities to help them more easily reach and consult passengers.

We are already preparing for the next round of our Bus Passenger Survey, which will cover a representative sample of the country. This will be published in 2013. If you want to work with us to commission some bespoke research, please contact us by emailing [ian.wright@passengerfocus.org.uk](mailto:ian.wright@passengerfocus.org.uk).

**Anthony Smith is chief executive of Passenger Focus.**



**Satisfaction with bus punctuality varies from 64% to 81% across the UK**



# We will weigh the arguments on aviation

*Transport Times* is delighted to welcome Louise Ellman MP, chair of the Commons Transport Select Committee, as one of our regular commentators. In her first bi-monthly column she sets out the committee's approach in its forthcoming inquiry into airport capacity



**T**here are few longer running sagas in British politics than the question of where to build additional runway capacity in south-east England. As long ago as 1958 there were calls for Heathrow to be relocated to the Thames Estuary, because of the impact of aircraft noise in south-west London. Edward Heath's Government brought forward a scheme to develop a new airport at Maplin Sands in Essex but this was abandoned by Labour in 1974, in part because there were doubts about whether extra airport capacity was needed.

The Transport Select Committee has only been in existence since 1979 but has looked at the Government's aviation strategy on six occasions, most recently in 2009-10. Back in 1984 the Committee heard that capacity constraints at Heathrow had been identified six years earlier and the committee discussed whether the development of Stansted could relieve the pressure. By the 1990s the focus was clearly on where to site additional runway capacity in the South East and the impact on the UK's competitiveness of failing to do so.

In 1991 the Parliamentary under-secretary of state for transport, one Patrick McLoughlin, talked about future runway capacity as a "longer-term issue directed to the year 2005 or thereabouts". More than 20 years later he is again faced with the same question, little progress having been made in the intervening period.

Given this background it is scarcely surprising that the debate over airport capacity in the South East has again intensified. A key part of this is the importance of a hub airport for international connectivity. The previous Labour Government had decided in favour of build-

ing a third runway at Heathrow, conditional on environmental and air quality criteria being met and additional ground transport capacity being added. The current Government is committed not to support additional runway capacity at Heathrow, Gatwick or Stansted. Instead it has concentrated on working the existing capacity harder, no easy task at Heathrow where runway utilisation is close to 100%.

Business groups have questioned whether the UK can maintain its competitiveness without developing new aviation links, particularly to China and the Far East. A recent study for the British Chambers of

**We want to influence the Government, with sensible but challenging recommendations**

Commerce has suggested that if no new airport planning permissions are granted by 2030, GDP would be £5bn lower than would otherwise be the case.

There are clear signs that the Government, or at least the Conservative elements of it, are beginning to reconsider their opposition to extra runway capacity. An independent commission, chaired by Sir Howard Davies, is being set up to make recommendations about "maintaining this country's status as an international hub for aviation". Numerous schemes for providing additional capacity have been put forward but the two main contenders are a third runway at Heathrow and a new airport in the Thames Estuary. The commission will publish an interim report at the end of next year and a final one after the next election.

The Transport Committee has launched its own inquiry into

the Government's aviation strategy, which will include consideration of the hub airport issue.

Select committees can play an important role in shaping the debate on the important political questions facing the nation. Parliament must be involved in decisions about airport expansion. We will approach the hub airport question with an open mind and consider all the arguments. We want to hear all sides of the debate, including evidence on the environmental impact of major airports, which must not be overlooked. Our process will be open and transparent. We intend to report in the first part of 2013.

We want to influence the Government, with sensible but challenging recommendations based on the evidence we hear. We will want to explore why the UK might need a step-change in aviation capacity and, if so, where that should happen. We will consider the importance of regional airports and the contribution they make. Improving the passenger experience at airports is also essential and we will also assess the impact of Air Passenger Duty on the aviation sector.

The Transport Select Committee has an exciting opportunity to contribute to this vital debate on the UK's aviation strategy. The decisions taken now will affect the UK's economy for decades to come. The price of making the wrong choices will be high.

I am confident that we can assist the Government, identifying the most effective solution.

**Louise Ellman MP is chair of the House of Commons Transport Select Committee and Labour MP for Liverpool Riverside.**



# Our rail freight policy is missing in action

Britain seems unaware of huge market opportunities emerging for rail freight in Europe, Russia, and even as an alternative to shipping goods to and from China. If the UK is not to miss out, it's time to wake up

**W**hen asked to comment soon after the Japanese attack on Pearl Harbour in December 1941, Admiral Yamamoto famously said: "I fear we may have just awoken the sleeping giant."

In railway terms it appears to me that the sleeping giant is Russian Railways and, under the astute leadership of Vladimir Yakunin, it is very much awakening from its slumber.

In recent years great efforts have been made by Russian Railways not only to embrace the EU's rail lines but also to re-forge partnerships with the wider 1520mm gauge countries of the former Soviet Union. Russian Railways is on the move, and a moving giant of this size needs to be taken very seriously indeed.

A broad overview of the figures puts into perspective the size of the operation. Some 86,000km of track, over 1 million employees, a freight performance of 2116 billion tonne-km and 176 billion passenger-km achieved in 2008. This in addition to a business that makes up 2.5% of Russia's GDP and an investment programme of \$450bn over the next 18 years (which will include new lines and new rolling stock orders that make UK efforts pale into insignificance).

It is the issue of investment that I think needs close attention. Russian suppliers admit that they cannot meet the demand surge expected of Russian Railways, leaving an ideal opportunity for British and European companies to fill the gap. Yet when I recently attended a 1520-gauge conference in Sochi, Russia, which had the theme "Bridging Europe and Asia", I was surprised to find that the rail supply industry was represented solely by Germany. Deutsche Bahn sent its chief, DB

Logistics was plastered all about the shop and Siemens had pride of place with its Russian high speed train. Yet UK plc was, to use a military phrase, 'missing in action'.

I realise that dealing with Russia can be tough, but the Germans seem to have managed it, so where are the Brits? Is the UK no longer interested in supplying other countries, or have we just given up and elected to stick to our own domain? If either scenario is accurate then it is no wonder we are in a mess.

The conference in Sochi had over 2,000 delegates from 1520 gauge countries as well as standard gauge representation. The

**Is the UK no longer interested in supplying other countries, or have we just given up and elected to stick to our own domain?**

Baltic states were there, Austria and Finland were there, even Afghanistan was there. The Germans sent their transport minister Peter Ramsauer, flanked by ministers from another ten or so countries. As for the Brits, there was me, a journalist from *Railway Engineering* and one of European commissioner Siim Kallas's staff members. A grand total of three!

Russia is a huge market that is only going to get bigger – but as it stands today, Britain is not even at the races. Somebody in UK plc needs to start smelling the coffee pretty quickly.

The main focus of the Sochi conference was the development of rail freight. With sulphur emissions on shipping now being controlled by the International Maritime Organisation and Chinese ports reaching capacity, a vision for taking

freight from China to Europe via Russia is taking hold. Already one German car manufacturer saves both time and money by using rail to send spare parts from Germany to China. There are still problems to overcome in both the technical and legal areas but the European Rail Agency (ERA) and its "Soviet" counterpart the Organisation for the Cooperation of Railways (OSJD) are now working more closely in order at least to resolve the technical issues. In addition, the ERA is investigating the convergence of 1435 and 1520 gauges, and has firmly involved Russia in this work.

With the determination brought by Mr Yakunin I have no doubt that significant progress will be made. Which prompts the question: "What is our vision in the UK for the rail freight sector?" That is of course if such a vision exists in the first place.

Our reality is still one of treating rail freight as some kind of second-class citizen. I'm not sure here in Britain we even have a rail freight strategy but, if we do, it is very much centred on domestic needs and not international traffic. Which is probably why we lag behind our main competitors in Europe and have a huge influx of foreign lorries on our roads.

Surely the time is now right to tear up the Treaty of Canterbury, reduce rail freight track charges and allow freight more access to our main lines (and, dare I say it, access to HS2 when it's built).

After all, if in the future there will be freight trains running from Shanghai to Vienna, we must surely be able to run them from Munich to Manchester.

**Brian Simpson is MEP for the North West of England and chairman of the European Parliament Transport and Tourism Committee.**



# Low carbon vehicles need a push from politicians

A new study of expert views on the future of low carbon vehicles by the Institution of Engineering and Technology identified obstacles to their greater acceptance, says **Paula-Marie Brown**



**Paula-Marie Brown:** "Use of LCVs in company fleets would increase familiarity"

**A** lack of political will to promote the use of low carbon vehicles means there's unlikely to be an increase in their use in the next 15 years. This is one of the key findings from the IET's latest transport sector Insight study, which consulted experts from academia and industry. The study looked at the political, social, economic, technological and global considerations affecting the wider introduction of LCVs in the UK.

The experts were pessimistic about the level of political will. One of the restrictions identified to LCV rollout is that the economy takes priority over green issues. Taxes and jobs from petrol vehicles are too valuable to put at risk and politicians are more concerned about jobs and growth than the environment.

The interaction between core transport departments is seen to be weak, as is a lack of EU pressure to incentivise the LCV market. Governments appear reluctant to push ahead of public opinion in this area.

Patterns of car ownership and use determine how society views the acceptability of LCVs. Experts felt that people buy a car suitable for the occasional longer trip, or with extra capacity when needed, rather than for frequent shorter one-person journeys which are more typical.

Most journeys are under 100 miles, the range of most LCVs, so good integration with public transport, providing easy interaction with road journeys, would encourage greater use of LCVs for longer journeys.

Technological developments could help change attitudes, specifically over the questions of "range anxiety" and safety. An increasing use of LCVs in company fleets would generate a greater familiarity with their characteristics and would help overcome concerns.

The main issue is there is not

yet an awareness of the importance of the need to reduce carbon dioxide emissions, and an attitude that climate change is "somebody else's problem".

From an economic perspective, the purchase of LCVs is determined by two factors: relative price and performance. The increase in the quality of cars over recent years means there are more older cars on the roads, and as a result the evolution of the overall fleet is slower than before.

The high up-front price of LCVs is significant, though educating people to consider whole-life costs can help reduce this barrier, especially as petrol prices remain high. LCVs also

**The UK grid may lack the generation capacity for an increase in the use of LCVs**

need to be seen to be as good as their petrol equivalents. Some experts felt if local authorities continued to introduce more 20pmh limits, there would be a less incentive to have a high powered car.

The primary concern of motorists seems to be whether LCVs would have adequate range, though in practice 85% of existing journeys are less than 20 miles. This can be addressed through a recharging infrastructure with faster and convenient recharging at home and at work.

From a technology viewpoint, an issue identified is that electric and hybrid vehicles will only lead to a reduction in carbon emissions if electricity generation itself moves away from fossil fuels. The UK grid may lack the generation capacity for an increase in the use of LCVs, so there will need to be improvements in the energy infrastructure, with smart grids

for demand management and storage in the network.

The primary area for improvement is in battery technology. Some experts pointed out that necessary technological developments were already being researched and that we would see major change within 7-10 years.

An interesting area of technological development is the increased use of IT. Improved and easier to access information on available charging points and public transport links are obvious opportunities. Improved car hire booking schemes and associated payment systems could also improve LCV rollout.

As the motor manufacturing industry is global, LCV introduction in the UK will be affected by developments elsewhere. Japanese expenditure on fuel cell technology is twice as much as that of the EU or USA.

The car market in the EU has become saturated, though in developing countries there is substantial growth. Developing countries may adopt new technologies more quickly than the West; China is already investing in research on electric vehicles, advanced design and technology research, and primary R&D in transport.

The petrol price in North America will be a major factor. The US automobile industry had a major shock over the last few years with the increased price of oil and gas and seems to be considering the transition to LCVs seriously.

The experts concluded that an approach which addresses the interaction of all these factors is required if LCVs are to form a major part of any future transport strategy.

**Download the full insight at [www.theiet.org/sectors/transport](http://www.theiet.org/sectors/transport)**

**Paula-Marie Brown is head of transport sector at the Institution of Engineering and Technology (IET)**



# Cities need more powers and less interference

The recent City Deals, in which powers were devolved to major cities, is just the start. The Government must do more to let go of central policies and funding streams, says **Stuart Thomson**

**T**he growth of urban areas is a worldwide phenomenon but the recent publication of figures from the 2011 census showed the largest increase in the population of England and Wales since records began in 1801. The population of the UK is on course to reach over 73 million by 2035.

While our population is currently growing at around 7%, London is growing at almost twice that rate, at 12%. Coping with over 10 million more people will clearly affect all forms of infrastructure, not least transport. This needs to be planned for now.

Part of the Government's answer to these challenges has been to devolve powers to cities themselves so that they can make the choices necessary for a successful future. This is a necessary but not sufficient step. The Government needs to realise that cities need more powers and less interference.

Cities are critical to future economic development and growth but they also need to be nice places to live, in order to attract the skilled workforce they want.

City Deals have recently been agreed with all eight core cities – Birmingham, Bristol, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield. Each deal is tailored to the needs of each city and provides the funds, powers and flexibility they need to achieve their aims.

Transport features heavily in each of the deals (except Birmingham's). There are also agreements on new finance and investment streams, and an emphasis on employment and skill development, and business support services.

The City Deals include the devolution of transport powers and funding as well as powers over rail franchise management. Different models of governance apply to different cities, chosen to reflect local requirements and geographical and economic spread. There is a mix of mayors,

combined authorities, and local enterprise partnerships (LEPs).

LEPs, being business-led, provide a commercial and entrepreneurial dimension to local decisions. They can feed business needs directly into the decision-making process. However, the government appreciates that the LEPs have varied in quality and achievement, to date. This means that some areas are less plugged into business needs. As transport always ranks highly as a key priority for business this may affect how seriously it is treated as an issue.

The success of the first round of City Deals is critical for the prospects of further devolution.

**If we stick to the traditional way of allocating finance, spending will continue to go to London with other cities fighting for scraps**

It will also be important that a sufficient number and diversity of cities put themselves forward for the second wave. The Government needs to continue to drive City Deals forward if they are to be successful, and this means continuing to let go of previously centrally-controlled policies and funding streams.

It also needs to ensure that governance models are compatible with existing cross-border decision-making structures, such as ITAs and PTEs. Too often, the lofty aims of one government department fail to appreciate the realities of existing policies of another.

However, there remain a number of challenges which cities and government need to work through. The whole country needs London to continue to be a leading global city. Yet London

dominates our national economy in a way that few other cities across the globe do domestically. If there is to be a "rebalancing of the economy" and other cities are not to become second class we need to look at where investment is made.

Much of this is down to national decisions. If we stick to the traditional way of allocating finance and deciding on projects, spending will continue to go to London with other cities fighting for scraps from the table.

How larger-scale transport projects, what we used to think of as regional priorities, are to come forward and who will champion them has still to be fully addressed. The duty to co-operate in relation to sustainable development, introduced by the Localism Act, may help but it has yet to have any real impact.

There are also planning and spatial issues to address. These affect not just accessibility but also how attractive a city is to live and work in, which again affects its economics. There needs to be a discussion about the way that land is used, urban design issues, and maybe even the role of the green belt.

Cities cannot be allowed to act as a series of sole traders. Central government retains a role in insisting on joined-up thinking and providing a solid base for the cities to compete from.

While significant progress has been made, the government and the DfT must continue to consider the powers, structures and funding mechanisms which are needed to address the urban challenge. If the DfT really is working on a long-term vision for transport, the opportunity should be grasped to put cities should be at the vision's heart. Otherwise infrastructure, particularly transport, will not be up to the challenge.

**Stuart Thomson is public affairs consultant at Bircham Dyson Bell**



**Stuart Thomson: "Cities are crucial to future economic development"**



**BIRCHAM DYSON BELL**

# It's time to move beyond the aviation pub debate

As the Government announces the Davies Commission to look at UK airport capacity, **John Stewart** takes issue with arguments that the UK is being left behind in the race for international connectivity



John Stewart: "Estuary airport would unite opponents"

**R**ecently, it has happened frequently. When I've met up with friends for a drink, their first comment invariably has been: "So you must be busy again, with the third runway back on the agenda."

I patiently explain that it is still the policy of all three main political parties to oppose further expansion at Heathrow. They shrug their shoulders, unconvinced.

Their reaction is a testament to the success of the aviation industry-led marketing campaign mounted with relentless intensity in recent months. Its message has been carried by our television programmes, through the pages of our newspapers and even on adverts in Underground stations: we need more airport capacity or the UK economy will suffer. We are told of Chinese firms which have (allegedly) located in Paris because their home city had no direct flights to Heathrow.

The industry has been trying to regain the initiative after its shock at the Government's decision to rule out new runways at Heathrow, Stansted and Gatwick. But it has produced little new evidence to back up its advertising slogans. In an interview with the *Evening Standard* on 25 June, Justine Greening, then Transport Secretary, memorably dismissed it as a "pub-style" debate.

And, of course, as we now know, the marketing campaign has influenced two key decisions. Greening has been moved from the Department for Transport, and Heathrow will now be considered as an option when the Government-appointed Davies Commission assesses whether extra airport capacity might be needed to maintain the UK's excellent connectivity with the rest of the world.

And that is the first point to make: Britain is not falling behind other European countries. London remains the best-connected city in Europe. The influential

Cushman & Wakefield survey, *The European Cities Monitor 2011*, based on interviews with the bosses from Europe's 501 largest firms, found London was the top European city for business because it had the best external transport links, internal transport and telecommunications.

These findings were reinforced by *International Air Connectivity for Business*, published last year by WWF and AirportWatch, which showed London, with six airports and seven runways, has more flights than its European rivals to key business destinations in every continent except South America.

But what of the future? The Department for Transport has

**The safest assumption is that airport capacity in Western Europe will remain much as it is now**

concluded the UK will not need extra airport capacity until nearly 2030. The Government has time to gather hard evidence about future demand.

To assess that demand the Government will need to consider some key factors: rising oil prices; greater use of videoconferencing by business (the DfT has assumed that "the increasing availability of videoconferencing facilities will result in a 10% reduction in business air travel by 2050"); tougher measures to tackle climate and noise; the levels of tax paid by the aviation industry; and the rise in the UK population. It will also need to take a view on the level of expansion that might take place in other European countries and on the political viability of building a third runway at Heathrow or an Estuary airport.

These last two factors have been overlooked in the current debate. It has been assumed other

European airports will continue to expand. The evidence suggests otherwise.

Public opposition to new runways in western Europe is huge, though unreported in the UK. A fourth runway at Frankfurt was only built in the teeth of massive protests. And since its opening last October, up to 5,000 residents have occupied the terminal every Monday in protest against impact of the new flight paths. In Munich earlier this year residents blocked a third runway in a city-wide referendum.

Plans for Nantes International Airport have stalled in the face of international opposition, including a 28-day hunger strike by protesters. The safest assumption is that airport capacity in western Europe will remain much as it is now over the coming decades.

The last Government tried and failed to build a third runway at Heathrow. All three main political parties now realise that to try again would risk another reverse. It would make political and economic sense for the country to accept this and move on.

I believe it would be equally difficult to build an Estuary airport, given the opposition it would generate. It would unite local communities, environmentalists, many workers in west London and direct action activists. It would also face opposition from many in the business community, including large sections of the aviation industry. And would any government really be prepared to shut down Heathrow?

These are the hard political realities which will frame decisions about future airport capacity. I don't know the answers. But I know they need to be based on hard evidence rather than marketing slogans. It's time to come out of the pub. We will soon discover whether the Davies Commission will be a useful tool in doing that.

**John Stewart is chair of HACAN and chair of Airport Watch**



# EUROPEAN RAIL AWARDS

Scheduled to arrive in London  
on 12 November 2013

The European Rail Awards are about bringing the euro rail network together to celebrate its achievements in providing efficient, high quality and safe connectivity across Europe; reducing Europe's emission of greenhouse gases; boosting jobs and economic growth; and facilitating European competitiveness.

**The Awards aim to:**

- reward and encourage European railway excellence and innovation
- disseminate the very best practice throughout Europe
- promote inter-operability to achieve seamless rail travel across the whole of Europe

Entries will be assessed by a top level, distinguished panel of six MEP judges from the European Parliament's Transport and Tourism Committee (including Committee Chair and Vice Chair).

Entries will be accepted up to **19 April 2013**.

[europeanrailawards.com](http://europeanrailawards.com)

# Ex-whip's job is to rally the backbenches

Patrick McLoughlin's appointment as Transport Secretary signals that David Cameron believes any problems selling transport policies lie mainly within Westminster, argues **James Bethell**



**Above:** Patrick McLoughlin  
**Top right:** Simon Burns  
**Bottom right:** Stephen Hammond (right) with Norman Baker at a *Transport Times* conference in 2010

**H**e is a strike-breaking miner who spoke against the National Union of Mine-workers at the Conservative Party Conference at the height of Scargillism. He won a hard-fought mid-term by-election and as an MP quickly became a Thatcherite loyalist.

He carried out three jobs in the foothills of ministerial life at the end of the last Conservative administration – transport (1989-1992), employment (1992-1993) and DTI (1993-1994) before starting the role he became synonymous with – a Conservative whip.

He has spent 17 years in the darkness, committed to executing the Conservative leader's will in Parliament. He was an enforcer during the Maastricht rebellion when the Conservative Party tore itself to shreds, through the long years of Opposition and, as chief whip, during the difficult compromises of Coalition politics.

This month, the miner's son who became a political Gollum comes blinking into the daylight. Patrick McLoughlin has been handed the transport brief at a time of backbench discontent and business anger, particularly on aviation

and rail policy.

No wonder many feel confused. Mr McLoughlin's CV is enough to set hopes soaring among those who oppose the coalition's policies on the Heathrow third runway and High Speed 2. But the stereotype of the loyal, Thatcherite, northern toughie swinging into town to tidy up a department out of control and to snuff out badly-negotiated coalition commitments is too crude.

In practice, McLoughlin is not a Long Corridor arm twister or whips' office waterboarder. His head is not buried the whip's mythical book of sin. His phone does not vibrate with calls from lobby journalists seeking the latest dirt on uppity back-benchers. He is from the Midlands, not the North. And he fought for his Derbyshire Dales seat: he did not inherit a cushy five-figure majority.

His character is more open and his style more gentle than might be supposed, which is why he was chosen to manage the backbenches after the election came up short of the sort of majority the "treat them mean" school of government whips would prefer.

He cares greatly about road safety in the Derbyshire dales, where dramatic Peak District switchbacks are dotted with bouquets in memory of fallen motorcyclists. But he is not a transport anorak: he has hardly spoken on transport since he left the department 20 years ago.

Ideologically, Mr McLoughlin is not a new intake, pro-growth free marketeer who spends his time demanding we kick-start the economy with new runways – he is more pragmatic than that. Nor is he the sort of shire Thatcherite with an instinctive suspicion of socialised transport and passion for the freedom of the road: he is a working-class Tory who understands the importance of transport for those looking for jobs.

In style, Mr McLoughlin is quite different from previous secretaries of state. He is not a visionary like Lord Adonis. He is not a salesman and developer like Philip Hammond. And he does not have the emotional commitment to transport of Justine Greening.

The feedback we get from the top tier of Government regarding the appointment of Mr McLoughlin and his



friend Simon Burns is relatively simple. Patrick is a government loyalist with a very specific job to perform, we are told. His brief is to achieve the objectives for transport policy set out in the coalition agreement.

Of these, the most awkward is the much-needed resolution of Britain's aviation capacity issues without resorting to the building of a politically-unacceptable and short-termist runway in the London suburbs. The Government has kicked the can down the road with Howard Davies's aviation commission and his objective will be to keep it there.

The most time-consuming task will be steering HS2 legislation through Parliament. The Government has cut the timing of the Hybrid Bill very fine – Lord Adonis has called for the timetable to be brought forward. The backbench opposition has additional firepower from newly-demoted ministers such as Cheryl Gillan and Michael Fabricant in the Commons, and long-standing opponents like Lord Astor (the prime minister's father-in-law) in the Lords.

Lastly, there is the long-awaited, politically nerve-racking review of financing the strategic road network. The Treasury has worked hard on this over the summer and its recommendations will, most likely, require decision-making before Christmas (the likelihood is a recommendation to turn our motorways and A-roads into a regulated national asset, much like the water companies, to generate fresh investment, and to shelve any plans for funding through marginal pricing until the principle of independent financing is well established).

Mr McLoughlin will be complemented by his old friend Simon Burns who earned himself a reputation, as a health minister, as a bit of a legend for his laddish smoker's corner repartee, his convertible Ford Focus and deft handling of a challenging media brief. We're more likely to see Burns on Newsnight than McLoughlin.

The transport industry knows Stephen Hammond better. In opposition, he drafted the Conservative Party's rail review and its strategy for a high speed rail network for the UK. He spearheaded the opposition's response to, among others, the Concessionary Bus Fares Act, the Crossrail Act and the Local Transport Act. A former banker and Wimbledon resident, he brings intellectual brawn and the experience of a London commuter.

David Cameron spent many hours this summer fine-tuning this reshuffle to put the right people in place to sell policies better. It is difficult to predict how they will be judged.

Mr Cameron hopes that Jeremy Hunt will be the right person to sell health

reforms to doctors. For transport, his problems seem to be largely parliamentary, so Downing Street is hoping that this is the right team to get MPs back onside.

In this regard, many will welcome his appointment because the department's efforts to mobilise the latent parliamentary support for its policies were not meeting the challenge – HS2 is a good example. Many will welcome this new focus on the parliamentary sell-in.

But the challenge is bigger than that.

It's no longer enough for ministers to simply keep MPs onside and tell everyone else what to do. The transport industry has gone through its own *glasnost* and it needs ministers who can sell the department's vision and achievements. Specifically, the money has run out, so finance providers are crucial. Passengers are voters and transport can become an electoral issue. Growth has stalled so business seeks a boost from investment and better links for long-term improvements to competitiveness.

One wonders how much energy will be committed by the new team to the vitally important task of selling the vision of HS2, or bringing together a new consensus on aviation, or addressing public sense of outrage towards new road pricing models.

The coming months will show whether David Cameron's calculations were correct.

**James Bethell is director of Westbourne Communications**



# A partnership for better train services

← Way out



**Andrew Fender** outlines the reasons a group of integrated transport authorities want to take responsibility for rail services in the north of England. Overleaf, let TfL run suburban services, says **Mike Brown**



**T**he City Deal agreements announced earlier this year, of which Greater Manchester was one beneficiary, are geared towards boosting growth and encouraging local decision-making and self-sufficiency – and the success of City Deals will depend at least in part on neighbouring cities forming strong economic partnerships, forging links between regional centres. It's that City Deal ethos that forms the basis of our approach to regional rail devolution.

Railways are crucial to the North of England economy. Railways play an increasingly important role in connecting not only people to employment, but also businesses to one another – and there is also rail freight to be considered. Major decisions on the future of rail in the North, therefore, must be clearly focused on driving the North's economic growth, making the most of regional development opportunities and providing a solid return on rail investment.

Put simply, Transport for Greater Manchester would like to see key decisions about rail services in the north of England being made at a regional level, rather than from Westminster. To that end, we've worked with Metro (our West Yorkshire counterpart), the City of York and the South Yorkshire Passenger Transport Executive to put forward an expression of interest to central government outlining our proposals. If our proposals are agreed, we would join forces to become the core members of a new regional rail franchising body.

We'd also like to see the two existing franchises, currently held by Northern Rail and TransPennine, combined to become one. This would streamline the franchising process considerably and would help us to build on the work we've already done with both operators. It would also mean maintaining or, where possible, improving rail links across the region – particularly those routes that have particular economic and commercial benefits, linking major regional centres, business hubs and airports.

Future services on a number of routes, particularly those currently operated by TransPennine, are likely to benefit from recently announced investment for which TfGM, Metro in West Yorkshire and SYPTE have campaigned, such as the Northern Hub and various electrification programmes. We can't miss this opportunity to exploit to the full this boost to infrastructure and capacity, and if we're to make the most of such investment, we'll need to take an integrated and coordinated approach to changing and expanding services. Naturally, this is a process that can

be more smoothly and effectively managed if we are working with one franchisee rather than two.

There is work to be done now on defining our expectations for such a franchise. The main aims are already clear. We need a northern railway more accountable to local people, with more capacity, better connectivity and high-quality services that will encourage passengers away from their cars: an efficiently-run railway that will secure revenue growth. That revenue growth must then be channelled into creating tangible passenger benefits and maximising rail's regional economic potential.

For example, specifications should include replacing and refurbishing older trains as well as making use of extra carriages to boost capacity and improve the passenger experience, particularly on the all-important peak-time commuter routes.

Station quality would also be addressed, with safety, security, information, parking for cars and bicycles and retail opportunities becoming customer-focused priorities. We'd aim to secure a commitment to developing community rail programmes and station adoption schemes, building on the success we've already seen in the North through such initiatives.

We'd also work with operators to help provide customers with more choice when it comes to purchasing tickets – smart ticketing, for example, and the kind of multi-modal ticket offers that make it easier for passengers to use public transport for their whole journey, connecting to and from their start and end stations by bus or light rail.

Finally, we'd continue our work to push for capital investment programmes across the North, including further electrification to cut long-term operating costs. Further investigation into the feasibility of tram-train services is also a key aspiration, with the outcome of

SYPTE's recently-funded pilot project helping TfGM to explore the possibility of running tram-train services on certain Greater Manchester routes too. In regional centres like Sheffield and Manchester, tram-train could offer improved services and wider travel choices for passengers – and all potentially at a lower cost to the taxpayer and benefiting local economies in areas currently not served by light rail.

The selection of TfGM, Metro and SYPTE as the founding members of this body is determined simply by the fact that over 80% of local and regional trains in the north of England run through their areas. Of course, that isn't to say that other authorities wouldn't be involved in franchising. On the contrary, we would aim to work closely with other authorities across the whole of the North when it came to developing rail strategies and franchise specifications to drive economic growth for the region. But, because being responsible for letting rail franchises also means taking on financial risk, it makes sense at this stage for TfGM, Metro and SYPTE to form the core decision-making group. However, others who might wish to accept the same financial risks could come to assume a similar role in future, if transport and economic priorities were aligned and decision-making capabilities were sufficient.

Working in partnership with other organisations across the north and giving local transport authorities far more opportunity to influence wider transport decisions and priorities would be a major benefit of our proposals, and we look forward to further discussions with other such authorities to ensure that the devolved arrangements can be made as strong as possible. It's essential that those responsible for setting franchise conditions and holding contracts with rail operators are those who have the most detailed local knowledge of the transport issues the region faces if the North is to take a major step further towards driving economic growth through its railways.

**It makes sense at this stage for TfGM, Metro and SYPTE to form the core decision-making group**



**Cllr Andrew Fender is chair of the Transport for Greater Manchester Committee**



Since TfL took over the Silverlink franchise to create London Overground, services have been transformed

**The myth is that these kinds of improvements can't be delivered on the UK's railways**

## Let TfL run suburban services

The transformational approach used on London Overground services deserves to be repeated, says **Mike Brown**

If you ask customers for their wish-list of what they want from their railways, the same answers will come up again and again – more frequent and reliable services, cleaner and safer stations, simpler ticketing and better standards of customer service. The myth is that these kinds of improvements can't be delivered on the UK's railways at the best of times, never mind in a challenging economic climate.

We and the mayor, Boris Johnson, simply don't subscribe to that myth. Our customers' needs should be our minimum standards too, and that's why the mayor has submitted proposals to the Government to make millions of pounds available to bring London's suburban rail services up to the level set by our hugely popular London Overground.

The sums are straightforward: devolving relevant rail franchises serving London would allow us to invest millions in driving up reliability, improving stations and simplifying the ticketing system. Like London Overground, they would be integrated into the TfL network, with standardised fares, information and customer service. This would make public transport easier to use and encourage further shift from car to public transport. Around 85 million trips every year on the capital's rail network could benefit from this approach.

In the next four years, six London-area franchises come up for renewal. We're targeting the two priorities for devolution where the benefits are

greatest, these being the Southeastern network inner suburban services from Dartford, Sevenoaks and Hayes, and the West Anglia inner suburban services from Enfield Town, Cheshunt and Chingford. The existing franchises would be split with London services devolved to the mayor's control. In the case of Southeastern, for example, the mayor would take control of services within the capital, although some may run very marginally into Kent. Other local services and all long-distance services into London would remain in a franchise to be let by the Department for Transport.

TfL has the track record to make this a success – since we took over the former Silverlink franchise to create London Overground, those services have been transformed and rate among the best performing in Great Britain, with a reliability rate of 96% and some of the highest levels of customer satisfaction in the country. As a result demand has shot up by 140% over four years. During the London 2012 Games, we successfully and reliably carried over 50% more even than that. Fare evasion has been cut from 13% to 4%. In the first year of TfL's operation alone, crime fell by 19%. These are not coincidences.

We know that the demand for rail in London is set to increase with the capital forecast to grow in population by 1.3 million, the equivalent of a city the size of Birmingham, by 2031.

Again, as with the Overground, we would use contracts better suited to these metro services that give better

value for money. It is clear that commercial incentives are weak for London local journeys, where customers have limited choice – so weak that the operator prior to the Overground failed to collect a significant proportion of fares.

Instead, our approach is for operators' income to be determined by performance, which they control directly, leading to higher service quality. The better the service as measured, the more the operator is paid. The operator collects fares, but the revenue goes to TfL. The operator simply focuses on reliability and service quality. They need no longer have to take on macro-economic risks that they cannot control, and which they accept only at a significant premium. This is a true win-win.

We believe that this is a straight choice. On one hand is a continuation of fragmented and inconsistent services, which don't put the customer first.

On the other hand is better punctuality, refurbished and cleaner stations, a more visible staff presence across the network, improved passenger security with Help points and CCTV at all stations, more gated stations to reduce anti-social behaviour, improved real-time service information and turn-up-and-go service levels.

Our plan gives us the chance to create truly joined-up suburban rail services, which would vastly improve reliability and quality for many thousands of Londoners.

**Mike Brown is managing director of LU and Rail, Transport for London**

# **london** **transport awards**

## Call for Entries

Park Plaza Riverbank London  
**14th March 2013**

Entries are being accepted until  
**28th September 2012** in the following categories:-

- 1 Transport Borough of the Year
- 2 Achievements in Cycling
- 3 Most Effective Road Safety, Traffic Management and Enforcement
- 4 Excellence in Walking and Public Realm
- 5 Public Transport Operator of the Year
- 6 Rail Station of the Year (heavy and light rail)
- 7 Most Innovative Transport Project
- 8 Contribution to Sustainable Transport
- 9 Excellence in Technology
- 10 Transport Team/Partnership of the Year
- 11 Transport Supplier of the Year
- 12 Excellence in Travel Information and Marketing
- 13 Frontline Employee of the Year
- 14 Young Transport Professional of the Year

Supported by





# Transport Times at the party

*Transport Times* will have a strong presence at this year's party conferences with a string of fringe events on public transport and the contribution of buses to the economy. An array of authoritative speakers will include ministers, shadow



**Norman Baker MP**



**Maria Eagle MP**



**Tim O'Toole**



**Stephen Hammond MP**

## Britain's buses – driving the economy forward

**M**ore than five billion journeys are made by bus every year and more people travel to work by bus than all other forms of public transport combined. Yet until now there has been insufficient appreciation of the socio-economic value of the bus.

In July, Greener Journeys launched a compelling report – *Buses and Economic Growth* – commissioned from Leeds University's Institute of Transport Studies to fill this gap and quantify and evaluate the contribution bus services make to economic growth.

*Transport Times* is collaborating with Greener Journeys at all three main political party conferences to host a series of fringe events on the theme of Britain's Buses: Driving the Economy Forward.

These fringe events will provide an invaluable forum for discussing the conditions necessary to bolster the ability of buses to drive forward economic growth – through connecting people to job interviews, workplaces and

businesses, encouraging retail and leisure spending, reducing road congestion and providing lifelines to vital services.

Speakers will include transport minister Norman Baker, Labour shadow transport secretary Maria Eagle, Paul Maynard, MP for Blackpool North and Cleveleys, and Tim O'Toole and David Brown, chief executives of FirstGroup and Go-Ahead respectively.

Without a public policy framework which supports the strong business case for the provision and enhancement of bus services, the bus's potential will be stopped in its tracks.

Join this vital debate, which will consider the following:

- What steps can Government take to help support the vital role of the bus in driving forward economic growth?
- According to the DfT's own figures, congestion in urban areas currently costs £11bn of GDP – the Greener Journeys report shows bus commuters contribute £64bn in GDP. What measures can be taken to reduce road congestion and



encourage people to use their car less?

- Aside from the provision and quality of services, what steps could shift negative but outdated perceptions about bus travel?
- How can changes to land-use planning be implemented to reduce the need to travel and bring people, especially the workless, closer to job markets?
- What steps can the Government take to encourage businesses to include buses in workplace travel plans?
- What can be done to put economic appraisal of bus schemes and infrastructure on a level playing field with motoring and road schemes?

The Liberal Democrat and Conservative events are free of charge and are located outside the secure zone so attendees will not require a pass to attend. The Labour Party event is by invitation only and is located inside the secure zone. Refreshments will be served at all three events.

### Liberal Democrat

**Mon 24 Sep, 18.15-19.30 Thistle Hotel, The Tennyson Room, King's Road, Brighton, East Sussex, BN1 2GS**

**Speakers:** The Rt Hon Norman Baker MP, Under Secretary of State for Transport; Claire Haigh (chair), chief executive, Greener Journeys; Dr Adam Marshall, director of policy and external affairs, British Chambers of Commerce; Martin Dean, managing director, bus development, Go-Ahead; Anthony Smith, chief executive of Passenger Focus

### Labour (Invitation only)

**Tue 2 Oct, 08.30-09.30 The Midland Hotel, Royce Suite, Peter Street, Manchester, M60 2DS (Secure Zone)**

**Speakers:** Maria Eagle MP, Shadow Secretary of State for Transport; Prof David Begg (chair), chief executive, *Transport Times*; Mike Cooper, managing director, Arriva UK Regional Bus; Dr Adam Marshall, director of policy and external affairs, British Chambers of Commerce; Claire Haigh, chief executive, Greener Journeys

### Conservative

**Mon 8 Oct, 17.30-19.00 Jurys Inn, Room 114, 245 Broad Street, Birmingham, B1 2HQ**

**Speakers:** Paul Maynard, MP for Blackpool North and Cleveleys; Prof David Begg (chair), chief executive, *Transport Times*; Tim O'Toole, chief executive, FirstGroup; David Brown, group chief executive, Go-Ahead; Claire Haigh, chief executive, Greener Journeys

# Party conferences

addressing transport policy issues. The events will cover aviation capacity, sustaining the growth in rail travel, and will involve government ministers and senior transport industry figures.

## The Future of UK Aviation

**T**he Government has recently published its long-awaited aviation strategy – but, controversially, without proposals for new hub airport capacity which will instead be investigated by the Davies Commission.

The new draft policy framework addressed the question of improving reliability and reducing delays at Heathrow, provided incentives for noise reduction and included plans for a £500m western rail link to Heathrow. It also sought to support regional airports to make more use of their existing capacity and has promised liberalisation of the aviation market to allow and encourage foreign airlines en route to other countries to stop off at Stansted or Luton to pick up passengers.

*Transport Times* is collaborating with Birmingham Airport and Cubic Transportation Systems to stage fringe events at the Conservative and Labour party conferences. We will be debating the following key aviation issues:

- Will the Government deliver increased

- hub capacity before the next election?
  - Can a third runway at Heathrow offer a long-term capacity solution post-2035?
  - How could a Thames Estuary airport be financed?
  - What are the implications for Heathrow if an alternative hub airport is built?
  - Are the objections to a Thames Estuary airport insurmountable – such as the cost of new surface transport to the taxpayer, catastrophic bird strikes, proximity to Schiphol airspace?
  - Is a hub and spoke model really the best future aviation strategy for the UK?
  - Could a package of measures (such as increased regional capacity, mixed mode operations at Heathrow, mode shift to HSR, re-legislating on Gatwick to allow expansion pre-2019) replace the need for new hub capacity?
  - Can a cross-party political consensus akin to that on high speed rail be formed around a long-term strategy?
- Both events are free of charge and are located outside the secure zone so attendees will not require a pass to attend. Refreshments will be served.



### Labour

**Mon 1 Oct, 13:00-14:00 The Radisson, Richter Suite, Free Trade Hall, Peter Street, Manchester, M2 5GP**

**Speakers:** Jim Fitzpatrick MP, Shadow Transport Minister; Prof David Begg (chair), chief executive, *Transport Times*; John Morris, public affairs director, Birmingham Airport; Jonathan Williams, business manager, Cubic Transportation Systems

### Conservative

**Tues 9 Oct, 08:30-09:30 Jurys Inn, Room 115+117, 245 Broad Street, Birmingham, B1 2HQ**

**Speakers:** Stephen Hammond MP, Parliamentary Under-Secretary of State for Transport; Councillor Daniel Moylan, Hon. FRIBA, aviation advisor to the mayor of London, Transport for London; Prof David Begg (chair), chief executive, *Transport Times*; Paul Kehoe, chief executive, Birmingham Airport; Jonathan Williams, business manager, Cubic Transportation Systems

## How to Sustain the Growth in Rail Travel



**T**he McNulty value for money study concluded that closer partnerships in the rail industry are key to producing a higher performing and sustainable network for rail users and taxpayers.

This reform needs to be achieved alongside the capacity expansion that the Government is funding at the same time as providing a high quality of service quality for passengers.

Franchising has recently been overhauled by the Government, regulation of ticket retailing and transparency of scheduling data are both now in its sights and alliances between partners (such as the Wessex franchise model) are being driven forward.

However, the momentum on

High Speed Rail has somewhat slowed.

*Transport Times* is collaborating with Siemens and Keolis UK on rail policy fringe events at all three main political party conferences.

These dynamic events will discuss what this new vision for rail means for all those involved in the UK's railways and ask the question: how can the UK's passenger and freight train operating companies and Network Rail work together to achieve the lower cost and more efficient rail network McNulty envisaged?

All the events are free of charge and are located outside the secure zone so attendees will not require a pass to attend. Refreshments will be served.

### Liberal Democrat

**Tue 25 Sept, 13:00-14:00 Thistle Hotel, Renaissance North Room, King's Road, Brighton, East Sussex, BN1 2GS**

**Speakers:** The Rt Hon Norman Baker MP, Under Secretary of State for Transport; Jim Steer (chair), director and founder, Steer Davies Gleave; Steve Scrimshaw, managing director, Siemens Rail Systems; David Brown, group chief executive, Go-Ahead

### Labour

**Tue 2 Oct, 13:00-14:00 The Radisson, Stanley/Livingstone Suite, Free Trade Hall, Peter Street, Manchester, M2 5GP**

**Speakers:** John Woodcock MP, Shadow Transport Minister; Brian Simpson MEP, chair, European Transport Parliament Committee; Prof David Begg (chair), chief executive, *Transport Times*; Steve Scrimshaw, managing director, Siemens Rail Systems; David Franks, rail director, Keolis UK

### Conservative

**Tue 9 Oct, 13:00-14:00 Jurys Inn, Room 114, 245 Broad Street, Birmingham, B1 2HQ**

**Speakers:** The Rt Hon Patrick McLoughlin, Secretary of State for Transport (invited); Prof David Begg (chair), chief executive, *Transport Times*; Steve Scrimshaw, managing director, Siemens Rail Systems; Alistair Gordon, chief executive, Keolis UK



# Five points to help the bus drive growth

Following July's report on how the bus supports the economy, **Claire Haigh** unveils a plan to maximise the potential gains across the full spectrum of government policy

**Claire Haigh**, chief executive **Greener Journeys**



**I**n these difficult times we need to exploit the potential of the bus to support the UK economy and to help drive economic growth.

The Government's Plan for Growth highlights a number of objectives which would be greatly assisted by full consideration of the important contribution buses make to the wider economy.

One of the Government's top priorities for investment is to improve our infrastructure, as part of the objective "to provide the power, communications and transport links that underpin a modern, low carbon economy". We welcome the recent attention that has been given to buses through the Local Sustainable Transport Fund and the Better Bus Areas Fund, but we feel much

more could be done, particularly at the local level. The Government has made significant commitments to enhanced transport infrastructure.

However, there have not so far been comparably significant investments in bus infrastructure, in spite of the fact that more than 5 billion bus journeys are made every year. In view of the urgent need for more capacity this feels like a missed opportunity. Bus infrastructure costs are a fraction of those associated with other modes, and bus capacity can be increased very quickly.

More people commute to work by bus than all other forms of public transport combined and bus commuters generate £64bn in economic output. The role of the bus in supporting the workforce cannot be overestimated,

and from the employer perspective bus services help recruit and retain a workforce with the right skills. One in 10 bus commuters would be forced to look for another job or give up work altogether if they could no longer travel to work by bus.

Buses assist labour market efficiency: 400,000 workers are in better more productive jobs as a direct result of the bus, and the additional economic output they produce is £400m annually.

Buses, moreover, make it possible for large numbers of workers to travel to areas that would otherwise be inaccessible, or where parking is extremely scarce or (as with major retailers) needed for customers. 85% of Asda's employees, for example, commute by bus.



A key objective set out in the Government's Plan for Growth is "to make the UK one of the best places in Europe to start, finance and grow a business". For this to be achieved there needs to be a greater recognition of the support buses provide to businesses by giving employers access to diverse labour markets.

Many businesses also rely on the bus to allow their customers to access their site. People use the bus to make shopping and leisure trips to a value of £27bn, £22bn of which is spent in our towns and city centres, and more people access the high street by bus than any other mode (bus 40%, car 30%). Measures to support thriving town centres and build on the Town Centre First policy will need to factor in the role for the bus in re-invigorating our high streets.

Bus is a vitally important facilitator of education and training, and of the economic productivity of the labour force. One of the Government's priorities in providing the right conditions for growth is to create "a more educated workforce that is the most flexible in Europe". The UK's working age population has lower skills than the workforces in France, Germany and the US. If this gap is to be addressed the crucial role the bus plays in providing access to education needs to be recognised.

More than 50% of students over 16 are frequent bus users. The bus supports socio-economic mobility, and helps people to upskill and enter more productive jobs. 30% of those who are dependent on bus services to access their education and training courses live in the top 10% of the most deprived areas in Great Britain.

Not only has the bus sector so far failed to attract the investment seen for the other transport modes, the adverse implications of reduced Government support for buses are also potentially very serious. A quarter of bus commuters have turned down a job because of lack of frequency or availability of a bus service at some point.

Young people are more reliant on bus services than any other demographic group: bus cuts could seriously compromise the success of the Government's Welfare to Work policy and apprenticeship drive.

The emphasis of current measures to promote growth reflects an insufficient appreciation of the value of the bus in socio-economic terms. This is why Greener Journeys commissioned the University of Leeds Institute for Transport Studies (ITS) to undertake an analysis of the contribution the bus makes to the wider economy.

The *Buses and Economic Growth* report, published earlier this year, looks

specifically at the indirect benefits of bus travel and fills an important gap in knowledge and understanding. It has provided Greener Journeys with the foundation for a set of recommendations, developed following extensive consultation with the business community.

Our five-point plan is designed to maximise the potential for the bus to support the UK economy and to facilitate growth. Not only will this involve greater focus on and investment in buses, it will also require the active participation of all key stakeholders including bus operators, local and central government, employers, retailers, town centre management groups, Local Enterprise Partnerships and other business groups. Our plan will also necessitate more joined-up thinking on the role of the bus in supporting the economy across different Government departments covering transport, business, work and pensions, education, health and local government.

Planning has been specifically highlighted by Government as an area for intervention to support businesses and growth. For that growth to be sustainable, however, it is vitally important to factor in the role of sustainable transport, which is why we strongly recommend that new developments take account of the bus's role in giving employers access to wide and diverse labour markets.

The crucial role of the bus in supporting the UK's workforce is also the reason we are calling for tax incentives for bus commuting and greater take up of workplace travel plans.

To maximise the benefits of the bus it is essential that we give passengers what they need. Bus Service Operators Grant plays an important role in keeping fares down and must be maintained.

We also encourage greater take up of smart, attractively priced multi-operator ticketing, and more local support for pro-bus measures like bus lanes to give people the speedy and reliable service they require.

And given the importance of the bus in helping people to access education and to upskill and enter more productive jobs, we encourage measures like travel planning assistance and fares offers for school leavers and unemployed people.

Previous governments have failed to capitalise on the bus. This is in spite of the fact that there is not a single area of our daily life that does not in some way depend on buses, and that 25% of households have no access to a car and are reliant on the bus for many of their essential journeys.

Moreover, buses are the most cost-effective, flexible and immediate way the transport sector can reduce economically wasteful congestion and carbon emissions. The significant potential for congestion and carbon reduction though modal shift from cars to buses has barely begun to be realised.

Buses support the wider economy: but if their full potential to facilitate growth in the UK is to be realised, a concerted effort needs to be made across the government to create the right public policy framework and reverse decades of underinvestment.

**The significant potential for congestion and carbon reduction though modal shift from cars to buses has barely begun to be realised**



## The five-point plan

- 1) Better co-ordinated bus policy and funding
- 2) Good value fares and multi-operator ticketing
- 3) Tax incentives for travelling by bus
- 4) Funding and support from local bodies to boost local economies
- 5) Closer partnerships between bus operators, businesses and local government



# Vienna's feast of technology

For five days next month experts will converge on the Austrian capital to see the latest developments at the 19th ITS World Congress. **David Fowler** previews what's in store

**Ministers will discuss the importance of deployment of ITS on a global scale**

**S**tate-of-the-art technology will be centre stage when, in four week's time, Vienna plays host to the 19th ITS World Congress. From October 22-26, all the important players in the field of intelligent transport systems will be there with their latest devices, technologies and services. Over 300 exhibitors, in 16,000m<sup>2</sup> of space, will seek to demonstrate the potential of ITS for improving our everyday lives.

The congress will focus on innovative systems for the improvement of mobility, the benefits of ITS for traffic management, and the contribution ITS can make to an energy-efficient and environmentally-friendly transport policy. The theme "Smarter on the way" is about connecting seamlessly, serving customers, and encouraging sustainability.

Exhibitors will cover all aspects of transport systems: from complex information and communication systems and increasingly advanced navigation and payment systems to security, ecology and electromobility.

An expected 3,000 delegates will attend around 40 demonstrations on public roads, in the closed demo area and in the parking zone of the Vienna Messezentrum, and there is also a public open day on 25 October. There will be around 1000 expert presentations in 200 sessions, including 12 executive sessions, 80 special interest sessions and 100 technical/scientific sessions.

Real ITS demonstrations in the parking area beside one of the exhibition's two halls will showcase the upcoming generation of connected cars, communication between car and infrastructure and communication with traffic control

centres. Applications will range from traffic jam warnings to hazard location notifications.

At a ministerial round table on the opening day of the congress entitled *Accelerating ITS Deployment – The role of policy making*, transport ministers worldwide will be briefed by industry experts and will discuss the importance of the coordinated and rapid deployment of ITS on a global scale. The round table is expected to officially endorse a declaration on achieving a common approach for safer, more efficient and environmentally friendly transport systems and mobility services for the future.

Exhibitors will range from small businesses to global players. ITS United Kingdom, the association for promoting intelligent transport systems in the UK, will be present with nine UK firms



sharing space on its stand.

Congress organiser, ERTICO-ITS Europe, is organising a themed day on urban mobility. A full spectrum of events is planned including guided visits to stands featuring urban mobility solutions, workshops and discussion followed by networking.



### Highlights from the stands

Most ITS applications require reliable sensors to generate solid data, and there are a number of companies working on effectively recording traffic data.

UK exhibitors in this field include **Navtech Radar** (Stand D72), which will show an automated incident detection (AID) system based on radar technology. **PIPS Technology** (Stand E82) will present a warning system that tells truck drivers when they are approaching a tunnel portal that is too low (see separate stories).

Belgium's **FLIR** (stand P38) will demonstrate how infrared cameras can improve traffic monitoring. These cameras can "see" even in complete darkness and can film through smoke.

The **Alpen-Adria University** in Klagenfurt (stand E10) is among others researching a sensor concept that classifies the driver status (drowsiness, emotion, fatigue) based on either facial expressions or driver voice analysis.

**Mott MacDonald**, on the ITS UK stand D71, will be presenting its experience in managed motorways, now established as a sustainable and cost-effective alternative to road-widening schemes. The company is one of the few consultants to have experience in developing, implementing and analysing managed motorway projects in the UK, requiring the innovative use of ITS. One of the consultant's experienced ITS engineers, Jennifer Ogawa, will be presenting two papers at the congress, in session TS046 – Traffic & Network Management (Wednesday 24 October), and session TS065 – Incident & Congestion Management on Thursday 25 October.

Mott MacDonald will also show its latest products, **Osprey** and **Merlin**, which improve travel management integration. **Osprey** is built on proven technology and utilises open standards, including **UTMC** and **DATEx**, to provide traffic managers and operational staff with a central platform for data integration, system management, strategy co-ordination and interfaces with on-street systems. **Osprey** also provides a platform for communication with the general public, providing information to travellers on the move.

**Merlin** is a tactical and strategic command system allowing strategic decision makers to share easily criti-

cal information in times of increased public service requirement or crisis. Inter-organisational collaboration is improved by creating a shared information picture, co-ordinating strategies and helping decisions to be made and disseminated quickly and effectively.

### TRL

The UK's **TRL** (also stand D71) has announced a new version of **MOVA Setup**. **MOVA** – Microprocessor Optimised Vehicle Actuation – is TRL's well-established strategy for the control of traffic lights at isolated junctions and stand-alone pedestrian crossings. It is particularly suited to junctions with high or intermittent traffic flows, especially if seasonal, and to sites experiencing capacity difficulties under simple vehicle actuated control.

**MOVA Setup** is a free tool used to configure **MOVA** site files. A new version will be available shortly and will form the first module of a new **MOVA Tools** product. The new version is fully

compatible with **MOVA** versions 2.9-7.0 and allows import from and export to .MDS, .DT and .D\* file formats.

The look and feel is now similar to that used by the current versions of **TRANSYT**, **ARCADY** and **PICADY**, with advantages such as the ability to save data at any point, undo/redo changes, copy and paste data, view custom grids of data, and many more.

Setting up and checking **MOVA** files is made easier with the addition of a schematic diagram that includes depictions of links, lanes and the various types of **MOVA** detectors, and many of the **MOVA** data fields and options have been given new, more intuitive names. **MOVA Tools** will be available as a free download later in the year.

TRL's **TRANSYT 14** software for the design, modelling and co-ordination of traffic signals, intersections and networks, will be released in Spanish and Portuguese in time for the Vienna congress.

### Logica

Logica, now part of CGI, will be

turn to page 32

**The theme Smarter on the way is about connecting seamlessly, serving customers, and encouraging sustainability**

### Navtech Radar

Radar still faces a knowledge gap concerning its true capabilities, according to Stephen Clark, director and co-founder of Navtech Radar.

"Compared to video, radar offers greater range and coverage per installed system, fewer installed sites overall and greater numbers of detections per sensor," he explains. "People will still need to see things, so it doesn't directly replace video, but in above-ground applications radar is less affected by precipitation or dust than vision-based systems. Below ground, in tunnels, it is less affected by changing light levels, especially at portals, and by dirt on the scanner. That leads to lower false alarm rates."

Radar's all-weather performance is allied to very low maintenance needs – it can be installed "and just left to get on with it", says Clark.

The primary application for Navtech Radar's longer-range millimetric scanning systems is incident detection, including slow and stopped vehicles, ghost (wrong-way) drivers, pedestrians and debris/lost cargo. The technology can also be used for other tasks such as enforcement against tailgating and illegal lane changes as well as vehicle classification and count.

Radar's greater range capabilities are also leading to interest for monitoring complex road intersections and providing incident prediction at greater distances, allowing action to be taken – for example to warn drivers of queuing traffic ahead – from further away.

Navtech supplied the world's first radar-based incident detection system for the Hindhead Tunnel on the A3 in southern England, which opened last year. The client, the



Highways Agency, was drawn by the low false alarm rates which radar demonstrated.

Positive operational feedback led Sweden's national transport administration Trafikverket to deploy Navtech radar systems on a 16km stretch of road near Stockholm. Radar was chosen because prevailing weather conditions in the area often preclude accurate identification using video. Also, many of the strategic roads there have no hard shoulder, making fast incident detection essential. Radar is therefore effectively used to allow 24-hour hard shoulder running.

Trafikverket uses radar in conjunction with pan-tilt-zoom video cameras. The video cameras are used to view incidents on the road, with the radar providing reliable incident detection across a far wider area than a similar number of fixed video cameras could achieve.

"In high-speed, low-flow conditions, slow or stopped vehicles are a significant hazard – especially in inclement weather or poor visibility. Radar can be used to trigger warning signs and messages much farther upstream; Hindhead's radar systems automatically change the tunnel's speed signs," says Clark.



from page 31

demonstrating some of its most innovative ITS solutions throughout the week on stand E50. Experts will be on hand to provide insight into some of the key areas of ITS and discuss any questions.

Numerous Logica experts will be participating in sessions at the congress. Global transport director Thomas Ivarson is taking part in the ministerial round table event, on the Monday of the congress. A special interest session on Connected Mobility will feature guest speakers from Vodafone and Volvo alongside Logica/CGI's Alan Atkins.

Michal Bodnar, ITS senior business consultant, and Maartje Stam are running separate technical paper sessions on Electronic Tolling Auditing and the Dutch SPITS (Strategic Platform for Intelligent Services) research project respectively. Robin Mastenbroek is coordinating an interactive session for the European Ecomove project, while ITS practice lead for Finland Sami Sahala is participating in an ERTICO-led special interest session on Smart Cities.

## Streetline

Smart parking is already a reality in downtown Los Angeles with the LA



Streetline is exhibiting its smart parking system

ExpressPark project. On-street sensors built into the highway recognise whether a parking space is occupied.

This information is delivered via a wireless network to provide real-time information on the availability of nearby spaces via a smartphone app, as well as letting drivers pay. If the car is parked longer than the amount of time paid for or allotted, the parking operator will be notified and can take the appropriate actions. The US's Streetline, creator of the system, will be exhibiting on stand P20.

## Kapsch

Kapsch TrafficCom (Austria, B20) will show new solutions in electronic toll collection and intelligent transport systems such as cooperative systems, weigh in motion and incident detection systems.

Weigh in Motion is intended to deal with the problem of damage caused to roads by overweight vehicles.

Kapsch WIM allows vehicle weight to be checked at full speed without any disruption in traffic flow, on rural roads or highways, and for single or multiple lanes. Kapsch WIM works as a standalone unit, or can easily be incorporated into Kapsch electronic toll collection and traffic surveillance systems.

The system consists of a controller unit, sensors and specially-designed software.

The product uses high precision Kistler Lineas WIM sensors, which are installed into small slots in the carriageway. The sensor signal is processed into wheel-based weight information. Kapsch WIM reliably determines and checks axle weights, gross weight and trailer weight. Additionally vehicles can be classified according to the customer's vehicle classification scheme.

For enforcing weight restrictions, images of the vehicle and its number plate can be captured at free-flow tolling stations and stored together with the weight details.

Vehicle weight can be checked on entering or leaving factory premises, ports, military bases or other areas. Overweight vehicles can be prevented from crossing bridges with limited capacity.

## Bosch

Bosch (Stand A20), a major supplier of components for automotive manufacturers, will show products that completely link up vehicles and sensors, forming the basis for intelligent assistance systems such as automatic toll payment, automatic emergency call services, parking management and fleet management.

Siemens (Stand A10) will show the latest in co-operative traffic lights, GPS-aided toll systems and intermodal e-ticketing. It will also demonstrate the simplicity of organising and paying for a trip using a smartcard, whether the user travels by train, hires a bike or needs to park a car.

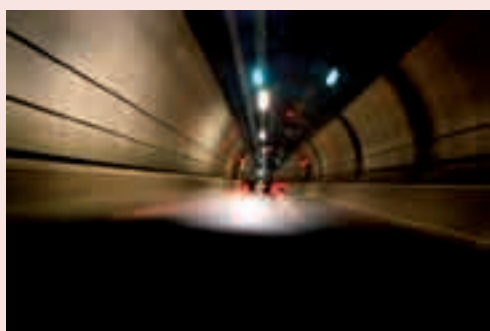
Its traffic management programme provides for the exchange of information between vehicles and traffic signals using WLAN technology. A personal digital assistant in the vehicle communicates wirelessly via WLAN with the traffic signal's control unit, and the driver can see in advance whether the lights at the next intersection are still green.

The Advanced Parking system enables data to be transmitted and all parking garages in the city centre to be managed fully on the basis of the GPRS data transmission standard. Web-enabled devices such as smartphones, PCs or tablet PCs show drivers the location and availability of parking spaces. The system leads to demonstrably better use of car park capacity and informs drivers where parking spaces are available long before they arrive.

## NEC

NEC (A41) will demonstrate a new traffic control system that has been in use in Japan from this year. The system collects data about traffic flow, analyses the information in real time and provides clear results for traffic monitoring.

## PIPS Technology



PIPS Technology has supplied automatic number plate recognition cameras for use in an over-height vehicle detection system for London's Blackwall Tunnel. The project was coordinated by VMS Limited and completed on behalf of Transport for London via Serco.

The project consists of two systems at different distances from the tunnel, which alert the drivers of over-height vehicles to alternative routes across the river. PIPS Technology supplied six of its P372 Spike+ ANPR cameras to the system.

Each of the systems consists of over-height vehicle detectors and over-height vehicle lane detectors, each supplied by Coeval Group,

PIPS ANPR cameras, and variable message signs and a vehicle detection unit from VMS Limited.

The first of the systems is located 3km from the entrance to the tunnel and the second at 500m, the first to provide an initial warning and the second to divert the overheight vehicle.

As a vehicle approaches, the cross-carriageway over-height vehicle detector will send a message to the variable message sign if the vehicle is over the designated height, and a default overheight message will appear on the VMS.

Next the vehicle will pass under the over-height vehicle lane detector which sends a signal to the vehicle detection unit to let the ANPR cameras know which lane the vehicle is in and which number plate to read. The cameras send the number plate details to the variable message sign so that it can also be included in the message display.

David Hargreaves, VMS Ltd principal engineer said: "The key of this system is the speed at which the equipment operates to enable the number plate information to be displayed in time for the driver to see it. PIPS cameras are very reliable for this solution due to their high number plate capture rate."

# European directive is a mixed blessing

The European Commission is developing specifications covering priority areas of ITS. These have unique implications for the industry in the UK, says **Jennie Martin**

In December 2008, the European Commission adopted the ITS Action Plan (COM(2008) 886). The plan had been in development for a couple of years, and was the subject of thorough consultation with member states and other ITS stakeholders.

The plan defines ITS thus: "Intelligent Transport Systems means applying information and communication technologies (ICT) to transport. These applications are being developed for different transport modes and for interaction between them (including interchange hubs)." This is worth quoting since there are many different definitions of ITS about, and this must be considered to be one of the more authoritative and up-to-date ones.

The action plan quotes three transport-related issues as justification for taking formal steps to promote ITS: congestion, which is estimated to incur yearly costs of 0.9-1.5% of total European Union GDP; carbon dioxide emissions, which are estimated to be caused by road transport to the tune of 72%; and road fatalities, still 6,000 above the intended target reduction of 50% between 2001-2010 at the time the plan was published.

The plan identified the following priority areas:

- Optimal use of road, traffic and travel data
- Continuity of traffic and freight management ITS services on European transport corridors and in conurbations
- Road safety and security
- Integration of the vehicle into the transport infrastructure
- Data security and protection, and liability issues
- European ITS co-operation and co-ordination.

At the same time as publishing the action plan, the commission proposed accompanying legislation, the ITS Directive. This was adopted into EU law in August 2010.

The directive builds on the plan by setting out the specifications and standards to be developed for the priority actions specified in the plan.

In order to consult more effectively and make sure that relevant European

experts are involved in the process, the commission has set up two groups – the European ITS Committee, which consists of government representatives from the member states, and the ITS Advisory Group, where experts nominated by the member states take part. The UK is represented by the Department for Transport on the former, and by Professor Eric Sampson, the ITS (UK) ambassador, Natalia de Estevan Ubeda (Transport for London) and Jonathan Burr (INRIX) on the latter.

Also of importance is the Urban ITS Experts Group, where the UK is represented by Simon Beasley (Reading Borough Council) and Steve Kearns (Transport for London).

Immediately on adoption of the directive, the commission, the member states and the experts involved as consultants to the commission or in the advisory groups began work on the various specifications and standards. Large-scale stakeholder consultations and workshops were held to access as wide a range as possible of knowledge and opinion.

The first specifications are due at the end of 2012, on eCall, minimum free safety related traffic information, and truck parking information systems. Meanwhile, the first National Report was due from member states in August 2011. This obliged member states to report on their current state of ITS implementation. The second National Reports, on national ITS plans for the next five years, were due in last month. Next up are specifications for real-time traffic information and truck parking reservation systems (end of 2013) and multimodal travel information (end of 2014).

## Early adopter

The UK was an early adopter of ITS and has a large number of systems already running, some dating back to the early 1980s or even earlier. This makes the directive and associated specifications a mixed blessing. UK expertise and experience is respected by the commission and its consultants, and its representatives are making valuable contributions. Their

contributions of course take UK specific interests into consideration.

On the other hand, the commission's specifications will be binding in future. There is no obligation on any member state to remove or disable an ITS system because it does not comply with a newly adopted specification under the directive. However, any new system, which in the UK will nearly always mean a development or upgrade of an existing one, must comply with the new specifications or break EU law. This makes the whole area of the specifications very sensitive for the UK and makes it essential that all UK stakeholders, from the Government to local authorities and industry representatives, play a full part in the commission's work.

There is also a specific issue concerning traffic information. In much of the EU, this is rudimentary. Where it is well-developed, it is usually prepared and provided entirely by public sector organisations. In the UK, the private sector is uniquely important in data collection and processing, and information delivery. If the Directive develops binding requirements for governments to provide a full, free information service to drivers, the whole business model for these private sector companies will fail. It is also very likely to result in lower quality services to UK drivers.

This is perhaps the most important area for the UK, and it is certainly keenly contested by everybody working for the UK on the directive.

ITS (UK) has worked in this area since the start. Its role is mainly to collect stakeholder information from our members and feed it to all who negotiate on the UK's behalf with the commission. We do this through workshops, meetings and consultations.

We also work directly with the commission by responding to consultations and attending workshops, reporting back to UK stakeholders. The ITS Directive is crucial to UK ITS, both as an opportunity and as a threat, and we are determined to do all we can to make it a positive factor for UK ITS.

**If the directive develops binding requirements for governments to provide free traffic information, the whole UK business model will fail**



**Jennie Martin is secretary general of ITS United Kingdom**





Sir Brian Souter



Sir John Armitt



Maggie Simpson



Ricky Scarff

# Sir Brian Souter to become Stagecoach chairman

**Sir Brian Souter** is to step down as chief executive and become chairman of Stagecoach Group next May, succeeding Sir George Mathewson. **Martin Griffiths**, currently finance director, will take over as chief executive. **Ross Paterson**, director of finance and company secretary, will become finance director. Sir Brian co-founded Stagecoach in 1980 and is the architect of the group's strategy and philosophy. He is currently responsible for managing all the group's operations. He said: "I remain committed to the success of Stagecoach and consider now to be an appropriate time to plan to take a step back from the day-to-day management of the business."

London mayor Boris Johnson has announced new appointments to the board of Transport for London. They are **Sir John Armitt**, chairman of the Olympic Delivery Authority; **Richard Barnes**, former deputy mayor of London and London Assembly member for Ealing and Hillingdon; **Roger Burnley**, managing director of general merchandise, clothing and logistics for Sainsbury's; and **Michael Liebreich**, chief executive of Bloomberg New Energy Finance.

The new members have been appointed because of their experience in infrastructure, the environment, retail, investment, and the transport and construction industries. Sir John is a former chief executive of Network

Rail and was formerly chairman of Laing's international and civil engineering divisions, having joined that company in 1966.

The mayor has also announced the appointment of **Daniel Moylan**, his aviation adviser, to lead a new City Hall aviation policy unit. Mr Moylan has stepped down as chair of the London Legacy Development Corporation. The appointment follows the announcement that the mayor will hold an aviation inquiry in parallel to the Government's own inquiry led by Sir Howard Davies.

Centro, the transport authority for the West Midlands, has appointed **Conrad Jones** as its new head of sustainability.

The appointment is part of Centro's continuing commitment to develop smarter choices to help underpin economic growth, job creation and a reduction in carbon emissions.

Currently head of marketing and communications, Mr Jones has been given the task of providing strategic direction for smarter choices and leading the introduction of sustainable travel initiatives and environmental performance.

Centro has also announced the appointment of **Richard Lawrence** as programme executive for the Smart Network, Smarter Choices programme which is being part-funded through the Local Sustainable Travel Fund. Mr Lawrence will join Centro from Shropshire County Council in November.

- New TfL board members
- Conrad Jones to lead Centro sustainability
- Maggie Simpson appointed RFG executive director
- Iain Mobbs joins AECOM
- WSP makes strategic appointments
- PB adds technical director

The Rail Freight Group has appointed **Maggie Simpson** executive director. She will be responsible for leading the strategic direction of the trade association and lobby group which represents over 150 companies from the industry. RFG chairman **Tony Berkeley** will concentrate on political and European issues.

Tony Berkeley said: "Maggie Simpson has led RFG's policy work for several years, gaining the respect of the Government, regulators and our members for the quality and strategic thinking she contributes to this work, as well as her knowledge of the industry. We wish her every success in her new role."

**Iain Mobbs** has joined AECOM's European transportation practice as an associate director with responsibility for developing the firm's rail planning practice in Yorkshire and the North East of England. Formerly an associate with Arup, Iain has 16 years' experience in strategic rail planning, revenue forecasting and business case development. He will be based in AECOM's Leeds office.

WSP has announced three strategic appointments to its rail team. **Ricky Scarff** has been appointed as the new head of signalling in the UK. He joins WSP from Parsons Brinckerhoff where he was engineering manager for signalling in Glasgow. He brings 19 years' experience in signalling to the team.

**Mark Bonner** joins WSP as a technical director, leading the permanent way team. He joins WSP from PBH Rail where he was a permanent way design engineer and has nearly 15 years' experience in the rail industry. Prior to PBH Rail, he worked for Jacobs.

**Darren Brooke** has been appointed project director for WSP's bid for the Doha Metro project. He joins WSP from URS Scott Wilson and has over 20 years' experience in project and design management.

Parsons Brinckerhoff has strengthened its UK rail, transit and aviation business with the appointment of **Richard Algeo**, an industry specialist with over 30 years' experience of civil engineering design on railway and other transport projects throughout the world.

Mr Algeo joins the company as a technical director based at its London office, where he will join the rail business technical leadership team. He has extensive experience in a wide range of multidisciplinary environments both in the UK, Oman, Australia and Singapore, much of it on rail-way and light rail projects.

# transporttimes

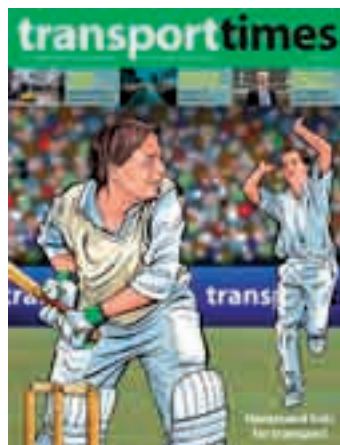
## Informed analysis Incisive comment Unrivalled insight

Keep up to date with the latest developments by reading *Transport Times* every month.

Our team of writers and columnists bring you in-depth analysis and critical comment on the transport issues of the day.

Our insight into the politics of transport from local government to Whitehall is unmatched – which is why we're read by the key decision-makers themselves.

From public transport to walking, cycling and road-user charging, *Transport Times* gives you the integrated view.



Make sure your transport knowledge is sustainable.  
Contact us on 0845 262 0148, [subscriptions@transporttimes.co.uk](mailto:subscriptions@transporttimes.co.uk) or use the form below

## Subscribe to Transport Times

Stay abreast of all the developments in transport across the UK! Why not take out a year's subscription for only £90? Just fill in the form and return it to the address below

Order number (if applicable) .....  
Title .....  
Name .....  
Job title .....  
Department .....  
Company/organisation .....  
Address 1 .....  
Address 2 .....  
City .....  
Postcode .....  
Telephone number .....  
Email .....  
Where did you hear about Transport Times? .....  
.....  
.....

Please choose from the following methods of payment:

- ☐ I enclose a cheque for £90.00 made payable to *Transport Times*
- ☐ I authorise you to debit my Mastercard/VISA/Eurocard/Delta/Switch/Maestro for £90.00

Card number: .....

Last three digits on back of card: .....

Expiry date: .....

Issue No (Switch/Maestro only): .....

Name on card: .....

Address (if different from opposite): .....

.....

.....

.....

- ☐ Please send me an invoice

Please return your completed form to HPC Publishing, Drury Lane, St Leonards-on-Sea, East Sussex TN38 9BJ, or fax to 020 7828 3803 or call 0845 262 0148

### Data Protection Notice

The personal information you have provided by completing this form, and any other information provided in connection with this form will be used and controlled by the Transport Times Ltd, to process your details and for any future marketing. We will keep the information you have supplied confidential and will not disclose it to any third parties unless we are required to do so by law or you have given your consent. To ensure that your information is correct and current you can update your personal information by calling the *Transport Times* office on 020 7828 3804.





# CYCLING PROGRAMMES AND EVENTS FOR THE PUBLIC SECTOR



- BikeBoost cycle-to-work programmes
- Large scale cycle loan schemes
- Licensed cycle-to-work website for DIY programmes

- Bike try-out roadshows for one day or extended tours
- Cycle activity days for schools
- Major festivals of cycling with 8,000+ visitors
- Festivals of Disability Cycling

- Beginners' guides to cycling, customised for your region

**300**  
**AMAZING**  
**BIKES**



Get Cycling CiC, 22 Hospital  
Fields Road, Fulford, York YO10  
4DZ

Tel: 01904 636812

Email: [admin@getcycling.org.uk](mailto:admin@getcycling.org.uk)

[www.getcycling.org.uk](http://www.getcycling.org.uk)

Sheffield City Council, in Partnership with Get Cycling, are shortlisted for the National Transport Awards 2012: for their citywide BikeBoost Programme.