

Pressing decisions

The challenges for the new PM



Loudly and proudly calling

The Scottish Transport Awards celebrate dedication to duty
p18



Beyond Transport for the North

Devolved powers will help the regions to compete
p24



An international perspective

What we can learn about roads from Europe and the US
p35



PROUD TO SERVE SCOTLAND FOR 50 YEARS

Proud winners of 'Airport of the Year' and 'Frontline Employee of the Year' at the Scottish Transport Awards 2016. Thank you everyone for your support.

Discover where we fly to
glasgowairport.com/destinations





Cover photo:
Press Association

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.raphael@transporttimes.co.uk
Production Editor Rob Buckley
Email rob@robbuckley.co.uk

Advertising

Sales Director Isabel Poulton
Email isabel.poulton@transporttimes.co.uk
Tel 01236 739577

Sales Executive Ciara Corcoran
Email ciara.corcoran@transporttimes.co.uk

Tel 020 7036 8572

Printer

Buxton Press Ltd
Palace Road
Buxton
Derbyshire SK17 6AE

ISSN 1759-1015

© All rights reserved. No part of this publication September 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 £95 + £4 VAT (print and online), £60 + £12 VAT (online only). For a subscription form, just email transporttimes@tjcuk.co.uk, call 01424 757610, or write to:

Transport Times Subscriptions
PO Box 304
Hastings
TN34 9EJ

transporttimes

issue no: 134 July 2016

Theresa May has a job on her hands

The three weeks following the EU referendum on 23 June have been characterised by an unprecedented vacuum in the leadership of the UK.

From that viewpoint, the swift conclusion to the Conservative leadership race earlier this week, and the installation of Theresa May as the new prime minister on Wednesday are a blessing of sorts.

As *Transport Times* went to press, Ms May was expected imminently to start announcing the makeup of her new government. But does that mean normality is about to be restored?

Almost certainly not. Ms May appears determined to press ahead with negotiations to leave the EU as quickly as possible, but that still means a two-year period during which the Government and civil service will be highly preoccupied with the process of the UK's exit.

To a greater or lesser extent, domestic matters seem likely to be sidelined.

What does this mean for transport? Certain measures such as the Bus Services Bill, and perhaps the Modern Transport Bill, which have begun, or almost begun, their way through Parliament, may continue on a sort of autopilot. It will be much more difficult to get new measures of the ground.

What about key transport projects? One result of Theresa May's intense focus at the Home Office for the past six years is that her views on other areas of policy are not well known.

But an early landmark may be a decision on runway capacity which since the referendum has been delayed again, till somewhere around October at the latest estimate. Theresa May's constituency is near Heathrow, and she has played no part in the cabinet committee deliberating on this decision. But she will be keen to show resolve and bring the long-running saga to an

end. On whether she is likely to accept the Airports Commission recommendation to go for Heathrow, opinion is divided, though there is a view that she is more likely to put the national interest above constituency interests.

The bill for the first phase of HS2 is not quite at its parliamentary finishing line. According to Patrick McLoughlin, Ms May has been a strong supporter of the project in cabinet. But that could change if the Government needs to find more cuts.

An unprecedented period of turbulence is not about to end just yet

The fate of the Northern Powerhouse and regional devolution in general is another question. Though these policies are closely associated with outgoing chancellor George Osborne, politicians have been lining up to stress the need for a continuing commitment to this strategy. And as Sir David Higgins told BBC Radio in connection with HS2, the most important lesson of the referendum was that you ignore the North at your peril. Ms May's leadership campaign speech on Monday appeared to recognise that, if the sentiment is followed through.

Sterling dropped to a 30-year low immediately after the referendum and remains depressed. It is too early to say what the effect of the vote on the economy will be, what investment decisions will be delayed or reversed and whether the UK will enter a Brexit-triggered recession. But two years of EU negotiations will not help business confidence.

It will take only a small downturn in the economy to wipe out the expected gains from no longer having to contribute to the EU budget. There is a multiplicity of claims on that money. They include existing recipients of EU regional development funding, scientific research and development, and farming subsidies. That is even before coming to the promised beneficiaries of the repatriated income such as the NHS.

There is another factor. This week the Conservative party has appeared to rapidly unite around its new leader, despite the sharp divisions of the referendum and then leadership campaigns – but it must not be forgotten that the new prime minister inherits a slim parliamentary majority, which could spell trouble if or when the initial flush of popularity starts to fade.

An unprecedented period of turbulence is not about to end just yet.

David Fowler is editor of Transport Times





ANALYSIS

6 DECISIONS FOR THE PM
Airport capacity one of the first

7 NORTHERN POWERHOUSE
New administration urged to continue the devolution agenda

8 TFL SCHEME GOES GLOBAL
Contactless ticketing to be sold worldwide

9 NEW HS2 ROUTE
S Yorks proposal could save £1bn

10 AUTONOMOUS VEHICLES
Consultation launched

OPINION

12 MINISTERIAL BRIEFING
Infrastructure is more important than ever

13 JIM STEER
How transport appraisal misses the local realities

14 LOUISE ELLMAN
Runway capacity: it's time to decide

15 CLAIRE HAIGH
Car restraint is needed to meet climate targets

16 ANTHONY SMITH
Will the Bus Services Bill make a difference?

17 BIRCHAM DYSON BELL
Brexit vote could mean delays for big projects

FEATURES

18 LOUDLY AND PROUDLY CALLING
The Scottish Transport Awards celebrated dedication and innovation at a ceremony in Glasgow last month

24 DEVOLVED POWERS WILL HELP THE REGIONS TO COMPETE
Other English regions are keen to emulate the north of England, with plans to set up organisations similar to Transport for the North to give them a greater role in setting strategic priorities. This issue, *Transport Times* looks at aspirations and progress in the North, the Midlands and the Oxford-Cambridge arc represented by the England's Economic Heartland alliance

35 ROAD REFORMS: AN INTERNATIONAL PERSPECTIVE
What can the UK learn from the way roads are managed and funded in Europe and the US? John Smith provides some insights from a study commissioned by the RAC Foundation

REGULARS

38 PEOPLE
Who's moving where

Proud winner of
Public Transport Operator
of the Year 2016



Public Transport Operator of the Year Winner - Lothian Buses



Best Bus Service Winner - Lothian Country Buses
Service 113 Going your way

Pressing decisions face new PM



Theresa May (top) became the sole Conservative party candidate to replace David Cameron as Prime Minister after Andrea Leadsom (bottom) dropped out of the race

A decision on the vexed question of airport capacity will be one of the early tasks facing new prime minister Theresa May and her cabinet.

As *Transport Times* went to press speculation was mounting about the shape of her leadership team, while analysts were sifting through past pronouncements for hints of her likely stance on policies such as HS2, infrastructure investment and devolution and the Northern Powerhouse.

Ms May was under pressure to accelerate progress towards leaving the EU both by Conservative colleague Ken Clarke, who urged her to end uncertainty, as well as from European politicians. She said in a leadership campaign speech on Monday: "We must leave the European Union – and forge a new role for ourselves in the world."

Her path to No 10 Downing Street was cleared later the same day when her rival Andrea Leadsom dramatically withdrew from the race.

With Philip Hammond and Chris Grayling seen as the frontrunners for Chancellor of the Exchequer, the transport industry had hoped the choice would fall on Mr Hammond, with his strong credentials as Transport Secretary from 2010-11.

Ms May, MP for Maidenhead since 1997, was herself shadow secretary of state for transport between September 2001 and

July 2002 under Iain Duncan Smith, and shadow secretary for environment and transport under Michael Howard between November 2003 and June 2004. She said at the time that she felt the Government was anti-motorist, and is generally expected to take a more shire-Conservative, pro-motoring view of transport policy, in contrast to the metropolitan Tory, pro-cycling and public transport perspective which has dominated transport policy in David Cameron's time.

Former transport minister Norman Baker, who went on to work alongside Ms May at the Home Office, said that to the extent that they discussed transport matters he felt that Ms May was "broadly in favour of government policy as it stands".

The decision to delay a decision on runway capacity till after the Conservative leadership contest caused dismay among the aviation and business lobbies and will be among the most urgent domestic decisions. With her constituency near Heathrow, Ms May has taken no part in the cabinet committee set up to take the decision. She will not be hamstrung, as David Cameron was, by having made an unequivocal declaration ruling out a third runway at Heathrow, and many observers expect her to put the national interest before party and constituency considerations.

HS2 may consider it had a lucky escape with Ms Leadsom's

Runway decision could be

The race to succeed David Cameron as Prime Minister saw Theresa May emerge victorious. Extracting the UK from the EU will dominate the business of her government for years to come. However, as the new occupant of Downing Street, Ms May faces pressing domestic policy questions.

Delaying a decision on airport expansion caused frustration among the aviation and business communities and puts this key decision near the top of the in-tray for the new Government. As an MP with a constituency that would be affected by an

expanded Heathrow, the new prime minister is no friend to Britain's biggest airport. The departure of her main rival, Andrea Leadsom, robbed the sector of its best chance of seeing a quick resolution to a seemingly interminable debate.

Heathrow's loss could be Gatwick's gain. Ms May could be tempted to rule in favour of a second Gatwick runway as a sign of her ability to make strong decisions to support inward investment, as well as avoiding the ire of her Maidenhead constituents.

Ms May also holds the fate of HS2 in her hands. Despite the hybrid bill nearing the end of its

Leaders rally behind Northern Powerhouse

withdrawal from the leadership contest. She had been committed to reviewing the project. Last week pressure group Stop HS2 said on its website: "At the start of the Stop HS2 campaign, Mrs Leadsom was one of a handful of MPs who was completely on side, and for the first four years of the campaign was the most helpful MP we had, helping take our argument directly into parliament by organising the parliamentary side of our early lobby days."

Ms May's views on HS2 are less well-known, though last week Patrick McLoughlin, a strong May backer, told BBC Radio Derby that she had been "a very big supporter in cabinet of HS2".

On the Northern Powerhouse and the devolution agenda in general, there were doubts whether, as a Home Counties MP, Ms May would share George Osborne's enthusiasm for the project. But on Monday morning, in a speech billed as the launch of her leadership campaign nationally, she pledged to make Britain "a country that works not for a privileged few but for every single one of us". This meant "a society that works for everyone, rich and poor, north and south, urban and rural" and "an economy that works for everyone" in which "we make sure that everyone can share in the country's wealth". Britain's lagging productivity would be tackled by "a proper industrial strategy to get the whole economy firing... and a plan to help not one or even two of our great regional cities but every single one of them".

Politicians from George Osborne down rallied to support the Northern Powerhouse and infrastructure investment, signalling to the incoming administration not to downgrade the devolution agenda.

Mr Osborne is expected to be moved from the position of chancellor in Theresa May's government and there were widespread fears that policies of which he is seen to be the principal architect, including supporting wide-ranging infrastructure investment to boost economic growth as well as devolution and the Northern Powerhouse, could also be in jeopardy.

Launching a new report, *Manifesto for Finding True North* from ResPublica, Mr Osborne said: "One clear message from the referendum was that there were parts of our country which felt left behind, and one of the reasons that I said two years ago that we needed to build a Northern Powerhouse was to make sure the whole country shares in our economic prosperity. If anything, the referendum result is even more of an instruction to deliver the Northern Powerhouse and make it a reality."

Patrick McLoughlin said: "As we address the future and the consequences of our vote to leave the European Union,



James Wharton: "We have got the chance now to truly go global"

one thing is certain. Investment in the long term infrastructure we need has become more important, not less."

Writing in *Transport Times*, DfT Northern Powerhouse minister Andrew Jones says: "Now more than ever, we need the better connections that Crossrail, HS2, the Northern Hub, smart motorways and similar schemes can provide to meet rapidly rising demand for transport"

James Wharton, Northern Powerhouse minister at the DCLG and MP for Stockton South said: "The Northern Powerhouse is potentially strengthened by Brexit. There is a huge opportunity for the north of England to trade with the whole world. I think we already do, but for too long too much of our focus has been on our European neighbours. We have got the chance now to truly go global, to look beyond our immediate friends and neighbours and to do great things for the North East and for our regional economy."

Lord (Jim) O'Neill, commercial secretary to the Treasury and a former Goldman Sachs economist, said he would leave the Government if a new prime minister downgraded a plan to boost the north of England's economy: "I came into this job to deliver on the Northern Powerhouse. If I perceive that it is not being given the importance I believe it should then I would leave."

But former transport minister Norman Baker said: "The Northern Powerhouse was very much George Osborne's obsession. I doubt if any new chancellor will have the same enthusiasm." He added: "My guess would be

Philip Hammond for chancellor. He would clearly be sympathetic to transport, but not necessarily to the Northern Powerhouse."

Writing in *Transport Times*, Sir Richard Leese, leader of Manchester City Council and portfolio holder for economic strategy for Greater Manchester Combined Authority, said: "Though [Mr Osborne] deserves credit for driving the idea forward in Westminster, the ideas at the heart of the Northern Powerhouse originated from the northern cities working together and have been embraced not only by the Government but by local transport authorities and LEPs across the North... it was never a concept that relied on one person, or a particular set of political circumstances."

RAC Foundation director Steve Gooding said: "Market confidence and investor uncertainty could be major issues for the Government in the coming weeks and months. That could put at risk all the good work that has gone into the development of the Road Investment Strategy. One way that ministers could act to bolster confidence would be to get on with publishing its Modern Transport Bill, including the provisions needed to establish the Road Fund."

AECOM UK & Ireland chief executive Patrick Flaherty said: "It is critical that the domestic agenda is not sidelined. Focus must remain on progressing the UK's ambitious infrastructure pipeline. Schemes such as HS2, Crossrail 2 and the Northern Powerhouse programme are vital to the country's ability to compete on a global stage."

The Northern Powerhouse Independent Economic Review, commissioned by Transport for the North and published at the end of June, said £97bn and 850,000 jobs could be added to the north of England economy by 2050 by investing in digital technologies, health innovation, energy and advanced manufacturing.

Patrick McLoughlin, page 12
Northern Powerhouse and devolution special, page 24

a chance to show resolve

parliamentary process, £50bn is a tempting amount of money. The prime minister could ape the suggestion of Ms Leadsom to scrap HS2 and use the budget to boost northern infrastructure. Watch for this if the UK enters the widely predicted Brexit recession.

There is also pressure to continue with the Northern Powerhouse agenda. The threat from commercial secretary to the Treasury Lord O'Neill to resign if the agenda was not pursued could be enough to keep Mr Cameron's successor on side.



DeHavilland
Definitive political intelligence

Mike Indian is a senior political analyst at DeHavilland

TfL contactless ticketing system to be sold worldwide

Transport for London has signed a licensing deal with Cubic Transportation Systems to allow TfL's contactless ticketing system to be used by other cities worldwide.

The licence grants Cubic access to London's system, allowing it to be adapted for use in other cities.

The deal is expected to generate up to £15m for TfL, which will be used to help fund the fares freeze that mayor of London, Sadiq Khan, has announced on TfL services for the next four years. It is the first of a number of planned agreements to sell TfL's expertise both at home and abroad.

Mr Khan said: "I made a firm commitment to sell Transport for

London's expertise around the globe. We will use the income from those deals for further investment in new infrastructure and to freeze TfL fares."

TfL and Cubic's partnership dates back to the 1980s. They worked together to introduce the Oyster card in 2003, and then with the UK bank card industry to make TfL the first public transport provider in the world to accept contactless payment cards. The contactless payment system was launched on London's buses in December 2012 and expanded to cover Tube and rail services in September 2014.

Since then, more than 500 million journeys have been made by over 12 million unique credit and debit cards from 90 different countries. Around one in 10

contactless transactions in the UK are made on TfL's network,

Cubic provides smartcard ticketing technology to cities including Sydney, Brisbane, Vancouver and Chicago. The new agreement will enable it to combine the best features from London and other Cubic systems for cities around the world. Cubic will not market the system in the UK, leaving TfL free to continue to work with other organisations to develop the ticketing integration sought by the UK's city regions, for example.

Shashi Verma, chief technology officer and director of customer experience at TfL, said: "We're delighted to have agreed this deal with Cubic Transportation Systems to introduce our contactless payment system to

other world cities. Contactless payments have completely transformed the way people pay for travel in London and this deal will allow other world cities to benefit from the hard work we put into making the system work for our customers."

Matthew Cole, president of Cubic Transportation Systems, said: "The challenges of mobility in 21st century cities can only be met through cooperation and partnership. No single entity has all the answers. This agreement sets a new standard in public/private partnerships for addressing these issues, and acknowledges the success of account-based payment for transit for which there is clear interest from many cities across the world."

London mayor plans emissions surcharge for most polluting vehicles



Sadiq Khan plans an extended ultra-low emission zone and a £10 charge for vehicles with the worst emissions

The mayor of London, Sadiq Khan, has launched a consultation on plans for a crackdown on the most polluting vehicles, said to be the toughest measures of any major city in the world. The plans include a £10 charge for the most

polluting vehicles and an extended ultra-low emission zone.

The proposals, launched on 5 July, the 60th anniversary of the introduction of the Clean Air Act, include introducing a £10 emissions surcharge on top of the existing congestion charge, for the most polluting vehicles

entering central London from 2017. This would apply to all vehicles with pre-Euro 4 emission standards (broadly speaking those registered before 2005).

The Central London Ultra Low Emission Zone would be introduced a year earlier in 2019.

From the following year it would be extended beyond central London to the North and South Circular for motorcycles, cars and vans, and London-wide for lorries, buses and coaches. Under proposals by the previous mayor the ULEZ will initially cover the same area as the congestion charge, and within it all motor vehicles must meet ultra-low emission standards or pay a daily charge of £12.50 a day for cars, vans and motorcycles, and £100 for coaches, buses and lorries.

The requirement for all double-deck buses to be ULEZ-compliant in central London would be brought forward from 2020 to 2019, and clean bus corridors would be introduced to tackle the areas of worst pollution by putting cleaner buses on routes through them.

The mayor will also develop proposals for a national diesel scrappage scheme which the Government will be asked to implement.

Around 9,500 Londoners are estimated to die from long-term exposure to air pollution every year and the latest research revealed over 443 schools in the capital are in areas exceeding safe legal pollution levels.

Mr Khan said: "The Clean Air Act of 1956 was passed following the great London smogs of the 1950s. The legislation made a huge difference to life in London and saved countless lives. British politicians at the time did an amazing thing and responded on the scale that was required. Today we face another pollution public health emergency in London and now it's our turn to act for the good of Londoners and for future generations to come."

The first round of consultation runs until 29 June and will be followed by more detailed consultation later this year. Some measures could be introduced as early as next year.

New South Yorkshire HS2 route 'will save £1bn'

High Speed 2 Ltd has re-evaluated its proposed route to South Yorkshire and Sheffield, proposing routing services to the city centre instead of an out-of-town stop at Meadowhall, while moving the main HS2 route to Leeds further to the east.

A new report from HS2 chair Sir David Higgins puts forward a new approach designed to separate the question of what is best to meet demand on the eastern leg as a whole from what is the best solution for South Yorkshire.

The new proposal physically separates the South Yorkshire service from the main route north. It is intended that up to two "classic compatible" trains hourly would leave the main HS2 line and run into the city centre Sheffield Midland station on existing lines. These could also stop at Chesterfield, and would result in a fastest journey time from Sheffield to London of 83 or 79 minutes depending on whether they stop at Chesterfield or not.

This "better reflects the demand picture in South Yorkshire" and creates the possibility of classic compatible services running through Sheffield Midland to destinations such as Barnsley, Meadowhall and Rotherham.

It also opens the possibility of running high speed trains

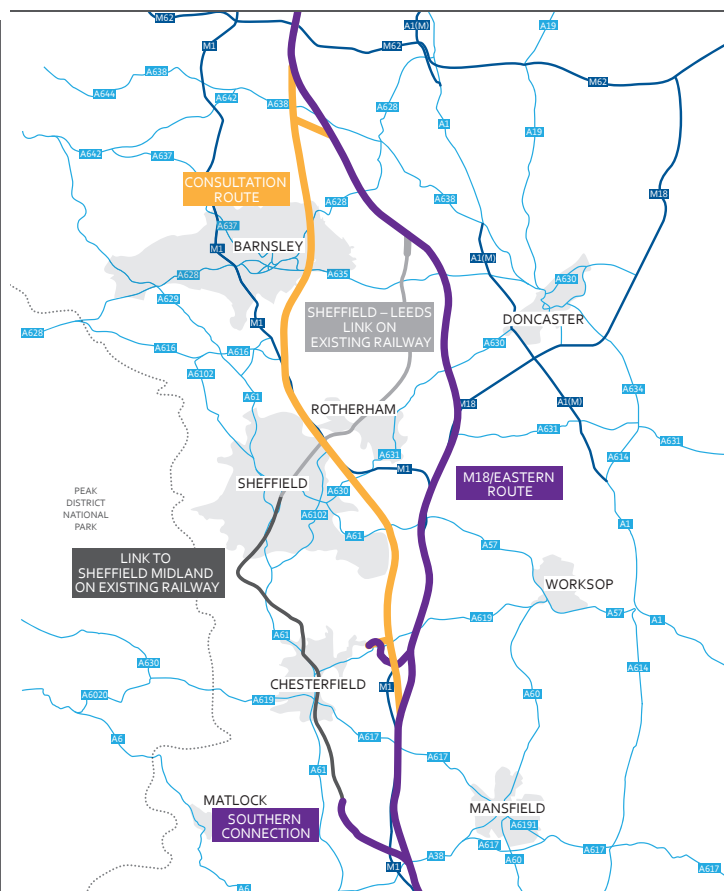
from Sheffield to Leeds via a dedicated link back to the main HS2 line. This link would allow Transport for the North's ambition for a frequent service with a 30-minute journey time between Leeds and Sheffield to be achieved, which the Meadowhall station would not.

The report then proposes moving the alignment of the main high speed line to the east. The route on which consultation has taken place runs alongside the M1, with the Meadowhall station on a large viaduct adjacent to the M1 Tinsley viaduct.

The new plan envisages a route parallel to the M18, avoiding complexities associated with the building the Meadowhall viaduct in an area of difficult ground conditions with a legacy of mining.

It would also avoid problems of air quality and congestion around the Meadowhall shopping centre, as well as substantial compensation associated with demolition in the area.

"In short," the report concludes, "it would be easier, result in less overall expected noise impact, and be less expensive to build" as well as saving 1-5 minutes on journeys further north. The new route "would be around £1bn less expensive even when the links to the



The new route proposed by Sir David Higgins

existing line and the necessary upgrades have been paid for."

The final decision rests with the secretary of state for transport.

In a statement, Patrick McLoughlin said he intended "to make an announcement on the HS2 phase two route later this year".

Ports call for creation of east-west freight supercorridor

Ports in the north of England have called for £100m government investment in trans-Pennine road and rail links to create an east-west freight supercorridor, connecting Atlantic shipping to continental Europe, to support £1bn of investment made by the ports themselves.

The North's main port operators have brokered a ground-breaking agreement to pursue a northern ports strategy, developed by IPPR North, to work together to create new jobs in and around ports, and boost investment in the northern logistics network.

At present, 60% of freight destined for the North is delivered to southern ports – leading to unnecessary motorway traffic, delays, pollution and inefficiency. The north of England transports 56% of the UK's rail tonnage and 35% of road

tonnage and accommodates 35% of total port throughput.

The north of England's major ports represent a massive growth opportunity for the northern economy, says the report, *Gateways to the Northern Powerhouse*. But to date they have not featured prominently in conceptions of the powerhouse. There is "a massive opportunity for the north of England to be at the cutting edge of new patterns of freight distribution, through a series of multi-modal distribution parks and strategic rail freight interchanges and an east-west freight supercorridor linking Atlantic traffic with the European mainland", it adds.

However, these opportunities are severely constrained by poor road and rail infrastructure, the suboptimal decisions made by freight distribution and shipping companies, and weak incentives to support modal shift from road

to rail or to coastal "feeder".

The report, published at the International Festival of Business 2016 in Liverpool, calls for Transport for the North, the Department for Transport and Network Rail to accelerate gauge improvements on east-west rail lines to create the freight supercorridor.

It also recommends the development of new models of transport scheme appraisal, to take better account of value of freight movements to the economy. The Government should provide clear guidance in the National Planning Policy Framework and the National Policy Statement for Ports to support modal shift from road to rail and to coastal feeding, to reduce costly and inefficient North-South lorry movements.

Local port growth strategies should be developed by northern port operators together with local

businesses, local authorities and local enterprise partnerships to produce a port master plan.

IPPR North director Ed Cox said: "We need a global North now like never before, so it is fantastic to see the North's port operators coming together to work so closely. The nature of any new European trade agreement will be vital, but the measures set out in our new Northern Ports Strategy provide a framework upon which any new deal must be based."

Report author and IPPR research fellow Laurie Laybourn-Langton added: "Our Northern Ports Strategy provides a framework for making a real difference to the Northern economy and the basis for unprecedented co-operation between the major port operators."

The report was supported by Associated British Ports, PD Ports, Peel Ports and the Port of Tyne.

Autonomous vehicles consultation launched

The Government has launched a consultation to pave the way for automated cars to be used on British roads.

Under the proposals, the Highway Code and regulations will be changed so that advanced driver assistance systems that change lanes on motorways and park the car by remote control can be used safely. Insurance law will be changed so that, in the future, motorists who have handed control to their "self-driving" cars can be insured properly.

The proposed changes to insurance will be brought forward in the Modern Transport Bill. Motor insurance will be extended to cover product liability for automated vehicles. When a motorist has handed control to their vehicle, they will still be insured if anything goes wrong, but the insurer will be able to claim the money back from the car maker if the

vehicle is deemed to be at fault.

Separately, the Government will next month launch a competition for a further £30m from the Intelligent Mobility Fund, for research and development of innovative connected and autonomous vehicle technologies. This builds on the first £20m awarded to a number of projects in February, and is intended to make sure the UK is able to take advantage of the latest developments in driverless car research.

The Government is determined that Britain leads the way globally in embracing the safe development of driverless technology.

Transport Secretary Patrick McLoughlin said: "Driverless car technology will revolutionise the way we travel. Our roads are already some of the safest in the world and advanced driver assist and driverless technologies have the potential to help cut the number of accidents further."

Cars with advanced driver assistance features such as

remote control parking and motorway assist are expected to be on sale in Britain in the next two to four years.

The Government will also be running a series of trials of platooning, in which two or more trucks are connected with vehicle-to-vehicle communication, allowing them to effectively operate as a single unit, accelerating and braking simultaneously. Because there is no delay between vehicles when braking, the headway between them can be reduced to a few metres, reducing aerodynamic drag and improving fuel efficiency.

The Government believes that "platooning trials will require no additional changes to domestic regulations, as long as the driver of each vehicle in the platoon remains alert and ready to take control in the event of platoon separation, or to avoid an incident. Changes to the Highway Code may be appropriate to support the

commercial use of platoons".

James MacColl, head of campaigns at the Campaign for Better Transport, said: "The Government is pumping millions of pounds into this technology while everyday transport that people rely on, like buses, is being starved of investment. Autonomous vehicles could make the roads safer in the future, but they will do nothing to tackle congestion."

CBT added: "There are serious obstacles to HGV platoons being practical in the UK. The UK's road network is already very congested, with frequent motorway exits close together, and it is unclear how platoons will interact with other road users."

"Rather than aiming to reduce carbon dioxide emissions by 10% through platooning, the Government could be cutting emissions by three-quarters by switching more freight to rail."

The consultation runs for nine weeks to 9 September.



Intercity Express carries first passengers

The new Class 800 Intercity Express train had made its maiden journey in the UK.

Great Western Railway ran a special service to celebrate 175 years since the opening of the Great Western main line. Transport secretary Patrick McLoughlin attended the unveiling ceremony.

The Class 800 train is designed and built by Hitachi under the Government's £5.7bn Intercity Express programme. It will have more seats, greater legroom, free wi-fi, power sockets at each seat, LCD seat reservation indicators and increased space in overhead luggage racks.

The new trains are currently undergoing testing and will enter

passenger service on the Great Western line in summer next year.

At the launch, a shared event with Agility Trains, Hitachi Rail Europe and Network Rail, invited guests travelled from Bristol to Reading, passing through one of Brunel's engineering triumphs, the Box Tunnel. Patrick McLoughlin joined the train at Reading before it continued to Paddington.

Mr McLoughlin said: "Britain's railways have a glorious past and an even brighter future, thanks to the record amounts we are investing to modernise the network. The unveiling of Great Western Railway's first state-of-the-art IEP train offers a glimpse of the benefits passengers in the south-west and Wales will enjoy from 2017."

roadworks.org

The leading communications hub for live and planned road and traffic information

Diversion route planning
changed forever...

www.elgin.org.uk/traffic-management



The future of roadworks
communication...

www.elgin.org.uk/communications-management



Save time with simple
signage plans...

www.elgin.org.uk/traffic-management



elgin 
roadworks.org

For further information, please contact us on 020 7127 6955, info@elgin.org.uk or visit www.elgin.org.uk

HIGHWAYS MAGAZINE

EXCELLENCE

AWARDS 2015

WINNER

Infrastructure is more important than ever

Following the EU referendum verdict, **Patrick McLoughlin** argues that continued investment will be seen as a sign of the UK's determination to remain competitive



It is three weeks since the country voted to leave the European Union. I passionately wanted Britain to remain part of the EU. But the people delivered their verdict, and the entire Government and I will work to deliver their instruction.

Yes, we face a period of adjustment; of economic, social and political change. Yet as we step out into our new place in the world, I sincerely believe we do so from a position of strength.

We have spent the last six years delivering a plan that today means Britain is the strongest major advanced economy in the world. Employment is at a record high, growth has been robust, and our finances are strong.

Britain's transport professionals, alongside many others, have played an important role in getting our country where it is today. Together we've got Network Rail's orange-clad army improving our railway tracks. We've rebuilt key hubs such as Birmingham New Street and Manchester Victoria. We've delivered dozens of major road improvement projects and we are working on many more. And we're nearly at the finishing line on Crossrail, which will transform London's rail network and link our largest airport with our largest financial district.

This investment means we now have the best possible tools to tackle the challenges ahead.

But as we face up to the enormity of the task ahead, I want the transport sector to be reassured. Our work is not yet done. Transport investment will continue.

The first ever Road Investment Strategy will shortly be backed up by a second, delivering the largest spending programme on our roads for a generation.

On the railways, we have the most ambitious rail plan since the Victorian era, electrifying over 850 miles of track

and providing a better service through a franchising system that is reaching maturity.

HS2 will rebalance our economy and generate colossal benefits for the supply chain. We are also making progress on HS3, or Northern Powerhouse Rail, which will transform travel in the north, alongside the £13bn we are spending improving transport in the area. Altogether, transport spending will rise by 50% in this parliament.

So as we address the future and the consequences of our vote to leave the European Union, one thing is certain: investment in the infrastructure we need for the long term has become *more* important, not less. Demand for travel is increasing – we are

I want the transport sector to be reassured. Transport investment will continue

making twice as many journeys as we did in 1970 – and so is the need for economic growth.

Let me give you two examples, one from the beginning of the last government, and one much more recent.

In 2010, one of the first decisions that landed on George Osborne's desk was the recommendation that he cancel Crossrail. We were told that our economy was in crisis and Crossrail would be far too expensive. Thank goodness the chancellor saw it differently. We could have used the Crossrail funding to pay down our debt. But diverting that investment would only have created new problems down the line.

The economic boost and extra capacity that Crossrail is bringing is badly needed, and backing out would have shown the short-termism that

got us into an economic mess in the first place. Now no one is arguing that we should have killed the project off, and even the Public Accounts Committee has called it a textbook example of how to get things right.

The case for building Crossrail then is the same case for new infrastructure now. In the week after the EU referendum we formally opened a new station at Kirkstall Forge in Leeds. It's the second new station we've opened in and around Leeds in recent months.

Kirkstall Forge station cost the government less than £10m to build, but it's the catalyst for £400m private sector investment in the area that will build a thousand new homes and a new world-class business park.

There are countless examples of investment like this across our country, and that investment will continue. Yet among the big opportunities ahead for the UK, there are also some big questions. Foremost among those is aviation capacity in the South East.

The Government remains committed to expansion, and we remain committed to providing extra capacity according to the timetable set out by Sir Howard Davies. It's vital that in the coming weeks and months the UK is seen to be open for business and building the infrastructure it needs to compete.

Yes, there are things we don't yet know the answer to and things we still have to work through. But as we carry out the instruction given by the British people, we can proceed with confidence. Our economy is fundamentally strong, our infrastructure plan will be delivered, and business and government will pull together to achieve the best for Britain.

Patrick McLoughlin was secretary of state for transport in David Cameron's administration

How transport appraisal misses the local realities

Transport models often discount or ignore the local effects of a new transport project. But in many cases these can form a significant proportion of total demand

It is a mistake to assume travel patterns are largely fixed, unchanged by infrastructure investment. Our thinking seems to be conditioned by demand models that presume low demand elasticities, and which treat induced demand (rather than that diverted from other routes or transport modes) with deep suspicion.

A desire for appraisal consistency, so that all investment cases can be treated equally, further shapes and narrows our outlook. The result is that real-world travel behaviour and economic effects, which are often parochial, get ignored, and we are then shocked to see them at work. The aim currently is to get at "real economic" effects (rather than those "narrow" transport benefits). But these will be peculiar to each locality.

Some examples from Scotland shed light on these issues. Take the Borders railway. The decision to re-open the Borders Railway from Edinburgh to Galashiels/Tweedbank, places remote from the national rail network, was judged by many to be "brave". Existing bus and car traffic volumes over a 55km route with little in the way of intermediate demand didn't look that promising. The prospect of housebuilding on the Edinburgh fringes could be a safer bet, with the opportunity for lower house prices and new regular, if shorter distance, rail commuters. So what's happened in practice?

Overall, demand is 22% above the model forecasts – a comforting position for scheme promoter Transport Scotland, no doubt. But against the Year 1 forecasts, it isn't the new housing springing up on the Edinburgh fringes that is producing the passengers: here rail usage is much *less* than expected. No, it's in remote Galashiels and Tweedbank that demand has exceeded expectations – and by huge margins (+600%). Some commuting and

business travel for sure, but a large part of it *induced* demand, travel that just wasn't observable before the railway re-opened.

There may be many so-called "triallists", but some may pick up the habit. It's too early to be definitive, and these patterns may well evolve over the next few years, but they are nothing like the models suggested.

Remote places make good case studies, not because their experiences are likely to foreshadow what will happen more widely, but because their connectivity is less complex, easier to analyse, almost binary. Post-project evaluations of the Skye Bridge, for example, suggest benefits (over 60 years) will exceed costs by about 4:1, a much better result than

Post-project evaluations of the Skye Bridge suggest benefits are much higher than anticipated

anticipated. Why? Again, it is induced demand that was seriously under-estimated. The previous option of a ferry meant "casual" journeys just didn't happen.

In Norway, where there are many mainland-ferry island crossings with options for bridges or causeways, inconvenience costs of ferry use (time wasted at the piers) are taken into account in appraisals, and this should help estimate induced demand too.

Or take the apparently simple case of the bridge from the larger island of Harris to the small (but relatively densely populated) island of Scalpay. Here you can look at case history on whether the "centre" (well, Stornoway) or the periphery gains from transformational transport connectivity. The bridge replaced a ferry, and 10,000 annual car trips became 126,000 using

the bridge within a few years of its opening in 1997. A huge amount of induced traffic again.

So why did the population of Scalpay fall by 9% during the years 2001-2011 over the same period that Scottish Islands' populations as a whole grew by 4%? Well, probably because the fish processing facility, built soon after the bridge opened with a plan to create over 100 jobs, only lasted from 2001 to 2005. It wouldn't have been located there without the bridge, but the bridge had nothing to do with its downfall. Even when transport supports economic development, other bigger factors will remain as a risk.

Has the bridge helped Scalpay's development? Ready access to school on the main island helps those with young families. A community purchase of the whole island in 2012 will probably do much to create a positive outlook. And the most recent encouraging plan is for a modest yachting marina to fill a gap between Stornoway and Lochmaddy in the Hebridean chain. Real-world factors that can't appear in codified forecasting and appraisal systems.

And there is another feature to mention. The Skye Bridge was funded through an early application of PFI – with super-high tolls to repay the outlay (since ended by the Scottish Government). The new transport interchange at Galashiels benefited from a £1.8m European Regional Development Fund contribution. The bridge to Scalpay was co-funded by the EU, as have been virtually all the major transport investments in the remoter parts of Scotland. And in the referendum, Scottish voters, of course, voted remain. But in remote parts of England with a lot of EU funding such as Cornwall, sadly they didn't.

Jim Steer is director and founder of Steer Davies Gleave



Runway capacity: it's time to decide

A decision on whether to accept the Airports Commission's recommendation on capacity in the South East has been postponed once again. The lack of a decision will only add to the eventual costs



Sir Howard Davies' Airports Commission was intended to clear the impasse



Almost exactly a year ago the Airports Commission published its final report and recommendations. The preceding decades were littered with prevarication and procrastination by successive governments on the absolutely crucial question of where to expand the South East's bursting airport capacity. The independent commission was established to clear a way through the 25-year impasse, by taking a dispassionate and pragmatic look at the most viable options. Hope was raised that, at last, a decision could be made in the economic interests of the UK as a whole. After three years of careful and detailed consideration, and at a cost of some £20m, the commission reached its final recommendation of a third runway at Heathrow.

So where is the UK now on the question of where to expand? Depressingly, we have entered an extended period of non-decision on the issue. In part, this is a consequence of the wider uncertainties brought about by the result of the EU referendum, but let's not forget that the indecision predates 23 June. Dithering has stymied a big, strategic choice that must be made.

And now the vital first decision on location, let alone the subsequent decisions that will be necessary to get spades in the ground, is further away than it was prior to 23 June. It is all too clear that no decision is possible until the current political vacuum is filled and stability restored. The secretary of state recently confirmed, to general dismay among the business community, that this will not be before October.

The Transport Select Committee's position is that expansion is required and that Heathrow is the best location. The case has now become even stronger in the politically and economically uncertain times ahead. There can be no doubt that the situation

Infrastructure projects will always present difficulties, but it is the job of politicians to find a path through

in relation to our major airport's capacity is unsustainable: Heathrow is at full capacity and has been for years; Gatwick will be full in five years' time. The commission was unequivocal in its conclusion that expanded aviation capacity is crucial for the UK's long-term prosperity.

By further delaying the airport expansion decision, despite having a very clear recommendation from the commission, the Government has created uncertainty that could have an effect on business confidence and willingness to make long-term investments in the UK. This is a gift to UK airports' international competitors, many of which are forging ahead with their own expansion plans. The cost of what business leaders have rightly called "disastrous procrastination" will ultimately be measured in lost growth and jobs. The CBI now estimates that the delay could

lead to the UK losing £22.5bn of trade with emerging markets, including the BRIC economies (Brazil, Russia, India and China), to France and Germany. In other words, precisely the opposite of what is now required.

What, surely, everyone can now agree on is that bold decisions are needed to boost the UK's economic prospects, for the benefit of all in these uncertain times. Airport expansion and the undoubted benefits it will bring, should be at the top of the priority list of such decisions. Now that Theresa May has emerged from the political maelstrom to lead us through the choppy waters ahead, she must quickly get on with that job. I urge her to make a swift decision on location, map out the path to planning approval and finally get the project moving.

Of course I accept that there are important local considerations and environmental effects that must be carefully examined and mitigated. Major infrastructure projects will always present these difficulties, but it is the job of politicians to find a path through these legitimate concerns. Our business leaders consider it shameful that we have for so long been unable to do so – and I cannot disagree with that view.

Let me be absolutely clear – the issue of airport capacity is of utmost importance to the UK's future prosperity; it will not go away; and the costs of further delay will increase dramatically at a time when we can ill afford them. Any temptation to rip up the work of the commission and start all over again must be resisted.

What is clearly needed now, perhaps more than ever, is decisive action to promote the UK's economic interests. This time it has to be decision time.

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

Car restraint is needed to meet climate targets

Transport emissions are rising again, despite strong grassroots campaigning to change behaviour. The trend will only be reversed when it becomes more expensive and less convenient to drive

The recent progress report from the Committee on Climate Change (CCC) makes for interesting reading. The good news is that greenhouse gas emissions have fallen by an average of 4.5% in the past three years and are now 38% below 1990 levels. However, the less encouraging news is that this reduction has come almost exclusively from one sector: electricity generation. The CCC warns that without urgent action to strengthen policies, progress will not continue.

The report should be an alarm call for the transport sector. Transport emissions have actually increased. Transport is now the biggest contributor to greenhouse gas emissions, the lion's share of these coming from surface transport, which alone accounts for a full quarter of the total greenhouse gas emissions in the UK.

There has been progress in improving the fuel efficiency of cars and vans. In 2013 there was a reduction in emissions from road transport. However, the CCC points out that more recent fuel sales figures would indicate that these gains have since been eclipsed by more vehicle mileage. Road transport emissions are likely to have increased by around 1% in 2014, as rising demand has outweighed any efficiency improvements.

This is the clearest indication, if one should be needed, that technological improvements alone will not bring about the necessary reduction in emissions. As Lord Stern made clear in his authoritative review on the economics of climate change, there are three priority areas for a successful carbon reduction strategy: technology; pricing; and measures to encourage behaviour change.

Conspicuously lacking has been sufficient effort to use pricing as a policy lever. The CCC recommends that the tax regime should keep pace with technological change, and suggests

fiscal measures such as aligning vehicle excise duty with improvements in new vehicle CO₂.

But there is a much broader point to make here. Fuel duty has been frozen in recent years. The direct consequences have been more driving and more congestion. Recent research for Greener Journeys has shown the damaging impact of congestion on bus journey times, which have been increasing by 10% per decade, with a damaging impact both on bus patronage and the wider economy, costing 5,000 jobs annually.

On behaviour change, the CCC says that there is significant potential to reduce emissions through changing behaviour,

Technological improvements alone will not bring about the necessary reduction in emissions

and that support from the Local Sustainable Transport Fund was positive. But it stresses that such measures need to be properly evaluated and sustained in order to lock in the benefits.

The big picture is that Government's commitment to the climate change agenda seems clear. The CCC has identified a gap of about 100MtCO₂e between current plans and the action required by the fifth carbon budget. The Government has given its backing to the fifth carbon budget, and it is also committed to producing an emission reduction plan later this year to make up the current policy shortfall.

A key part of that plan must involve reducing car use. This would produce an immediate, cost-effective carbon reduction, as well as helping to tackle the growing problem of congestion, which is forecast to cost busi-

nesses £30bn by 2030. It would, however, also entail a change in the direction of policy, from giving people more travel choices to making it more expensive and less convenient to drive. And such measures are unpopular. The motoring lobby is a powerful force.

The motorist's voice needs to be matched in equal force by the voice of the sustainable transport community. Earlier this month the whole bus sector came together to celebrate Catch the Bus Week. Now in its fourth year, the campaign is really growing in momentum. Its strength lies in the creativity unleashed across the country as each area puts its own stamp on the week. From poetry competitions in schools to dance troupes on buses and radio shows broadcast live from the top deck, the week provides a great opportunity to encourage car users to give the bus a go.

Catch the Bus Week demonstrates that grassroots campaigns can really make a difference. Such campaigns are important not only for their direct impact but also the clear message they send to politicians. And there are many other excellent initiatives aimed at encouraging more sustainable travel. Campaigns such as Sustrans' Bike Week and Living Streets' National Walking Month play a vital part in communicating the benefits of less car use.

But much more is needed. Crucially, it needs to become more expensive and less convenient to drive. Without a clear policy commitment to some measure of car restraint, any behaviour change campaign will always be limited in impact. If the current direction of travel is to be reversed the whole sustainable transport community needs to speak loudly and clearly with one voice.

Claire Haigh is chief executive of Greener Journeys, a campaign dedicated to encouraging people to make more sustainable travel choices www.greenerjourneys.com



Will the Bus Services Bill make a difference?

Provisions to encourage partnership could allow targets to be agreed to address passengers' top ten priorities as identified by Transport Focus research



Though the news is dominated by bigger political issues, something significant is happening in the transport world: legislation on buses in England. The Bus Services Bill is making its way through Parliament and is currently in the Lords. It has laudable ambitions which include improving services and increasing the number of people who travel by bus. It increases the range of agreements open to transport authorities and bus operators, as well as requiring bus operators to make available much more data and information.

There is some way to go before the intentions of this bill become reality. Not only has the wording to be scrutinised, but much of its implementation will be through secondary regulations before anything changes on the roads.

But will the bill actually make a difference to passengers? Other factors have an impact on bus service provision, such as funding. However, Transport Focus research indicates where legislation could make a difference. We conducted research into passengers' trust in the bus industry and also their priorities for improvement. The top ten priorities that emerged were:

- 1 Better value for money from bus journeys
- 2 More buses arriving on time at your bus stop
- 3 More journeys on buses running to time
- 4 Buses running more often than they do now
- 5 More effort made to tackle anti-social behaviour
- 6 Buses going to more places you want to go
- 7 More stops with next bus displays
- 8 More/better information when delays occur on journeys
- 9 Cleaner and better maintained buses
- 10 Tickets which allow travel on all bus companies.

So can they be met by the bill?

The overriding priority is that passengers want better value for money from their tickets. The bill should make it far easier for local authorities and operators to work together to achieve new deals such as smart ticketing.

Passengers gave high priority to buses arriving at the bus stop on time and running on time. We know from other Transport Focus research that punctuality is a key driver of satisfaction.

It is possible that the specifications for the different types of agreement will include setting targets which will be part of performance measures. But, of course, punctuality is susceptible to other factors, particularly traffic and congestion on the roads.

Passengers were keen to have better information showing when the next bus would arrive

However, the bill may inspire a spirit of greater co-operation between the authorities and bus operators so they tackle problems like this, as has been seen with Centro in the West Midlands working with operators (predominantly National Express). Providing the data to monitor service performance could help and improve clarity.

The fourth priority that emerged was buses running more often than they do currently. Again, this could be included in the specification for any agreement between the authority and bus operator.

The fifth priority was seeing more effort in tackling anti-social behaviour. If the regulations and agreements were so inclined, this could be included in the specification and measured to assess compliance.

Passengers told us that they want buses to serve more places they want to go. Again, the specifications for the agreements could require this. Operators could also consult with passengers and the community.

At seventh and eighth place, passengers were keen to have better information, at bus stops showing when the next buses would arrive, and about delays to journeys. A key part of the bill is a requirement on bus companies to make available data, which should help passengers' access to such information. The specification could help with this. It could also help with the cleanliness and maintenance of the bus (the ninth priority).

And finally, at tenth place, passengers wanted tickets to allow them to travel on buses from all companies.

So the signs are that the Bus Services Bill could help achieve its ambitions of improving the service and increasing numbers. The latest bus use statistics for January to March this year are disappointing, showing a decrease in bus use of 3.2% in England and as high as 4.1% in London, compared with the same period last year.

Our work on trust shows that passengers trust their bus companies relatively highly. But operators could do more to improve customer care by helping them understand who runs the bus and where any complaints can be made and by showing that they have a connection with the community.

If bus operators really want to attract more passengers and get good satisfaction scores, they need to provide punctual services that go where people want to go. They also need to put passengers at the heart of their service, and make them feel valued. We are optimistic that the legislation can play a significant role in achieving that.

Anthony Smith is chief executive of Transport Focus.

Brexit vote could mean delays for big projects

Uncertainty will surround negotiations with the EU, and if the economy suffers, one result of the referendum result could be less money for infrastructure, says **Tom Henderson**

Given the potentially damaging ramifications of the EU referendum, “business as usual” reassurances have been doing the rounds. Transport Secretary Patrick McLoughlin affirmed the Government’s commitment to major infrastructure programmes including HS2, the Northern Powerhouse, rail electrification and the Road Investment Strategy.

It is fair to say that the immediate post-referendum experience has indeed been “business as usual” – work on such projects has continued pretty much as it did before. Can this be taken as indication of things to come? Probably not, as the political fall-out from the Brexit vote means that we’re still in something of a hiatus.

The nature of transport infrastructure – promoted and funded both by the public and private sectors, and comprising the UK’s largest and most expensive projects – raises questions over how the sector may be affected by Brexit. The obvious starting point is the imminent change to the political landscape.

The prospect of a Conservative leadership contest lasting till September had meant it likely that key decisions would be deferred until the new leader and cabinet were installed, and perhaps until the new team had put together its first autumn statement. With the quicker than expected resolution of the leadership question, and given that Theresa May appears to have ruled out a snap general election, the machinery of government may begin turning again soon.

Nevertheless, a casualty of the hiatus was the decision on the location of a runway in the South East, delayed until (at least) October: it would be a surprise if it was issued before then. It is likely that other key decisions have also been stuck in the same queue. And it is conceivable that slower decision-making will remain a function of Brexit, since

the Government’s focus, and hence a good deal of Whitehall resources, will inevitably be diverted towards negotiations with the EU over the terms of Brexit.

The other consequence of a change in leadership is a potential change of direction for transport infrastructure policy. It seems unlikely that Ms May will stray very far from the Government’s policy of prioritising investment in transport, but which type of schemes will be favoured, and where?

Using the runway decision as an example, Heathrow’s chances remain unclear, since Ms May has expressed concerns about the impact of its expansion.

And will the geographic balance of spending change too? Brexit will certainly increase

Government focus, and a good deal of Whitehall resources, will be diverted towards negotiations with the EU

pressure on the Government to focus more resources on the regions, in particular to put some substance behind the Northern Powerhouse initiative.

Underpinning all this is the wider question of how much money will be available to spend on infrastructure projects, which in turn will depend on the economic consequences of Brexit. The long-term outcome will ultimately rest on whether the UK economy fares better or worse outside the EU. As for the short to medium term, the early indications are that the economy will suffer some adverse effects.

This may be felt most acutely for privately-funded transport projects. The UK is the biggest recipient of foreign direct investment in the EU, so any loss of confidence pending clarity

over the UK’s future relationship with the EU might see prospective investments deferred. There has been anecdotal evidence of this happening already.

On the positive side, the European Investment Bank has confirmed that it will continue to lend money to UK infrastructure projects while the UK remains a member of the EU. And publicly-funded projects currently under development may enjoy a degree of immunity, if the Government prioritises transport investments to stimulate growth.

But if the UK economy contracts or the Government needs to look for more savings, the largest and most expensive public projects such as HS2 may come under scrutiny, and tough decisions could not be ruled out.

There are also legal implications. Many of the laws which infrastructure developers must comply with derive from the EU – habitats and species protection, environmental impact assessment, road tolling, air quality, and state aid, to name but a few. There is no immediate change to this law as a result of the Brexit vote. And it is likely to apply unchanged for the foreseeable future, given that much of that law has been transposed into UK law, and the subject matter is unlikely to be high on the government’s Brexit negotiations agenda.

At some point there will need to be a debate on what should happen to such EU-derived law, but taking environmental protection legislation as an example, there is unlikely to be a clamour for it to be reversed. But given the increasing recognition that the application of this law has made the planning process unwieldy, Brexit might offer a useful opportunity for some sensible rationalisation.



Tom Henderson: “Increased pressure to focus resources on the regions”

Tom Henderson is a legal director in the planning and infrastructure department at Bircham Dyson Bell.



BIRCHAM DYSON BELL



Loudly and proudly calling

The Scottish Transport Awards celebrated dedication and innovation at a ceremony in Glasgow last month

Excellence, innovation and progress were once again honoured at this year's Scottish Transport Awards, held in Glasgow last month. Over 400 transport professionals gathered in Glasgow for the 14th annual event.

Transport Minister Humza Yousaf said: "It's a tremendous honour to address the Scottish Transport Awards and properly recognise the unsung heroes across the transport sector and in our communities. The people who, for example, work unsociable hours in challenging weather conditions all year round to keep our buses, trains, planes and roads running. What impressed me most was the passion and innovation on show as we all strive to deliver an improved transport network in the months and years ahead."

The night's top award, Local Transport Authority of the Year, sponsored by Clear Channel, went to **Aberdeenshire Council**. In the last year it has launched a real-time information system. For a rural authority electronic screens are not cost-effective, so 60 screens in larger towns are complemented by QR codes at most bus stops which are scanned by a smartphone to display live information. It has made progress in multi-operator ticketing. Public electric vehicle charge points have been added, bringing the total to 18. Aberdeenshire is one of the best performing councils in the annual road condition index tables in the Scottish road maintenance condition survey, and currently lies in second place. A money-saving scheme for road maintenance, focusing on surface dressing, will protect roads from impending cuts in the maintenance budget.

The Integrated Travel Towns project is working to make Ellon, Fraserburgh, Huntly, Inverurie and Portlethen more amenable and accessible for walking, cycling and public transport.

Public Transport Operator of the Year

The hotly fought Public Transport Operator of the Year category went to **Lothian Buses**.

Edinburgh's principal operator introduced 20 new hybrid buses on city centre routes in 2015. Since 2011, over £18.5m has been invested in low-carbon buses (with £5.8m from the Scottish Government). Lothian operates 85 hybrids, the highest proportion of any UK bus fleet, and 66% of its buses reach Euro V standards or above.

Last year Lothian introduced a service developed with Google Maps to give directions between any two places in Edinburgh, taking into account live information on service delays and diversions.

To assist visually impaired people, Lothian's mobile app has been updated with VoiceOver technology which allows any part of the app to be spoken, including next stop announcements.

Service 113 to Ormiston, introduced in 2012, is on track to double patronage over four years.

Rail Supplier of the Year

BAM Nuttall was named Rail Supplier of the Year for the fourth year running. As well as undertaking large multi-discipline projects, BAM Nuttall has expanded its share of the market in smaller projects, including electrification route clearance work. It was recently awarded the Highlands Enhancements Programme, a 10-year framework agreement that includes the Aberdeen to Inverness project and improvements to the Highland main line.

The key achievement of 2015 was the opening of the Borders Railway, which was brought into service on time and on budget. Since opening in September it has carried more than 500,000 passengers.

Airport of the Year

Glasgow Airport picked up the Airport of the Year award for the second consecutive year. 2015, its first full year under new owner AGS Airports, was a year of unprecedented growth. As well as adding 30 new routes, Glasgow reported its largest annual increase in passenger numbers, by 13% to 8.7 million, making it one of the fastest-growing airports in Europe. New carriers added included Air France and Air Canada Rouge. Direct flights to Las Vegas were added. The airport strengthened its connections to European cities, with flights to Budapest, Prague, Milan, Bordeaux, Marseille and Bucharest, and cemented its position as Scotland's principal long-haul airport.

Barra Airport, the only beach airport in the world that offers scheduled flights, was highly commended in this category.

Road Safety, Traffic Management and Enforcement

The award for Most Effective Road Safety, Traffic Management and Enforcement, sponsored by First Group, went to **Strathclyde Partnership for Transport and South Lanarkshire Council**. The organisations have invested £3.5m since 2007 on Route Action Plans to reduce accident rates. Between 2005 and 2008 South Lanarkshire experienced a gradual increase in fatal and serious casualties, especially on rural roads. The most recent three years of accident data were analysed by the council's road safety engineers for all A and

B rural roads. Routes with higher than average accident rates were prioritised for improvements, such as road signs and road lining; upgraded surfacing; edge markers and chevron posts; road studs; and upgraded warning signs. The aim was to make information to drivers consistent, to reduce the possibility of misreading the road layout. 38 schemes had at least a year's monitoring information available at the end of 2015, and statistics showed a drop in fatalities to an all-time low of five in 2015.

Fife Council was commended for its 20mph zones.

Integrated Transport Project of the Year

The award for Integrated Transport Project of the Year, sponsored by Abellio, went to **ScotRail, Strathclyde Partnership for Transport and Transport Scotland** for Johnstone railway station park and ride. The station had a 340-space park and ride car park, but high demand, mainly from commuters to Glasgow, meant it was often full. The three organisations set up a partnership to extend it.

In a first for a railway station in Scotland a second deck was built above the existing car park. Capacity was increased by 25% to 423 spaces. A serious problem was the loss of most of the parking space during the construction period. ScotRail, SPT and Transport Scotland used survey data to provide users with targeted information on alternatives, including other stations. The £1.56m project was completed in 24 weeks, on programme and on budget.

Opposite: Frontline Employees of the Year Sue Leaton (left) and Demi Wylie
Below: Transport Minister Humza Yousaf



turn to page 20

from page 19

Contribution to Sustainable Transport

The accolade for Contribution to Sustainable Transport went to **Strathclyde Partnership for Transport**, with its ground water and air heat source system for the Glasgow Subway.

The Subway has to deal with large amounts of water entering the network, which has to be pumped away. SPT sought to turn this into a positive by using the water as a source of heat for the stations. It investigated doing the same thing with airflow in the tunnels generated by the trains. It set up a partnership with Glasgow Caledonian University, which took a year and a half of measurements of water and air temperature and flow.

It was found that the water has a relatively stable temperature of around 11-14°C and the air around 15-16°C. At St. George's Cross station, a water source heat pump was installed to extract heat from the water to heat the station and provide domestic hot water. At Bridge Street station, an air source heat pump extracts heat from the air flow for the same purpose. The new systems have reduced running costs to a third of that of the old electrical heating system.

Best Practice in Travel to School and Work Schemes

Fife Council took the honours in Best Practice in Travel to School and Work Schemes. The council worked with Living Streets to promote walking to school in 30 schools in

Fife, using Living Streets' Walk once a Week (WoW) scheme, and identifying "park and stride" sites.

CycleFife is a £4.4m walking and cycling project in Dunfermline and Glenrothes. It combines infrastructure improvements with behaviour change measures, funded by Fife Council, Sustrans and local partners. Bikeability cycle training is being introduced as part of the curriculum in the two towns to meet the government recommendations on PE. The project supplied 400 new children's bikes and training for teachers. Between June 2014 and January 2016, the percentage of schools taking part increased from 29% to 85%.

Achievements in Cycling

East Dunbartonshire took the award for Achievements in Cycling for the Bears Way, a project to provide a safe environment for novices as well as experienced cyclists on the congested arterial route the A81. Though it had existing unidirectional cycle lanes, they were considered dangerous because cars drove and parked in them.

The council reallocated road space to create a kerb-separated two-directional cycle lane. Bus stops were moved to improve sightlines and discourage unsafe overtaking. Parking restrictions were introduced.

A cycle count last December showed that the number cycling had increased by 112% compared with four years earlier. There has been a rise in the number of families, children and less confident cyclists on the road.

Argyll and Bute Council was highly commended for the South Islay Distilleries Path.

Excellence in Walking & Public Realm

Strathclyde Partnership for Transport scored another win in the Excellence in Walking & Public Realm category for the redevelopment of St Enoch Subway Station.

St Enoch Square is one of Glasgow's main squares. The subway station is mainly below ground, with two pavement level entrances emerging into the square. The entrances were dated and, in redeveloping the station, SPT changed them to complement the square.

New glazed canopies have been built, influenced by examples such as those at Canary Wharf Underground in London. They have a distinctive form, with a regular hemispherical cross section, and a delicate structural grid. This pays homage to the kind of 19th-century structures in which Glasgow excelled – glasshouses, station roofs and palm houses in cast and wrought iron.

Best Bus Service

Lothian Country Buses Service 113 won the award for Best Bus Service. It was launched in June 2012 following the withdrawal of First services in Ormiston and Pencaitland. In October 2012 additional morning and evening journeys were added to the timetable and new single deck buses were introduced. In the first year of operation the new service carried nearly 500,000 passengers, exceeding targets.

In September 2013 daytime frequency was improved to 40 minutes. By June 2014 passenger numbers had increased by a further 100,000 (20%). A year later the service was re-routed via Wallyford park and ride and an additional Sunday journey was added. All buses were equipped with free wi-fi. By October last year patronage had grown by over 50%. The entire service was converted to double deck operation and passenger numbers continue to rise.

Prentice Coaches' 111-122 service, connecting East Lothian with Edinburgh Royal Infirmary, was highly commended. The service has added passengers by tailoring its timetable to suit visiting times and the working hours of staff.

Accessibility Project of the Year Scottish Borders Community Transport Services

won the Accessibility Project of the Year category. Borders community transport providers and Scottish Borders Council worked together to create an integrated approach for transport for older people travelling to health and social care services. They adapted their systems to make the best use of available transport and reduce duplication of journeys. A booking system has been brought in with a single number to make bookings. Once a booking is recorded a summary is electronically posted to the partnership providers who either schedule or decline it. To date, the partnership has been unable to provide transport in just six cases.

Edinburgh Airport was highly commended for its provision for travellers with additional needs, who might find the airport environment intimidating.

Most Innovative Transport Project

The ScotRail Alliance (combining operator Abellio ScotRail and Network Rail's Scotland route management team) took the honours for Most Innovative Transport Project of the Year, sponsored by Hitachi Rail Europe, with the Borders Railway, opened by the Queen last September. With 30 miles of track from Edinburgh to Tweedbank and seven new stations, the new line carried its 500,000th

Strathclyde Partnership for Transport won the Excellence in Walking & Public Realm award for the redevelopment of St Enoch Subway Station



passenger after just four months. One of the roles of the Borders Railway is to help stimulate the economic regeneration of Midlothian and the Scottish Borders. The Borders Railway Blueprint group has been established to help maximise the benefits to local economies. There have been demonstrable benefits to local businesses. Some traders in Gala are reporting a doubling of trade, and tourist attractions such as Abbotsford are reporting record visitor numbers.

The construction team used a collaborative approach which helped complete the project on time and on budget.

Excellence in Technology and Innovation

Clearview Intelligence, Transport Scotland and BEAR (Scotland) took the prize for Excellence in Technology and Innovation, sponsored by BAM Nuttall, for their use of intelligent road studs on the A720 Sheriffhall Roundabout.

The six-arm roundabout on Edinburgh's city bypass carries over 42,000 vehicles daily and is heavily congested. It had a high accident rate. Widening the roundabout to four-lane circulation increased capacity but didn't reduce the number of collisions. A factor in many of the accidents was drivers inadvertently drifting out of lane. BEAR Scotland devised a scheme using active road studs to guide traffic through the junction. Clearview de-

veloped the idea, which was installed in 2014. Entry to the roundabout from the A720 is controlled by traffic lights. When the lights turn green, the road studs light up to guide drivers into the correct lane of the roundabout. They are turned off again when the lights turn red. Independent research last year concluded that there had been a reduction in lane drifting for nearly all vehicle types, and driver behaviour was more predictable and consistent.

Network Rail was highly commended for the Winchburgh tunnel. As part of the Edinburgh-Glasgow Improvement Project, a 44-day blockade was undertaken last summer, with contractor Morgan Sindall, to lower the track by up to 200mm in preparation for electrification.

Transport Team/Partnership

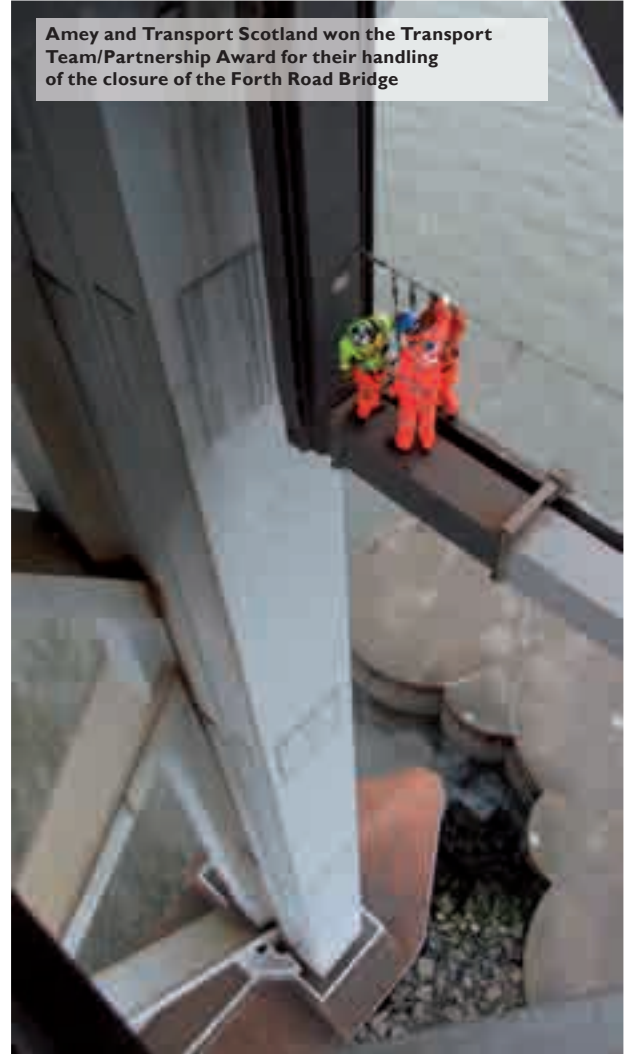
On 3 December last year, the Forth Road Bridge was closed after engineers discovered faulty steelwork. The closure created unprecedented logistical, engineering and communications difficulties.

Repair work was expected to take around four weeks. The project faced the scrutiny of a global audience. Amey and Transport Scotland took the Transport Team/Partnership of the Year award for the way in which they handled the situation.

The partners established a critical

turn to page 22

Amey and Transport Scotland won the Transport Team/Partnership Award for their handling of the closure of the Forth Road Bridge



PRENTICE COACHES Ltd

Haddington's award winning bus and coach company

111 Connecting East Lothian to
Edinburgh Royal Infirmary



Haddington - Roodlands Hospital - Drem - Gullane - Abernethy
Leopoldry - Port Seton - Prestonpans - Wallyford - Whitsonig
Mossburn - High St / Health Centre / Tesco - Queen Margaret University
Old Craighall - Millmill - Shalimar - Edinburgh Royal Infirmary



24 to 70 seat coaches available for all occasions.
Including Wheelchair Accessible Coaches all fitted with seatbelts
Live tracking of our coaches and service routes available via our App

www.prentice.info

T. 01620 822620 E. mail@prentice.info

Station Garage, Hospital Road, Haddington, East Lothian, EH41 3BH



from page 21

incident team based at the bridge seven days a week to maintain dialogue between design teams, engineers, scaffolders, welders and communications and support staff. Twice daily operational update meetings were attended by key personnel. Daily conference calls were held with Police Scotland, NHS Scotland and Fife Council. Daily updates were provided to ministers.

A repair was designed, approved by independent consultants and tested using structural modelling technology. Construction was organised to allow most steelwork fabrication to be done in workshop conditions, reducing the impact of the weather.

Several other maintenance schemes planned for 2016 were accelerated to be completed during the closure period. The bridge re-opened ahead of schedule on 21 December.

The ScotRail Alliance was highly commended for the way in which it kept people moving during the

Winchburgh Tunnel closure, with a range of initiatives to inform and advise people about alternatives to their normal journey. Only 39 complaints were made during the 44-day closure.

Excellence in Travel Information and Marketing

Last year Transport Scotland undertook a number of high-impact schemes to upgrade and improve the transport network during the summer. Many of them would occur simultaneously. They coincided with several major events, and would directly affect the capacity of the road and rail network.

Transport Scotland was named winner in the Travel Information and Marketing category for Keep Scotland Moving, its communications strategy during the works.

There were three key messages: Scotland remained open for business; it was important for everyone to plan

ahead, check online and allow extra time for journeys; and positive investment was being made in transport, at the cost of short-term inconvenience.

Transport Scotland created a dedicated page on its website, providing general information about schemes and events, with links to real-time traffic information.

A mixture of paid-for advertising and free communications were used, including Facebook, Twitter and LinkedIn. Radio advertising included Clyde, Heart, XFM and Smooth. Variable message signs on trunk roads were also used.

The closure of the Winchburgh tunnel for six weeks during June and July had the largest potential impact. Communications in the run-up to the works stressed the reasons for the closure and the benefits. Passenger figures were reduced by 30% during the scheme, demonstrating success in changing behaviour.

Outstanding contributions



John Elliot (left, centre) received the Lifetime Contribution to Transport Award and David Middleton (right, centre) was given the Outstanding Contribution to Transport in Scotland Award



Two winners shared the accolade of Frontline Employee of the Year.

Glasgow Airport ambassador **Sue Leaton's** job is to make sure passengers who travel through the airport leave with a lasting positive impression. Sue is renowned throughout the airport for her passion for providing outstanding service. A shift can include everything from helping a customer to a gate, reuniting a passenger with a lost iPad, managing queues at border control, or glueing heels back on shoes.

Sue regularly goes above and beyond what her job requires of her, including organising "behind the scenes" tours for community groups such as nurseries and local Scouts brigades, col-

lege students and children eager to pursue a career in aviation. She has made it her remit to organise charity collections at the airport and last year helped nine charities raise more than £5,000 from collections in the terminal.

Caledonian MacBrayne team manager **Demi Wylie** came to the rescue when industrial action was announced affecting CalMac sailings for three days – a Wednesday to a Friday – last June. Seven couples (and their 600 guests) faced having to cancel their weddings on the islands as a result. Demi made it her mission that each wedding would go ahead.

Demi contacted each bride and asked for details of how many guests were travelling by which ferry. Putting in shifts of

up to 16 hours, she moved bookings forward, re-routed wedding parties altogether if necessary, and guaranteed travel for critical vehicles such as limousines. She coordinated taxis for guests with mobility difficulties, arranged and paid for extra nights' accommodation, and in one case even chartered a private vessel.

A flurry of emails and social media comments thanked Demi and her team for saving their days.

Three personal awards were presented on the night.

A Lifetime Contribution to Transport award was presented to **John Elliot**, chief executive of Traveline Scotland since 2002. Under his leadership the organisation has grown to be widely regarded as a model of best

practice for multi-modal travel information and journey planning. Outstanding Contribution to Transport in Scotland went to former Transport Scotland chief executive **David Middleton**, who retired in 2015 after six years in the post. He presided over one of the largest transport capital programmes in the UK, with the opening of the Borders railway, on-time progress on the new Forth crossing, and an innovative approach to re-franchising Scotland's railway among the achievements under his watch.

Journalist of the Year went to **Alastair Dalton**, Transport Correspondent at *The Scotsman* and *Scotland on Sunday* for the past 14 years. The judges praised his "strong track record of breaking major Scottish transport stories".



Scottish Local Transport Authority of the Year... again!

Aberdeenshire Council has won the prestigious title of Scottish Local Transport Authority of the Year at the 2016 Scottish Transport Awards. Having previously won the accolade in 2008, 2009 and 2012, it is the first local authority to win the title on four occasions.

The Council was also shortlisted in an additional four categories:

- Best Practice in Travel to School and Work Schemes
- Excellence in Travel Information & Marketing
- Excellence in Walking & Public Realm
- Frontline Employee of the Year

These projects were all recognised in the winning submission for Scottish Local Transport Authority of the Year.

Aberdeenshire's Integrated Travel Towns (ITT) project is aimed at increasing the proportion of travel undertaken by sustainable modes. In Ellon, improvements included the construction of a new foot and cycle bridge across the River Ythan and upgrading the path along the north bank, providing a safe route to the town's new Academy from the town centre.

A real time passenger information system for bus services went live in January 2016. The system provides live departure times, allowing customers to make more informed travel choices at the various stages of their journey.

During the aftermath of Storm Frank in December 2015 and January 2016, front line Transportation service employees provided emergency transport in challenging conditions to assist with evacuation of affected communities. They also helped maintain a link between Braemar and the rest of Aberdeenshire during the closure of Invercauld Bridge and the A93 at Micras.

The Council's engagement with customers through regular Area Bus Forums and through the annual Bus Passenger Satisfaction Survey was also evidence that customers are at the heart of what the team does.

Efforts of road maintenance teams ensure Aberdeenshire is consistently among the top rated councils in the Scottish Road Maintenance Condition Survey, highlighting that the operational aspects of the Council's activities are held in as high regard as the project-based activities.

Aberdeenshire's role in administering the successful Grasshopper multi-operator bus pass demonstrates what can be achieved by working in partnership with other public sector bodies and partners in the private sector.

The above are just some examples of the excellent transportation work being carried out by the Council which contributed toward the awards success.



Devolved powers will help the regions to compete

Other English regions are keen to emulate the north of England, with plans to set up organisations similar to Transport for the North to give them a greater role in setting strategic priorities. Over the next nine pages *Transport Times* looks at aspirations and progress in the North, the Midlands and the Oxford-Cambridge arc represented by the England's Economic Heartland alliance. On this page, DfT Northern Powerhouse minister **Andrew Jones** argues that devolution is now more important than ever



Andrew Jones was Parliamentary Under-Secretary of State for Transport in David Cameron's administration

As we adjust to Britain's new status outside the European Union, we face challenges but also opportunities. But we do so from a position of strength, after six years in which the economy has been transformed, our deficit as a share of GDP has been cut by two-thirds, and employment has reached a record high.

One of the key manifesto commitments the Conservative Party made back in 2010 was to fund major improvements to the transport network. That is a commitment we are honouring today with the biggest rail modernisation programme since the Victorian era, and a £15bn Road Investment Strategy as part of a 50% increase in transport spending this parliament.

The referendum result has, if anything, re-emphasised the case for

transport investment. Now more than ever, we need the better connections that Crossrail, HS2, the Northern Hub, smart motorways and similar schemes can provide to meet rapidly rising demand for transport.

But it's not just the amount we invest. It's also the way we invest. For decades, ministers and civil servants in Whitehall have taken decisions on transport investment across England. But we've seen how devolved areas have succeeded when granted greater powers and we want to extend that. We're therefore giving local people, who understand their own transport needs best, much more of a say in how money is spent.

Good transport is one of the most powerful economic assets a region can have. It's what attracts investors, and creates new jobs. So it is that trans-

port is at the heart of our plans for the Northern Powerhouse. We have watched, over decades, how the prosperity divide between north and south has grown. Yet today we have it in our power to close that gap, with transport playing a pivotal role in the process.

That is why Transport for the North was created: an alliance of northern authorities, city regions and local enterprise partnerships. The great cities and towns of the north have over 15 million people, with an economic output of £300bn. We want to link them up so they can pool their strengths, and compete successfully for investment against any other region in Europe. No-one is better placed than TfN's members to understand the unique strengths of the region or to multiply the value and benefits of transport investment.

TfN is working with the Government, Network Rail, Highways England and HS2 Ltd to get the most out of schemes like HS2, the trans-Pennine route upgrade, and strategic road investment. But it is also looking beyond the current programme, to the transport that the North will need in the longer term, with schemes like Northern Powerhouse Rail, the fast and frequent east-west rail network, the proposed road tunnel underneath the Pennines and a Smart North ticketing system which will help passengers get around the region on all forms of transport more easily.

Transport for the North is making enormous progress and its recent Independent Economic Review concluded that with the right investment and focus 850,000 new jobs could be created, which would be a major boost for the North. Ex-CBI boss John Cridland has been appointed as TfN's independent chair, and the Government has given it £50m for this parliament, so the region now has a single body to drive forward transport projects and speak to the Government with one voice. We expect that TfN will be established as a sub-national transport body on a statutory basis in 2017.

Each region of the country will find its own solutions. For example, in the Midlands the Midlands Connect Partnership is bringing together local authorities and local enterprise partnerships from the East and West Midlands. The Government is providing £5m to Midlands Connect to produce a long-term transport strategy for the whole Midlands that will help to support the Midlands Engine for Growth. Work is continuing apace and Midlands Connect is also working with the Government, Highways England, Network Rail and HS2 Ltd to develop a robust evidence-based strategy by March 2017. The strategy will consider measures to maximise economic growth from HS2, reduce journey times and improve reliability between key centres, and a solution to congestion within and through the region. Midlands Connect is also expected to be placed on a statutory footing as a sub-national transport body, in 2018.

Other areas are also beginning to work together to move towards statutory status including England's Economic Heartland, which covers the Oxford-Cambridge arc, a key transport corridor. Here local authorities and LEPs are coming together to speak with a single voice on transport and economic priorities.

Elsewhere, elected mayors are being offered a range of powers, including responsibility for transport budgets, and freedom to retain business rates to help them fund infrastructure and services. Major cities are taking on new

Freight and logistics are one of the North's strengths

powers to manage buses, and create multi-modal integrated transport ticketing, just like London's Oyster card.

STBs will give localities a formal role in strategic transport planning, shifting the balance of responsibility

outwards to the regions because local people know their economies and their development needs best. This will allow growth to be maximised and ultimately help Britain succeed outside the European Union.



Bridging the productivity gap

A new independent economic review shows the scale of opportunity provided by the Northern Powerhouse to rebalance the UK economy given the right investment. **Jeanette Bowden** reports

Business leaders declared the Northern Powerhouse "more important than ever" after the Brexit vote and a new independent economic review which highlighted the discrepancy between productivity in the North and the rest of England. The report illustrates the huge untapped potential of a region that already produces almost £300bn in gross value added and which – if it were a separate country – would be the tenth biggest economy in Europe.

Commissioned by Transport for the North and launched to business

leaders and public officials from around the UK during Liverpool's International Festival for Business two weeks ago, the Northern Powerhouse Independent Economic Review was undertaken to provide a clear picture of the economic landscape of the north of England in a national and global context and identify the main opportunities for economic growth.

The review, undertaken by SQW with support from Cambridge Econometrics, Steer Davies Gleave and John Jarvis Consulting, pointed out the disparity between the North's gross

Speakers at the launch of the Northern Powerhouse independent economic review: (l-r) Sir Richard Leese, James Wharton, John Cridland and Lord O'Neill

turn to page 26

value added and that of the rest of England, both including and excluding London. The analysis showed that the North's GVA per capita over the last 30 years has consistently been around 25% below the average for the rest of England and 10-15% below the average for England excluding London. The reasons for this performance gap were identified as being insufficient skilled labour, inadequate use of innovation and technology, and lower levels of investment and enterprise as measured by business start-ups. In a strong endorsement of TfN's goal to improve east-west transport connectivity in the North, the report also attributed the productivity gap to suboptimal transport links and underinvestment in transport, as well as a lack of agglomeration.

Contrasting a business as usual scenario of maintaining the status quo with one of transformational change, the review concluded that with the appropriate investment and focus the northern economy could generate an extra £97bn and 850,000 new jobs by 2050. The sectors identified as being world-leading differentiators to drive this growth are digital technologies, health innovation, energy, and advanced manufacturing. These – according to the report – should be complemented by enabling factors including education, logistics (encompassing transport) and financial and professional services.

The review makes a number of recommendations to help achieve the transformation. These include improved education and work-based training; improved graduate retention through increased mobility and access to opportunities for workers in the North; better commercialisation of university research; and attraction of inward investment by world-leading international businesses to bring “transformed business practice and access to leading technologies”.

Transport for the North chair John Cridland was encouraged by the report's affirmation of the need for improved transport across the North to achieve its growth potential. He said: “This review will be fundamental for future planning. Central to powering the North's future economy will be an efficient high capacity transport network capable of fully mobilising the workforce between the North's key economic heartlands.”

Making the comparison with London's Crossrail business case, Mr Cridland described the review's importance as creating a compelling case for investment by extrapolating the economic and social benefits to be gained, over and above a traditional cost-benefit analysis. He said: “I believe that the cost-benefit analysis

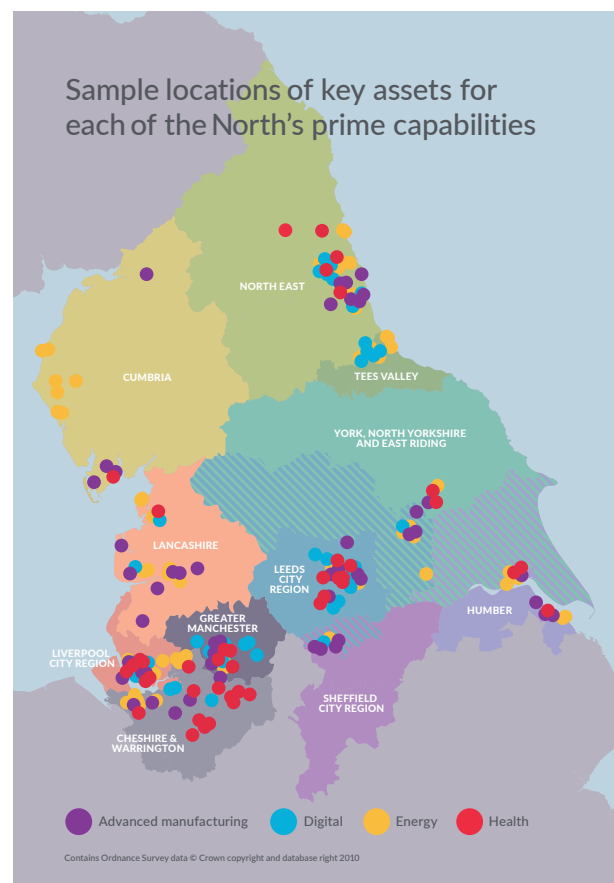
of traditional transport economics only gets you so far when you are trying to get transformational change... a lot of the justification for Crossrail 1 and 2 was based on being able to demonstrate how successful the London economy was, how much it was growing, how much it was expected to grow, what that would do for population growth and the fact that London would be gridlocked unless there was transformational transport investment. I want to be able to do that for the North.”

Nevertheless, Mr Cridland was also keen to emphasise another of the report's conclusions, that transport alone should not bear the brunt of achieving the economic vision for the North. He emphasised, in particular, the role of education as part of the mix: “Transport is part of the transformation, but it can't and shouldn't be separated from education, innovation, entrepreneurship and export.”

Concerns have been raised by some commentators that economic uncertainty surrounding Brexit may delay planned infrastructure investment projects, for example HS2. This in turn could have ramifications for longer-term improved connectivity to Leeds and Sheffield – the so-called HS3. Despite this, it is clear that resolve remains strong from TfN to provide the “lintel across the top of the Y”.

Commenting on a separate report by IPPR North calling for an east-west freight supercorridor, also launched during Liverpool's International Festival for Business, Mr Cridland said: “I very much welcome the IPPR report. It reflects two things that are very important: first, the fact that TfN and the Northern Powerhouse are bringing an east-west lens, rather than a north-south lens, and second, we may be coming from behind in certain areas but we are very strong in the North on freight. I am not surprised that the consultants find that logistics is one of North's strengths, so let's build on it.”

Though the economic review was concluded prior to the EU referendum, leading speakers at the launch were undeterred by the potential impact of Britain's exit from the EU on the report's recommendations, on the contrary asserting that it made the



from page 25

This review will be fundamental for future planning

need for recognition of the North's role in the economy even more important.

Manchester City Council leader Sir Richard Leese said: “The prevailing economic uncertainty following the EU referendum result makes it even more essential that northern cities are given the tools and investment to work together to create the jobs and opportunities the region needs and help rebalance the nation's economy.”

Commercial secretary to the Treasury Lord O'Neill said: “As the chancellor has said, the referendum result is even more of an instruction to deliver on our work to build a Northern Powerhouse, and so it is hugely encouraging that the region's leaders are working together to set out their long-term priorities.”

His views were echoed by the Department for Communities and Local Government minister for the Northern Powerhouse James Wharton, who said: “We are committed to bringing together the great cities and towns of the North to become a powerhouse for our economy. This review shows how this could create hundreds of thousands of jobs and give a multi-billion pound boost to the economy right across the Northern Powerhouse.” Commenting on the role of transport, Mr Wharton said: “Part of this is the transport agenda and improving connectivity and agglomeration, recognising that if we can link up these economies they can be greater than the sum of their parts.”

Building the Powerhouse

Chancellor George Osborne set out a commitment in August 2014 to unify the North's economic centres to create the Northern Powerhouse. It has as its goal the objective of bringing together the cities, towns and rural communities of the north of England to create a more vibrant economy and attract both talent and inward investment. Transport for the North is a pan-northern partnership that has been created to develop and commission the transport infrastructure needed to connect the Northern Powerhouse.

The Government must not waver from its commitment to the North

The logic behind the Northern Powerhouse remains compelling. Re-balancing the economy will be good for the UK as a whole, says **Sir Richard Leese**

If there's one thing that is certain in the wake of the EU referendum it's that there is going to be a considerable degree of uncertainty.

We have already seen nervousness in the financial markets and infighting on the Commons benches. Such is the pace of events that I can't even begin to second guess developments between writing this article and its publication. This uncertainty will rumble on for some time.

But whatever your take on the vote to leave the European Union – and here in Manchester we voted convincingly to remain – it has happened, and we have to look calmly to the future.

Cities like Manchester are working hard to send a clear message to investors, international or otherwise, that we remain very much open for business and that our long-term priorities are unchanged.

It's important that the Government does the same. I have been asked repeatedly since the Brexit vote whether this means that the Northern Powerhouse initiative is in jeopardy.

In fact the uncertainty following the referendum result makes it even more vital for the UK that its great northern cities can collectively reach their full economic potential and begin to rebalance the national economy.

The recently published Northern Powerhouse Independent Economic Review states that, with the right infrastructure and investment, the North of England has the potential to add £97bn and 850,000 jobs to the national economy by 2050. This is a prize the nation cannot afford to throw away, and it's essential that the Government reaffirms its commitment to the Northern Powerhouse.

The logic behind it is no less compelling than it ever was. With improved connections and a concerted focus on the North's distinctive capabilities (the economic review identified advanced manufacturing, digital development, health innovation and energy as four world-leading capabilities with education, logistics and financial and professional services as complementary strengths) the region could dramatically up its game in productivity and job creation.

Transport is, of course, fundamental to that, which is why we need to move full speed ahead with HS2. This is not



just about high speed services, it is about capacity and ensuring that our rail network does not grind to a halt.

We also need to see early progress on Northern Powerhouse Rail (the so-called HS3) and the complementary east-west road improvements, helping link the great northern cities together and bringing about a step change in their connectivity.

Here in the North we've always known such an ambitious infrastructure project would require a concerted long-term commitment. If the Government is serious about its long-term economic plan, wavering now would be a massive mistake.

There is no reason at present to suggest it will. There seems to be an assumption in some quarters that if George Osborne ceases to be chancellor the Northern Powerhouse, with which he has been closely identified, will run out of steam.

But though the chancellor does deserve credit for driving the idea forward in Westminster, it should be understood that the ideas at the heart of the Northern Powerhouse – including Northern Powerhouse Rail – originated from the northern cities working together and have been embraced not only by the Government but by local transport authorities and LEPs across the North.

Equally, they have been espoused by others in government, including through the establishment of a team of Northern Powerhouse ministers. Earlier this month com-

mercial secretary to the Treasury Jim O'Neill restated its importance.

This isn't about who claims credit for the idea or the progress so far – it doesn't really matter. But it does matter to the lives of millions of people in the north of England that we forge ahead with this vision as quickly as possible. It was never a concept that relied on one person, or a particular set of political circumstances. Instead it is rooted in the reality that the economy of the North is underperforming relative to the South, but if that economic gap can be closed the whole nation wins – not least the Exchequer through increased tax revenue.

We are working with the Government to come up with a single economic strategy for the North with shared priorities for transport connections, skills and employment, trade and investment, innovation and science and even housing to ensure the area can reach its full potential.

In these times of uncertainty, there could be no more convincing way for the Government to steady the ship than by rapidly reaffirming its commitment to the Northern Powerhouse.

This is not just the major cities of the North – Liverpool, Leeds, Sheffield, Newcastle and of course Manchester. The northern economic narrative is as relevant to rural areas and smaller towns as it is to major cities, and gives a base for us to speak together with one voice, a voice that cannot be ignored.

Now is not the time to lose our collective focus.

The ideas at the heart of the Northern Powerhouse originated from the northern cities working together



Sir Richard Leese is leader of Manchester City Council and portfolio holder for economic strategy for Greater Manchester Combined Authority

turn to page 28

If the North is a Powerhouse, then the Midlands is an Engine for Growth. The East and West Midlands together have embraced the idea of devolution and the opportunity to have greater influence over the region's strategic direction. And the region's equivalent of Transport for the North will be Midlands Connect.

Covering the whole of the East and West Midlands, including 28 transport authorities and 11 local enterprise partnerships, Midlands Connect is working towards statutory status as the body responsible for transport strategy for the region.

An imminent document, *Picking up the Pace*, will set out a direction of travel. It will be followed by a draft transport strategy this autumn, with a final version going to the Government next March, which will also set out how the statutory body proposes to work and the powers it seeks. Statutory status could be achieved by around a year later.

Midlands Connect project director Maria Machancoses says strategic road, strategic rail and HS2 will form the focus of Midlands Connect's strategy. "We want to make sure that strategic decisions reflect more on the needs at Midlands level – to make national priorities more responsive to the needs of the Midlands." But she also stresses the outward-looking nature of the exercise, because although the region is a strong economic entity in its own right, of necessity strategic transport links between the UK's other regions pass through it. "The region is central in the UK. It's attractive for exporters, manufacturing and logistics. Cross-border relationships will be important because the national transport network doesn't acknowledge any boundaries," she says.

The region is "the engine room of the UK economy, helping the UK reach out to new markets." It is also home to global manufacturing firms which are highly dependent on effective supply chains which need to have really good transport links, she adds. Transport in the Midlands Engine supports economic growth, jobs and quality of life, and the aim of the transport strategy will be to foster the confidence of companies to locate, or remain, in the Midlands and to use it as a global hub. The strategy will make an assessment of both national movement and local movement on the region's networks: "We need to cater for both, so that £1 spent on Midlands infrastructure is £1 well spent for the North, the South East, and the rest of the country," says Ms Machancoses.

Seven work streams are feeding into the strategy.

First, overall strategic development to support the region's economy. This will provide a clear eco-



Only Connect

Work to create a statutory transport body and develop a strategy for the Midlands is gaining momentum. **David Fowler reports**

from page 27

Road and rail have different roles to play for different sectors

nomical rationale for investment.

Second, HS2. The Midlands will be served by four HS2 stations (one, Crewe, is just outside the region but will be important for north Staffordshire and north Derbyshire). This part of the strategy will look at two aspects: how to make the most effective connections to the stations, and how to make the best use of released capacity on the conventional network.

There will be a need to provide new and more effective connections, especially for cities such as Coventry and Stafford which are not on the HS2 route, and both for passengers and freight.

The strategy will also consider what the rail franchises in the region – West Coast main line, East Midlands and Cross Country – will need to change in the post-HS2 era.

Third and fourth are corridors and hubs. The region has six key transport corridors and four economic hubs. In addition there are numerous key growth and development sites identified in the LEPs' strategic economic plans, of which the strategy will look at those of the biggest scale.

Hubs are where the main economic activity takes place, and there are potential capacity issues in their interaction with the strategic networks.

"Road and rail have different roles to play for different sectors and the aim is to make sure they work well as key arteries in future, to cater for faster growth," says Ms Machancoses.

For the manufacturing and logistics sectors, their core activities – including just-in-time component delivery – are 96% road-based and road transport will remain a priority.



Professional services and retail are primarily located in town and city centres; their employees are commuters who rely heavily on rail. "We will have to plan in an integrated manner for both road and rail," says Ms Machancoses. Midlands Connect will aim to pitch its proposals at the right level to influence the national programmes of Network Rail and Highways England.

Fifth is international gateways and freight. Ms Machancoses echoes a point made by Transport for the North when she says that the needs of freight have tended to be overlooked in the debate. "We need a real focus on freight," she says. "There are questions such as how to connect to ports, how much to put on railways. We want the freight industry to see we have taken it seriously."

The main ports the Midlands trades with are Southampton and Felixstowe, but Immingham, on Humberside, is expanding. "We'll also look at what opportunities Liverpool brings and how do we connect to it? We will be asking what relationships with ports we need to develop to anchor our central position and role."

For airports the aim will be to expand their catchments by im-

Transport in the Midlands, with hubs such as Birmingham New Street, is important for national as well as regional movement

proved connectivity. Birmingham and East Midlands airports have capacity to grow. The strategy will seek to attract more airlines to them.

Ms Machancoses notes that in particular, HS2 will improve connectivity to Birmingham International, bringing it closer to potential customers in the South East.

"We endorse whatever decision comes out of the Airports Commission process, but that will take many years to implement. So what can we do in the meantime with the capacity we already have, and to maximise the opportunities of our local airports?" she asks.

The sixth workstream is smart connectivity. "We don't want just 'Oyster for the Midlands,'" says Ms Machancoses. "We want a futureproof, innovative solution for the Midlands, to improve passenger satisfaction and to work better with the operators." The solution could be a ticket, but it could also include better communication and information for passengers.

The Swift smartcard is already available for buses and trams and is being piloted on rail for season tickets, while Nottingham has the Robin Hood card, the first ITS0-based multimod-

al, multi-operator card with capping outside London. But developments in smartphones and contactless payments also need to be taken into account.

The strategy will be seeking to identify some "quick wins" – perhaps screens giving rail information on motorways to allow people to make better travel decisions.

Midlands Connect will be working closely with Transport for the North, which is also putting a lot of effort into this area (TT, May) and with TfL. "We want to see if we can develop something not just for the Midlands but the whole of the UK, working with the private sector," she says.

The final workstream is communications. "We want there to be one voice from the Midlands, to make sure our partners are well-informed and understand where the evidence leads." The aim is to raise national awareness of what Midlands Connect is trying to do among manufacturing, the housing sector, employer bodies such as the CBI, planners and so on, so they can work together in developing and implementing the strategy.

Overall, the strategy will concentrate on interventions that are large in scale or impact and which are important for strategic connectivity. These will include connections to the north and south, as well as "pan-Midlands east-west movement". Ms Machancoses stresses the strategy will be evidence-based. "What needs to come out is a realistic programme," she adds. She also acknowledges that, as far as the road network is concerned, the strategy should avoid looking like just another road-widening programme. "What do you do when the last motorway has been converted to hard shoulder running?" she asks.

But further details, and identification of specific schemes, must wait till autumn. In the meantime *Picking up the Pace* will address three areas. One is planning better for the long term. Another is identifying development funding and funding streams so that schemes are ready to go at the right time. The document will also address the process of becoming a statutory body, setting out how the dialogue with the Government will proceed and the resources needed (so far only minimal funding for developing the strategy has been made available, by the chancellor in the March Budget).

As in the north of England, the appetite and enthusiasm for devolution and for the region to have more say in strategic developments is considerable.

"Devolution will allow each regional body to identify the challenges it faces," says Ms Machancoses. "The Midlands' role is to facilitate national and local movement. The big issues are capacity and how to keep that infrastructure working well."

turn to page 30



Planning for a healthy he

East-West Rail

East-West Rail is one of the main strategic projects that the England's Economic Heartland Alliance want to see.

It consists of an western section (Oxford-Milton Keynes and Bedford), a central section (Bedford-Milton Keynes) and an eastern section (Cambridge to Norwich and Ipswich).

The section from Oxford as far as the Chiltern main line has already been built as part of Chiltern Railways' Evergreen 3 project. The remainder of the western section is due to start in the current Network Rail control period.

The central section is the most problematic, because since the original railway was closed some of its land has been sold and built on.

Network Rail has, however, identified a preferred corridor for this section and is working on a detailed route. Already the project is showing a benefit-cost ratio of 2:1, unusual before a detailed route has been drawn up. This section is expected to be a priority for control period 6.

The eastern section already exists but is heavily used by freight. A study is under way of options for improving journey times, which currently compare unfavourably with the car. The possibility of a new station south of Cambridge at the Addenbrookes campus is also being considered.

It is a good example of collaboration between local partners and the DfT, with a promised contribution of £45m by local partners.

The arc from Oxford to Cambridge is home to a 21st century high tech economy, which like other regions needs the right infrastructure to realise its full potential. **David Fowler** reports

from page 29

Think of the North or the Midlands and a clear image comes to mind. You can picture the region, its conurbations, its industry, where it lies on the map.

For the England's Economic Heartland strategic alliance it's not so apparent. What is it about an arc running from Oxford to Cambridge that allows it to stake a claim as a coherent economic unit? Why has it set up a collaborative body to identify



artland

infrastructure priorities and set out a strategy, and why is it seeking to set up a statutory subnational transport body?

The area covered by the alliance stretches from the west to the north-east of London, taking in Oxford, Milton Keynes, and Cambridge. These three cities are among the fastest growing in the UK – Milton Keynes is the UK's eighth largest. The arc is not a traditional industrial area: its proponents describe it as a 21st century economy, rich in high value engineering, science, technology and research, with many small and medium sized firms based in its more rural areas.

The west of the region is home to a concentration of high performance engineering firms, notably in Formula 1 and other areas of motorsport and related spinoffs. At both extremities there's an intense focus on academic

research, at Oxford, Cambridge and Cranfield universities. Around Cambridge in particular numerous leading IT and semiconductor firms are sited.

Many of the firms are small and medium-sized outfits, which work on a collaborative basis, locally and globally. The National Infrastructure Commission called the region a "global cluster". This is a description favoured by Martin Tugwell, programme director for the England's Economic Heartland strategic alliance, because it helps to bring out the analogy with areas such as Silicon Valley, for example.

So why the alliance? It came together as an initiative of the three county councils, Buckinghamshire, Oxfordshire and Northamptonshire, and quickly evolved to include councils for Luton, Bedford, Milton Keynes, Cambridgeshire and others, as well as a number of LEPs.

Mr Tugwell says there were three driving forces behind the initiative. The first concerned strategic infrastructure – not just transport but digital infrastructure, as well as energy and utilities: the framework that underlies economic activity and needs to be considered on a scale bigger than individual authority areas.

The second was a recognition of the benefit of working together – a common approach sharing knowledge and good practice to increase efficiency in the use of resources.

Third was the need for a stronger voice in the national debate – though, Mr Tugwell stresses, not in competition with the Northern Powerhouse or Midlands Connect.

The area is prosperous. It contributes around £92.5bn GVA annually and is a net contributor to the exchequer. "It's successful, but like a business, if you don't invest it won't continue to grow," says Mr Tugwell. "We know we can get more out of the economy."

The region includes LEPs whose productivity is among the top half dozen in the country, "but some parts are not as productive as others", he says. "If we could get the average to the level of the best we could generate another 15-20% of GVA for the UK."

And overall, productivity lags behind other technology and innovation driven clusters internationally – so a two-stage process is envisaged, first to increase areas of lower productivity and then another step to narrow the gap with the best in the world.

The alliance sees infrastructure – physical and digital – as having a key role to play. But if the economy is as successful as it is without major investment, where does the problem lie?

"Levels of service are going down," Mr Tugwell explains. Congestion is increasing on road and rail. "The infrastructure is not keeping pace with

the extra pressure on it. That's part of the reason we're not reaching our full potential."

And part of the pressure on the region's infrastructure is that it is "right in the centre of the infrastructure that supports the rest of the UK."

For example traffic heading for key ports and to Luton airport (the most important UK airport for business aviation by private jet) runs through the area.

"The need for investment is not just for our benefit but for the rest of the UK," Mr Tugwell says.

Moreover, the existing strategic routes running through the region are mainly north-south. East-west communications are not served so well, and depend on roads classed as non-strategic (that is, managed by local highway authorities rather than Highways England).

"There are a lot of orbital routes that are important and places where gaps in the strategic network are plugged by the local road network," he says. For this reason the alliance is very interested in the proposals in David Quarmby's report for the Rees Jeffreys Road Fund for a wider focus on a Major Road Network which also includes "strategic local roads" (TT last month).

Similarly for rail links. The region sees the Oxford-Cambridge-Norwich and Ipswich East West Rail link as key ("it should never have been closed", says Mr Tugwell.)

But east-west solutions on both road and rail could also lead to improvements on north-south routes, the alliance believes. For example East-West Rail will provide an alternative for journeys which currently necessitate going into London and out again, or are quicker by road. Other journeys, such as from the south coast to Manchester, could be quicker if directed via East-West Rail than the current route via Leamington Spa.

The alliance published a transport proposition last July, which was well-received and led more partners to join: the councils for Milton Keynes, Bedford, Central Bedfordshire, Luton, Cambridgeshire and later Peterborough, as well as the South East Midlands LEP, SEM-LEP. The alliance now includes nine local authorities and four LEPs.

The proposition identified that the partners could make significant progress by working together, and this led to the establishment of the Strategic Transport Infrastructure Forum. This, the first tangible initiative of the alliance, is a group which meets on a quarterly basis as the focus for a single strategic conversation on transport issues that are of com-



Main:
East-west movement is less well provided for than north-south, exemplified by the A14.
Above: The alliance's transport proposition led more partners to join

The area is successful, but if you don't invest it won't continue to grow

turn to page 32

from page 31

Right: Chiltern Railways' extension via Oxford Parkway will form the first section of East West Rail
Below: Martin Tugwell



mon concern. It is empowered to say "on this we want to act jointly", but "it doesn't mean everyone has to be in everything," Mr Tugwell says.

It brings together the councils and LEPs plus the DfT, Network Rail, Highways England, public transport operators and representatives of delivery partners such as Skanska, Kier and Ringway Jacobs.

The forum is putting together an overarching transport strategy for the heartland area which, it is intended, will feed into Highways England's work on the next Road Investment Strategy, which starts in the autumn, and also into Network Rail's plans for control period 6 (2019-2024). It is also considering how the road network can be managed to improve resilience.

The aim is to answer the question "what is the transport system that's fit to help us realise the economic potential of the area?" says Mr Tugwell.

Though there is great potential for the organisations in working together, "the emergence of legislation for the establishment of subnational transport bodies provides an opportunity to take this to another level," he adds. Alongside its other work the alliance is exploring the opportunities statutory status would bring.

"What a subnational transport body would do is to give us the tools to make this work," he says. "A statutory body would be responsible for keeping the strategy up to date, and the secretary of state would be obliged to take account of its views."

The legislation allows the partners in the would-be subnational body to specify the powers they want. These have yet to be decided, but Mr Tugwell expects they would seek powers to develop a strategy for some form of major road network, plus responsibility to specify rail franchising arrangements, with the possibility of a separate franchise for East West rail.

He envisages the alliance would want to build in some way on the provisions of the Bus Services Bill: there is likely to be some appetite for using the potential of enhanced partnerships.

"We're connecting quite significant areas with very strong economies. Using enhanced powers we could have a powerful, coordinated, integrated approach to transport, shaped by the subnational body but developed locally," Mr Tugwell remarks. "With a subnational body we can see a mechanism for building on the work of the Transport Forum, taking leadership but working with the delivery partners in a collaborative approach."

The alliance is working on a proposal to put to the Government by the end of the year. If approved, the process to create the statutory body would take 9-12 months, so it could be set up by the second half of the 2017-18 financial year.

Over the summer the alliance aims to resolve exactly what powers will be sought for the body, the relationships it will have with local authorities and private sector partners, and its exact geographical area. The last point has to take into account that

LEP boundaries don't necessarily match local authority boundaries. Also, local transport authorities can only be in one subnational transport body. Northamptonshire County Council "straddles the boundary" with Midlands Connect, but is understood to prefer the Heartland.

Momentum is building, says Mr Tugwell. The move to a subnational body does not mean local delivery of services is lost. "If you can see the benefits in planning transport strategy with digital, energy, water and so on, and have your own planning system, why wouldn't the partners want to say yes?" he asks.

The Government is understood to be supportive. "For these bodies to add value or get buy-in they need relevance," he says. "The arc from Oxford to Milton Keynes to Cambridge feels right. It makes sense." He believes the process will not be derailed by the prospect of Brexit: "Investing in our infrastructure to maintain and improve our economic competitiveness globally will be even more important."

Meanwhile work continues towards producing the new transport strategy later this month. As well as proposals on road and rail investment, will also consider "how to use technology and innovation to put the customer at the heart of the transport system" as exemplified by the Total Transport approach, of which Northamptonshire is one of the pilot schemes.

Overall, Mr Tugwell says that the approach is that there is "a shift away from the public sector both identifying the problem and looking to own the solution, to the public sector identifying the vision and using a collaborative approach to solving".

He adds: "In the same way as the case was made for capacity building in Midlands Connect and Transport for the North, we'll be making a case for capacity building for us."

A
subnational
body provides
an
opportunity
to take this to
another level

Heartland Members

Councils

- Buckinghamshire County Council
- Oxfordshire County Council
- Northamptonshire County Council
- Cambridgeshire County Council
- Milton Keynes Council
- Luton Borough Council
- Central Bedfordshire Council
- Bedford Borough Council
- Peterborough City Council

LEPs

- OxLEP
- NEP
- SEMLEP
- Bucks Thames Valley LEP

East Dunbartonshire

East Dunbartonshire is proud to be named 'Best Cycling' in the Scottish Cycling Awards 2022. This recognition is a result of the council's ongoing work on the A81, which has created protected cycle space for cyclists and improved safety for all road users.

- This ambitious project has resulted in:
- > Safer roads with 30mph speed limits
 - > Priority for cyclists at junctions
 - > Increase in public transport capacity on the A81

Thank you to Transport Scotland for the judging panel for recognising the success of the project.

The council is currently developing a new cycle route to provide access to more local destinations and enable more people to travel by bike for their everyday journeys.

Visit us at www.eastdunbarton.gov.uk/bearsway



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.



Contact us on 01424 757610, transporttimes@tjcuk.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 £95 + £4 VAT (magazine and online) or £60 + £12 VAT (online only)? 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 £95.00 + £4 VAT (print and online) made payable to *Transport Times*
- ☐ I enclose a cheque for £60.00 + £12 VAT (online only) made payable to *Transport Times*
- ☐ I authorise you to debit my Mastercard/VISA/Eurocard/Delta/Switch/Maestro for £95.00 + £4 VAT (print and online)
- ☐ I authorise you to debit my Mastercard/VISA/Eurocard/Delta/Switch/Maestro for £60.00 + £12 VAT (online only)

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 Transport Times Subscriptions, PO Box 304, Hastings, TN34 9EJ or call 01424 757610

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. You can update your personal information by calling the *Transport Times* office on 020 7828 3804.



Road reforms: an international perspective

What can the UK learn from the way roads are managed and funded in Europe and the US? **John Smith** provides some insights from a study commissioned by the RAC Foundation

We are living in interesting times. Never has a hackneyed phrase seemed more appropriate. And that is not just a comment on the EU referendum. Even before the vote on 23 June, transport professionals were living in a period of significant upheaval and change in their specialist area.

The Government's agenda of devolution and deal-making with local enterprise partnerships and local government has been changing the familiar architecture of planning, decision-making and delivery. And the sea change in view from the Treasury, away from all-encompassing austerity to a realisation that investment in infrastructure is not just a desirable but a necessary component of a genuine growth strategy, has nowhere been more evident than in the willingness to spend on roads.

The creation of Highways England, the publication of the first Road Investment Strategy, the fixing of Highways England's key budget lines for five years – alongside a similarly long-term commitment on local highway maintenance – and then the promise to establish a Road Fund from vehicle excise duty income, have all come together to offer the prospect of the map for the

management of strategic roads in England being radically redrawn.

But these are still early days for the new framework. As I write, the National Infrastructure Commission is rolling up its sleeves to get to work. The strategic studies and route strategies being developed by Highways England are being overseen by chief executive Jim O'Sullivan. And the Department for Transport is starting to shape RIS 2 while drafting provisions that will appear in the Modern Transport Bill, announced in the Queen's Speech. Among the clauses about spaceports and driverless cars, the bill should provide details of how the Road Fund will work.

What better time to look around for lessons that might help inform thinking on these initiatives? It is in that context that I was commissioned by the RAC Foundation to report on what the UK could learn from countries that also have extensive, heavily-used road networks: France, Germany, and in the US, California, which has the world's eighth largest economy. So were there lessons that could be relevant here?

First, in all three I found a long history of infrastructure planning. In France, planning for the motorway network dates from the 1950s; in Germany, planning of the autobahns goes back as far as the 1930s; in the

US, development of the interstate system began with legislation in 1956, reaching completion in 2002.

Long-term transport planning is not only well established in each location, it tends to be developed on a multi-modal basis, with explicit recognition that different modes have a part to play, and with machinery in place to ensure effective join-up between the different tiers of government involved.

Second, healthy transport infrastructure is dependent both on long-term planning and adequate long-term investment funding: funding that does not get turned on and off again like the taps in the Treasury washrooms; funding that generates confidence in a supply chain that in turn invests in people, plant and machinery, and innovation.

Of the countries I studied, only France has enjoyed both elements. In Germany and California there is belated recognition, as here, that the resultant backlog of maintenance and improvements has to be tackled as a matter of general economic priority.

In Germany, there have been a series of reports in recent years concerning its "creaking" infrastructure. Latest estimates show that half of all bridges, 20% of motorways and 40% of federal roads are in need of repair. In California, the American Society of Civil Engineers estimated in 2013

Healthy transport infrastructure is dependent both on long-term planning and adequate long-term funding

turn to page 36

from page 35

that 34% of its major roads were in poor condition and that 11% of its bridges were structurally deficient.

These problems can be viewed in the context of trends in transport infrastructure investment as a percentage of GDP. The US has consistently shown the lowest rate of investment spending – around 0.6% of GDP – with spending in Germany falling to a similar level in recent years.

In France, the development of the motorway network has largely been undertaken through toll financing under concession contracts, without the need for government funding. Elsewhere, there is an appetite to move from tax-funded to user-funded investment. In Germany the HGV levy, introduced in 2005, has been extended to cover all vehicles over 7.5 tonnes, and a road toll for cars using the autobahn network has been proposed, although it is subject to challenge by the European Commission.

This year Germany's federal government announced plans to spend €260bn over the next 15 years under a new Federal Transport Plan. Its emphasis will be on renovating existing infrastructure, with 49% of expenditure targeted on road schemes.

In California, Governor Jerry Brown announced in 2015 a Transportation Funding Plan to provide an estimated \$36bn over the next decade which would bring 90% of roadways up to good condition. He proposed to find the money through the introduction of a \$65 annual road improvement charge for all vehicles, plus increases in fuel taxes.

Another feature in both Germany and California is the use of private finance through public private partnerships as a means of procuring road schemes. PPP in Germany is generally seen as an efficient procurement method which allows earlier implementation of schemes than is possible with conventional public funding.

In its later years, around 25% of the value of major Highways Agency schemes was procured in this

way, including the M25 widening scheme. However, none of the 100 or so schemes in the RIS are being procured through PPP arrangements. The reasons for this are unclear.

One factor could be its accounting treatment under the Treasury's interpretation of International Financial Reporting Standard rules.

Specific road funds are a feature in all three countries. In the US the Highway Trust Fund, based on federal fuel taxes, funded construction of the interstate network. France and Germany also have specialist infrastructure financing agencies. The French Transportation Infrastructure Financing Agency (AFITF) collects fees and taxes paid by motorway concession operators while the Caisse Nationale des Autoroutes is able to borrow at favourable rates on the bond market and draw loans from the European Investment Bank in order to provide financial support for private concession operators. In Germany, VIFG as a multi-modal funding agency facilitates the construction and operation of motorway and transport infrastructure on behalf of the federal government, and channels revenue from the HGV levy.

In certain respects, the recent reforms in England represent best practice. The establishment of a utility regulation model for Highways England, with efficiency monitored by the ORR and service to users by Transport Focus, puts the new framework at the leading edge. In France, following concerns over the profitability and performance of motorway concession operators, a new combined rail and road regulatory authority (ARAFER) has been set up to strengthen the monitoring of their performance.

But can the road fund promised here provide the long-term funding certainty the roads network needs? Speaking at TT's recent UK Infrastructure Summit, ORR chair Stephen Glaister praised the Government's reforms in road and rail but questioned how the ambitious plans for road and rail were going to

be paid for (TT, May). He contrasted the situation in transport with that in the regulated utilities, where the regulator allows charges to be passed through to users who ultimately fund the investment. Ring-fencing of VED looks like an important step in that direction, but it is quite a small step.

As drivers switch from fossil fuels and into low-emission vehicles, and receipts from fuel duty decline, will the debate about the way we pay for our roads in the UK be rejoined? Though the hypothecation of VED is welcome, it brings in only about a fifth as much revenue as the fuel duty and VAT that we pay when we fill up on the forecourt.

VED might pay for our national strategic roads, but what about the other 98%, managed by councils? By the Government's own calculations there is an £8.6bn backlog of expenditure on our so-called local roads. David Quarmby's study for the Rees Jeffreys Road Fund (TT last month) points out that many of these routes are actually of major economic significance.

So what's the bottom line? The good news is that there is much to be welcomed in the direction of travel the Government is taking. There will be clear benefits from long-term planning matched with adequate and certain funding. These can be achieved in different ways through different administrative mechanisms.

But at the end of the day, the more we manage our roads as a service that we pay for as users, the better.

John W Smith is an independent consultant with wide experience of transport and regulatory economics. He was author of the RAC Foundation's 2009 report *Governance and Administration of National and Local Roads in GB* and co-author of the RAC Foundation 2011 report *Providing and Funding Strategic Roads: An International Perspective with Lessons for the UK*

Governance and Funding of National Road Networks: Three case studies is to be published by the RAC Foundation

Previous: in California in 2013 an estimated 11% of bridges were said to be structurally deficient. Below (l-r): public-private partnerships were used for M25 widening; Germany has extended its HGV levy to all vehicles over 7.5t



HS2: Phase One and Beyond



Keynote Speaker

Patrick McLoughlin MP,
Secretary of State for Transport



Keynote Speaker

Simon Kirby,
Chief Executive, HS2 Ltd



EVENTS ARE MOVING FAST AS THE START OF CONSTRUCTION OF PHASE ONE OF HS2 DRAWS CLOSER WITH PRELIMINARY WORK DUE TO START NEXT YEAR.

FOLLOWING THE EU REFERENDUM, HS2 SUPPORTERS BELIEVE IT IS EVEN MORE IMPORTANT THAT THE PROJECT GOES AHEAD ON ITS CURRENT TIMETABLE, IN ORDER TO BOLSTER THE UK'S COMPETITIVENESS, ESPECIALLY FOR THE NORTH.

**FOR MORE INFORMATION PLEASE VISIT
WWW.TRANSPORTTIMES.CO.UK
OR CALL 0207 828 3804**

10% discount early bird discount for registrations by 22nd July 2016.

Members of the Rail Industry Association and Rail Alliance receive a 10% discount.

A delivery partner has been appointed and shortlists announced for the main construction contracts. Rolling stock manufacturers are taking the wraps off potential train designs in anticipation of the start of procurement later this year, and a bill seeking powers to extend phase one to Crewe has been promised during this parliament. Next year, the National Academy for High Speed Rail will open its doors to its first students; it will play a vital role in helping to meet demand for the highly skilled engineers and technicians the project will need.

A detailed route for phase two, to Manchester and Leeds, is expected to be confirmed by Transport Secretary Patrick McLoughlin by the end of the year; Scotland and the cities of the North and the Midlands are making preparations to maximise the benefits of HS2 to their areas.

With Secretary of State for Transport, Patrick McLoughlin MP and Simon Kirby, Chief Executive of High Speed Two confirmed as keynote speakers, this conference brings together key players, from political leaders from around the UK to key phase one contractors.

Book your place now to get the most authoritative view of what HS2 will mean for the UK.

Additional confirmed speakers include:-

- Sadie Morgan, Design Chair, High Speed Two Ltd
- Terry Morgan, Chair, National College for High Speed Rail
- Henrik Anderberg, HS2 Director, Alstom UK&I
- Laura Shoaf, Managing Director, Transport for West Midlands
- Cllr Judith Blake, Leader, Leeds City Council
- Cllr Liam Robinson, Chair, Merseytravel

HEADLINE SPONSORS

ALSTOM THALES

SUPPORTERS

railalliance



MEDIA PARTNERS

transporttimes

PASSENGER
TRANSPORT



Sir Terry Morgan

Knighthood for Crossrail chairman Terry Morgan

 Crossrail chairman **Terry Morgan CBE** was knighted in the Queen's birthday honours list for services to UK infrastructure, skills and employment. Sir Terry became chairman of Crossrail in 2009 and chair of the HS2 College governing body in 2015. Last year he was appointed by the Government to lead the development of a transport infrastructure skills strategy.

Transport Secretary Patrick McLoughlin said: "I am delighted that Terry Morgan has been honoured for the extraordinary work he has done in overseeing the Crossrail project and developing the Government's transport infrastructure skills strategy."

Hitachi Rail Europe managing director **Karen Boswell** was awarded an OBE for services to the UK rail industry during over five years as managing director of the government-owned rail operator East Coast, which ran the franchise

from 2009 until it was returned to the private sector last year.


 **Andrew McNaughton** has joined Systra Group as chief operating officer. He will also be a member of the company's executive board.

Mr McNaughton has spent much of his career with the Balfour Beatty group, which he joined in 1997. Between 2007 and 2009, he led Balfour Beatty Civil Engineering, where he was project manager for the Channel Tunnel rail link (now High Speed 1), before being appointed chief operating officer of the group in 2009. He took over as director of engineering and construction at Tidal Lagoon Power in April last year.

 Alstom has appointed **Nick Crossfield** as managing director for UK and Ireland. He will also continue in his current role as managing director for train control until a successor is

appointed.

Mr Crossfield has extensive experience in the rail industry and other industry sectors, both in the UK and Europe. He is a former managing director of Siemens Rail Automation UK, managing director of Invensys Rail and director for contracts and procurement at Network Rail.

 FM Conway has appointed **Wayne Frewen** as head of the company's rail division. Mr Frewen has spent 18 years in the UK rail sector in senior project lead roles with Transport for London, Morgan Sindall, Crossrail and Network Rail.

 RATP Dev has appointed **Fiona Taylor** as the new managing director of RATP Dev London from early September, putting her in charge of the group's London bus operations under the London United and London Sovereign brands.



Andrew McNaughton

The experts in passenger transport training

Operating over 600 passenger carrying vehicles and employing over 900 staff, we understand the importance of providing your workforce with the right skills to carry out their duties.

Our Midlands based Training Academy, focused on accessible passenger transport, is JAUPAT approved and has recently gained IOSH accreditation to deliver their Managing Safely qualification.

So whether it's a refresher in first aid or a full CPC course, we can tailor a training package to suit your needs and budget.

For more information on the courses we offer please visit wmsnt-training.org or call **0121 327 8128**.

wmsnt training academy

part of the **wmsnt** group

drivercpc
GET QUALIFIED STAY QUALIFIED
JAUPAT APPROVED CENTRE AC01442





STA | SCOTTISH
TRANSPORT
AWARDS



BAM Nuttall Ltd
St James House, Knoll Road
Cambridge, Surrey, GU15 2WV
Tel: 01276 61484
www.bamnuttall.co.uk

BAM Nuttall is a trading name of BAM Nuttall Limited, a company registered in England and Wales.

SCOTTISH RAIL SUPPLIER OF THE YEAR 2016 FOR OUR 4TH CONSECUTIVE YEAR!

Thanks to our people, suppliers and stakeholders for their continued support.

Our values and culture are the driving force behind everything we do.

Delivering more by delivering together.



THE GO-AHEAD GROUP: COMMITTED TO SUSTAINABILITY IN TRANSPORT

Go-Ahead is committed to running
our business sustainably as it is vital to the long term
success of our customers, our people and society as a whole



Highest scoring transport
operator in BITC's
Sustainability Index 2016



First transport group to receive the
triple accreditation for achievements in
carbon, water and waste reduction



Fair Tax

First transport group to be
awarded the Fair Tax Mark