



## Hammond takes charge

What to expect in the autumn statement



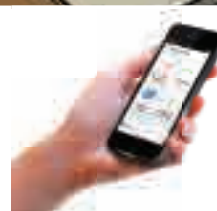
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Heathrow



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## Press reset to steady the economy

One of Philip Hammond's first pronouncements on being made Chancellor of the Exchequer in July was to signal that he was open to a "reset" of the economy if post EU referendum conditions demanded it.

Sterling has plummeted since the Brexit vote, and though economic growth has held up better than expected, economic forecasters have almost universally downgraded their predictions for growth over the next few years. And if economic turbulence was feared after Brexit, expect even more of a rollercoaster ride as the markets react to Donald Trump's victory in the US presidential election.

So what would a reset mean? There have been a number of clues. The May government confirmed it would abandon the target of running a budget surplus by 2020, as signalled by George Osborne immediately after the referendum.

This gives Mr Hammond room for a modest relaxation of the planned spending cuts. Hints have also been emerging that he is prepared to use spending on infrastructure projects to provide a short-term fiscal stimulus to support the economy. And as Transport Secretary at the start of the 2010 government, he supported the idea of investing in infrastructure as a way of boosting the economy both in the short and long term.

To provide an immediate stimulus to the economy would mean concentrating on smaller projects that can be put into effect quickly, and this chimes with comments from Transport Secretary Chris Grayling that a change in emphasis towards smaller-scale projects can be expected under his tenure at the DfT.

We've not heard the words "fiscal stimulus" much from ministers in recent years. But new analysis this week from the Institute for Fiscal Studies said there



**Expect more economic turbulence as markets react to Donald Trump's victory**

is a "good case for waiting before implementing any further fiscal tightening", continuing: "indeed, a well targeted temporary fiscal stimulus might help the economy through a period of uncertainty". Current historically low interest rates make this a prudent course of action for the chancellor.

This suggests a positive outlook for transport. The Government has reaffirmed its commitment to the big projects (such as HS2 and Heathrow). But local transport spending has been hit severely in recent years, and a modest rebalancing towards rapidly

deliverable local road and rail schemes alongside the mega-projects would be welcomed.

The chancellor's speech on 23 November should also provide a concrete indication of the new government's attitude to devolution. After appearing lukewarm initially, Theresa May reaffirmed her support for the process, though perhaps without the same level of enthusiasm for the Northern Powerhouse and its ilk as George Osborne. With a growing head of steam developing behind proposals for Northern Powerhouse Rail/HS3, there will be eager expectations of an announcement on funding for, or acceleration of, this project.

There also seems no reason for the Government to back away from the five-year investment programmes for rail and road, where the greater certainty over investment plans has allowed greater efficiency in planning and execution. There is one caveat – in recent years transport has been looked on favourably by the Treasury because of a hard-won track record of bringing in projects on time and budget. So continuing cost escalations in Network Rail's electrification programme, leading to the announcement this week that several sections of the Great Western electrification project have been deferred – or scrapped – are a cause for concern.

Overall, though, the outlook for transport appears optimistic. In the prevailing economic circumstances, the message is that greater investment in smaller, immediately deliverable projects, alongside a continuing commitment to larger, longer-term programmes, are consistent with the Government's economic goals – and can help to stabilise the economy and boost investors' confidence during the current period of uncertainty.

**David Fowler, editor**  
**Transport Times**







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# Chancellor 'should maintain infrastructure investment to support the economy'



**C**hancellor of the Exchequer Philip Hammond should maintain or strengthen the Government's commitment to infrastructure investment in this month's autumn statement.

This is a consistent theme among industry experts contacted by *TT* who argue that this would help to bolster investor confidence following the Brexit vote, although there were differences in emphasis over the type of project that should be supported.

The greater certainty about investment brought about by the introduction of five-year investment plans for rail and road should be maintained, and the chancellor was urged to reaffirm the Government's commitment to these plans and extend the principle more widely.

Taking advantage of low interest rates to allow the Government to borrow for infrastructure projects was another theme.

Following the Brexit vote the Government abandoned its target of getting the economy into surplus by 2020, and in one of his first statements as chancellor Mr Hammond promised to "reset" the economy if changed economic circumstances demanded it. Since the vote the economy has performed better than expected, but forecasts for growth have generally been revised downwards. "Reset" was taken to imply a more relaxed attitude to borrowing, and a possible economic stimulus in the form of investment or tax cuts.

British Chamber of Commerce head of economics Suren Thiru said: "With interest rates at a historic low, it is the ideal time to increase public sector infrastructure investment." This point was echoed by RAC Foundation director general Steve Gooding, who urged the chancellor to take a route "that takes advantage of low interest rates to keep the programmes of major schemes

rolling as well as finding the cash to cover the smaller projects and routine [roads] maintenance". Mr Thiru called for construction of HS2 to begin "as soon as is practically possible".

London First infrastructure director David Leam said: "We'd encourage the chancellor to focus on transport infrastructure," because historic underinvestment had led to congested networks which, if not addressed, would "act as a drag on the competitiveness of London and other UK cities". He called for acceleration of planning for High Speed 3/Northern Powerhouse Rail and Crossrail 2.

Urban Transport Group director Jonathan Bray called for a transport system suited to underpinning Theresa May's "economy that works for everyone". This meant "efficient and comprehensive transit systems for urban areas and better links between those urban areas". He called for "a more stable long term funding

framework for local transport, more in line with that which now applies to national road and rail" to allow transport authorities "to plan more effectively and efficiently in a strategic and long term way". He called for a fresh look at revenue funding, which is "badly out of sync" with capital funding yet supports the services that use capital schemes and pays for the staff who plan them.

Campaign for Better Transport chief executive Stephen Joseph said: "If Philip Hammond really wants to use infrastructure spending to revive the economy and safeguard it from the shocks of Brexit, his emphasis needs to be on small schemes that can happen quickly."

This view chimes with comments by Transport Secretary Chris Grayling that under his leadership the DfT is likely to focus on less headline-grabbing projects.

Specific measures the chancellor was urged to introduce included establishing the Road Fund in statute; hypothecation of vehicle excise duty; fiscal measures to encourage greener vehicles or discourage diesels; and further rounds of the Green Bus Fund and New Stations Fund.

In a paper published this week, economic thinktank the Institute for Fiscal Studies noted that most commentators had lowered their forecasts for growth since the Budget in March and the EU referendum, and expected a deterioration in public finances. It said: "By 2019/20 our central estimate is that, with no policy change, lower growth could result in tax revenues being £31bn lower than forecast in the Budget. This might be offset by £6bn lower spending if we stop any payments to the EU budget. The net effect... would imply a deficit of £14.9bn rather than the £10.4bn surplus that George Osborne was aiming for."

But it added that this did not imply the need "to add to the significant tax rises and spending cuts already planned for the period through to 2019/20" and that there was "a good case for waiting before implementing any further fiscal tightening... indeed a well targeted temporary fiscal stimulus might help the economy through a period of uncertainty".

## David Leam, infrastructure director, London First

As we unpick our existing relationship with the EU, businesses face an inevitable amount of uncertainty. It's therefore vital that government bolsters business confidence by making decisions in areas it can directly control, such as infrastructure investment.

In particular, we'd encourage the chancellor to focus on transport infrastructure, where historic underinvestment, by both public and private sector, has resulted in growing congestion problems across our transport network. Left unchecked, this will act as a drag on the competitiveness of London and other UK cities – at a time when we need to be firing on all cylinders.

The recent Heathrow decision is hugely welcome and will unlock substantial private investment in new airport capacity. We now need confirmation of public sector spending plans in road and rail through to 2020 to add capacity and improve reliability on key commuter and trade routes. The Government should also accelerate planning for key projects in the next decade such as HS3 and Crossrail 2. Finally, we should further empower our cities by giving them additional powers over transport services, including in London devolution of more suburban rail services to the Mayor.



## Steve Gooding, director, RAC Foundation

The Chancellor finds himself at a crossroads.

Down one path Mr Hammond will invest in the high quality, high value transport schemes he knows are needed to drag the UK up the worldwide infrastructure league table.

Down another he might feel constrained by his view that austerity is not yet a thing of the past.

The question is whether he can see a third route that takes advantage of low interest rates to keep the programmes of major schemes rolling as well as finding the cash to cover the smaller projects and the routine maintenance on our provincial roads, which time and again turns

up as a key concern for the businesses which will ultimately power our economic recovery.

With forecourt prices edging up again he'd be wise not to think of fuel duty as a potential source of extra money.

In the uncertain environment fuelled by Brexit the chancellor must also be wondering how best to sustain investor confidence. The current Road Investment Strategy locks in planned improvements to motorways and major A-roads up to 2020/21. We'd like Mr Hammond to make a commitment to establishing the Road Fund in statute, ideally in the forthcoming Modern Transport Bill.



## Jonathan Bray, director, Urban Transport Group

If we are to have an economy that delivers on the PM's call for an economy that works for the many not the few, then we need a transport system that can underpin such an economy. This means efficient and comprehensive transit systems for urban areas and better links between those urban areas.

With this in mind we would like to see the Treasury move towards a more stable long-term funding framework for local transport, more in line with that which now applies to national road and rail. This, and a reduction in short term competition funding, would enable local transport authorities to plan more effectively and efficiently than

they can under the current stop/start approach.

We also think there is a strong case for a fresh look at revenue funding given that capital and revenue funding are now so badly out of sync. Revenue funding supports the services that use new capital schemes – such as bus and rail services. It also pays for the staff to plan capital schemes. We also think there is scope for the Treasury to look at the potential for new funding streams, such as the hypothecation of vehicle excise duty and fiscal measures in relation to diesel vehicles so that local transport authorities can tackle urgent problems like poor air quality.



## Stephen Joseph, chief executive, Campaign for Better Transport

If Philip Hammond really wants to use infrastructure spending in the autumn statement to revive the economy and safeguard it from the shocks of Brexit, his emphasis needs to be on small schemes that can happen quickly. If he follows the George Osborne tradition of adding further big road schemes to Highways England's programme or Local Enterprise Partnerships, nothing will happen until about 2020 at the earliest.

We've argued for an emphasis on "fix it first", fixing existing road and rail infrastruc-

ture and promoting small improvements.

Tackling the backlog in local road maintenance, creating resilience and enhancement funds for rail routes, extra funding for cycling and walking, further rounds of the Green Bus Fund and the New Stations Fund, and putting extra money into the Access Fund for local transport projects – these make sense in economic and transport terms, and can also help cut air pollution after the latest court case. Mr Hammond could also introduce tax incentives for greener vehicles to help this.



## Suren Thiru, head of economics, British Chambers of Commerce

It was a sensible move to abandon the budget surplus target following the EU referendum result. With interest rates at a historic low, it is the ideal time to increase public sector infrastructure investment. At the BCC, we have called on the government to use its greater fiscal flexibility to deliver direct investment into new infrastructure projects.

We have already seen firm commitments from the Government on major transport and infrastructure projects, including Hinkley Point, a new runway

at Heathrow, and HS2 – the construction of which should begin as soon as is practically possible.

In our autumn statement submission we have called for a focus on other infrastructure areas, such as housing and broadband. The government should directly commission the building of an additional 100,000 new homes over the remainder of this parliament, and invest in the provision of superfast broadband in both new and existing business parks, to secure future growth at a time of uncertainty.





# Grayling sets out his aims

**A** new focus on users, greater emphasis on smaller projects, and a smart ticketing option for every journey within two years are among goals set out by Transport Secretary Chris Grayling.

Mr Grayling used his keynote speech at the National Transport Awards to set out his priorities for the Department for Transport.

He paid tribute to his predecessor, Sir Patrick McLoughlin, whom he said was “respected throughout the industry, and led a well-run and happy department. I am hugely indebted to him for leaving me a great inheritance.”

Mr Grayling stressed that he had wanted the job of Transport Secretary, having shadowed the post under David Cameron a decade ago.

Though he said “I am someone who thinks our transport system is pretty good”, he added: “out there, there is a lot still to do”.

His message to the DfT had been to put the travelling public first. “Our focus should be constantly on how we improve things for the motorist and the passenger, or for the businesses who depend on our transport system. If we are planning to do something that doesn’t make a difference for them, then we should be asking ourselves why we are doing it.”

He continued: “I already believe we are making a difference. Projects that have been needed for years are now happening.”

But he had asked his team “to look at our capital programme again to make sure it really is going to make a difference to the travelling public.”

On the roads the focus should be congestion-busting for both

Chris Grayling at the NTAs



the public and business users, and “opening up the developments that will help the next generation get on the housing ladder”. On the railways, “our focus should be creating extra capacity on a system that really is bursting at the seams”, he said.

“Longer trains, longer platforms, new road junctions to ease traffic jams, by-passes and simple schemes to integrate our transport system are just as important as the grand projects that catch the headlines,” he said. So although construction on HS2 would begin next year, “you should expect more schemes that are barely worth a mention in the media, but still change lives”.

He set out three changes he wanted to see. First, for rail passengers, there would be an immediate start to the process of introducing compensation after a delay of 15 minutes, rather than after 30 as at present. This would be introduced first on Govia Thameslink Railway, of which Southern is part, and continuing with the South Western, West Midlands and South Eastern Network Rail pays compensation to operators when it is responsible for delays, the rail regulator would be asked to look into how passenger interests could be put first.

On the situation at Southern, he said he had taken action

to send in Chris Gibb to drive integration between the Govia Thameslink Railway and Network Rail teams, and Network Rail has been instructed to spend an extra £20m “on making the route more resilient”. He criticised rail unions for “disrupting the lives of passengers to protect the old ways of working”.

His second priority was ticketing. Progress on smart ticketing was taking “far too long”.

“By the end of 2018, my aim is for every passenger to have the choice of travelling without a paper ticket,” he said. A special project team would be set up at the DfT “to work with the industry and sort this out. I see no reason why much of this cannot be introduced within the next two years.”

In addition the fare system was too complicated. The rail minister would work with the industry and with consumer organisation Which? to develop an action plan. This would consider what could be done quickly to help passengers find the best ticket for their journey, to establish what can be done to simplify the system and to get information to passengers “like how busy their train’s likely to be”.

Third was to take advantage of digital technology to provide much better information to travellers, particularly drivers.

“We need to be much smarter about how we get information to motorists. Digital technology will let us do much more than those two-dimensional motorway signs, however much of an improvement they may be from the past,” he said. “And that same technology will let us be smarter about how we use the data we gather to improve the flow of traffic on the roads.”

And “with Uber planning a world of flexible public transport, we should be looking at how technology can improve rural transport, gathering real-time information about demand and shaping services accordingly.”

Digital technology and investment in infrastructure would also help freight and logistics, but so could small capital projects such as an extra railway track into a port. “We will be talking to, listening to and acting on the needs of our freight sector,” he said.

## Infrastructure commission to become executive agency

**T**he National Infrastructure Commission will be put on a permanent footing as an executive agency, rather than as a statutory body, chancellor Philip Hammond has announced.

The NIC was set up by George Osborne in October last year with Lord Adonis as chair, and it had been expected that legislation to put it on a statutory footing would be

brought forward this autumn.

The Treasury said that as an executive agency it would be given its own budget. It will have autonomy, set out in a charter which was published to coincide with the announcement.

The agency will come into being in January next year.

Lord Adonis, under whose leadership the commission has already produced influential reports on Crossrail 2, connec-

tivity in the north of England and smart power, will now stand down. Sir John Armitt will act as interim deputy chair, and a permanent chair will be recruited.

The commission has started out on the process of undertaking the UK’s first National Infrastructure Assessment, which is intended to be carried out every five years to identify and priorities the UK’s long-term infrastructure needs.



# Government gives green light to Heathrow

**T**he long-awaited Government decision to back a third runway at Heathrow finally arrived as expected two weeks ago. The cabinet committee charged with making a decision followed the recommendations of the Airports Commission from 18 months ago, stipulating that expansion must be accompanied by safeguards such as tough new noise limits.

The decision was welcomed by business leaders but was met by the expected reaction from opponents, with threats of legal challenges from local authorities and pressure groups. MP Zac Goldsmith immediately resigned his seat and triggered a by-election in protest.

Transport Secretary Chris Grayling described the decision as “momentous”. He added: “I am proud that after years of discussion and delay this government is taking decisive action to secure the UK’s place in the global aviation market. A new runway at Heathrow will improve connectivity in the UK itself and crucially boost our connections with the rest of the world, supporting exports, trade and job opportunities.”

He continued: “This is an important issue for the whole country [but] it is also hugely important for those living near the airport. We have made it clear that expansion will only be allowed to proceed on the basis of a world-class package

of compensation and mitigation worth up to £2.6bn, including community support, insulation, and respite from noise.”

Under what is intended to be a faster planning process, a draft national policy statement setting out the Government’s reasons for going ahead will be published in the new year.

There will be a public consultation and a vote in the House of Commons sometime next year. Sir Jeremy Sullivan, the former senior president of tribunals, has been appointed to oversee the consultation process.

This will be followed by a planning application by the airport to the planning inspector, who will consider the application and advise the Government of his decision. The Transport Secretary will give the final sign-off before construction starts.

A government statement said expansion would only be allowed to proceed on the basis of the compensation package referred to by Mr Grayling. The Government would propose a six-and-a-half hour ban on scheduled night flights and would make more stringent night noise restrictions a requirement of expansion.

There would be new legally binding noise targets to encourage the use of quieter aircraft, and “a more reliable and predictable timetable of respite for those living under the final flight path”. Heathrow has pledged to provide £700m for noise insulation for residen-



A third runway at Heathrow has gained government backing

tial properties. “Modernising use of air space” will help to reduce carbon emissions.

The Government said that environmental work ordered since the commission’s report had confirmed “that a new runway is deliverable within air quality limits, if necessary mitigation measures are put in place in line with the national air quality plan” published last year.

Heathrow Airport Ltd will be expected to work with the Civil Aviation Authority “on the detailed design and costs to ensure the scheme remains affordable.” The aim should be a plan “that keeps landing charges close to current levels”. “A suitable proportion of new slots” will be ringfenced for domestic routes.

London First infrastructure director David Leam said: “The government’s backing for a new runway at Heathrow gives Britain the clear decision business

has been crying out for. Recent research by London First indicated that a lack of runway capacity costs the UK £9.5bn of lost trade with emerging market economies every year. Attention must now shift to how we ensure the new Heathrow runway is constructed, swiftly, with minimal impact on the local community.”

Campaign for Better Transport chief executive Stephen Joseph said: “This decision will add to the noise and sleeplessness already experienced by many Londoners. It will lead to illegal levels of air pollution over west London. It will add to already intense congestion on surrounding road and rail networks, and divert funding from much needed transport investment in the rest of London. Above all, this decision sends a clear signal that the Government and most politicians are uninterested in tackling climate change.”

## Mobile ticketing for Preston Bus and students in the West Midlands

**M**asabi has announced that it is to provide its mobile ticketing solution to two new customers, Preston Bus and National Express Bus for students in the West Midlands.

Preston Bus currently requires passengers to have the exact fare when boarding. A review established that though this speeds up boarding, it was a source of frustration and inconvenience.

A recent study has shown that mobile ticketing could reduce boarding time by up to nine seconds per passengers. Preston Bus will continue to take cash but hopes to reduce dwell times at bus stops by up to 50% by 2020.



A recent Greener Journeys report demonstrated that slower bus journeys were linked to the long-term decline in passenger numbers. Speeding up adoption of smart ticketing to reduce dwell times was recom-

mended by the report as one way to address the problem.

Masabi will be supplying its mobile ticketing platform JustRide, which provides an end-to-end mobile ticketing and fare collection system. To use

the service, passengers need to download the Preston Bus app to an Apple or Android smartphone. They will then be able to choose from the full range of Preston Bus tickets, including daily, weekly and 28-day tickets. The ticket is paid for by card and downloaded and stored on the phone, and shown to the driver on boarding.

Just Ride will use Mastercard Gateway Payment Services to allow in-app payments.

Masabi is also supplying JustRide to National Express Bus, allowing students throughout the West Midlands to buy monthly travel passes on their smartphones, as an alternative to termly passes which can be bought from existing sales outlets.

# Alternative Euston proposal 'would fit within existing station footprint'

**A**n alternative proposal for the Euston HS2 terminus station could save nearly £4bn on the scheme, while creating an integrated station for HS2 and West Coast main line trains. All the platforms could be fitted into Euston's existing footprint, avoiding large-scale disruption and demolition, and the work could be completed in nine years rather than 19 under HS2's latest proposals.

These are the claims of the team behind the "Euston Express" proposal, who gave evidence to the House of Lords select committee on the HS2 phase one bill last month. The proposal was developed by local resident and engineer Sam Price, assisted by rail expert Jonathan Roberts. It was costed by experienced railway quantity surveyor Michael Byng and the team was represented before the committee by Rail Freight Group chairman Lord Tony Berkeley.

In addition the scheme's backers say it would allow the whole of Euston to be redeveloped, whereas the HS2 proposal does not improve the existing West Coast main line platforms.

The petitioners hope the committee will approve the HS2 bill subject to further work being carried out on the Euston proposals, for which permission for construction would then be sought through the Transport and Works Act.



Under the Euston Express plan, the proposed HS2 tunnel from Old Oak Common would be shortened by two-thirds and diverted to join the West Coast main line near Queens Park station. Two of the existing West Coast main line approaches to Euston would be taken over by HS2 trains, leaving four for the main line.

At Euston 23 platforms would be created, 11 for HS2 on the west and 12 for the West Coast to the east. Because some of the existing Euston platforms are widely spaced, there is scope to fit more in, says Euston Express. Some or all the tracks would be extended southwards towards Euston Road, to allow longer trains to be accommodated.

The plan would mean that "classic compatible" trains to the W6 loading gauge would have to be used for HS2 services, rather than the larger UIC GC gauge, but the proposers argue

that most trains are intended to be the smaller gauge in any case. Provision could be included to add a GC gauge link from Old Oak Common to High Speed 1 in the future.

Euston Express would also eliminate the need for a highly complex grade-separated station throat, which would be one of the most difficult structures on the project to build.

The cost saving would be £3.8bn compared with the current HS2 proposals on a like-for-like basis, or £1.85bn if the West Coast main line platforms were also redeveloped.

HS2's objections to the proposals were set out to the committee by chief engineer Andrew McNaughton, who argued that taking over two WCML tracks would cause disruption and congestion, and that construction of tunnel portals at Queen's Park in the space available would be far more disruptive and complex

than Euston Express believes.

He added that the flat throat would permanently reduce HS2 capacity from 18 to 13 trains hourly. HS2 also disputes whether the required number of platforms can be included within the width of the existing station.

Lord Berkeley told *TT* that Euston Express had answers to all these points – for example greater capacity including provision for freight trains can be created on the third rail DC lines to Watford if gauge clearance is improved.

There would be slight changes to service patterns, with more London Midland trains stopping at Queen's Park. He argued that 18 trains hourly can run in and out of 11 platforms via a flat throat given a slower approach, adding around half a minute to the journey time. The question of fitting in the required number of platforms hinges in part on the arrangement of escalators to the platform.

He said: "My gut feeling is that the committee are very concerned about disruption to Camden residents." He predicted that the committee would pass the bill but recommend further work is carried out urgently on the Old Oak Common to Euston section. Proposals could then be brought forward under the Transport and Works Act, which is permitted by clause 52 of the Bill, as opposed to an "additional provision" – effectively a separate bill. Euston Express estimates that the TWA process would take 3-4 years.

## Electric bus partnership wins Merseyside order

**T**he electric bus partnership of Alexander Dennis and BYD has won its first order outside London.

Merseyside operator Arriva North West has ordered 12 BYD ADL Enviro200 EV 12m buses for service on two city centre circular routes running from the Liverpool One bus station.

The order follows a joint bid under the Government's OLEF scheme by Arriva North West and Merseytravel. The new buses, which will be delivered by mid-2017, will be expected to cover 150 to 190 miles daily and

will be charged overnight. All BYD ADL buses are designed to operate a full day's duty cycle on one charge, without the need for top-up charging, and allowing lower cost off-peak electricity to be used.

Arriva's buses will have 38 seats and space for 32 standing passengers. There will be USB charging points throughout the bus.

Arthur Whiteside, managing director for UK sales at ADL, said: "This is a significant breakthrough for us and BYD. It's the first joint order from outside London and opens the door to a



range of provincial cities wishing to upgrade their bus fleets to pure electric standard." BYD

was founded in China in 1995 and specialises in rechargeable batteries and sustainable energy.



7th December 2016  
The Midland Hotel, Manchester

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# NORTH OF ENGLAND TRANSPORT AWARDS + SUMMIT

The Northern Powerhouse will usher in a new era for the North of England, with infrastructure investment a crucial element in boosting productivity and economic output.

Our one day Summit on 7 December 2016 will bring together the key politicians and practitioners to discuss and debate the future transport strategy for the north of England. **David Brown**, Chief Executive of Transport for the North will give the opening keynote address, with the **Secretary of State for Transport, Chris Grayling MP**, giving the closing address.

The summit is immediately followed by the inaugural North of England Transport Awards which aim to reward and encourage innovation and excellence and help disseminate the very best practice throughout the north of England. The awards are hosted by **BBC's Steph McGovern** and offer a unique networking opportunity.



Keynote Speaker and Chair of the Judging Panel

David Brown, Chief Executive,  
Transport for the North

I welcome Transport Times' decision to run the North of England Transport Awards and Summit. It's a crucial time as the Northern Powerhouse takes shape. This event is a welcome addition to the calendar. It will help bring into focus the creativity and excellence driving forward progress in the north of England.



Summit Keynote Speaker

Rt Hon Chris Grayling MP,  
Secretary of State for Transport



Awards Host

Steph McGovern,  
BBC Breakfast Presenter

## THE NORTH OF ENGLAND TRANSPORT AWARDS + SUMMIT 7TH DECEMBER 2016

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# This vital decision will benefit the whole country

The long-delayed runway decision is expected to boost jobs and economic growth, while a new international aviation agreement will offset carbon emissions from 2020, says **Lord Ahmad**



October 25th was a historic day for transport in Britain. After decades of uncertainty about hub airport expansion in the South East, the Government announced its backing for a new north-west runway at Heathrow. It was a momentous decision, not just for London and the South East, but for the whole country.

With room for an extra 260,000 aircraft movements a year, the new runway will transform services for Heathrow's customers. Passengers will benefit from more flights, more destinations and more choice, while freight capacity could be doubled. Heathrow already handles more goods by value than all other UK airports combined, and the additional runway will create new opportunities for exporters to reach fast-growing international markets.

Heathrow northwest will deliver a huge boost to jobs and growth with benefits to passengers and the economy worth up to £61bn. It will bring more tourism to Britain, and secure our long-term future as one of the best connected countries in the world.

New routes and extra flights will also be opened up within Britain. Heathrow expects to add six domestic routes, bringing the total to 14. This will allow the whole country to share the benefits of extra capacity and global links. Increased competition among airlines will help lower air fares relative to no expansion.

My visit to Scotland and Northern Ireland the day after the announcement underlines the importance and value of our decision for the whole country, and I welcome the support of the devolved administrations. The scheme commands cross-party support in Parliament, and it is noteworthy that the new runway is as popular among trade unions as it is with big business.

This announcement was long overdue. Successive governments have delayed making a decision

on aviation hub expansion, which means Heathrow's two runways are now operating at capacity. Since 1990, eleven UK airports have lost direct connections to our main hub. By comparison, leading European competitors like Frankfurt, Paris and Amsterdam have ample capacity in which to grow.

No project of this size and importance is universally supported. I acknowledge that expansion at Heathrow will have a big impact on the communities living close to the airport. That is why the scheme will include a world-leading package of compensation and mitigation, worth up to £2.6bn, that addresses air quality and noise disturbance and provides generous compensation for the loss of homes.

It is also crucial to see the third

**The scheme will include a world-leading package of compensation and mitigation**

runway in a global environmental context. Earlier in October, the UK and 190 other states agreed a major climate deal to address carbon emissions from aviation at the 39th Assembly of the International Civil Aviation Organisation. Called the Global Market Based Measure, it is the first worldwide scheme to address carbon emissions in any single sector, with the aim of achieving carbon-neutral growth for international aviation from 2020.

This is a very positive outcome for the UK and one which the Government worked hard to achieve. A global scheme was the only way to effectively address international aviation carbon emissions, while minimising competitive distortions in the market. The aviation industry recognised this and fully supported the deal.

States will initially participate in the scheme on a voluntary basis

from 2021 to 2026. Thanks to some excellent work by my team and our diplomatic network, we were able to play an influential role in getting 65 states to sign up from the beginning – representing over 85% of international civil aviation.

When implemented, airlines will offset their international aviation emissions growth above 2020 levels with reductions from other sectors. For example, they could buy offset credits generated by carbon savings from projects in developing countries to promote solar energy or other sustainable electricity sources. The scheme will become mandatory in 2027, and includes a review mechanism to make it more effective over time.

Our attention will now turn to making sure that the ICAO agreement is implemented around the world and that international aviation continues to play a leading role in combating climate change. We will develop further carbon saving measures for the sector through alternative fuels, cleaner technology and more efficient air traffic management.

These two contrasting October announcements, coupled with the recent agreement to open up new routes for passengers and freight with China, and the UN Resolution on Aviation Security which was championed by the prime minister, underline the challenges and opportunities for the UK aviation sector.

Global aviation is a vital force for good, helping countries and people to come together, and providing the connections our economies need to prosper. We must get on and build the new runway as quickly as possible, because it is in the UK's national interest, and will ensure an open and prosperous Britain in the years ahead.

**Lord Tariq Ahmad is Parliamentary Under Secretary of State for Transport and Minister for Aviation.**



# Let railfreight play to its strengths

A new grant regime designed to reflect the environmental benefits of moving freight by rail could be a stimulus to the sector that would pay for itself

**W**hen you lose 78% of your prime market in a single year, you have to make cuts. For DB Cargo (formerly known as EWS), the UK's largest railfreight operator, 30% of its workforce will go, as coal traffic (and to a lesser extent, steel) has disappeared.

Freight train movements in Britain have almost halved over the last ten years. True, intermodal (container) traffic continues to do well. But this level of market volatility – lying beyond the control of operators – will reduce confidence in projects designed to help secure railfreight on a congested national network dominated by passenger traffic.

It makes the DfT's Rail Freight Strategy, published a month before the DB Cargo announcement, an important summary of the state of play. It wrote about railfreight's 12% market share nationally in 2015, and an estimated £1.6bn of productivity and decongestion benefits it brings.

Reactions to DB Cargo's plight have been muted, with union leaders suggesting the company should have seen it coming (it did, but thought the decline in coal-fired power station traffic would be more gradual) and rail lobby groups saying it is time to get the road haulage sector to pay its full costs through additional carbon taxes. There is surely slim chance of an additional tax burden on road haulage given the fragile state of the economy. Instead we need to consider railfreight's surviving strengths.

The largest railfreight markets are intermodal – both international (largely via the major ports in south east England) and the smaller domestic segment – and aggregates/construction, where the prospects of minimising lorry movements play in rail's favour for the infrastructure programme that lies ahead (Hinkley, HS2, Heathrow and so on). To strengthen rail's role in these still growing

and highly predictable markets requires investment to secure the necessary capacity, including for instance on the connections to Felixstowe and Liverpool.

What could emerge is a national network of prioritised freight routes.

For intermodal traffic, modest schemes exist that would allow direct flows from the expanding intermodal hub at Daventry (DIRFT) to Yorkshire and the North East as well as to the South West and Southampton, to create a genuinely national rail-based distribution network. HS2 would be used to create the necessary capacity on the southern part of the West Coast main line. North of Crewe, the already strong Anglo-Scottish intermod-

**The DfT recognises that the benefits of railfreight are not reflected in track access charges**

al railfreight flows will need another package of measures – as Network Rail has already identified in its Freight Network Study consultation draft in July.

Much will depend on the influence of the new post-Shaw virtual freight "route" at Network Rail when decisions are made on budget allocations for the CP6 and CP7 investment periods. But it is hard not to sense a struggle ahead. Ministers will no longer be able to speak of the huge growth in freight on the "fully privatised" part of the rail sector. Political support could wither, despite the enthusiasm of new rail minister Paul Maynard.

If ministers want to provide a stimulus, they can. The DfT, in its recent strategy, recognises that the environmental benefits of railfreight are not reflected in track access charges, yet it cautions against changes that

would "distort the market".

The mistake is to think that the question of how to capture the full benefits of railfreight (in reduced carbon emissions, better air quality and less road congestion) can be addressed through the level of access charges.

Since railfreight brings wider benefits worth £1.6bn a year, it is quite unhelpful to look to the ORR to reflect them in railfreight track access charges that total only £100m a year. Instead, these wider benefits should be reflected in a new grant regime to provide a stimulus for railfreight without market distortion. This could be a big scale-up of the existing "mode shift revenue support" (available for rail freight and water transport), which has an estimated benefit-cost ratio of over 4:1, from its existing paltry level of around £20m a year. A less restrictive application of the grant could easily balance out today's level of track fees paid by railfreight.

And how should this be paid for? Two changes would bring real cash savings to the rail sector. One is ending rail-freight's "right to roam". Freight would be carried on a designated network – although freight rights on other sections of line could be obtained, provided they were paid for. This would prove to be a major financial saving.

And the second change – one that would strengthen the environmental credentials of an extended grant – would be an obligation to use electric traction on long hauls of freight on electrified lines, saving some of the capacity enhancement expenditure ahead. Diesel-hauled freight trains are much slower than electric-hauled and eat up much more of the potential capacity for passenger trains.

In other words, this would be a railfreight stimulus grant that will pay for itself in cash terms.

**Jim Steer is director and founder of Steer Davies Gleave.**



# Buses for a country that works for everyone

New research has quantified the social benefits of bus services for the first time, showing they could play a key role in a strategy for inclusive and sustainable growth



In recent years Greener Journeys has built up an extensive body of evidence on the considerable economic value that bus services provide to their communities and the UK as a whole.

But policy cannot be about economic value alone. Policy must address a range of social factors as well. Does it reduce inequality, and support deprived communities? Does it have a positive impact on healthcare, education and access to a range of public services? Does it improve people's life chances?

It has been widely understood that for too long there has been insufficient evidence of the vital interconnections between the economic and the social. In particular, a true quantification of the wider social impact of bus services has been missing.

Now, for the first time, Greener Journeys is able to put a figure on some of these crucial social impacts. Our new report, *The Value of the Bus to Society*, by KPMG and the Institute for Transport Studies at the University of Leeds, quantifies the impact of bus services in reducing social deprivation.

The findings are stark. A 10% improvement in bus service connectivity would result in a 3.6% reduction in social deprivation, taking into account employment, income, life expectancy and skills.

This improvement applies to all neighbourhoods from the most deprived to the least. But for the most deprived neighbourhoods, the impact of a 10% improvement in connectivity is particularly strong. It would result in 9,909 more people in work; 22,647 people with increased income; 2,596 fewer years of life lost; 7,313 more people with adult skills; and a 0.7% increase in post-16 education.

This new evidence comes at a time when the new government is looking to improve the life chances of everyone. Tackling social deprivation has become a more urgent priority.

It also comes at a time when bus services are under pressure as never before. Recent statistics by the Department for Transport show that bus use throughout England has fallen, with even London recording its first drop since 2012. The statistics show that passengers made 119 million fewer journeys in 2015-16 than the year before, a fall of 2.6%.

One factor behind this drop is the fall in the number of services supported by local authorities. Research by the Campaign for Better Transport has found that subsidies for bus routes have been reduced by £78m since 2010. Cuts to bus services in rural areas have been particularly severe.

**Decision-makers should factor in the wider social benefits when appraising transport schemes**

Another factor contributing to the current decline in bus use is increasing congestion on the roads. Recent research for Greener Journeys shows that bus journey times are increasing by on average 10% per decade, which is resulting in 10%-14% lower patronage, with serious consequences for the wider economy. For every year that this trend continues, it is costing an estimated 5,000 jobs.

As the predominant mode of public transport, buses provide access for millions of passengers. Nearly one in four people in the UK is at risk of social exclusion and one in four households lacks access to a car. Department for Transport analysis shows that where bus services are withdrawn, some passengers are unable to make alternative transport arrangements. For one in five bus journeys a practical alternative does not exist. For some this may mean not taking a job, not taking advantage of edu-

cational opportunities, not taking care of health needs or simply not seeing friends and family.

As part of the research project KPMG estimated that the wider social impacts of buses add over 30% to the benefit-cost ratio of bus investments. Greener Journeys is recommending that, when appraising transport schemes and investment cases, decision-makers should factor in the wider social benefits that can be gained. The Department for Transport may wish to review its approach to Social Impact Assessments, perhaps introducing a short-template SIA to be considered in all major transport and policy investment decisions.

Above all, it is urgently necessary to reverse the current decline in bus patronage. The Government at all levels should prioritise investment in buses and bus infrastructure. Such investment results in well-understood transport and economic benefits, and as this new research clearly demonstrates there can be immense social, health, educational and income benefits as well.

The Brexit referendum represented a powerful vote against the status quo. It put a spotlight on the persistent health, wealth and income inequality afflicting the UK. Theresa May has said that she wants Britain to be a country that works for everyone. These words need to be backed up by a concrete strategy for achieving inclusive and sustainable growth.

This new research shows that if the Government is serious about reducing inequality, the bus is a very good place to start.

**Download the full report at [www.greenerjourneys.com/publication/value-bus-society](http://www.greenerjourneys.com/publication/value-bus-society)**

**Claire Haigh is chief executive of Greener Journeys, a campaign dedicated to encouraging people to make more sustainable travel choices [www.greenerjourneys.com](http://www.greenerjourneys.com)**



# Transport must embrace the digital future

If transport operators can use the potential of technology to forge closer relationships with customers, investment will follow

**H**ow can transport attract the investment it needs to provide smart, integrated efficient services? Smart networked places are growing rapidly across the world. Managing movement and connections within them requires considerable transport and technology skills to make the most of the resources available. One of the debates at the Confederation of Passenger Transport Scottish conference last month was about how to get the investment and support needed to make these changes.

Most operators want to provide faster, cheaper, more popular services, but most currently observe continuing trends for slower, more expensive, less popular services. Contrast this with the rapid growth of technology companies such as Uber and Deliveroo and it is no surprise that the smart money follows the growth of the companies able to make better use of existing resources.

If transport companies and authorities don't focus on the under-utilised resources in the system then somebody else will. The analysis and investment culture in transport remains focused on a few assets like road space and vehicles, rather than making more of the capabilities of people and places.

Matching the aims of investors to the capabilities of businesses can be challenging. Investors remember the year 2000 when BP launched a high-profile public relations campaign under the slogan "Beyond Petroleum" in a bid to show how the company was modernising. The logic of an oil company evolving into a broader energy company made a lot of sense, but the move quickly turned sour because investors were concerned that the company was saying one thing and doing another. The investors doubted whether BP had the skills or capabilities needed to make the transition.

Like BP, many transport

businesses are asset-heavy and the focus of senior management is on these assets: the roads, railways, trains, buses and lorries. Transport operators are right to be cautious about how far and how fast they can change.

Nevertheless, internet-based technology is transforming the world of connections, and with it the value chain for the transport sector as manager and provider of connections. Over the last 10 years the evidence has become clearer about when digital connections will substitute for physical movement and where they complement movement leading to more travel. There are rich prizes for the companies able to co-ordinate physical and digital connections.

**It is no surprise that the smart money follows the growth of the companies able to make better use of existing resources**

At the CPT conference, Chris Yiu of Uber suggested that the company may be the fastest growing business the world has ever seen.

However, the economy of smarter connections is evolving rapidly. In late October, an employment tribunal in London ruled that although Uber was branding and marketing itself as a technology service, it was behaving more like a traditional transport employer in the way it recruited drivers, managed its operations and fulfilled promises to customers. Future key players will be the companies which are able most effectively to calibrate their offer to changing needs and opportunities, combining transport and digital connections. If transport operators believe that they are undervalued relative to technology companies, they are not powerless to do something about it.

About five years ago, the underperforming and undervalued Domino's rebranded itself as a technology company that also made pizza. The company recognised that customer relationships rather than food were at the heart of the value chain and that new technology allowed it to manage value creation across its activities. Ordering a pizza by speaking into a smart mobile device when travelling home now makes people's lives more convenient.

It will not be long before Uber, Deliveroo, Lyft, Drive Now, Moovit or even Domino's are fulfilling more optimal and convenient travel between people and shops, restaurants, leisure facilities and other destinations.

The rights and responsibilities of these technology providers do not currently fit neatly into current transport legislation, but one of the strengths of our legal system is its ability to evolve through the precedents set by case law. The winners will not be those who try to use current legislation to block new types of transport, but those who manage customer and provider relationships best.

If transport is short of investment, perhaps it needs to work harder at building relationships with its customers. The investment could come from transport operators managing technology services, or from technology companies managing more transport services. Technology and transport companies start from different foundations, but the future lies in the shared goals of customers for better connections.

How long will it be before a traditional transport operator is rebranded as a technology company that also runs buses and trains, following the successful path taken by Domino's?

**Derek Halden is director of transport data and technology business DHC Loop Connections and is secretary of Scotland's transport think tank STSG. [www.dhcl.co.uk](http://www.dhcl.co.uk)**



# Major Road Network concept is gaining favour

In June **David Quarmby** and **Phil Carey** proposed a new approach to the road network, recognising that many 'local' roads are economically important. The idea has sparked considerable interest



David Quarmby and Phil Carey:  
"Started a lively debate"

**T**his is a challenging time for the future of roads in England. There's a clear commitment to invest in infrastructure to boost economic growth, particularly in such a way that all regions benefit; and the new subnational transport bodies want to make a real difference to where that investment goes. To make this work, what's needed is a fresh approach to the roads that matter most, across the country. The Rees Jeffreys Road Fund, in its report *A Major Road Network for England* which it published last month, is proposing just this.

In *A Network for the whole economy* (Transport Times, June) we set out why we believe that the 4,200 mile Strategic Road Network on its own – vitally important though it is – does not comprise all the significant roads needed to underpin and support the nation's economy, particularly at the regional level. We described how we used objective criteria to designate a further 3,800 miles of local authority A-roads alongside the strategic network, creating the 8,000 mile Major Road Network. This is a more logical, coherent and integrated network of national and regional roads for England, offering good geographical coverage and connectivity – an economic backbone for business across the regions.

The rationale is set out in detail in the study report, which goes on to explore the implications of the concept. It does not need any change in responsibilities for highways. But it does need the major road network to be planned, managed and funded in a consistent way – with the local authority major roads having similar planning and funding certainty to that which Highways England has for the strategic network. Achieving this needs strong collaboration between local highway authorities and Highways England; this will be greatly facilitated where subna-

tional bodies such as Transport for the North, Midlands Connect and England's Economic Heartland are gathering pace. Broadening the scope of the prospective National Roads Fund to contribute to local authority A-roads on the Major Road Network as well as to the strategic network could help achieve the greater consistency needed.

We also explain why the Major Road Network must be "fit for purpose" to achieve its potential for its users and the communities it serves. There are several components: setting and meeting reasonable service expectations for users; mitigating the impact on communities the network passes through and on the environment; providing

**We have always said that the MRN is the 'natural' road network for the new subnational transport bodies**

effective regimes for safety management and optimising network capacity; applying an effective asset management regime; fitting into the more complex transport policy requirements of larger urban areas; and a planning regime which integrates with spatial and economic planning.

Though the new regime for Highways England covers many of these aspects, there is nothing as structured or comprehensive for local authority roads beyond well-established codes of practice. Embracing this concept across the whole MRN will result in a network that works for everyone.

Our MRN toolkit has already elicited a good deal of interest, and the momentum is picking up. We have always said that the MRN is the "natural" road network for the new subnational bodies exercising their "strate-

gic" road planning function. Since our *TT* article in June, Transport for the North has been using the MRN idea in working with its counties and unitaries to agree a "regional" key route network for the north of England. This will be drawn from the local authority A-road network and will join up with the combined authorities' key route networks.

Putting this alongside the strategic road network in the north of England presents the essential framework of important roads for the whole region: a more extensive MRN-type network with which TfN and Highways England can together plan how to provide the service business needs. And, working with rail colleagues, their goal is a multimodal solution to connectivity, to support economic growth across the north.

Similarly, the England's Economic Heartland Strategic Alliance – embracing the Oxford/Milton Keynes/Cambridge corridor with its local authorities and LEPs – has recently resolved to adopt the MRN concept as the basis for its regional road network. This will become an integral element of its future transport strategy, as it works to identify the issues and the action needed to apply for subnational transport body status and powers.

We've clearly started a lively debate about how to secure what the country needs from its major roads. We believe that focusing in future on the Major Road Network will make a real difference to achieving the Government's objectives for roads and the regional economies.

**David Quarmby is former chairman of the RAC Foundation and a former member of the London Roads Task Force. Phil Carey is the road user policy adviser to Transport Focus, and vice-chair of the Transport Associates Network**



The Rees Jeffreys Road Fund has, since its inception in 1950, provided support for education and research in all forms of transport. It helps to fund projects that improve safety, the roadside environment and rest facilities for motorists and other road users. Visit [www.reesjeffreys.co.uk](http://www.reesjeffreys.co.uk) To download the report see [www.futureroadsengland.org](http://www.futureroadsengland.org)



# A call for new ideas on funding better roads

New technology, new vehicles and competition for space demand fresh thinking on provision of roads. The 2017 Wolfson Economics Prize will award £250,000 to the best proposal, **Julian Glover** explains

**W**hat kind of vehicle will we use in 2030? And what kind of road will it travel on? Policymakers can tell you about the shift to autonomous vehicles and electric power – but without the right physical infrastructure we won't get the most out of them. That is why I am pleased to be running the 2017 Wolfson Economics Prize, which will award £250,000 to the best proposal for a better way to fund better roads.

Anyone can enter – there is no charge – and we have a judging panel that includes Alistair Darling, the former chancellor, and Sir John Kingman, chairman-elect at Legal & General and before that one of the most senior officials at the Treasury. We have come together because we want to see answers to one of the most fundamental policy choices facing all developed countries: how to shape the future of the road network.

Roads matter. They carry around nine out of ten passenger journeys, and three times as much goods are moved by roads as by water and rail combined. But the network is not functioning as well as it should. Traffic is growing – it reached a record high of 316 billion miles in 2015, up 4.5% since 2010 – and technology is changing. Sales of electric and hybrid cars are rising sharply in the UK. Demand for plug-in hybrids was up 133% year-on-year in 2015. And it is estimated global sales of electric vehicles will hit 41 million by 2040, representing 35% of new light duty vehicle sales.

These vehicles use considerably less traditional fuels, if any at all, and some are exempt from vehicle tax. It's why the Office for Budget Responsibility predicts that fuel duty receipts could halve by the 2030s. Meanwhile the development of autonomous, self-driving vehicles continues apace.

The pressure on bus services, the call for more cycling provi-

sion, the shift to things such as ride-sharing and home delivery – all this requires new policy thinking about road infrastructure.

But it is in short supply. Far more effort is put into developing new vehicles than into shaping the roads on which they run. That is why I think the 2017 Wolfson Economics Prize is so important. It is asking for ideas on how to rethink the way we charge for road use and invest in maintenance and improvements. It should be possible to do this without increasing the cost of using them.

There have been attempts before to rethink the system of road finance, of course. But they have failed because they have tried to impose costs on road users without winning them over to the benefits that can come from change. That is why this competition is asking for more

**We hope to see proposals that are practical and could win public and political support**

than theoretical solutions. We hope to see proposals that are practical and might win actual public and political support. As Sir John Kingman says, the biggest challenge in this area for policymakers has often been not technical or financial, but political – so good entries should clearly show how road users will benefit from the new system.

I hope we get entries from around the world because this debate affects every country and not just the UK.

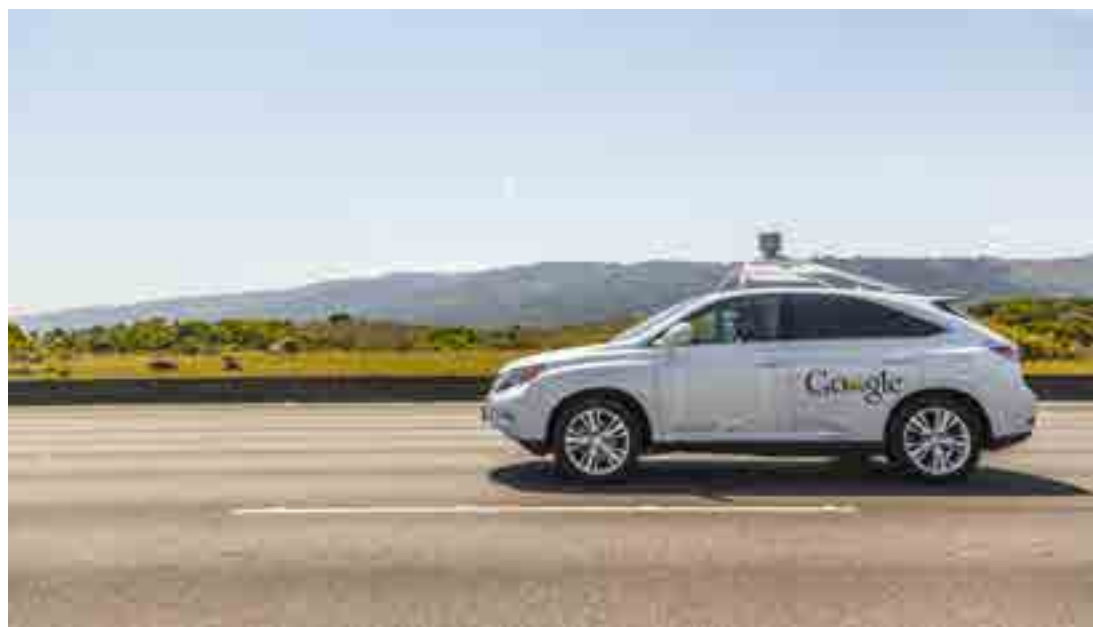
As a former special adviser to the Transport Secretary who helped shape the Road Investment Strategy, I know how complex a subject this can be.

But I also know the time to address the future of our roads is right now, and I would encourage everyone with an interest and knowledge in this area to enter. The deadline is 2 March 2017 and guidelines and more information can be found at [policyexchange.org.uk/wolfsonprize](http://policyexchange.org.uk/wolfsonprize)

**Julian Glover is Director of the 2017 Wolfson Economics Prize and a former Special Adviser at the Department for Transport**



**Julian Glover:** "We are asking for ideas on rethinking the way we charge for road use"



# Promising signs point to an autumn boost

The emphasis may switch to smaller projects, but transport has a potential role in stimulating the economy as well as contributing to policy goals in devolution and raising productivity, says **Mike Indian**



Mike Indian: "Limited time to act"

It will be the curtain call on what could be described as an "eventful" year in politics.

In less than a fortnight chancellor Philip Hammond is due to deliver his first major fiscal statement since entering the Treasury, in the form of the autumn statement. He will do so buoyed by better than expected growth figures since the EU referendum, and having already given a commitment to guarantee essential funding in the short term.

In spite of these facts, the chancellor has already signalled a step change from the policies of his predecessor, George Osborne. The scrapping of the fiscal rule means that public spending cuts will be relaxed slightly. Good news for the transport sector: more money looks to be on its way.

Press reports have claimed that Mr Hammond is keen to support the UK economy through increasing spending on public infrastructure projects in order to provide both a short-term stimulus and a longer-term structural contribution. Both Downing Street and the Treasury believe that monetary policy is now producing a diminishing return in economic benefits and that fiscal policy has to take up some of the slack.

The chancellor is not proposing to abandon fiscal conservatism, but instead to facilitate "modest, rapidly deliverable" projects in areas like road and rail.

This view appears to be shared at the Department for Transport. In his appearance before the Transport Select Committee last month, Transport Secretary Chris Grayling reiterated his desire to focus on "smaller projects" and added he would be "perfectly happy to accept additional resource".

Tellingly, he told the committee: "While I am Transport Secretary, you should

expect us to do more things that you never see or hear; they will be things that never make it to the papers because they are smaller schemes that have a local impact."

The common thread of accepting the need to focus on smaller schemes, such as junction improvements and easing congestion, all but confirms that local transport schemes will benefit when the chancellor speaks on 23 November.

Key questions remain to be answered over the impact on transport of two other key areas of Government thinking: raising productivity and the devolution agenda.

**Reports suggest that Mr Hammond is keen to support the economy through increasing spending on public infrastructure projects**

The Treasury is due to publish a discussion paper on its long-awaited industry strategy to begin to put flesh on the bones of the much-vaunted phrase. A full government response to this exercise is expected in the new year. Business, Energy and Industrial Strategy Secretary Greg Clark used his party conference speech in October to suggest the strategy would favour a local approach, while he later elaborated that it would build on UK strengths in the automotive and clean energy sectors. The latter would prove useful as ministers look to act on a second High Court defeat on air quality by addressing vehicle emissions. Transport could benefit from any significant measures to encourage either sector, in addition to any focus on boosting the digital economy.

Boosting productivity is the core economic concern for the Treasury as the UK prepares to move into a more globally competitive world. If the May government is to realise its goal of building an economy that works for everyone, it cannot ignore transport.

Another question mark hangs over the exact place of transport in the devolution agenda. Though the Government has retained the Northern Powerhouse banner and lent support to the Midlands Engine, the chancellor has emphasised the role of national investment in infrastructure as a key component in addressing UK productivity. There might be announcements on funding for Northern Powerhouse Rail and Crossrail 2, alongside additional money for Local Growth Deals and the Local Growth Fund.

Ultimately, the Government will be hoping that the focus on smaller projects will produce a large dividend in the form of boosting the post-Brexit economy.

**Mike Indian is a senior political analyst at DeHavilland**

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Scottish Transport Minister



Valerie Shawcross CBE,  
Deputy Mayor of London  
for Transport



Martin Griffiths,  
Chief Executive,  
Stagecoach



David Brown,  
Chief Executive,  
Go-Ahead



Laura Shoaf,  
Managing Director,  
Transport for West Midlands



Leon Daniels,  
Managing Director Surface  
Transport, Transport for London

The third annual UK Bus Summit will be held in London at the QEII Conference Centre, Westminster on 9th February 2017 and once again is supported by the Department for Transport.

Following its resounding success in 2015 and 2016, the UK Bus Summit has become the central platform for a national policy discussion on issues facing the bus sector. Discussion will focus on the crucial role that buses play in supporting society and stimulating the economy; the range of successful technologies available for tackling pollution; and, the scope for improved ticketing and information to enhance the passenger experience. The event will also provide a forum to analyse and debate the strengths and weaknesses of the contrasting delivery models.

The Summit is a must-attend event for anyone who wants to be up to speed with all the latest developments in the bus industry.

**Additional confirmed speakers include:**

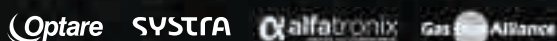
- Dr. Manfred Rudhart, Chief Executive, Arriva
- Giles Fearnley, Managing Director - UK Bus, FirstGroup Plc
- Prof David Begg, Chief Executive, Transport Times
- Anthony Smith, Chief Executive, Transport Focus
- Claire Haigh, Chief Executive, Greener Journeys
- Andy Eastlake, Managing Director, Low CVP
- John Henkel, Executive Sponsor - Integrated and Smart Travel, Transport for the North
- Neill Birch, Director - Public Transport Operations, Systra

For more information please visit

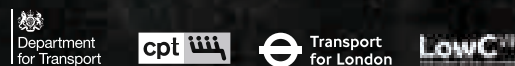
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# A night to celebrate

Now in its sixteenth year, the National Transport Awards has become a fixture in the industry calendar. But with shortlists stronger than ever, who would emerge to take the prizes?

Every year, say the judges, the standard of entries to the National Transport Awards gets higher. Making the shortlist is an achievement in itself. So there was great anticipation over which organisations and individuals had emerged as winners, and over 700 senior transport professionals were present to find out who they were, with comedian and actor Hugh Dennis as host.

Transport secretary Chris Grayling used the keynote address to set out his priorities in the role. To the assembled audience, he said: "I congratulate you all for putting the customer at the heart of your work and for demonstrating that we can make transport better. You are an inspiration to the whole industry."

His predecessor as Transport Secretary, Sir Patrick McLoughlin, was there too, and in one of the night's highlights Mr Grayling presented his predecessor with the night's first award, for Outstanding Contribution to Transport (see page 23).

## Transport Local Authority of the Year

**Brighton and Hove Council** took the prestigious Transport Local Authority of the Year award in recognition of a host of initiatives promoting safety and sustainable travel. These included the A270 Lewes Road, redesigned with segregated bus and cycle lanes and

"floating" bus stops to allow cyclists to pass buses safely. The city has the lowest level of car ownership in the South East, with over a third of households not owning a car. There has been a reduction in rates of movement around the city by van and car, and an increase in bus and rail patronage. The number of bus journeys per head of population is three times the national average.

**Aberdeenshire Council** was commended in this category.

## City-Region Transport Authority of the Year

**Transport for West Midlands** was named City-Region Transport Authority of the Year, sponsored by National Express.

In a UK first, TfWM's predecessor Centro developed the region's bus alliance to encourage investment in the network, raise standards and improve connections. It brings together bus operators, councils and other private sector partners to make sure services meet the communities' needs. On the Midland Metro a new fleet of CAF trams was introduced last year, as part of the £128m Metro extension project. The extension into Birmingham city centre opened last December, bringing trams back to the city's streets after 60 years. Funding for the region's HS2 growth strategy has been agreed with the Government under the West Midlands Combined Authority's

devolution deal. With surrounding local authorities, West Midlands Rail has been established to increase influence over local rail services.

## Bus Operator of the Year

In another accolade for the Midlands, the award for Bus Operator of the Year went to **National Express West Midlands**. The company is a key partner in the West Midlands Bus Alliance and has undertaken to introduce 75 Crimson and 150



**Brighton & Hove Council was Local Authority of the Year**



Platinum buses within three years, at a cost of £125m. Passengers' reaction to the introduction of premium Platinum buses with free wi-fi, extra legroom and better seats has surpassed expectations. There has been 25% growth in patronage on the best route.

**Plymouth Citybus** was commended in this category.

## Rail Operator of the Year

The coveted Rail Operator of the Year award, sponsored by Thales, went to **Hull Trains** for achieving one of the highest satisfaction scores in the industry. The open access operator runs 90 direct services a week from Hull to London. For the past three years, the company has won first place for passenger satisfaction in the National Rail Passenger Survey, reaching 97%, a record for a long-distance operator, in January. Passenger numbers have been growing at up to 21% annually.



## Transport Supplier of the Year

**BAM Nuttall** took the honours in the Transport Supplier of the Year category. Challenging projects in which it has been involved include the Borders Railway, the modernisation of Cardiff Central and Queen Street stations, and the Northern Hub alliance. The judges were impressed with the company's stakeholder management skills and high retention rate of apprentices of 96%.

**Trueform**, supplier of passenger transport hardware and information display equipment, was commended.

## Airport of the Year

**Heathrow Terminal 2** was winner of the Airport of the Year category, sponsored by Worldline. Opened in 2014, the terminal hosts 26 airlines including the Star Alliance mem-

**Right: Ferry Operator of the Year was MBNA Thames Clippers. Below: National Express West Midlands won the Bus Operator category**



bers. It replaces the 1955 terminal and provides capacity for around 20 million passengers annually. Around 97% of the old terminal was recycled, and the new terminal has reduced CO<sub>2</sub> emissions by 40.5% compared with the old. It includes an integral Crossrail station ready for the line's opening in 2018. Overall satisfaction with Terminal 2 rose to an all-time high in the first quarter of this year.

**London Luton Airport** was commended in this category.

## Ferry Operator of the Year

**MBNA Thames Clippers** was named Ferry Operator of the Year. Both commuter and leisure passenger numbers have been growing consistently on the 20-stop riverbus service. Last October two new 150-seater vessels were added to the service at a cost of £6.5m. In the last TfL survey, the services scored an overall satisfaction



rate of 91%. **Caledonian MacBrayne** was commended in this category.

## Improvements to Bus Services

**LibertyBus Jersey** was the winner of the award for Improvements to Bus Services. The company took over services in January 2013, and has been working hard to get people out of their cars and on the bus. The 18 routes it inherited have grown to 23, with an extra three summer routes.

Introduction of service 22/X22 has provided a fast route into the capital St Helier from La Corbière on the south-west coast via the airport, making commuting by bus practical for the first time. Service frequency has been increased on the busiest corridors, and capacity has been increased by the introduction of double-deckers on several routes. AvanciCard is a smartcard which can be loaded with pay as you go and season tickets.

**Transport for West Midlands** was commended for its part in the introduction of premium Platinum services and in the West Midlands Bus Alliance.

## Excellence in Cycling And Walking

**Leicester City Council** was the winner in the Excellence in Cycling and Walking category with its Connecting Leicester project, part of the mayor's vision to create a "thriving heart" of the city, in which shopping, leisure, heritage and transport destinations are linked by high quality pedestrian routes. The first phase was a £19m scheme of public realm investment designed to transform and regenerate the centre, with a focus on the Old Town. It provided better cycling and walking links to reconnect all places of interest in the city centre.

## Road Safety, Traffic Management and Enforcement

**Transport for London's Safer Lorry Scheme** was the winner of the Road Safety, Traffic Management and Enforcement category, sponsored by FirstGroup. This was designed to address the fact that cyclists and pedestrians in London face a considerably higher risk of death or serious injury from collisions with heavy goods vehicles than HGVs' share of traffic suggests. Research revealed a strong link between collisions and poor visibility from HGV cabs. The safer lorry scheme was developed in collaboration with London Councils, Heathrow Airport, the police and the Driver and Vehicle Standards Agency and requires vehicles of over 3.5 tonnes to be fitted with improved mirrors and side guards. After seven months, the non-compliance rate was 0.86%.

**Bedford Borough Council** was commended for its turbo-style roundabout, a development of a Netherlands design, which reduced accidents involving cyclists at a one of Bedford's busiest junctions.

## Rail Station of the Year

**Network Rail** took the award for Rail Station of the Year, sponsored by Alstom, for Manchester Victoria. The £44m project is a central part of Network Rail's £1bn-plus programme to increase rail capacity in the North. The project replaced a life-expired roof, improved pedestrian signposting, replaced poor retail facilities and restored heritage features. The project included Metrolink upgrades and turned the station into an integrated transport hub.

**West Yorkshire Combined Authority** was commended for a new station at Apperley Bridge, part of the author-

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ity's strategy to reduce rush-hour traffic between Leeds and Bradford.

## Port of the Year

**The Port of Dover** was named Port of the Year in recognition of its Traffic Management Improvement Project, designed to cope with increasing freight traffic and the fact that the port is adjacent to the town and cannot expand. The project removed old and redundant infrastructure to provide 4km of additional freight holding capacity which can be dynamically controlled using variable message signs. When border controls were stepped up following the attacks on Paris in November last year, the buffer zone was also used for cars and coaches, avoiding traffic queues in Dover.

## Contribution to Sustainable Transport

The Contribution to Sustainable Transport category, sponsored by Heathrow Airport, went to **FirstGroup** for its involvement in Bristol 2015 European Green Capital, working with Bristol Green Capital, the city council and the mayor of Bristol to promote sustainable transport. First introduced a high-tech biomethane bus, powered by biomethane from human and food waste by GenECO. It secured DfT funding towards the purchase of two virtual electric hybrid buses with geofencing to switch to electric power in areas of poor air quality. Another 59 new buses were brought into service during the year, 34 of them microhybrids, giving Bristol one of the lowest emission diesel fleets in the world.

**Aberdeen City Council** was commended for its 2015-2025 hydrogen strategy which is bringing

hydrogen powered buses, cars and vans to the city's roads.

## Most Innovative Transport Project

Most Innovative Transport Project, sponsored by Go-Ahead, went to **Clearview Intelligence, Transport Scotland, BEAR (Scotland), the Transport Research Institute at Edinburgh Napier University** and **Amey** for the use of intelligent road studs on the A720 Sheriffhall Roundabout.

The six-arm Sheriffhall roundabout is the only at-grade junction on the A720 Edinburgh city bypass. It was heavily congested and there was a high rate of accidents, many caused by drifting out of lane. BEAR (Scotland) proposed the use of active road studs to guide traffic and Clearview Traffic developed the idea. Entry to the roundabout from the A720 is traffic light controlled, and when the lights turn green, the road studs light up to guide drivers into the correct lane.

## Transport Team/ Partnership of the Year

**West Yorkshire Combined Authority** took the award for Transport Team/ Partnership of the Year, sponsored by Bombardier, for the travel2train alliance, through which WYCA and its partners have helped over 800 people to take up an apprenticeship or training. The cost of travel can be a barrier to young people taking up apprenticeships and WYCA worked with the West Yorkshire Apprentice Hub and training providers to design the travel2train scheme. Partly funded by the DfT through the Local Sustainable Transport Fund, it offers a pre-paid multi-operator Metro-Day ticket to allow young people to travel to interviews, and monthly

bus and train MCards (or a reconditioned bike) for the first months of an apprenticeship or traineeship.

**MTR Crossrail** and **Network Rail** were commended for collaborative working on TfL Rail, as were **Atkins, Laing O'Rourke, Network Rail** and **VolkerRail** for the Staffordshire Alliance, working on the West Coast main line.

## Excellence in Technology

**Alexander Dennis** took the prize for Excellence in Technology, sponsored by Clear Channel, with the virtual electric Enviro400VE. This hybrid bus can run in zero-emission mode for 80% of the time, but match the work cycle of a standard diesel bus. With a GPS system on board, it can switch automatically to electric mode when it enters emission sensitive areas or air quality management zones, a technique known as "geofencing".

Batteries can be topped up by the diesel engine as required. This gives the bus most of the benefits of a full electric bus, but without range limitations.

## Travel Information and Marketing

Winner of the Travel Information and Marketing category was **Transport Scotland** for the Forth Road Bridge Travel Plan. In December last year, the Forth Road Bridge was closed after engineers discovered cracks in steelwork. Repairs were expected to take four weeks and there was huge concern about the impact on the rest of the transport network.

A multi-agency team was appointed to manage the effects of the closure. It developed a contingency travel plan to help manage the disruption in the two days following the closure, in time for commuters on Monday morning. Results included an increase in public transport mode share across the Forth estuary during the closure from 15% to 30%.

## Construction and Engineering Project of the Year

Construction and Engineering Project of the Year went to Mace for **Birmingham New Street Station**. The £750m redevelopment transformed the station from a dark, unwelcoming building into a transport hub for the 21st century. The design entailed comprehensive remodelling, with the addition of a giant atrium and a polished stainless steel façade. The concourse is five times its original size. Station capacity has been increased to 52 million passengers annually. The project was undertaken while the station remained operational.

TfGM and Balfour Beatty were commended for the **Leigh-Ellenbrook Guided Busway**.

**Construction Project of the Year: Birmingham New Street**





## Outstanding achievements



One of the night's highlights was the presentation to **Sir Patrick McLoughlin**, Transport Secretary until July this year and now chairman of the Conservative party, of an Outstanding Contribution to Transport award.

Paying tribute, *TT* publisher David Begg said that Sir Patrick had held the post for three years and 10 months, making him the longest-serving Conservative Transport Secretary since Ernest Marples in the 1960s. An unassuming man, he was spoken of highly by Liberal Democrat colleagues such as Norman Baker and Baroness Kramer, with whom he worked in the coalition government.

He would be remembered for a number of significant achievements, including putting rail franchising back on track after the West Coast debacle, seeing the HS2 phase one hybrid bill almost to completion of the parliamentary process, and the creation of Highways England and the Road Investment Strategy. But for those who knew him he would be remembered for his loyalty to the people who worked for him.

The award was presented by Sir Patrick's successor, Chris Grayling.

### Outstanding Services to Transport

Former High Speed 1 chief executive **Nicola Shaw** received an award for Outstanding Services to Transport.

Ms Shaw has held senior positions in both public and private sectors,



From top: Sir Patrick McLoughlin; Nicola Shaw; and Frank Hoffman



at the Strategic Rail Authority, the Office of the Rail Regulator and at FirstGroup. She was chief executive of High Speed 1 HS1 for five years up to July. She is highly regarded in the UK transport industry and in July last year was asked to report to the Government on the future structure and financing of Network Rail. She left HS1 to join National Grid in July this year.

### Frontline Employee of the Year

Transport for London train operator **Frank Hoffman** was named Frontline Employee of the Year. On two separate occasions in the last year, he saved the lives of members of the travelling public.

On the first occasion the emergency handle was pulled on Frank's train as he was approaching West Acton station. A man had collapsed in one of the carriages. Frank went to the carriage to find that the man had stopped breathing. He administered CPR until paramedics arrived on the scene.

On the second occasion Frank found a man unconscious and bleeding from a head wound in the alleyway between Loughton station and the depot. Frank again administered CPR. When one of his colleagues joined him to assist, Frank was able to collect a defibrillator, which was crucial in keeping the man alive. He, his colleague and a member of the public continued with the compressions until paramedics arrived. On both occasions paramedics said the men would have died without Frank's help.

# We do like to be beside the seaside!



Brighton & Hove City Council has been applauded for rising to the challenge of decreasing budgets while the local population increases.

Brighton & Hove has a long history of partnership working to reach the best possible travel and transport improvements. The city is thriving and cosmopolitan, well known for its diverse community. We welcome more than 8.5 million visitors every year, attracted by the traditional seaside offer, independent shops and events such as Pride and the Brighton Festival.

The city holds a strategic role within the wider region and the council recognises the importance of transport links, enabling it to prosper economically and socially. The council works closely with partners and has been successful in securing £40million in grant funding to deliver innovative schemes, promoting real modal choice for the city, whilst linking major sites. The Lewes Road scheme, for example, joins the universities and the Amex Community Football Stadium in the north passing a major development site at Preston Barracks and onwards into the city centre. This key economic corridor features segregated bus and cycle lanes with innovative “floating bus stops”, allowing cyclists to pass on the inside of buses rather than overtaking on a busy road.



None of us are just cyclists or car drivers, many of us use different forms of transport every day. Brighton & Hove's Transport strategy places an emphasis on both people and places, with 'a transport network for all' woven into everything we do: from Bikeability training for children to wayfinding signs.

Our approach has achieved:

- Reduced car and van movements across the city
- Increased cycle movements across the city
- More people walking
- Increased rail and bus patronage
- Reduced levels of casualties
- Take-up of new technology
- High rates of public satisfaction
- Routine accessibility considerations in transport projects
- Improved air quality

## There is always more to do!

Our concentration over the next few years will be on major connectivity and capacity schemes. One of these – the Valley Gardens improvement scheme – will form the last link in the Lewes Road scheme. This will potentially link with the seafront along a complex confluence of major routes into the city, complementing the significant regeneration underway, whilst bringing major improvements to the public realm.







**H**S2 is needed “more than ever”, said Transport Secretary Chris Grayling, “for the capacity it will bring, the space it will create elsewhere on our transport network, the boost it will give to the economy and the jobs it will create.”

Mr Grayling was delivering the keynote address at the *Transport Times* conference *HS2: Phase One and Beyond*.

He said the overriding argument for HS2 was not speed but the capacity it would create – both on the new line itself and the capacity it would free on the existing network.

When the West Coast main line was built, he said, Britain had a population of 15 million, and there were 60 million rail journeys annually. Today a population of 65 million, makes 1.7 billion journeys.

“We’re facing a rapidly approaching crunch-point,” he continued. “Imagine what Britain in 2033 will look like without HS2.” The population would be over 70 million, the number of journeys is predicted to be 40% greater, and freight will have doubled. “We will be relying on a network whose components in places will be nearly 200 years old, built for a population a fifth of the size.”

He added that the proof of the effect transport could have on the economy and regeneration could be seen all around the conference venue, KPMG’s headquarters at Canary Wharf. HS2 could have the same effect at towns and cities on the route, from Crewe to Sheffield, Manchester and Leeds “and dozens of others”. It was already having an

# Set for launch

Start of construction on High Speed 2 is expected within months, and the *Transport Times* conference *HS2 – Phase One and Beyond* looked into how high speed rail’s benefits can be maximised for the whole of the UK, both immediately and in the longer term

effect, with Burberry deciding to site a new factory in Leeds because of HS2.

He also announced an additional £40m for communities and to support businesses and local economies along the route, and a £30m road safety fund.

He said: “Let me be absolutely clear: we back HS2. The case is stronger than ever.” And though the UK was not a pioneer of high speed rail, the line would be “state of the art”.

He paid tribute to the contribution of the next speaker, HS2 Ltd chief executive Simon Kirby, and said: “HS2 is ready to happen. It’s going to happen and it’s going to make a massive difference to the UK economy.”

Mr Kirby said that as he prepares to move to a new post at Rolls-Royce, his

successor would have the job of managing HS2’s transition from planning to construction. “The organisation stands ready to deliver HS2,” he said.

As an engineer, “acting as a catalyst for growth in the economy is our reason for existence and what we’ll be measured on”.

He stressed the importance of local communities and businesses coming together to develop plans to integrate HS2 into the economies of the cities it served, exemplified by Birmingham’s plans for Curzon Street, and he praised the way HS2 Ltd and Northern Rail were working together.

It was also vital for the project to focus on people, and its community engagement activities would be stepped up as the construction

**Artist’s impression of the HS2 station at Leeds**

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**I'm proud of the HS2 team and their can-do culture**

**Below: the National College for High Speed Rail will be "a world-class institution". Opposite: new stations at Birmingham Curzon Street (top) and Crewe**

phase began. The organisation would shortly be appointing a community engagement director as part of this.

Of his time at HS2 he said: "What I'm most proud of is the HS2 team and their can-do culture. It's ready to manage the biggest civil engineering project this country has ever seen."

HS2 Ltd would let the £900m enabling works contract later this year, and £9bn of civil engineering contracts next year after Royal Assent for the phase one bill. He stressed the importance of collaboration and, following numerous supply chain events across Britain and "hundreds of one to one meetings" there were high expectations for the supply chain. "This project will not be business as usual. We must be innovative," he said.

The project remained on schedule. The procurement process for rolling stock would begin next year.

"In taking HS2 from concept to reality we've achieved many great things," he said. The focus should remain on the economic benefit. "HS2 Ltd is an organisation capable of delivering on time and on budget."

## Second session

The second session of the conference focused on phase one as it approaches the start of construction. Expanding on her article in *TT* last month Sadie Morgan, chair of HS2's design panel, outlined the panel's approach and said: "Good design doesn't have to be more expensive."

Terry Morgan, chair of the National College for High Speed Rail, which opens its doors next year, spoke about Crossrail's success in increasing the diversity of its workforce, but added that HS2 had set its sights even higher. "Crossrail was more than just a new railway. It had the opportunity to change things." The same applied to HS2.

The National College, sited in Birmingham and Doncaster, would be

a world class institution, building on what had already been achieved by the Tube Lines skills academy in Ilford and Crossrail's Tunnelling and Underground Construction Academy in east London. The National College, offering qualifications from levels 3 to 7, "will be another step change", he predicted.

Alstom UK & Ireland director for regional and intercity Henrik Anderberg described Alstom's new Transport Technology Centre and Training Academy, whose ground-breaking ceremony took place last month. When fully operational the training academy will offer over 130 places every year.

As well as training new entrants it would be used to reskill and upskill the existing workforce. "As we move to a digital railway, the current workforce will need to complement some of their skills," he said. It would offer training for apprentices, but also in management skills, technology, and generic subjects such as health and safety, the environment and quality. Alstom was discussing with its supply chain and Network Rail how it could use the academy most effectively.

Thales Ground Transportation Systems UK HR director Vicki Turner said "It goes without saying that HS2 will require a significant number of talented engineers and technicians." She asked "as an industry, are we ready?"

In 2014 it was estimated that the UK needed double the number of engineers to meet the demand forecast to 2022. She believed the gap was partly a result of limited diversity in the industry. "There is untapped female capacity in this sector," she said.

She asked whether the industry was responding to changing trends. People born around the millennium were beginning to enter the workforce. They had been used to using technology all their lives and expected things to happen much faster, including career progression. They would also

be more mobile. If the industry didn't offer this they would go elsewhere.

At the same time it was important to keep people engaged who had been in the industry longer and had gained a lot of experience. This could be done, and their knowledge passed on, by inviting them to become mentors, she suggested.

"It's essential not just for HS2 to attract people with ability into the industry but to capitalise on the knowledge and experience of people already in the industry," she said.

Fusion executive director Nick Fletcher said that key factors in construction and delivery of the project were capability and capacity; understanding the viewpoint of stakeholders affected by construction; efficiency – being on time and budget; and safety.

Three outstanding enablers for efficiency were diversity – changing the type of people coming into the organisation; digitalisation – allowing projects to be designed in the virtual world long before they become a physical reality; and robotics in construction – for example, the use of earthmoving machines which knew where they were and what they were doing.

In the question and answer session Tony Berkeley of the Rail Freight Group referred to the alternative Euston Express proposals for the HS2 terminus, which he said could save £3-4bn and would fit all the platforms in the existing station footprint, defusing controversy from the local borough and residents. Ms Morgan agreed that the design panel would look at the option.

## Strategic importance

In the session on HS2's strategic importance to the North and Scotland, Greengauge 2 director Jim Steer looked ahead to 2026, when construction of phase one and phase 2a to Crewe should be completed.

He sought to widen the debate beyond the six mayor cities of the north to look at how HS2 could serve the whole of the north.

HS2 chairman David Higgins had noted the high speed route did not address east-west connections, a point taken up by Transport for the North and the One North report.

"If there's going to be a case made for investment in quicker journey times it must be based on the needs of the city-regions, taking into account connections from east to west, north to south and freight," he said.

He pointed out that city clusters similar to the Northern Powerhouse in mainland Europe, such as the Rhein-Ruhr district and the Ramstad, had much higher productivity than the





north of England. The difference was that the most important rail link in these regions was significantly quicker than the main connection in the north of England, and both also have “a coherent network of intercity services”. Partly because of this, “places such as Liverpool and Manchester have smaller labour market catchments – they don’t overlap much: people don’t work in one and live in the other.”

“The North is not short of railways,” Mr Steer said, “but the network is not operated at a contemporary standard. The big challenge will be converting this into something better,” he said, citing London Overground as a possible template.

He outlined his ideas of how to make HS2 work in the north.

First there needed to be good access networks linking into HS2. But decisions on where stations should be sited should not be in the remit of HS2 Ltd. Regarding Sheffield, the £1bn cost of access networks to an out of town station at Meadowhall would be saved by moving the station to the city centre. “Stations for HS2 need to be in the centres of cities,” he said.

HS2’s aim should be to get as much of the North as possible within two hours of London. “Within two hours travel time you get economic development.”

If the Brexit vote was a measure of people and areas feeling neglected, then it showed that “smaller towns matter”. For example, Stoke-on-Trent is not on HS2: “Is it OK to say it’s near enough to Crewe? No,” said Mr Steer, “It’s perfectly straightforward to run trains to Stoke via HS2, and also to Stafford, Macclesfield, and Stockport.” But this would mean Manchester Piccadilly would need to be able to accommodate HS2 trains, and there were at present no plans to lengthen its platforms in phase one or two.

Similarly, phase one planned trains to Glasgow but not to Edinburgh, even though the Edinburgh-London market was twice the size of the Glasgow-London market. “The HS2 service plan needs to be revised,” he said.

Concluding, he said “for the North of England HS2 can play multiple roles”. So its detailed planning should be carried out with that for the wider transport network of the North, led by Transport for the North; the case for accelerating parts of the project such as HS2 platforms at Manchester Piccadilly and the Leeds-Sheffield section “should be examined urgently”.

Rail Delivery Group Director of Policy Elizabeth de Jong said that despite all the investment going into the network through the railway upgrade plan, “it’s time for a step change to address increasing pressure on the network.”



Capacity was needed both long distance and locally, and because of the growth in freight. By 2024, Network Rail predicted the West Coast main line would be full. Already knock-on effects of disruption could last all day.

In addition an estimated 70% of jobs created by HS2 would be outside London; the journey time to Edinburgh and Glasgow would be cut by an hour.

But she added that HS2, including ticketing, must be integrated into the existing railway.

She concluded: “The railway has been a catalyst for economic growth for over 100 years, and it will continue to be.”

Transport Scotland head of rail policy Frazer Henderson said HS2 was needed for connectivity, modal shift and capacity. To help meet its target of an 80% reduction in carbon emissions by 2017, the Scottish government needed to transfer a lot of freight to rail. But the West Coast main line, a mixed use railway carrying freight

and Virgin Trains Pendolinos, was an illustration of how mixed use takes up capacity. Freight trains could take 30 minutes to ascend the 5.5-mile incline to Shap Summit in Cumbria whereas a Pendolino could do it in six. Gaps have to be left in the timetable to accommodate this. “It’s not an effective use of capacity,” he said.

The ability to segregate fast and slow services would make trains more effective and encourage modal shift. “Increased capacity is key to shortening journey times so it’s an important part of connectivity,” he said. “It’s the key to the modal shift needed to achieve the climate change targets.”

### Final session

The final session of the conference had the theme Maximising the Economic Benefits for City Regions.

West Midlands Integrated Transport Authority strategic director Laura Shoaf set out the importance of HS2 to the West Midlands. “Today

**“The railway has been a catalyst for economic growth for over 100 years, and it will continue to be”**

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HS2 is already changing the West Midlands," she said. It was attracting inward investors and office developments. "Companies are moving back to Birmingham to be closer to HS2."

The Greater Birmingham & Solihull Local Enterprise Partnership report *The Midlands Growth Strategy* set out the expected effect on the region and the legacy it wanted the project to leave, covering regeneration, jobs, skills and investment. "If we don't take the opportunity of HS2 to bring jobs for young people who are currently workless, we will have failed," she said. The new National College for High Speed Rail, which has one of its two locations in Birmingham city centre's Innovation Birmingham Campus, would be a catalyst.

A connectivity package was a vital component of the region's plans. "The aim is that everyone in the region has access to the stations, not just to travel but because they will bring jobs and be hubs," Ms Shoaf said. "We want everyone to be within 40 minutes of one of the HS2 stations."

In addition, via HS2 Birmingham Airport would be only 36 minutes from Euston. "If you could

integrate the price of a rail and air ticket, Birmingham could take some capacity from the South East."

A challenge was that "with investment comes disruption" and the ITA was working hard to reduce the impact of construction. "There is an opportunity to promote modal shift to public transport and travel outside the peak," she said, as well as to take freight traffic off the roads.

Leeds City Council leader Judith Blake said that the distance between Manchester and Leeds was equal to the length of the London Underground Central Line "but people don't make the choice of living in Manchester and working in Leeds".

She added: "There is a persistent economic gap between the North and the national average which we have to address if we're serious about rebalancing the economy."

"Improving connectivity is vital, and creating a single Northern economy is absolutely vital," she added. "It's crucial for us that HS2 is delivered. It's up to us to keep making the case very strongly indeed." HS2 must be complemented by HS3/Northern Powerhouse Rail.

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**We want everyone in the West Midlands to be within 40 minutes of an HS2 station**



Clockwise from top left: Simon Kirby, Chris Grayling, Thales' Vicki Turner and Fusion's Nick Fletcher

She added that when she became leader of the council, the Leeds HS2 station was proposed to be on the outer rim of the city centre. "We got collective agreement from the districts and made a powerful bid for putting the station in the city centre." In its new location, "the station will become a business centre in its own right," Ms Blake predicted.

In a recent example of the influence of HS2, "Burberry is bringing trenchcoat manufacturing back into the heart of Leeds partly because of having a station of the size Leeds will have within 10 minutes' walk."

Merseytravel interim chief executive and director general Frank Rogers said the initial case for HS2 had not fully appreciated the issue of freight, the potential for rebalancing the economy had been underestimated and local connectivity had not been properly covered.

Because of the imbalance of imported goods entering the UK via ports in the South East, the opening of new container port Liverpool 2 had the potential to take 150 million HGV miles from roads in the South East.

But the current HS2 proposal "does little to help freight north of Crewe", a regional impact study by KPMG had found. He pointed out: "There is no released capacity as a consequence of HS2 on the West Coast main line north of Birmingham because classic compatible services [HS2 trains continuing on existing track] use those paths to serve Liverpool, Preston, Lancaster and Scotland."

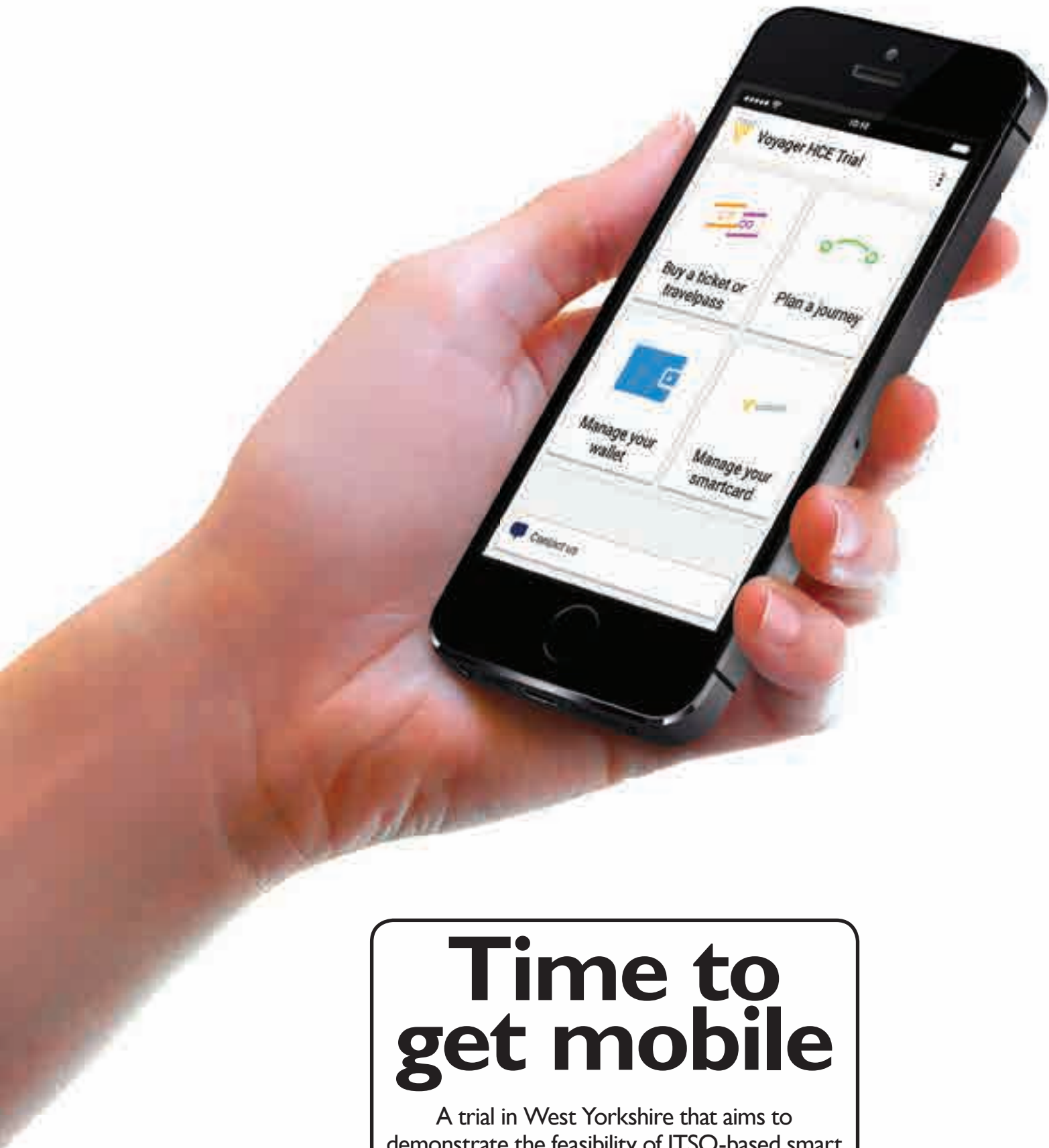
Liverpool City Region had commissioned its own HS2 economic report and considered a number of scenarios. Scenario 2 was the current HS2 consulted route. Analysis by Steer Davies Gleave and Volterra Partners estimated that it would generate £9.8bn in additional GVA for the region over 60 years, and create 15,000 jobs, "so the current offer is very positive and we support it".

However, a full direct high speed connection to Liverpool in conjunction with Northern Powerhouse Rail providing east-west connectivity would result in additional GVA of £15.6bn and over 20,000 jobs.

HS2 Ltd had said that a direct connection cannot be accommodated in the current HS2 project and budget, Mr Rogers said, "and we understand that. But it can be delivered through Northern Powerhouse Rail."

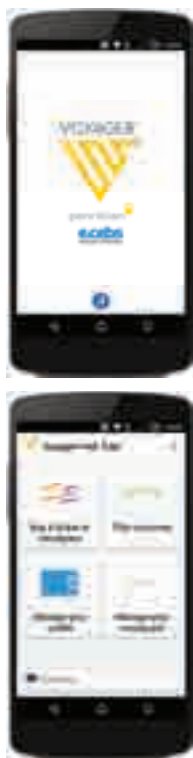
He added: "The 30km of new twin track from Liverpool connecting to the HS2 network could deliver north-south connectivity through HS2, west to east connectivity through NPR, and released capacity for freight because of freed paths on the West Coast main line, the Chat Moss line and the TLC line. This needs to be addressed."





# Time to get mobile

A trial in West Yorkshire that aims to demonstrate the feasibility of ITSO-based smart ticketing on a mobile phone for the first time could be transformational, participants believe



Penrillian is supplying its Voyager interface. The trial will operate on trains between Leeds and Huddersfield

A significant new ticketing trial is about to get under way, with the potential to allow passengers to use a mobile phone as an ITSO smartcard. If successful the technology could be introduced rapidly and could form one of the “quick wins” Transport for the North is seeking in fulfilling its brief to introduce smart ticketing across the north of England.

The trial, expected to get under way before Christmas, involves train operators Northern and TransPennine Express, West Yorkshire Combined Authority and TfN, and suppliers Rambus Ecebs, Penrillian and Yorcard. Members of WYCA staff will be issued with weekly West Yorkshire mCards to travel between Leeds and Huddersfield.

Previous attempts by transport operators and mobile phone providers to introduce ITSO-compliant mobile ticketing have not succeeded either for technical reasons or through the inability to develop a viable business case.

Numerous UK operators use m-ticketing based on Masabi's JustRide platform, which allows customers to buy tickets from their phone and display them as a visual representation or bar code, but the solution does not allow interaction with ITSO card readers.

With the appearance of mobile phones with host card emulation



## Security

Though there have been attempts by ITSO members in the past to try out mobile technologies, none resulted in viable solutions, either because of technological obstacles or because of the difficulty of devising a business case. Challenges generally centred on providing security of transactions.

Originally this function was carried out by a “secure element” provided physically on the device's SIM card or on a memory card. The difficulty with using the SIM as the secure element for smart ticketing is that involvement of the mobile network operator is required, creating obstacles both technically and in the business model.

More recently embedded secure elements appeared. An embedded secure element is a custom chip in the handset; here the challenge is a lack of standardisation, meaning that a bespoke solution would be needed for each handset manufacturer.

The next stage of evolution is a trusted execution environment (TEE). “Most chips in most mobile phones have a TEE,” says ITSO's Michael Moir. This is a segmented area of the chip which effectively runs a separate operating system. Though not as secure as a secure element of the type mentioned above, it offers a good range of options.

The next step is software-based security using “white box cryptography” in which the security environment is entirely provided in software. A software-based security environment can be devised without having to involve the phone manufacturer or network provider.

“Each has pros and cons either on the technical or commercial side,” says Mr Moir.

Host card emulation, being used in the West Yorkshire trial, can be used with security implementations using hardware, software or a TEE.

(HCE), which allows the phone to replicate a smartcard, and near field communication, the technical obstacles to ITSO mobile ticketing appear to have been overcome.

ITSO Ltd, guardian of the specification of ITSO smart ticketing, has supported its members in the search for a mobile solution. “What ITSO was looking for was a solution which we would consider viable for wide adoption on mobile phones,” says the organisation's general manager Steve Wakeland.

It sought a solution meeting a series of criteria. First, it had to meet security requirements, Second, it could be introduced and become operational without having to modify existing infrastructure – for example, around 100,000 buses are fitted with ITSO-compliant ticket machines. Third, the cost should allow adoption by a wide range of operators. Fourth, the functions and capabilities provided had to meet the expectations of mobile phone users, going beyond emulating a smartcard and allowing users to buy and download tickets direct to their mobile, for example.

Fifth, the solution had to be widely available on a range of handsets and mobile phone providers, and affordable for small as well as large operators.

In a departure from the past, ITSO is taking a more active role than it has played previously, not just establishing that a solution is

theoretically possible but actively assisting transport operators to get it to the market. “We want to be able to make sure it's a viable solution for all operators,” says Mr Wakeland.

Suppliers Rambus Ecebs and Penrillian have developed the solution for the West Yorkshire trial, with Ecebs responsible for the actual emulation and ticket-purchasing elements, and Penrillian supplying a version of its Voyager interface. Selected WYCA staff will be issued with handsets on which the solution has been installed and use the phones for rail travel between Leeds and Huddersfield. The trial will later be expanded to the wider public. Though only Android phones have both the nearfield communication and HCE capabilities (Apple has not released NFC for third party use), Android represents 52% of the smartphone market. No changes are required to existing software or hardware systems.

Mr Wakeland says: “We're seeing for the first time the capacity for users to download products over the air to their phone, then go to the gate and present the phone to open the gate for travel.”

The technology could rapidly be introduced more widely if the trial proceeds as expected. ITSO technical project manager Michael Moir says: “We would like to think the trial will result in operators being able to offer mobile products during next year.





This seems an achievable goal." He adds: "We're pretty much there in proving the technology, but there's more evidence we want to gather to demonstrate that it's viable."

This is in line with the priorities set by ITSO directors, who want to establish that there is a commercial model to allow the industry to move from having to issue passengers with smartcards, with the associated costs of management. For example if a card is lost it has to be blocked and reissued; it is much more straightforward to use a device the customer already owns instead.

The Yorkshire trial will also test a longer-term ticketing solution which will make use of a proposed specification change, which could be used in conjunction with either a trusted execution environment (see Security box) or software to enhance security further.

Some have suggested ITSO has focused too much on security, but Mr Wakeland points out that potentially valuable travel tickets will be being stored on phones "so we have to make sure security is as good as possible".

Mr Moir adds: "Operators have diverse requirements – from some companies who use the ticket as a flash pass to others who sell annual rail passes. We have to think about how we match the needs and requirements of operators in the solutions made available."

**The ability to offer mobile products during the next year seems an achievable goal**

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## View from the suppliers

Rambus Ecebs developed the HCE solution for the West Yorkshire trial, allowing the smartcard details to be stored securely on the customer's mobile phone. The company's managing director Russell McCullagh points out that HCE is already used by the payments industry, in Android Pay and Apple Pay, and the level of security of the ticketing app is equivalent.

But HCE is about more than replicating a smartcard, Mr McCullagh says.

"What's interesting about smart ticketing solutions is that they tend to concentrate on one aspect and not all of them. That's what's different about mobile solutions."

For example it may be convenient to buy a rail ticket in advance over the internet, but the customer still needs to enter a reference number into a ticket machine at the station to pick the tickets up. With mobile ticketing the user can use the phone to register with the operator, buy a ticket, download it direct to the phone and present the phone like a smartcard at the gate. The operator avoids the cost of having to issue cards which then take several days to arrive in the post.

But, using a mobile device, other services can also be linked or integrated with the ticketing app, from real time information and updates about delays to promotional offers. For example the passenger could be offered incentives to travel off-peak, or loyalty rewards and promotions. The opportunity must not be missed to integrate these and other value added services, says Mr McCullagh.

The West Yorkshire/TfN trial, he says, must primarily demonstrate the mobile solution's effectiveness and usability from a customer viewpoint in a live environment.

"It has to be very reliable and slick," he says. It must achieve reading speeds at gates and card readers on buses at least equivalent to existing smartcards. "The whole experience has to be as good if not better," he says.

But the West Yorkshire trial will also gather feedback and provide insights into how customers will use mobile ticketing. "They may behave in different ways. Over the longer term we're trying to understand what is the next step." Rambus Ecebs is already working on integrating additional mobile services with the ticketing process.

"There is strong demand from several operators," Mr McCullagh says. "This is a really significant

development, a game changer. If we just replicate ticketing it will be a missed opportunity."

## Penrillian

Penrillian chief executive Joanne Thompson believes the West Yorkshire trial is highly significant. "It's the first step into a lot of opportunities for the industry," she says.

Product manager Andy Hope adds: "Historically transport users have always had to carry smartcards around. HCE allows tickets to migrate to something you already have – a phone. The trial in West Yorkshire is a first in the context of ITSO ticketing."

Host card emulation has been seen in the context of EMV contactless cards but not in an ITSO context before.

Mobile technology specialist Penrillian provided a version of its Voyager app for the trial. Described as "a ticket machine in your pocket", this allows users to buy and download transport tickets to the phone, as well as accessing a journey planning interface. "You don't need to go to a ticket office for your ticket or to a ticket machine to update your card," says Mr Hope.

Voyager is a commercially available app offered to transport operators, and a number of other prospective clients are said to be considering adopting it. "It's the only fully ITSO compliant UK solution," says Ms Thompson. Voyager offers bus, tram and ferry tickets, but the company has almost completed work on adding rail, which has historically been regarded as more complex because of the demands of the Rail Settlement Plan whereby train operators apportion fare revenue.

Mr Hope believes there is scope in the market for both ITSO and contactless ticketing, noting that while some customers like the convenience of using their usual contactless card, some customers prefer to keep a separate card for travel.

Penrillian expects the mobile solution to be adopted more widely after the trial.

"We hope it could help TfN achieve some of its key objectives concerning smart ticketing," says Ms Thompson. Any obstacles are behavioural rather than technical: "People need to get used to using their phone as a ticket. But if you look at how contactless has grown, people are only too happy to embrace anything that makes their life easier," she says.



**Main picture:** operators Northern and TransPennine Express are taking part in the trial  
**Left (from top):** Steve Wakeland, Joanne Thompson and Russell McCullagh

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A second trial, on buses, is expected to get under way early in the new year. This will take place in a major conurbation, with TEE-based security. Details are still being finalised and are at too early a stage to name participants, but operators are said to be keen for it to happen quickly.

Though ITSO card readers are spread widely across transport networks, some operators favour the use of bar codes for the display and validation of tickets. For example Chiltern Railways uses Masabi's platform with bar code readers at gates.

Mr Wakeland points out that ITSO standards already exist to define how to portray ITSO tickets as bar codes, so this function could also be made available where operators use bar code readers. Ticket gates at Birmingham New Street are configured to accept both ITSO and bar codes, for example. "The industry is getting to a point where there is no single solution, but the user could still use one device to activate whatever type of gate they're faced with," says Mr Wakeland.

A key question for ITSO in facilitating a move to mobile ticketing is whether it should make components of the technology available as an ITSO-badged standard package for operators to buy off the shelf – generally the invisible, behind-the-scenes components of the solution, as opposed to the interface, which operators are likely to want to customise. "We're thinking about components we could make available," says Mr Wakeland. "Card emulation is one we could develop as a standard." ITSO would ask suppliers to bid to develop a solution which would be licensed to ITSO to make available to operators.

Standardisation in this way would avoid the risk of glitches such as "card clash" within the mobile device, which could theoretically arise if a phone held apps from different operators using different emulations. "We would get involved to prevent fragmentation, to make the system fully interoperable," he says.

Rail and bus operators, transport authorities and smart ticketing suppliers will be watching developments in West Yorkshire eagerly over the next few months.

## Masabi

Masabi's Just Ride mobile ticketing app and fare collection platform is in use by over 25 transport authorities and operators worldwide. It allows passengers to buy and display tickets on their phone, with fare collection and management for transport providers via the JustRide Hub. Completing the solution is the JustRide Inspect Validation Suite. Tickets can be displayed as a visual representation with animated "watermarks" or as a barcode, which can be scanned with a validation phone app or a dedicated reader, but the system is not ITSO-compliant.

In the UK customers include Virgin Trains and Arriva Trains Wales and, in London, MBNA Thames Clippers, East Midlands Trains, Abellio Greater Anglia, Cross Country and Chiltern Railways.

In the bus market National Express and Preston Buses announced new applications last week (see News).



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Roy Hill



Graham Richards



Jo Godsmark



Mike Robins

# CH2M boss seconded as interim HS2 head

**Roy Hill** has been appointed interim chief executive of HS2 Ltd, on secondment from engineering consultant CH2M. He took up the post from the beginning of November.

Mr Hill, who is European managing director of CH2M, led the project in its early stages as delivery director.

David Higgins, HS2 Ltd chairman, said: "I'm pleased to welcome Roy Hill back to the team. His understanding of the project and the industry puts him in an excellent position to continue the significant progress made under Simon Kirby while we continue our search for a permanent chief executive."

Recruitment of a permanent candidate is under way. HS2 hopes to have selected a candidate around the turn of the year and that they will be in place by next summer.

The Office of Rail and Road has appointed **Graham Richards** as director for railway performance and planning. He was acting in the role in an interim capacity following the departure of the previous post holder.

Mr Richards is a chartered transport planner with experience of working on a range of different aspects, including management of road and rail projects; integrating major developments with existing transport networks; planning operational and maintenance budgets; and most recently the regulation of Network Rail. He was previous-

ly deputy director for railway planning and performance, having joined ORR in 2009.

Transaid's board of trustees has appointed **Jo Godsmark** as chair, taking over from **Graeme McFaull**, who steps down after six years in the role.

Ms Godsmark became a trustee of Transaid in 2014 and went on to serve as chair of the finance and management committee. A fellow of the Chartered Institute of Logistics and Transport and a chartered engineer, she has extensive experience working in the supply chain in numerous countries. After roles with Masterfoods UK and Mars, Jo formed the Supply Chain Design Company in 2006, before merging with Labyrinth Logistics Consulting in 2008, where she remains a director and heads the supply chain division.

Transaid is an international development organisation founded by Save the Children and the Chartered Institute of Logistics and Transport (UK). It aims to improve people's quality of life in the developing world by making transport more available and affordable and works by sharing skills and knowledge with local people.

Fusion, the joint venture of Morgan Sindall, BAM Nuttall and Ferrovial Agroman, has announced the appointment of **Mike Robins** as project director. His appointment is part of a strategy of bringing international project and leadership

- **Office of Rail and Road appoints Graham Richards as director**
- **Jo Godsmark named chair of Transaid board**
- **Mike Robins to become Fusion project director**
- **Michael Colella joins Steer Davies Gleave advisory team**
- **Alan Gerrett joins Royal HaskoningDHV**

expertise to the team as part of its preparation for the HS2 programme.

Mr Robins is already familiar with the partners in the joint venture, having previously worked with each of them: at Heathrow Terminal 2A with Ferrovial Agroman, Heathrow Terminal 5 with Morgan Sindall and on the Icthy's LNG project in Darwin, Australia with BAM. He has recently returned from five years working with the Mass Transit Railway Corporation in Hong Kong.

In the UK Fusion has been responsible for significant elements of Crossrail, Thames Tideway, numerous projects at Heathrow Airport and transport links for London 2012. It is one of the bidders for HS2's forthcoming enabling and main work contracts.

Steer Davies Gleave has appointed **Michael Colella** an associate director in its London advisory team. Mr Colella joins from Transport for London where he worked on a number of high profile projects, predominantly in the rail sector. As an HS2 lead sponsor he was responsible for coordinating and leading TfL's

input into the project, helping to optimise its benefits for London.

Prior to that, as a Crossrail commercial sponsor for TfL and the Department for Transport, he played a key role in the development of the Crossrail business case, as well as in financing for the £14.5bn project.

**Scott Dickinson** has joined the firm as an associate in its new economic development business. Mr Dickinson is an economist by training and brings over 25 years' experience of designing, appraising, and evaluating public policies, programmes, and projects. He began his career in local government and was head of European funding at Birmingham City Council.

Prior to joining Steer Davies Gleave, he ran his own consultancy specialising in sustainable economic, social, cultural and environmental development. He is the co-author of IPPR's recent Brexit North paper, which set out Brexit-related risks and opportunities for the north of England.

**Alan Gerrett** has been appointed UK business strategy director of consultant Royal HaskoningDHV. He joins from DEMA Group, where he held the role of managing director of a new UK operating company.

In his new role Mr Gerrett will primarily work with the management teams of two business lines – maritime & aviation and transport & planning – with the aim of positioning the company to grow further in the UK infrastructure market.



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