

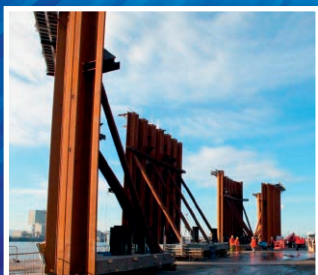
Transportation

Professional

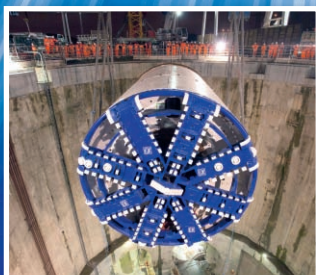
December 2012



Sheffield PFI sets out to dazzle



Pg 5 New Forth bridge cofferdam



Pg 7 Crossrail's latest launch



Pg 18 Cycle advice from Dutch



Pg 24 Vienna city profile

Reach out **Connect Recruit**

We need your help with our new **Member get Member** recruitment campaign

innovative social awards voice influence events status Highways
CPD networking excellence international recognition
collaborative Professional Standards achievement
Qualifications exciting
CIHT Transportation

What's in it for me?

Reduced membership fee
Help CIHT grow
Raise your own and
CIHT's profile

What have I got to do?

Register an interest at
e: ciht500@ciht.org.uk
Get 3 of your colleagues
to join to qualify for the
discount

Ways to get started...

Tell your colleagues about the
benefits of joining CIHT
Invite a colleague along to a
branch event
Get your colleagues to contact
CIHT's Membership Team

For further information visit: www.ciht.org.uk/ciht500



Transportation

Professional



This month's cover: Sheffield Millennium Square, part of the city's street scheme which is now the responsibility of the Streets Ahead PFI (see page 12).

Top Jobs

Vacancies from our recruitment section, page 35 onwards

A firm of consulting engineers in Wakefield is looking for an experienced transport planner with experience of transport assessments.



Pg 6 Bordeaux bridge lift

- 4 News:** Maintenance underspend will add to future costs; financing not pension funds needed; TfL and boroughs unite on highway works; Britain on the branch line of European rail freight; CIHT subscriptions to rise 1.5%; News round up from TP Weekly News; John Smart 1957-2012
- 8 Debate:** Should Government stop letting franchises and run the railways itself? Bob Crow and Chris Bowley argue it out
- 8 Working Life:** DFDS Seaways freight sales director Wayne Bullen
- 9 The Highway Engineer:** Tales from the past – Sustainable travel; £2Bn road building spree; multi level interchanges; questions for Neville Chamberlain
- 9 Just One More Thing:** Jackie Whitelaw on "shovel ready" roads funding
- 10 Letters:** Roadworks safety initiatives; better streets for Abu Dhabi; not convinced by need for high speed rail
- 12 Road Maintenance:**
Cover Story – Sheffield streets team starts city's core refurbishment
Deep recycling is finding new fans
- 17 Transport Economics:** Rail commuters may reduce the amount they travel if fares increase too much throwing franchise calculations into confusion
- 18 Road Safety:**
Cyclists and motor vehicles are best kept separated, Dutch tell conference
Britain's most unsafe roads and the most improved
- 22 Intelligent Transport Systems:** Report from the ITS World Congress
- 24 City Profile:** Major expansion of public transport infrastructure continues in Vienna at a time when fares are being reduced
- 26 Technical Paper:** The Local Sustainable Transport Fund
- 28 CIHT News:** Focus needed on Heathrow says CIHT; Thames & Chilterns and Southern Branch enjoy annual dinner dance; Colas Presentation Award winner Carly Foster in Paris; Subscription fees for 2013; Council elections 2013; North Eastern e-book goes live
- 31 Events:** National events – CIHT and others, International events, CIHT Branch events
- 34 Product & Service Update**
- 34 Directory**
- 35 Recruitment**

Transportation Professional will be published on the following dates:

Jan/Feb 2013:	March 2013:	April:	May:
2 January	22 February	22 March	26 April

Transportation

Professional

BBA, 7 Linden Close, Tunbridge Wells, Kent TN4 8HH
T: 01892 524468 F: 01892 524456

Editor: Jackie Whitelaw, 01892 553146, jackie@transportation-mag.com

Deputy Editor: Mike Walter, 01892 553148, mike@transportation-mag.com

Other material contributed by: Ty Byrd, Martin Cooper

Production: Alastair Lloyd, 01892 553145, alastair@transportation-mag.com

Production Manager: Andrew Pilcher, 01892 553147, andrew@transportation-mag.com

Commercial Manager: Sally Devine, 01474 833871, sally@transportation-mag.com

Sales Executive: Kirsty Barrett, 01892 524468, kirsty@transportation-mag.com

Publishing Director: Ty Byrd, MCIHT, 01892 524468, ty@transportation-mag.com

Publisher: Barrett, Byrd Associates, 7 Linden Close, Tunbridge Wells, Kent TN4 8HH
T: 01892 524455, www.barrett-byrd.com

Printer: Pureprint Group, Bellbrook Park, Uckfield, East Sussex TN22 1PL
T: 01825 768811, info@pureprint.com

Proprietor: The Chartered Institution of Highways & Transportation, 119 Britannia Walk, London N1 7JE, T: 0207 336 1555, info@ciht.org.uk, www.ciht.org.uk

The views expressed in Transportation Professional are not necessarily those of the Chartered Institution of Highways & Transportation or Barrett, Byrd Associates.

TP Panel: John Amos, Peter Dickinson, Billy McCoubrey, Chris van Lottum

2012 Subscription rates: UK – £70 per year (Jan/Feb to December only, 10 issues)
Overseas – £75 per year, single copies £8 each including postage

Transportation Professional – Journal of the CIHT

Circulation July 2011 - June 2012: 10,667 ISSN: 1478-4467

© The Chartered Institution of Highways & Transportation 2012. Incorporated by Royal Charter.

A Registered Charity. Registered Charity in Scotland No. SC040873.

Transportation Professional is available online in the 'My CIHT' section of www.ciht.org.uk



Maintenance underspend will add to future costs Congress told

Underspending on roads maintenance could add 60% to the amount of work needed to keep routes viable longer term the World Road Association UK Congress was told. And the impact of use of low cost techniques like patching on the physical structure of the UK's major roads is not properly understood.

The congress – held in Cardiff on 31 October – heard the warnings from new head of the Northern Ireland Roads Service Dr Andrew Murray and Highways Agency deputy chief executive Derek Turner.

Dr Murray reported on a new study by the Roads Service that demonstrated the highway asset deteriorates not just by the amount

being underspent but by far more. "Our study looking back over seven years shows that for every £1 underspent the maintenance backlog increases by £1.60," he said.

The 2012/13 Northern Ireland roads maintenance budget of £80.9M is much less than is needed, Dr Murray said. Last year's budget was close to £120M. The current "sub-optimal" strategy includes £23.3M of patching. "That is much more than I would like to be spending on patching; I would rather it was 10% than 20%. It is not good news and it is not good value."

He is predicting the consequences of underfunding to be increased public liability claims, accelerated

deterioration, increased accident and transport costs and criticism from the public, politicians and the local construction industry.

Mr Turner explained that the Highways Agency budget had been cut by 25%. This meant that from having "a premium service, we have to sweat the asset". More patching is one of the tools to do that. "But I don't think we properly understand the consequences of getting more and more involved in patching and its physical impact. But we are going to find out as that is the direction we are taking."

In Northern Ireland the maintenance funding shortfall had led to more research to see if the

money there could be better spent. Dr Murray's team had investigated alternative forms of procurement like managing agent contracts, term maintenance, construction management and private finance schemes.

"I would have been delighted if they had come up with significant savings for me," he said. "But the outcome was that our current arrangements (which include in house direct contracts for 95% of the work) are significantly cheaper than roads maintenance costs in other parts of the UK."

The WRA Congress was sponsored by Amey, TRL, Arup, Mouchel and Mott MacDonald. **JW**

Financing not pension funds needed

Local councils do not need to access their pension funds to pay for infrastructure; there are plenty of funding streams already available, the WRA Congress heard.

But what authorities do require is capital or revenue financing to support the funding said PriceWaterhouseCoopers' director Simon Pilkington. He was reporting on research for a new Adept report on funding.

Government has announced that councils will be able to pump another £22Bn of pension funds into

infrastructure. But Mr Pilkington said the Adept report demonstrates that "the list of places to go for funding is already extensive. You do not need to use your pension fund. The problem is how to pay back the funding."

Councils are being pushed towards using business rate retention and tax incremental financing as sources of repayment revenue. But this means relying on anticipated revenue gains from growth and new taxes he said. "You are taking a chance on growth and that is very high risk," Mr Pilkington said.



HOT TICKET: US transport engineers in Washington DC were last month set to open the £1.2Bn Capital Beltway variable toll road scheme with prices that rise as speeds drop below 45MPH. The variable tolls increase until enough drivers have been persuaded to quit the toll lanes. But cars containing three or more people will be able to travel for free on the tolled High Occupancy Travel (HOT) lanes.

John Smart 1957-2012

CIHT's popular and knowledgeable Director of Professional & Business Development John Smart died suddenly in November at the age of 55 after a short illness. A man of charm, enthusiasm and professionalism, he will be much missed by colleagues and friends.

"John was known for his passion for road safety and when he joined CIHT from the Highways Agency his new role enabled him to make a tremendous difference," according to former CIHT Chief Executive Mary Lewis who appointed him in 2004. "He was a hands on manager, earning his team's loyalty."

John's determination to improve road safety led to his involvement in such as the US Transportation Research Board Geometric Design Committee as an international member. "He was knowledgeable designing in high and low speed environments and was delighted to share insights of motorway design," said former committee chair Brian Ray.

John's non professional passion was Arsenal football club and his love of the game helped cement



John Smart FCIT, MICE 1957-2012

many industry friendships according to Transport for London's highway manager Les Hawker.

"John will be sorely missed. He was a much liked, respected and valued professional and a friend to many," said CIHT Chief Executive Sue Percy. "John made an enormous contribution to the work of CIHT. Our thoughts are with John's family and friends."

John leaves his wife, Sharon and children Katy and Ben. A Cancer Research donation page has been set up in remembrance – <http://donateinmemory.cancerresearchuk.org/0003325>

A full obituary report of John's work for CIHT and the industry will appear in the next issue.

TfL and boroughs unite on London highway works

London boroughs are being urged to drop future highway maintenance and infrastructure improvement contracts in favour of a new approach designed to reduce costs and improve the quality of work. Four framework deals have been awarded by Transport for London to contracting teams who will, from next April, look after all classes of TfL roads and those of participating boroughs.

But only 12 of the 33 London boroughs are expected to begin using the new arrangement – known as the Consolidated London Highways Alliance Contract – from next year when existing contracts expire. A further six boroughs have expressed an interest in participating from 2014. TfL expects councils to take part in the new deal where they “represent better value than existing arrangements”, but there is no compulsion to do so.

Each framework deal runs for eight years and covers 23 services including lighting, winter maintenance and safety inspections plus design and construction of new schemes. TfL says the new frameworks should save £450m over

the period by avoiding expensive tendering costs and through more coordinated working and better use of resources.

Roadworks in a ‘Central’ zone will be looked after by a Colas/Volker Highways/URS joint venture and South London will be handled by Enterprise Mouchel. North West London will be managed by Conway AECOM and North East London will be the responsibility of Ringway Jacobs.

Transport for London’s director of roads Dana Skelley said: “These new contracts will allow us to deliver work in an efficient manner through joined up working with other London highway authorities.”

Ealing Council chief executive Martin Smith welcomed the new frameworks which he said demonstrate the value of good procurement and collaboration. “In an ideal world every London borough would be on board but it would be wrong to compel them and take away their choice,” he said. “Something like this becomes more powerful if people are willing to take part rather than if they are instructed to do so.”



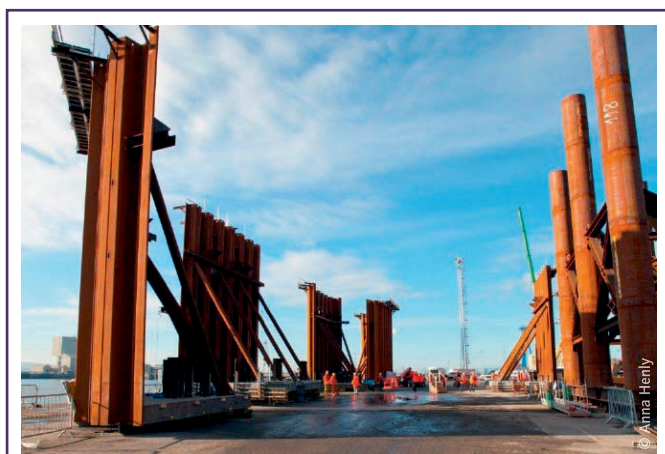
Four highways frameworks are being introduced in London

Westminster City Council’s transportation commissioner Martin Low said he will consider using the new arrangement, but makes no promises. “Westminster is due to tender its highways maintenance and improvements contracts next year, which will take effect from 1 April 2014. We are working closely with TfL and other highway authorities and may consider using the TfL form provided it delivers value for money.

“The council has externalised many of its services and the current providers are responsible for the design and associated works. TfL has

not fully externalised its design services and so our new contract may offer better value for money for us but it is certainly worth considering TfL’s contract.”

But a senior representative of another borough, which has declined to participate in the new highway arrangement, sounded a word of caution. “What might be best for London may not be best for your patch,” he said. “Councils may get more favourable rates for work under the new deal but without your own contractor on board, resources might not be directed as quickly to where you need them.” **MW**



FOUNDATIONS GO FORTH: Sheet piled cofferdam sections for the foundation of the Forth Replacement Crossing’s central tower have been lifted out to Beamer Rock in the middle of the Forth Estuary. The rectangular sheet piled cofferdam of ten 80t, 10.6m high sections is being constructed inside the (now excavated) rock. Each section is made of a steel wall and a 0.5m deep concrete base. The cofferdam is due to be completed by mid December. Contractor Forth Crossing Bridge Constructors is erecting three towers for the cable stay structure at a height of 207m above high tide. The crossing will be 2.7km long including approach viaducts. The north and south towers’ foundations are being formed inside round, 1200t double skinned steel caissons 30m high and of 30m diameter.

Opinion divided over lorry speeds

Maximum permitted speed of heavy goods vehicles using single carriageway roads could increase from 40 to 50MPH under plans announced by Government.

Roads Minister Stephen Hammond said the measure could help to ease congestion. And the freight industry has argued that a raised limit may reduce the number of collisions caused by other road users overtaking slower moving lorries.

Department for Transport said that 70% of larger lorries weighing more than 7.5t already exceed the 40MPH speed limit. It suggested that these hauliers may “have an unfair competitive advantage” over those who stick to the rules.

The Freight Transport Association welcomed the proposed speed limit increase. “We believe it will reduce

the number of incidents where drivers overtake or attempt to overtake slower moving HGVs,” said its head of road network management policy Malcolm Bingham. “Legitimising a new speed limit will take away the stress felt by all drivers in these circumstances which we believe will lead to improved road safety.”

But the suggested speed limit increase was criticised by cycling group CTC. It said that lorries pose a much greater safety risk on single carriageway rural routes than on urban highways.

“This proposal is very worrying,” said the group’s policy director Roger Geffin. “Cycle safety is already particularly bad on rural single carriageway A roads; the chance of a cycle fatality there is more than 20 times as high compared to an urban non A road.”

Bordeaux lifting bridge slides in



Richard Nourry

Central span of an impressive lifting bridge crossing the Garonne river in the French city of Bordeaux has arrived by barge from Italy. The 117m long section weighs 2500t and has been linked to the structure's operating mechanisms ahead of testing and final adjustments of the lifting system. The new bridge is to be opened in March.

The Le Pont Bacalan-Bastide movable bridge, as it was previously known, has been renamed the Jacques Chaban-Delmas bridge in honour of the city's former mayor. The €156M (£125M) project was designed and is being built by Vinci. A feature about the bridge appeared in last December's issue of *Transportation Professional*.

Britain on branch line of European rail

Ambitious plans to simplify the transfer of freight from road to rail and to make the process quicker and more attractive for hauliers have been unveiled in Calais.

The French port may soon be connected to a pan European network of lorry to train cargo transfer stations extending as far east as Lithuania and the Balkans. But Britain looks set to remain in the sidings or at best on a branch line to this continental concept for the foreseeable future.

Within two years the first of the 'CargoBeamer' inter modal freight stations could begin operating from the port of Calais and there is a vision for 70 such terminals across Europe. The German logistics firm behind the rail freight development admitted however that discussions with UK transport operators have yet to start and the earliest Britain could become involved is 2020.

"We have grand plans in Calais but no concrete plans for the UK," admitted CargoBeamer's chief executive Dr Hans-Jürgen Weidemann to an audience of rail freight logistics representatives at the launch on 26 October. "We have to focus on creating a functioning system first from east to west between Lithuania and Calais



Quick transfer of freight from road to rail is behind the CargoBeamer plan

and have good partners in Poland and Switzerland. But of course we want to expand further."

When pressed Dr Weidemann later said that he would need to look in detail at the rail connections with Britain and see where road freight transfer terminals may be needed. Authorisation, he added, would also be needed from the Channel Tunnel operator.

The CargoBeamer system has been developed to allow articulated road vehicles to transfer their 'semi trailers' onto a rail freight train without the need to lift the containers by crane. At present the company says that only 15% of road based cargo can be transferred onto the rails. But it insists that all semi trailers can be transferred onto

rail trains with the new system.

The system works like this: lorry drivers arrive at a freight transfer terminal and place their semi trailers onto special palettes positioned beside a length of railway track. They drive away leaving the trailers behind ready for the arrival of a freight train. Palettes are then slid automatically towards the train to load the semi trailers. Up to 36 units can, it is claimed, be transferred in this way within 15 minutes.

Rail freight needs to be encouraged, Dr Weidemann added, because road freight across Europe is forecast to grow by 75% by 2025 and could, he thinks, overwhelm the continent's highways infrastructure.

CIHT 100

Should Government stop letting franchises and run the trains itself?

YES 42%

It is called public transport for a reason. Profit should not be the primary consideration when running a railway.

NO 58%

All Government has to do is sort out the procurement process. Running the trains themselves would be a step too far.

New participants are sought to join the CIHT100 panel. If you would like to take part email mike@transportation-mag.com Also, see page 8.

Subs to rise by 1.5%

Institution subscriptions are to rise by 1.5% across the majority of membership grades. Based on direct debit rates this equates to an increase of £3 for Fellows, £2 for Members, £1 for Associates and no increase for Retired Members. Increases have been kept to a minimum because of current difficulties faced by the industry as a whole and some individual members. Full details page 30.

News from your Transportation Professional Weekly

The following extracts of stories all appeared in the new weekly newsletter emailed to you. To read the whole story go to the 'News' section at www.ciht.org.uk

Your weekly newsletter is sent to you every Wednesday from news@mail.ciht.org.uk. If you are not CIHT Member you can sign up for free at www.ciht.org.uk

TRANSPORT SECTOR IS GOOD EMPLOYER

24 October

The transportation sector has been voted one of the best in Britain when it comes to career development and job satisfaction according to a new poll of graduates. Career site TheJobCrowd.com asked 3000 graduates in their first three years of employment to score their company on a range of criteria including responsibility, progression opportunities, colleague interaction, training, work-life balance and benefits. Clients Network Rail, Tube Lines, Transport for London and Arriva all feature strongly in the top 100 list behind British Airways. Steer Davies Gleave, Amey, Mott MacDonald, Balfour Beatty, AkzoNobel, Siemens, Costain, Mace and Thales also received very favourable reviews.

DARTFORD PENALTY COULD COST £105

7 November

Penalty charges of up to £105 are being proposed for motorists who do not pay their M25 Dartford Crossing toll when free flow charging comes into operation in October 2014.

AGGREGATE SHORTAGES WARNING

24 October

Future shortages of aggregates could scupper efforts by the highway construction sector to reduce carbon emissions associated with transporting raw materials.

Mineral Products Association's director of planning Ken Hobden said too few new quarries are getting planning permission. This could mean "materials have to travel further in

the medium term which runs contrary to the principles of sustainable development."

BLACKWALL TUNNEL TOLL COULD PAY FOR NEW LONDON CROSSING

31 October

Road tolls could be introduced at the Blackwall Tunnel to help pay for a planned new tunnel crossing beneath the Thames at Silvertown. Transport for London says the tolls would be necessary because the new tunnel would need to be tolled. Serious delays at the existing crossing could result if one charged a fee and the other did not.

LORRY ROAD TAX TARGETS FOREIGN HAULIERS

31 October

Foreign hauliers look set to begin paying to use British roads within 18 months, contributing up to £23M a year to the UK. Transport Minister Stephen Hammond said that the levy could be in place by April 2014.

Mr Hammond was talking during a debate on the HGV Road User Levy Bill which sets out to remove an inequality whereby UK hauliers pay to use many roads abroad but foreign lorry drivers do not pay to use highways in Britain.

HA AWARDS ASSET SUPPORT DEALS

14 November

The Highways Agency has let its latest asset support framework deals for maintenance projects worth up to £15M. In the North the winning contractors are: BAM Nuttall, Carillion Construction, Costain, Interserve, Lafarge Contracting. In the South they are: Balfour Beatty Civil Engineering, Carillion Construction, Costain, Interserve Construction and Lafarge Contracting.

FLAWS REVEALED BY WEST COAST FRANCHISE

31 October

Bidders hoping to secure the West Coast Main Line franchise were treated inconsistently and there were flaws in the way risk was calculated,

the Transport Secretary has said. Patrick McLoughlin told the House of Commons that Centrica chief Sam Laidlaw's inquiry raised a number of issues that will be looked at "with interest and care". A second review led by Eurostar chairman Richard Brown will look to see if any lessons can be learned for future rail franchising programmes.

TAKE CARE OVER LOCAL DEVOLUTION TRANSPORT DEPARTMENT TOLD

31 October

Spending watchdog the National Audit Office has called on the Department for Transport to recognise the risks of devolving more control over funding and delivery of transport services to local bodies.

The department recently



announced proposals to devolve funding for major transport schemes to new Local Transport Bodies and is consulting on devolving bus funding and some responsibilities for rail services to local authorities. But in a report published in November the NAO urged the department to clarify who is accountable for local transport funding and how they will be held to account if something goes wrong.



MONSTER LIFT

14 November

First of two huge tunnel boring machines soon to start work on the longest underground run on the Crossrail project has been lowered into a 40m deep shaft in east London. The machine named Elizabeth weighs 550t, the equivalent of 280 London

taxis. It was lifted into position using a 1350t crane, reportedly one of the largest in Europe. A second TBM christened Victoria will shortly be lowered into the same shaft. Machines will begin tunnelling from the site near Canning Town towards Farringdon before the end of the year, a distance of 8.3km.

Debate:

Should Government stop letting franchises and run the railways itself?

Yes



Bob Crow
National Union of Rail,
Maritime and Transport
Workers

The sheer scale of the chaos over the botched award of the West Coast Main Line franchise that has been played out in the media over the past few months must have shocked even those who thought that the insanity of rail privatisation could not plumb any further depths.

For those who work in the rail industry this is not some abstract row between ministers and civil servants. It is about jobs, services, communities and the kind of society that we want to live in.

Over 3000 workers on the WCML and hundreds more on associated fleet and service contracts have been left hanging by a thread. Many of them live in areas with a rich and proud tradition as a cornerstone of the British railway industry. The reputation of Britain as the nation that

gave the railways to the world has been dragged through the mud by the unmitigated and costly shambles on the West Coast.

This fiasco shines the spotlight on the greed and self serving that has robbed billions in profits and dividends from our railways since privatisation two decades ago.

Now at last people are waking up to that cold, hard fact. Recent polls show 70% now support the RMT call for full re-nationalisation. With fares set to rise by up to 11% in January and thousands of jobs at risk from the McNulty Rail Review the time for re-nationalisation is right now.

The East Coast Main Line is run efficiently and safely in public hands, is contributing hundreds of millions back to the Treasury and investing in services rather than private profits. The West Coast route should be next with the rest to follow under one, single, publicly owned and integrated umbrella.

Bring back British Rail? As an alternative to the greed and chaos on our railways laid bare over the past few months? You bet.

No



Chris Bowley, MCIHT
Highway maintenance
consultant

I would hope that the Beeching Review of the early sixties taught us the lesson that railways run solely by Government are not profitable.

To be successful it is necessary to have both investment and incentivisation. Now as was then neither will be forthcoming without industry involvement in the present climate of recession. Public private partnerships are the only viable way forward.

The present setup where Network Rail owns and operates the rail network as a national asset is a sensible one and provides the means for the train operators to run services independently or on shared routes through collaboration with a Government department.

This model is broadly akin to that of the strategic highway

network for the UK where the asset is retained by Government and managed and maintained via collaborative partnership style contracts.

These contracts have been developed and honed over the last 20 years and are an excellent example of public private partnerships. Procurement lessons learnt from this experience should assist with devising suitable models for the rail industry.

Train operating contracts by their very nature will be required to run for long periods due to the high level of investment that is involved with the purchase of rolling stock. It is therefore essential to have a sound contractual foundation based on good practice, experience and trust.

This can and will develop into long standing PPPs from which will evolve the future of railways in this country. The recent hiccup with the West Coast Main Line contract was unfortunate but serves as a lesson to be learnt for the future and from which we will all ultimately benefit and prevent us from the return to the vagaries of British Rail.

Working life:

Wayne Bullen



Job title – Freight sales director, DFDS Seaways

Terms of reference – I am responsible for freight sales, bookings and customer service teams on various cross Channel routes and help set our

strategic direction in what is a very competitive environment.

Suitability for the job – I have over 30 years of experience in the shipping industry and started our Dover to Dunkirk ferry route in 2000.

Where based – We have recently relocated to the village of Whitfield, just 10 minutes drive from the Eastern Docks at Dover. Prior to this I was located at the Dover port for 12 years.

Transport to work – A 30 minute drive.

Top of in-tray – My most important role is to serve our customers and support my teams to ensure we deliver

the quality of service required to meet the demands of our freight clients.

Best aspect of job – Achieving my goals with a motivated team and continuously growing the freight business. I have held relationships with some of our customers for over 20 years, which gives me a certain amount of pride.

Worst aspect – We work in a fiercely competitive market, which means that I can't afford to take my eye off the ball for even a moment. It does, however, keep me focused.

What is the most important transport issue today?

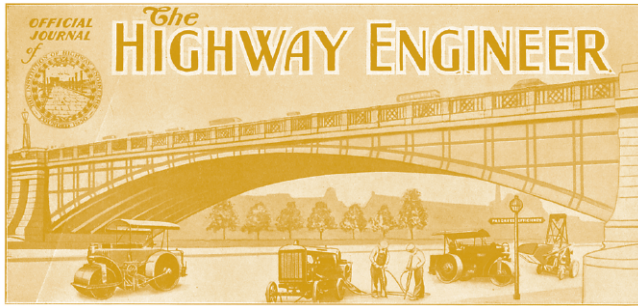
Ever increasing fuel costs. Freight drivers are looking to reduce mileage to save costs wherever possible and our Dunkirk service is perfect for drivers travelling to eastern and northern Europe. Our Calais service is perfectly positioned for traffic travelling south.

How do you relax? – I enjoy martial arts, long country walks and cycling over 60km per week.

What car is in your garage?

I drive a Ford Kuga.

Ambition – To continue growing the freight operation and for the company to become the largest freight carrier on the English Channel.



The Highway Engineer was the first journal of the Institution of Highway Engineers and was followed in later years by *Highways & Transportation* magazine. Here, *Transportation Professional* includes extracts of stories published in the journals 10, 25, 50 and 75 years ago.

10 years ago

Students and young professionals turned out in force at a popular transportation seminar hosted by the North Western Branch. The half day seminar called 'Highways & Transportation – Your contribution to the future' attracted over 100 delegates under the age of 35.

Salford University's senior lecturer in transportation Ralph Henson spoke about the challenges of sustainable travel and discussed how universities and young people can meet these challenges through creative thinking and imagination.

The Institution's director of technical affairs Carlton Roberts-James spoke about transport policy with a focus on journey time reliability.

25 years ago

Government plans to spend £2Bn over the next three years on building national roads and another £1Bn on improving existing highways, the Transport Secretary has said. Paul Channon said spending on national roads is set to be three percent higher in the next financial year, five percent higher the following year and nine percent higher the year after.

Among the major new construction schemes planned are the M1/A1 link, the M20 in Kent between Maidstone and Ashford and extension of the M40 to Birmingham. The A69 Newcastle Western Bypass is also set to go ahead.

50 years ago

Thousands of multi level interchanges have been built in the USA, far exceeding the number in any other part of the world. It is therefore clear that America intends to continue developing her highways and provide the ever increasing number of motor vehicles with safe, speedy and efficient means of travel.

Britain also has an increasing number of people who want to own a car and this country has a choice to make, said Brian Scruby of consultant Frederick S Snow & Partners. It must now decide whether it wants to preserve its antiquated road system or embark on a road development plan far exceeding anything it has considered to date.

75 years ago

Brighton's representative in the House of Commons (and Honorary Member of the Institution) Commander Sir Cooper Rawson asked the Chancellor of the Exchequer Neville Chamberlain to make clear the Treasury's position regarding local authority tenders.

Sir Cooper asked Mr Chamberlain whether HM Treasury ever insists that local authorities tendering for road works accept the lowest price put forward. Or can matters of efficiency, running cost, durability of materials and freedom from repair be considered in addition to price?

"There is no insistence on acceptance of the lowest tender and on occasion there may be a case for passing over the lowest tender," Mr Chamberlain said.

Just one more thing...



Transport Scotland and TRL worked out earlier in the year that for every £1 invested in road condition the economic benefit was £1.60 (TP August/September). Now the Northern Ireland Roads Service has established that for every £1 underspent on maintenance the backlog grows by £1.60 (see News this month).

Meanwhile the Chancellor is desperate to get the construction industry which is at its lowest level of activity for over 30 years back to work to push the economy into growth. He has been looking for "shovel ready" projects that can be started straight away.

Does he really need telling these schemes are right under his feet? Road maintenance can provide instant activity, new jobs, comes with little or no planning delays and – as the evidence shows – would provide excellent value for money. And absolutely no one can deny the need for the work to be done.

The Autumn Statement is an opportunity to inject a subtle amount of cash into maintenance and there is no reason this should not be grasped now Treasury has those £1.60 arguments to work with.

The current long term strategy is to find someone else to pay for infrastructure investment – pension funds being a particular favourite. But as an ADEPT report last month made clear funding is not the problem. What is at issue is how to repay the loans or provide returns to investors.

For new capital works councils for instance are being forced down a high risk road of betting on future revenue growth from business rates or community infrastructure levy and the like. High risk will not appeal to pension funders and means finding other higher cost funding deals.

Maintenance can provide the lower risk and guaranteed returns (via Treasury largesse) that funders like and pension funds have recently been interested in maintenance PFI deals for these reasons. That interest was sparked a little too late to become reality but it does suggest there might be a future for maintenance PFIs despite Government's cooling on them earlier in the year.

What the Treasury will think of having to tie up guaranteed amounts of revenue for 25 years to finance maintenance when road spend has always been the economic regulator will always be the issue. But follow the money is the business mantra and if the money fancies road maintenance that may be the way it is forced to go.

My colleague Ty Byrd writes:

I will remember John Smart for a variety of reasons – the breadth of his professional knowledge, his affection for Arsenal and the way his eyes lit up whenever his family was mentioned. John was both a good sort and a good sport. To me personally, as a journalist seeking expert guidance, he could be invaluable. There have been Editorials published in *Transportation Professional* carrying my byline which might more accurately have carried his. He had good ideas and very good contacts; could be serious but also pleasingly indiscreet. I liked John and his death has come as a shock. Britannia Walk will be a gloomier place without him.

Jackie Whitelaw, Editor



Transportation Professional welcomes letters from readers on all subjects raised by the magazine and about any other transportation issue. Please keep your letters brief and include your CIHT designation, if applicable. The Editor reserves the right to condense.

Address your letters to: The Editor, Transportation Professional, 7 Linden Close, Tunbridge Wells, Kent TN4 8HH, f: 01892 524456, e: jackie@transportation-mag.com

SAFETY IN OUR SITES



A-one+ has been reducing carriageway crossings

I read with interest your editorial piece in the November *Transportation Professional* citing the Intellicone and its use in Area 12 and the request for wider road works safety initiatives.

Here in A-one+ Intellicone is only one of our road works safety initiatives. We have also recently undertaken a road worker safety radio campaign which was prompted by the fact that our highest ranking near misses were to do with road

users encroaching into temporary traffic management. We developed three professional quality 30 second radio adverts based on our experiences which ran earlier this year reaching 1.9M listeners and we are now working on the second phase of our radio campaign.

One of the highest risk activities for our roadworkers is when they deploy and remove traffic management signs especially where there is a need to cross the live carriageway to the central reserve. Current practice requires advance signs on both sides of the carriageway at 800, 600, 400 and 200 yards. In 2010 A-one+ was part of national trials that omitted the 200 and 600 yard signs, saving 32 carriageway crossings by roadworkers every time the signs were set out. There was no significant change in road user perception and to date in 2012 we have deployed the simplified traffic management layout 4741 times in our

MAC contracts saving an estimated 150,000 carriageway crossings.

We are now looking at high level lorry-mounted wicket signs for use on motorways where a hard shoulder is available. Three of these vehicles and electronic signs are located in the hard shoulder in advance of closed lanes and this eliminates the need for signs on the offside therefore removing the need for all carriageway crossings by roadworkers.

Our next initiative is called No Strikes and follows a number of accidents involving drivers running into the back of impact protection vehicles. Early next year we will be providing awareness training to 2000 haulage drivers in partnership with transport giant Norbert Dentressangle.

Andrew Sharp, MCIHT

Area Manager (Area 12 North & Humber)
A-one+

Andrew.sharpe@aone.uk.com

BETTER STREETS FOR ABU DHABI

The Abu Dhabi Urban Planning Council has recently released an updated Urban Street Design Manual (USDM) and supporting online design tool.

The objective is to create high quality sustainable urban streets enabling Abu Dhabi to become a safer, more pleasant place to walk, cycle and use public transport.

The USDM introduces a multi modal integrated process to design urban streets and crossing facilities that are appropriate for their surroundings; streets that are lined with popular retail shops will feature wider sidewalks with more shade and traffic buffering. Streets that serve residential areas will be designed for low traffic speeds with safe pedestrian crossings.

Our new online design tool allows users to quickly explore and design multi modal street plan views and cross sections for new streets or retrofits in communities internationally in accordance with local guidance and best practice principles, no matter their location.

A recent study carried out to evaluate USDM on Salam Street, a major



Probability of pedestrian deaths at right hand turns have dropped to 5% from 25%

thoroughfare in Abu Dhabi City, has highlighted that it can significantly improve pedestrian safety. Vehicle speeds on the new right turn lanes designed with USDM standards were significantly lower than those on right turn lanes designed before and the probability of pedestrian death was substantially reduced.

The USDM and online design tool can be downloaded at:

<http://www.upc.gov.ae/template/upc/pdf/USDM-Manual-English.pdf>

http://usdm.upc.gov.ae/usdm_online_tool/USDM_Online_Tool.html

Euclide Malagrino

Senior associate planner, Transport TIS
Euclide.malagrino@upc.gov.ae

HIGH SPEED OFF THE RAILS

It's all too easy to dream up the idea of a new train set because the present stock of toys is not up to date. This sums up the basis for HS2, launched with fanfare but weak on sound financial reasoning.

We are told that HS2 is needed because the network is full to capacity and commerce must save those valuable minutes between our major cities.

Yet consider this: under Freedom of Information legislation it transpires that some rail companies are not fulfilling the capacity conditions of their franchises but when challenged stated that coach repairs and maintenance were to blame. Further, present East Coast main line trains are all nine coaches between front and rear engines, yet in the past Deltic engines drew 13 coaches; those missing four coaches at 130 seats, well, work it out!

So, there are no problems with platform length and in fact the only problem lies in the current inability to bang track and train company heads together and engage a Minister of rather more substance than the recent Villiers and Greening.

Ian Hart, FCIHT

ian432150@yahoo.co.uk

ONGIE CYCLEWAY CATTLE GRIDS



Constantly having to get off and on your bicycle, opening gates, reduced rider satisfaction until the development of the Ongie.

Escaped stock because of badly latched gates is a thing of the past.

Walkers also prefer them.

These robustly built, low maintenance units have revolutionised access and hugely increased user enjoyment.

For further information please contact:

Scott Roberts

BLACKBURN & ROBERTS LIMITED

6 Choir Street, Salford, M7 1ZD

www.blackburnandroberts.co.uk

Tel: 0161 835 2068 Fax: 0161 834 7551

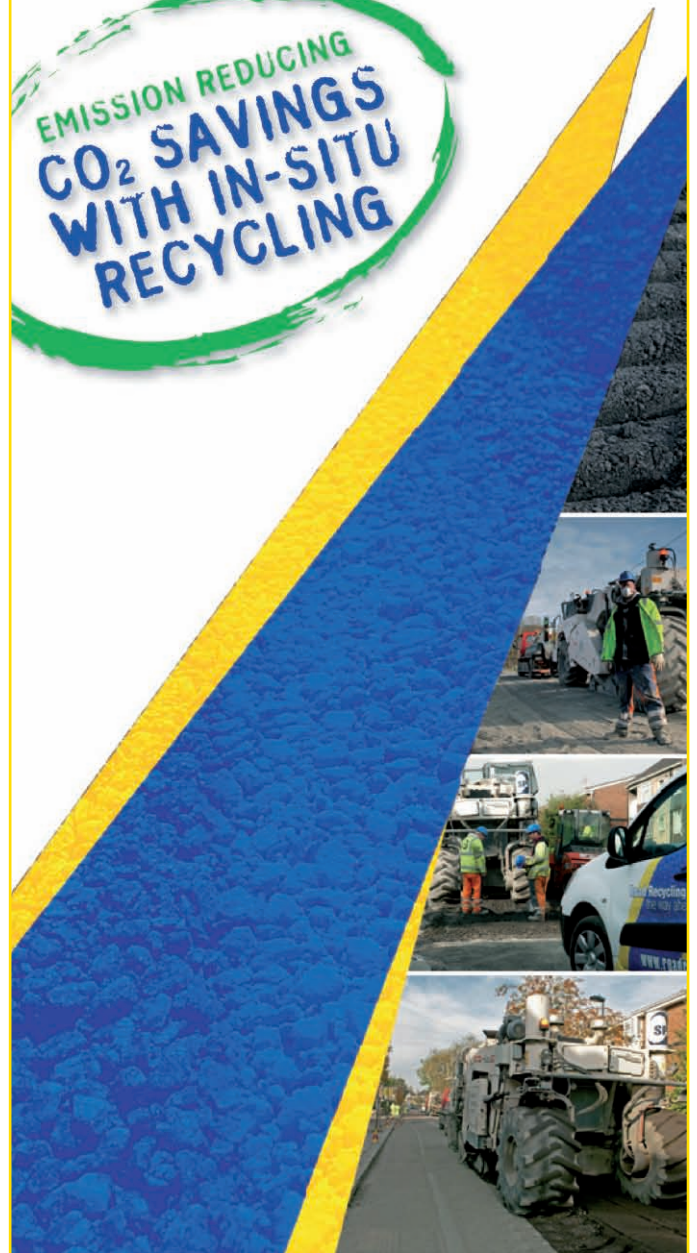
E mail: info@blackburnandroberts.co.uk



ROAD RECYCLING
Stabilised Pavements Ltd

Stabilcourse
Deep recycling

Stabilhaunch
Haunch recycling



THE CHARTERED
INSTITUTION OF HIGHWAYS
& TRANSPORTATION

Yorkshire & Humberside Branch
Chairman: Andrew Moseley
BA(Hons) DipTP MSc MRTPI MCiHT TPP

Yorkshire and Humberside Branch
Half day Seminar in Leeds
31st January 2013

"Integrating Sustainability"

Speakers/Topics:

PETER HOLT, Arup

"SUDS – A Designers Perspective"

JOCHEN TROEGER, Colas

"Sustainable Surface Course Recycling in Practice"

STUART BEALE, Highways Agency

"Embedding Sustainability within the Highways Agency Business"

GRAHAM SCRAGG, Amey

"Sustainable Innovation in Street Lighting & Signs within a PFI"

For booking details and further information please view the Y&H CIHT branch website, or e-mail andy.moseley@curtins.com

Seminar Cost: £50 inc. Vat/delegate

(Free for students, retired, and unemployed Members)

Venue:

Pinsent Mason, 1 Park Row, Leeds LS1 5AB

Registration: 09.00-09.30

Finish: 13.00 approx.



Sponsored by:

Colas | we go further

RMS
Innovations in Surface Treatments

Yorkshire & Humberside Branch
Established: 1949

www.ciht.org.uk

Registered charity No. 267321

Stabilised Pavements Ltd

PO Box 6909, Lutterworth, Leicestershire, LE17 4WW

T: 01858 880499 F: 01858 881336

E: info@stabilisedpavements.co.uk

www.roadrecycling.co.uk



Streets Ahead project director Mike Notman and Sheffield City Council head of highway maintenance Steve Robinson check in depth the condition of the roads

Sheffield streets team starts city's core refurbishment

Sheffield residents are about to see their street lights replaced with 68,000 LEDs. But the new Streets Ahead PFI aims to shine in many other ways. Jackie Whitelaw reports.

By the time you read this three areas of Sheffield will be undergoing a top to toe make over of their streets as the city's maintenance PFI starts in earnest. Over the first five years of the 25 year Streets Ahead deal concessionaire Amey will be spending £350M to tackle these and a further 105 zones of the city in order to reverse decades of underinvestment.

There are 1888km of road to be resurfaced and rebuilt along with 3280km

of footpath; around 50 of the total 610 bridges will be refurbished and new traffic signals set up at 480 sites. Also included in a very long list are items like replacing half of the city's 36,000 highway trees, replacing 28,000 new street signs and cutting of 2.9M.m² of grass verge.

It is not just the street scene on the ground that will alter. Above the heads of the population another change will be taking place as 68,000 conventional street lights are replaced with more energy

efficient but brighter LEDs that nevertheless emit far less light pollution.

"In five years you won't be able to see Sheffield from the Peak District at night anymore," says Sheffield City Council head of highway maintenance Steve Robinson.

As the city disappears from the view of one of the country's most beautiful regions the plan is that it will itself be transformed into a far more desirable place to live, work and crucially invest. The intention behind the £2.1Bn Streets Ahead PFI



scheme is to change Sheffield's reputation from pothole city and all the connotations of decline and greyness that suggests into a smart, go ahead conurbation that is the envy of the north and probably, given the sharp decline in road maintenance budgets just about everywhere else.

"The attraction of the PFI concept has always been that it will lead to the regeneration of the city," Mr Robinson says. "And there was no other way of getting done the amount of work that is needed.

"In common with everywhere else, highways maintenance has always been targeted when there has been a need for budget cuts. Sheffield by some measures has officially the worst roads in the country. We've been known as pothole city for years. And when we asked the population what were the things they were least satisfied with the top answer that came back was 'the state of the roads and the pavements.'"

The city's street infrastructure had long ago passed the point of no return, Mr Robinson explains. "As the condition



Sheffield's reputation as pothole city was one of the drivers for pursuing the PFI

declined we got to a point when even if we had spent a little bit more we would never get on top of the problem. We have been in a situation of accelerated deterioration."

Sheffield and its fellow cities in the region are competing to attract new investors. "The poor state of the roads might be one of the reasons people would invest elsewhere," Mr Robinson believes.

"Now we are going to go from having the worst roads in the country to the best in five years. That will benefit our economy, not just because Sheffield looks better and with improved lighting, feels safer. We are repairing the roads with stone mastic asphalts where appropriate for longer life paving, there will be less ad hoc disruption for emergency repairs and journey times will be reliable."

An important part of the PFI is that utility and public transport works will be factored into the initial intensive capital works phase.

"We have a five year programme that is visible to the utilities and the bus companies. We have been talking to the utilities for the last four years and they know they can target their works to tie in with ours. If we work together it will reduce their costs and disruption to the public and businesses. And they are also aware that if we have resurfaced a street as part of the PFI there will be a restriction on them digging it up again for up to five years.

"The bus companies have also been asked what ideas they have to give them

an opportunity to bring their programmes forward into our core investment, again in the interests of reducing disruption and preserving the integrity of our new infrastructure."

Sheffield's PFI is one of three "pathfinder" pilots set up by the previous government to assess the value for money of maintenance PFIs. The other two are Hounslow in London and the Isle of Wight and are both in the hands of Ringway. Portsmouth won by Colas in 2005 and Birmingham won by Amey in 2010 were the first cities to introduce the arrangement.

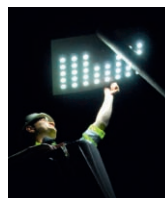
The five areas meet regularly at Department for Transport to share their experiences and knowledge and although Government said it had cooled on the idea of road maintenance PFIs earlier in the year (*Transportation Professional* May) the outcome of the PFI Review may prompt a further reassessment.

Certainly Sheffield believes the schemes

are the best way to address deteriorating streets. The city council's deputy leader Bryan Lodge believes "it has been clearly demonstrated that the

Sheffield project is the best value for money solution to resolving the city's backlog of highway works and wider highway maintenance issues" (*TP* May).

The Sheffield contract with Amey was signed on 31 July and after a short mobilisation period, began on 20 August when all 483 city council highways maintenance Street Force staff >



"The council is working with police to collect statistics on safer streets as new lighting is installed."



Sheffield's golden night time glow will no longer be visible from the Peak District beauty spot once the street lights have been changed to LEDs

> transferred to the Streets Ahead venture.

"We were working long before that to map individuals into the new structure so the changeover was pretty seamless," says Amey's Mike Notman who is project director for Streets Ahead. "We had committed up front to no redundancies and to increase jobs by 200 along with hiring 30 new apprentices locally so we believe people have found the whole experience very positive.

"We need a staff of 740 to deliver the whole service," says Mr Notman. The proportion of Amey staff in the team will be small at about 30 he says.

"We certainly didn't pick up any concern about the transfer from the workforce," says Mr Robinson. "And we particularly encouraged Amey and its rival bidders to focus on apprenticeships. The council is leading in that field in the UK and we take on 100 of our own each year."

All along the plan has been to minimise disruption during the intensive capital works period. Streets Ahead will refurbish and replace everything from street lights to drainage gullies in one hit in each of the 108 zones it has mapped out in the city. "As we get going we will be working on five or six zones at once but spread around the city so we don't bring everything to a standstill," Mr Notman says.

Communication with locals is going to be key and part of the set up is the employment of seven assembly stewards matched to each of the city's assembly wards to be the conduit for information, to reassure residents and to act as advocates for the investment. They will be there throughout the life of the PFI. "After the

core investment is completed Streets Ahead's responsibility shifts to maintenance," Mr Notman says. "But there will be five to six times the amount of that being done compared to what people have been used to so that will need explaining.

"But once we've done the major work, we won't be back in force for 15 years," Mr Notman promises. "It works out that every road will be refurbished 1.7 times over the 25 years of the PFI."

If there are going to be any problems they are most likely to be from people in



"It works out that every road will be refurbished 1.7 times over the 25 years of the PFI."
Mike Notman



"The utilities are aware there will be restriction on them digging up resurfaced streets for up to five years."
Steve Robinson

zones where work has not been done wondering why their area might not be tackled for four or five years, Mr Robinson believes.

Under the Streets Ahead contract Amey is paid a fixed fee by the council but has 753 key performance indicators to hit, some measured monthly, some annually. If the KPIs are missed there are penalties in the form of "service deductions", ie Amey doesn't get part of its fee. "We only pay for what we get," Mr Robinson says.

There are also milestones the achievement of which generates a new tranche of fee from the council. And if new works are accrued into the project there is a mechanism to change the scope of work.

KPIs are self assessed by the PFI although Mr Robinson has a small audit team as back up. Milestones are assessed by the project's independent surveyor URS.

"The council did a lot of work before letting the contract to determine what Amey and Streets Ahead did or didn't need to maintain," Mr Robinson says. "And we did a lot of work to find out what the state of the network was and who owned what which was given to Amey to take into contractual negotiations."

The Streets Ahead PFI includes capital improvement and a programme of accruing new private developer works into the project which could involve up to 100km of new road to service the city's

growth over 25 years. Traffic management remains the responsibility of the council so it can control where and when works happen

and manage disruption.

Measurement of the impact of the PFI on the city's environment is important. The council is working with the police to collect statistics on safer streets for example as the new lighting is installed. "And Sheffield University is undertaking a perception survey next year to look at residential zones before and after to see if across the city there is an increase in the perception of safety," Mr Robinson says. "We expect there to be.

"This project is going to be a game changer for our city."

The Streets Ahead team

Client: Sheffield City Council
PFI contractor: Amey
Independent surveyor: URS
Lenders technical adviser: Leigh Fisher



We don't just provide one solution. We deliver a range of market-leading solutions for sustainable highways.

At Colas we deliver a wide range of market leading solutions designed to support the sustainable development and maintenance of UK highways.

Our Deep Recycling process provides a fast and economic reconstruction solution. Existing surfaces may be reconstructed to a depth anywhere between 150 – 350mm, achieving total carriageway reconstruction without the removal of any hazardous tar bound materials.

Deep Recycling:

- Achieves significant reductions in carbon, energy and waste
- Minimises disruption to the local road network
- Reduces road space occupation and time on site
- Provides maximum waste elimination and is completed in-situ
- Significantly reduces cost

Colas uses its expertise and world-leading R&D facilities to continually innovate intelligent, value-added solutions for sustainable highways. These include:

- | | |
|--|---|
| • Packed and bulk bituminous products | • Surface dressing treatments |
| • Carriageway and footway recycling | • Anti-skid and high friction surfacing |
| • Temporary traffic management | • Carriageway strengthening |
| • Microasphalt and slurry surfacing treatments | • Stress absorbing membrane solutions |



To find out more scan here
or visit www.colas.co.uk

Deep recycling finding new fans

Highway authorities with failed carriageway and tight budgets are turning to deep recycling as a cost effective solution.

Patching and surface dressing may be the road maintenance diet of the day (see News) but when there is an underlying failure the repair technique needs to be rather more in depth.

One of the most cost effective options is deep recycling because it can convert the existing road construction via a cold in situ process into a new pavement with consequent savings on materials, vehicle movements and emissions.

"There are always cost savings to be had using deep recycling," says recycling manager Jochen Troeger from industry recognised recycling expert Colas. "The technique is 20 – 40% cheaper than conventional solutions and the design life is 20 years.

"People are using less and less hot asphalt as it is so expensive," Colas' Mr Troeger says. "And even for this process, when years ago you could have used a foam bitumen design mix there has been a move towards cement, lime or PFA because it is cheaper."

If done properly works are designed to the latest standards using TRL 611 or 386 according to the amount of traffic on the route.

"This sounds straight forward but few people know there are multiple solutions



Deep recycling at Bushton: A mix of PFA cement binder creates a more flexible pavement

for the design mix with which the pavement is recycled," Mr Troeger says.

"We will tailor our solutions to the customer's project rather than just offering one option. For instance on urban roads where you have services near the surface you can only recycle to shallow depths of around 150mm and you need to use a high strength concrete mix," he says.

"But where you have movement in the ground or you want a flexible pavement we use slow hydraulic binders like PFA. But then you have to increase the depth to get the strength. The technique can be used to depths of up to 450mm. Even a combination of binders can be used to tailor the need."

This is what happened in the village of Bushton near Royal Wootton Bassett in

Wiltshire recently where Colas was called in by Eurovia to provide deep recycling to depths of 250mm. An area of 6278m² of local carriageway was repaired using the old highway broken down into recycled aggregate and mixed with a PFA and cement hydraulic binder.

"Rutting in the road suggested there was failure below the upper layers so this could not be a simple plane out and relay job," says Colas Recycling assistant contracts manager Gary Cork.

"We opted for a PFA and cement mix because there are more fines and it gave us a more flexible pavement," says Mr Cork. "If you have a weak foundation below where you are treating and you put down pavement using just a cement mix it will be too rigid and will crack." **JW**

Yesterday, Today, Tomorrow. Always first.



Dynapac offer some of the most advanced machines in the world. And to ensure we stay at the forefront, we will continue to invest and pioneer new technologies.

So to discuss your current or future needs, contact us.

DYNAPAC
Part of the Atlas Copco Group

Rail plans at risk from fare rises

Rail commuters may reduce their amount of travel if fares increase too much throwing franchise negotiations and rail economics into confusion argues economist Matthew Shepherd from consultant Oxera. He suggests that traditional ways of measuring impacts of fare rises need reassessing.

TP: Why should we be worried?



Matthew Shepherd: In 2007/08, the market for season ticket rail travel in London alone was worth approximately £1.1Bn. Understanding how passengers in this market respond to changes in the price of tickets is of considerable importance for all parties in the rail industry.

TP: How would passengers' responsiveness to changes in fares normally be assessed?

Matthew Shepherd: In the rail industry the first source for understanding how passengers are likely to respond to changes in fares is a document called the 'Passenger Demand Forecasting Handbook' (PDFH). This contains a large number of elasticities which measure consumer responses to shocks – ie the percentage change in demand for a percentage change in price – for a wide range of ticket types and geographic markets.

The PDFH collates the results of many studies, conducted over a considerable length of time and provides recommended values. The Department for Transport requires that these values are used in the appraisal of transport schemes.

TP: Sounds sensible. Why should it be changed?

Matthew Shepherd: There is nothing wrong with the approach, but times change. In recent times we have seen the introduction of new technology such as the Oyster card, a severe recession and a number of years in which the cost of running a car increased substantially above the rate of inflation. Relying on studies conducted in the years immediately after the rail network was privatised may give a misleading picture of how passengers respond to changes in factors affecting demand such as fares.



Rail passengers may be more sensitive to price hikes than previously thought

Q: What are you suggesting?

Matthew Shepherd: Recent work by Oxera and others has suggested that consumers are up to three times more sensitive to prices – that is, the price elasticity of demand is three times greater in absolute magnitude – than would be suggested by the recommended values in the PDFH. This means that the percentage reduction in demand in response to a given change in price may be up to three times larger than industry guidance would suggest.

The reasons for this are not fully understood but the finding appears to be consistent across a range of studies involving different geographical areas and analytical techniques. A number of explanations are possible, including that the introduction of the Oyster card has changed passenger attitudes to how they travel by introducing a cost per journey, rather than the previous flat cost of a season ticket; and the increasing ability of commuters to work from a number of locations (for example, working from home for several days a week and using day tickets for the remaining days).

TP: What are the implications?

Matthew Shepherd: If this is true, there are important implications across the rail industry for the Department for Transport,

Transport for London and Network Rail which are engaged in strategic planning; for train operators aiming to balance supply and demand of services; and for those engaged in franchise bidding. More concretely:

- continued fare increases above the rate of inflation might not generate the anticipated revenue and thus increase the likelihood of train operators experiencing financial difficulties;
- the Government's stated aim of stopping above inflation fare increases may generate more demand for rail travel than anticipated.

TP: This sounds important – are there implications for other modes as well?

Matthew Shepherd: These findings suggest that people may be changing either how they travel or their attitudes to travel and therefore existing models may not be accurate guides to the future which will have implications across all modes of transport.

Oxera is an independent economics consultancy, which works across all modes of transport. This interview is based on a paper presented to the European Transport Conference in October.

Dutch speak up for cycle separation

Cyclists and motor vehicles should be kept apart in busy urban areas and cycling proficiency should be compulsory for young people, conference speakers argued in London.

If you want to promote cycling here in the UK there has to be segregation on the highway," the head of the Dutch Cycling Embassy Roelof Wittink remarked at an event in Westminster during October. "In the Netherlands we have segregation and a road system that is more forgiving for cyclists if they make mistakes. But that does not seem to be the case here."

Mr Wittink made his comments at the 'Love London Go Dutch' conference, held to encourage urban planners and highway engineers from the capital to adopt Holland's – and particularly Amsterdam's – cycle friendly initiatives. "The main principle for road safety in the Netherlands is to try and prevent the chance for incidents to occur," he added. "Therefore we minimise conflict (between motorists and cyclists) and go for segregation as much as possible when traffic speeds exceed 30km/h."

The needs of cyclists, he went on, "should be the starting point when creating highway facilities" and this means providing a minimum width for cyclists in urban areas of at least 1.5m. "Tower Bridge has the narrowest cycling facility I have ever seen," he continued. "I am astounded that people on a bike can keep to that track."

Delegates discussed the introduction of London's 'Cycle Superhighways' – which give bike riders clearly defined routes along major roads into the city centre. Some visitors from Holland questioned whether situating the cycle routes on main roads was such a good thing, suggesting that riders may be safer, encounter fewer junctions and make faster progress on back routes. But a representative from London hit back, saying: "Encouraging cyclists onto back roads is not the way to go. London Mayor Boris Johnson got it absolutely right by putting the Superhighways on to the main routes."

Conference chairman Phillip Darnton of the Bicycle Association told the audience



The Dutch are surprised that UK cyclists have to mix it with road traffic

that the Department for Education should consider putting cycling on the national curriculum. "Swimming is, so why isn't cycling?" he asked. "Especially as we as a country are so good at sitting down sports such as rowing, riding and cycling and have the medals to prove it."

Transport for London director Ben Plowden, himself a keen cyclist, said his authority estimates there to be 540,000 cycle trips in the capital each day and would like to see a four fold increase in two wheeled journeys in London by the middle of the next decade. "The number of people cycling in London is going up very sharply, although we are starting from a low base of around 1% of all journeys," he said. To encourage the riding of bicycles among people of many different backgrounds TfL is making a conscious effort, he added, to publicise "images of people cycling who are not 24 year old fashionable Hoxton types".

He went on to say that it is "still relatively rare for decision makers to be seen cycling". But Transport Minister Norman Baker in his speech to the conference said

high flying city executives are beginning to demand that employers provide suitable cycle facilities at their places of work.

"The fact that people on very high incomes are now demanding proper cycling facilities is helping to shift the mindset that riding a bike is a minority pursuit for the less well off," he said.

The Minister added that the Olympic and Paralympic Games and the Tour de France have helped to raise the profile of cycling. But 50% of car journeys, he continued, are still between one and five miles and 16% of those are less than two miles.

"If you want to get round city centres like London it is crackers to get in a car," Mr Baker said. "Being stuck in a traffic jam seems to me to not be a very good use of anyone's time. You can get from A to B in a far more predictable journey time if you walk or cycle or use public transport for longer distances."

Mr Baker went on to say that Government is spending £30M to improve dangerous junctions for cyclists, of which half will be spent in London. **MW**



KTS
KEY TRAFFIC SYSTEMS

DYNAMIC SOFTWARE FOR SIGN POST AND FOUNDATION DESIGN

- Designs sign installations and tests their stability for wind loading
- Suggests the post and foundation requirements for sign installations
- Accounts for wind funnelling and significant orography in specific regions

KeyPOSTcomplies with BS EN 12899-1:2007 and BS EN 1991-1-4:2005. Download your free trial today and see for yourself why it's the cleverest software of its kind:

WWW.KEYTRAFFIC.COM

T: +44 (0)8451 303040

DESIGNING
EVERY
JOURNEY

THE NIB NOBBLER INCREASED CHOICE OF SECTIONS



Maintaining channel continuity when constructing parking bays or chicanes ceases to be a problem when the Nib Nobbler is specified.

The duct is installed during the construction of the build-out and keeps water flowing without creating traps for the unwary. It is securely retained with anchor brackets under the unit cast into a bed of concrete.

The Nib Nobbler can now be supplied in a bigger range of sections to cope with the increase in flash rain storms.

The standard 100 x 100 section has had a 150 x 100 and 200 x 100 added to the range. Non standard sizes for particularly awkward locations are routinely supplied.

For more information please contact:

Scott Roberts

BLACKBURN & ROBERTS LIMITED

6 Choir Street, Salford, M7 1ZD

www.blackburnandroberts.co.uk

Tel: 0161 835 2068 Fax: 0161 834 7551

E mail: scott@blackburnandroberts.co.uk

CARRIAGEWAY SOLUTIONS



KIELYpave MICROASPHALT

a high quality cold applied surfacing system from KIELY Bros.

- **KIELYpave** regulates and seals the carriageway surface
- **KIELYpave** is ideal for restoring shape and appearance where extensive patching and trenching work has taken place
- **KIELYpave** has low noise characteristics and excellent ride quality

For more information call:

0121 772 3800

or email: info@kielybros.co.uk www.kielybros.co.uk

Head Office: 135 Cherrywood Road, Bordesley Green, Birmingham B9 4XE



Safety group names Britain's top 10 most unsafe busy roads

A 23km section of the A21 is the Road Safety Foundation's candidate for most unsafe road in Britain. But evidence from other highways show that simple improvement measures can have maximum impact.

Britain's most unsafe busy main road is a 23km section of the A21 between Hurst Green in Kent and Hastings in East Sussex according to the Road Safety Foundation (RSF).

In a survey of the motorways and A roads published this week the organisation said that the single carriageway section of A21 had a combination of above average risks and large numbers of road users exposed to those risks. Between 2006 and 2010 there were 77 fatal and serious crashes on the section used by 13,883 vehicles on an average day.

This compares to a 12km section of the A537 between Macclesfield and Buxton in Derbyshire which had a fatal and serious casualty rate of 53 in the same time frame but which carried significantly less daily traffic.

"Typically the highest risk roads are narrow, twisting, hilly and in the rural areas of the north. Although apparently clear candidates for priority action, their lower traffic flows may not justify the spend on improvements," the RSF said.

RSF director Dr Joanne Marden said the foundation had decided for the first time to highlight high risk busy roads because anticipated reforms of road financing and ownership will require a new focus on measuring the safety performance of highways. It argues in the report that minimum safety levels should be set which make sense to the public, investors and new operators of Britain's major road infrastructure.

"The planned reforms in road financing mean a new focus on measuring safety performance and the high returns quickly available from safety engineering. Where there is clear evidence of higher risk and heavy traffic flows the economic case for intervention is compelling," Dr Marden said.

"There are practical, relatively inexpensive solutions which will pay back the costs of investment in a matter of



The A21 near Sedlescombe: the single carriageway section carries 13,883 vehicles on an average day

weeks – with high rates of return in the first year alone – and go on saving lives and saving money for the nation for many years to come. Much of this remedial work can be done as part of routine maintenance," she said.

Examples of best benefit improvements are traffic signals at busy junctions, high friction surfacing and redesigned layout. "New average speed cameras and interactive speed signs feature strongly on roads that have improved the most," RSF said.

The most improved road in the country was a rural 20km single carriageway section of the A605 in Cambridgeshire from just outside Peterborough to the A141. Fatal and serious crashes fell from 34 to 9 between 2001-05 and 2006-10. Installation of traffic signals at busy junctions, fixed speed cameras in villages, mobile camera enforcement sites and use of pelican crossings are cited as the measures that made the difference.

A 23km section of the A21 is the Road Safety Foundation's candidate for most unsafe road in Britain. But evidence from other highways show that simple

improvement measures can have maximum impact.

On all 10 most improved roads simple attention to safety engineering detail resulted in "extraordinary" cuts in road deaths and serious injuries, the foundation says. Fatal and serious crashes fell by nearly two thirds from 541 to 209 over the

"The planned reforms in road financing mean a new focus on measuring safety performance."
Joanna Marden

two periods surveyed and the organisation claims this has delivered a boost to the economy worth £35M every year.

On the busiest high risk roads benefits for the economy by reducing accidents could be significant even with modest ambitions in terms of improvements, Dr Marden says. "Improving these sections of road so they simply get an 'average' risk rating and become six times more risky than motorways would save lives and bring cost savings to the economy of £20M annually."

"With 2% of GDP lost in road crashes as well as lives, we can get quick guaranteed returns by raising safety levels." JW

To read the full report go to www.roadsafetyfoundation.org

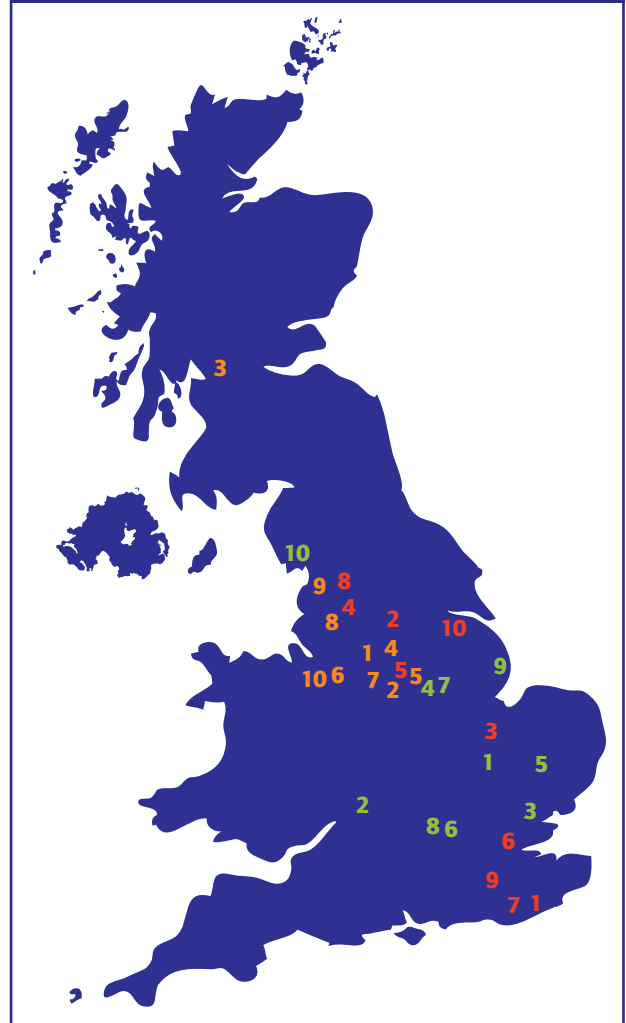


Britain's busy higher risk roads (2006-10)

	Road number	From - to description	Length (km)	No. F&S crashes 2006-10	No. F&S crashes per km 2006-10	Average annual daily traffic 2006-10
1	A21	A229 - Hastings	23	77	3.3	13,883
2	A642	Wakefield - Huddersfield	14	34	2.4	13,650
3	A1101	Outwell (A1122) - Long Sutton (A17)	21	48	2.3	9653
4	A646	Burnley - Halifax	30	70	2.3	10,811
5	A619	Chesterfield - Baslow	14	27	2.0	10,843
6	A113*	Chigwell - Chipping Ongar	17	32	1.9	10,221
7	A271*	A22 - Battle	21	35	1.7	8341
8	A65	Long Preston - M6 J36	42	61	1.5	8547
9	A264*	East Grinstead - Tunbridge Wells	21	30	1.4	8749
10	A1077*	M181 - Barton-upon-Humber	24	34	1.4	7593

Britain's persistently higher risk roads (2001-05 & 2006-10)

	Road number	From - to description	Length (km)	No. F&S crashes 2001-05	No. F&S crashes 2006-10	Change in No. F&S crashes
1	A537	Macclesfield - Buxton	12	32	53	66%
2	A5012*	A515 (Pikehall) - A6 (Matlock)	15	19	23	21%
3	A809*	B8050 (nr Milngavie) - A811 (nr Croftamie)	16	17	24	41%
4	A5004*	Whaley Bridge (A6) - Buxton	12	21	21	0%
5	A621*	A619 (Baslow) - Totley	9	25	16	-36%
6	A530*	A525 (Burleydam) - Nantwich	13	23	23	0%
7	A54	Congleton - Buxton	24	32	29	-9%
8	A581*	A59 (Rufford) - A49 (Chorley)	11	19	16	-16%
9	A588*	A585 (Blackpool) - A6 (Lancaster)	29	53	37	-30%
10	A559*	M56 J10 - Lostock Gralam	10	16	22	38%

High risk and most improved roads**Britain's most improved roads (2001-05 vs 2006-10)**

	Road number	From - to description	Length (km)	No. F&S crashes 2001-05	No. F&S crashes 2006-10	Change in No. F&S crashes	Measures implemented include:
1	A605*	B1095 (Peterborough) - A141	20	34	9	74%	Installation of traffic signals at busy junction, fixed speed cameras throughout villages, mobile camera enforcement sites, pelican crossing
2	A435*	Cheltenham - A46	12	29	8	72%	Junction improvements including widening, signing and lining, interactive signs, resurfacing, traffic calming, speed limit changes, toucan crossing
3	A120	Puckeridge - Braintree	41	71	23	68%	Kerb realignment, additional warning signs, high friction surfacing, speed limit changes, road marking improvements
4	A52	Nottingham ring road - Bingham	13	39	13	67%	Average speed cameras, consistency of signing and markings, 50MPH buffer zones between 40MPH, central safety barriers
5	A1066	Thetford - Diss	31	40	15	63%	Junction reshaping, construction of splitter island, surface treatments, lining and signing consistency, pedestrian crossing provision, cycle lanes
6	A41	Hemel Hempstead - Aylesbury	28	70	27	61%	Bypass opened around Aston Clinton in 2003, improved roundabout with signing and lining, speed limit changes
7	A612*	A6011(Nottingham) - A617 (Newark on Trent)	27	72	28	61%	Interactive signs, speed cameras, skid resistant surfacing, improved signalling for right turns
8	A4010	High Wycombe - Aylesbury	24	44	18	59%	Resurfacing, right turn restriction at busy junction, staggered junction redesign, speed limit reduction from national speed limit to 50MPH and 40MPH, new road markings
9	A52	Boston - Skegness	33	57	27	53%	Improved signing and lining including a central ladder in wider sections, bend signing scheme, introduction of 50MPH across total length, interactive signs
10	A590	M6 J36 - Barrow-in-Furness	52	85	41	52%	Junction realignment, improved signing and lining, layby improvements

Key: F&S = Fatal and serious * indicates roads classified as nonprimary (key refers to all three tables)

Transport gets extra smart as future is unveiled in Austria

Exciting developments and ambitious ideas tailored to help people move around more safely, easily and quickly were showcased at an enormous exhibition in Vienna during October.

Global economic uncertainty did not seem to put a dampener on the enthusiasm of technology firms, product manufacturers and consultants gathered at the recent Intelligent Transport Systems World Congress. Three hundred plus exhibitors, 118 technical sessions, 87 'special interest' seminars and a Ministerial round table discussion were reportedly available to delegates during the five day event in Vienna.

But arguably more interesting was a much smaller demonstration arena tucked away within the Messe Wien congress centre. It was here that exhibitors were not only willing to talk to delegates about new systems but were able to show them in action as well.

Among the highlights were in vehicle systems designed to improve road safety (see Sketch), technology that allows cars to park themselves (developed by automotive supplier Valeo), a system that informs electric vehicle users about the most energy efficient route to drive (the Empora project) and a smartphone application to make navigation of public transport easier for people with special needs known as 'Ways4all'.

Running alongside the World Congress was a series of technical tours to venues further afield. The chance to be shown inside the world's largest wind tunnel used to test trains, trams and motor vehicles against adverse weather conditions (see box) was an opportunity too good to miss.

Another high point of the congress was demonstration of a public transport crowd management system, developed to make railway stations safer. Technology allows for numbers waiting on railway platforms to be monitored in order to prevent tight squeezes on trains during peak periods. The system is currently in use in Vienna and its developers are to talk with public transport operators in



A car that can be parked using a smartphone application was demonstrated at the congress in Vienna

major cities across Europe about its deployment elsewhere.

The system is known as RAVE and was introduced four years ago at a newly built subway station in the Austrian capital which serves a football stadium. Infra red

sensors placed above staircases leading up to platforms allow control room operatives to know the exact numbers of people inside the station. When a comfortable capacity is approached, staff manning entrances into the station can be

Focus on the road, not the technology

"You got the keys, now shut up and drive" sang the Barbadian pop princess Rihanna in 2007 – a sentiment which came to mind during a series of vehicle technology demonstrations I experienced in Vienna.

But unlike Rihanna my wish for silence was not directed towards the gentleman behind the wheel. Instead my angst was focused on a proliferation of gadgets beside the dashboard. No less than three tablet computers were competing for the attention of the driver of our car, which was hosting a new device with an array of features designed to improve road safety.

I asked our driver Marcus if such technology really provides assistance or is, in fact, an unnecessary distraction. "I would drive a lot safer if I had this in my own car," came the reply. I was keen to press him further but decided

against asking more questions as I did not want to become a fourth distraction. The system I was here to see in action allows cars to communicate with roadside infrastructure and share traffic

data with other vehicles. Feedback was provided to our driver using the middle of the car's three computers – positioned rather clumsily blocking the air vents.

The system warns of hazards such as broken down vehicles, roadworks and traffic jams. It also provides reminders of the current speed limit and can advise of slippery roads ahead caused by adverse weather. So far so sensible.

But I was less convinced by a feature telling drivers approaching traffic signals how many seconds they have before the lights turn red. Apparently this should encourage motorists to slow down if they are unlikely to

SKETCH



Mike Walter

"Do in car systems provide assistance, or are they just a distraction?"



Crowds of football supporters are shepherded towards rail platforms using sophisticated systems

alerted to slim down the width of doorways at the touch of a button to slow the flow of passengers coming through. Sliding glass panels reduce a three lane passageway by a third or two thirds – or the entrance can be shut completely.

Electronic signs outside the station direct customers to the most appropriate entry point. Once inside the station they are promised swift access to the platforms and onto trains, with extra services placed on standby after matches to provide added capacity. The crowd management system is used only when the adjacent stadium hosts a major football game or concert.

Christian Kogler of the Austrian Institute of Technology said the crowd management system at the 'Stadion' station is believed to be a world first. "We now feel comfortable with the system and can talk to other countries about introducing it elsewhere."

reach the signals before the green phase ends. But I couldn't help thinking that a countdown timer may actually persuade drivers some way from the signals to speed up.

We were later driven to a deserted car park to test two further features, including one that warned if an approaching motorcycle was hidden behind an oncoming car. As the two vehicles approached an alert flashed up on the computer and a siren sounded. But the second test to demonstrate an emergency braking warning did not work at all.

Another vehicle equipped with the same system was instructed to drive close behind. When our car's brakes were abruptly applied the driver in the following car was supposed to receive an alert – but this did not happen. Using a two way radio he asked for the test to be repeated.

This time Marcus hit the brakes harder, throwing his passengers forward. Again we were informed that a warning had not been triggered in the car behind.

Wind tunnels test vehicles to the extreme

Every conceivable weather event is thrown at vehicles most days in Vienna; from driving rain to snow and ice. But it is not that the Austrian capital is an inhospitable place to live. Rather the city is home to a climatic wind tunnel within which manufacturers of cars, lorries and trains have their prototype models tested to ensure they can withstand extreme conditions. And from this autumn the tunnel began cold start tests on aircraft engines.

The facility features two wind tunnels – the larger an impressive 100m long – that generate wind speeds up to 300km/h. Both can be heated to 60° and cooled to -45°. Solar lenses on the walls allow vehicles to be tested against the effects of bright sunlight.

Train tests check for passenger and driver

comfort and that doors and couplings work as they should in difficult conditions. A third set of tests looks at vehicle energy efficiency.

Specific tests for road going vehicles include a look at how effective the bodywork is against stopping snow from coming into contact with the engine. Lorry manufacturers can also check that water droplets do not cling to the side windows and restrict a haulier's visibility during a heavy rain shower. Technical systems such as traffic signals can also be tested inside the tunnels.

Facilities management director Manfred Kreitmayer says: "We can even produce different snow conditions and sizes of rain droplets depending on the country where the vehicles will be used."



Snow can be generated inside the tunnel any month of the year

"Around 90% of the time the system works," Marcus explained, "but this is a prototype."

That afternoon I witnessed a second demonstration of driver assistance technology – a vehicle with brakes that apply automatically if a collision is likely. Delegates were invited to step into a modified family saloon and drive in a straight line at up to 50km/h towards an inflatable plastic 'car'. On its approach the vehicle was supposed to recognise the target, apply the brakes itself and bring the car to a safe stop. Several test runs were a success – but not all.

As I spoke to a company representative about the technology from behind a safety barrier a loud screech of tyres was heard followed by a bump and the inflatable plastic car was sent skidding for several metres.

Occupants in the real car were unharmed, although puzzled. "Thank goodness that wasn't a real car in front," the driver was heard to say as he opened his door.

Have we not seen this sort of technology before, I had asked earlier. "Other systems are



Three tablet computers compete for the attention of a driver demonstrating new vehicle technology

based on radar and tend to avoid collisions at lower speeds," I was informed. "Ours uses laser scanners and is more accurate." Not so, based on what I had just witnessed.



Services go up and fares come down in Vienna

Renewal of part of Vienna's oldest underground line U1 took place during a seven week shutdown. According to the transport authority it would have taken longer and caused more disruption to have carried out the work at weekends and evenings only

Major expansion of public transport infrastructure continues Austria's capital city at a time when fares are being reduced, reports Mike Walter.

Austrian capital Vienna has a no nonsense approach to renewing its public transport assets. When track and communications were replaced along its oldest metro line this summer part of the route was closed down for seven weeks.

Works were not restricted to overnights only or carried out during partial closures but took place during a complete blockade: 24 hours a day, seven days a week.

"When we first started to tell people of the metro line closure they were surprised and a little worried but we introduced two new temporary tram services as a substitute and it worked really well," explained Anna Maria Reich, a spokeswoman for Vienna's transport operator Wiener Linien. "People started to take other routes to work and found their way around. It was a challenging time but it would have been impossible to do the work at weekends only."

Vienna has five metro lines covering



Older style trams are a popular draw for tourists and commuters in the city

75km, a rail system that includes an express service out to the city's airport and a comprehensive tram network covering 172km "making it the fifth largest in the world," says Ms Reich, proudly. The underground network has grown in recent

years, two of the metro lines are soon to be extended towards the south and North East of the city and a new tram route will improve connections in the north. One of the capital's largest stations Landstraße is also being rebuilt. "We have to invest and



Anna Maria Reich of transport operator Wiener Linien says public transport is a great way to get around Vienna

improve our services because passenger numbers are increasing in Vienna and new parts of the city are growing which need to be served," adds Ms Reich.

Historic trams are a big draw for tourists in Vienna and operate alongside modern vehicles with 'ultra low floors' for the benefit of those with pushchairs or wheelchairs. The transport operator is also testing a new generation of electric buses.

But fares are not being increased to pay for the transport improvements. In fact the cost of an annual season ticket giving unlimited use on public transport in Vienna was reduced earlier this year to around £290 – or one euro a day. As a result more than 100,000 additional people have purchased season tickets this year.

British visitors to Vienna may be surprised to see that none of the underground stations have ticket barriers. But fines for fare dodgers have recently increased from around £56 to £80 to act as a deterrent to those looking for a free ride.

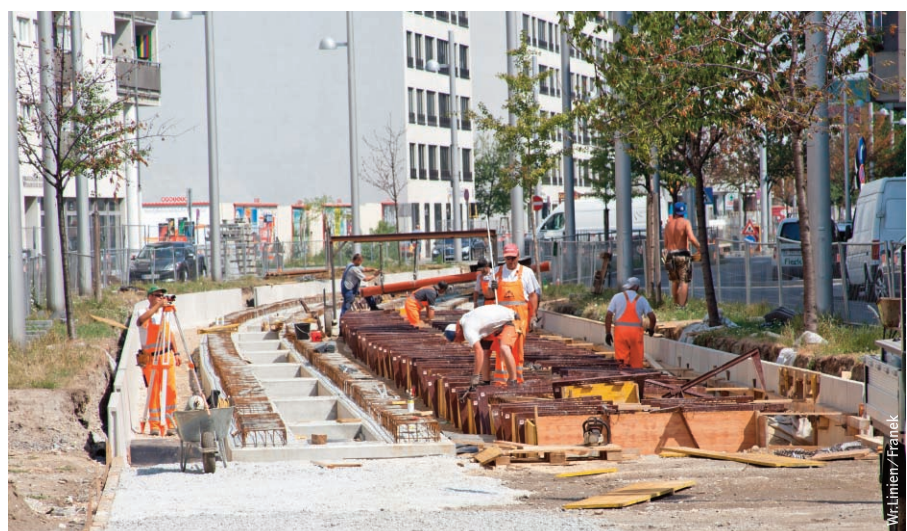
"There were 875M trips on public transport in Vienna last year which is a new record for the city and this represents 37% of all journeys in the capital," Ms Reich says. "Our target is for 40% of all journeys in the capital to be on public transport by the year 2020."



Five underground lines traverse Vienna, whose public transport network is controlled entirely by city authorities



Modern trams with ultra low floors are being introduced to Vienna to make vehicles easier to use for everyone in the city



Housing estates are being developed in previously unfashionable parts of the city and the public transport network is being extended to provide new connections

Great strides promised through Local Sustainable Transport Fund

Transport projects designed to encourage growth and cut carbon have begun to be delivered as part of the Local Sustainable Transport Fund right across the UK. These are early days but important lessons are already being learned, say Jon Parker and Sally Herbert.

Introduction

The Local Sustainable Transport Fund (LSTF) is a Department for Transport initiative that encourages local authorities to deliver sustainable transport schemes that support economic growth while reducing carbon. The fund was announced in 2010 as part of the Comprehensive Spending Review and subsequent Local Transport White Paper.

LSTF funding provides a significant boost to sustainable transport across England. £600M has been made available over a four year period to 2014-15, including a specific allocation for national 'Bikeability' training. The remaining funding comprises both revenue and capital, with local authorities having a choice to bid for smaller packages of schemes of up to £5M and larger packages of schemes of between £5M and £50M.

Each local authority has created their own unique blend of sustainable transport projects, geared towards supporting jobs and business. Schemes generally seek to:

- tackle congestion;
- improve journey time reliability and predictability;
- enable economic investment;
- revitalise town centres;
- enhance access to employment

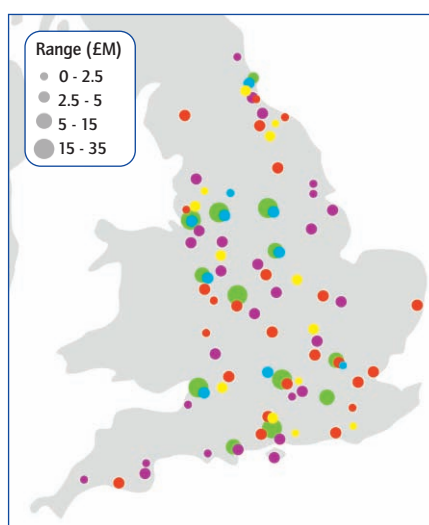
Projects should also bring about changing patterns of travel behaviour, greater use of more sustainable transport modes and deliver a reduction in carbon and other harmful emissions.

Who has got the funding?

A full list of LSTF winners and losers is available from the DfT website and covers 92 local authority areas across England. Figure 1 summarises the broad breakdown of projects funded to date and Figure 2 shows the geographic spread of LSTF projects across the UK.

LSTF Bids	No. of projects	Total Value (£M)	Time Frame	Date of award	Projects by region							
					NE	NW	YH	EM	WM	EofE	SE	SW
● Tranche 1	28	105.7	2011-15	05-07-2011	3	2	2	1	6	5	5	4
● Tranche 1 Key component	11	48.2	2011-15	05-07-2011	1	2	2	1	1	1	2	1
● Tranche 2a	30	108.7	2012-15	24-05-2012	3	4	3	3	2	2	6	7
● Tranche 2b	14	46.0	2012-15	27-06-2012	2	2	2	1	1	1	5	1
● Large Project	12	225.4	2012-15	27-06-2012		2	1	1	2	1	3	2
Total	95	534.0			9	12	10	7	12	10	21	15

Figure 1 (above) shows a breakdown of projects funded to date and Figure 2 shows its geographical spread



What are the specific measures and packages?

A full analysis of the components of all successful LSTF projects has yet to be undertaken. However, an initial examination of the 39 projects funded through LSTF Tranche 1 is summarised in Figure 3 (note: this is based on the authors' assessment of the first 39 LSTF bids).

Each LSTF funded project has been carefully developed to meet local demands, with bids being driven by the active involvement of key local stakeholders. For example, while personal travel planning (PTP) features highly within many LSTF packages, the approach and intensity with which PTP is being delivered varies considerably across different geographic areas.

Where are we now?

The first 39 projects funded under Tranche 1 are well under way. Tranche 2 and Large Projects are just starting to commence their programmes, with local authorities considering carefully their resource options. All projects are due to be completed in March 2015, with a clearly identified legacy plan in place.

Lessons learned

Many projects are only just starting on their delivery plans. However, based on the experience of the authors some issues emerging include:

- Programme and project management – while authorities have extensive experience in delivering and monitoring transport programmes and projects, there is generally less experience in the specific delivery of area wide travel behaviour change programmes and projects (in particular those of a scale funded through the LSTF)
- Procurement and skills – as a result of the funding and delivery demands of the LSTF programmes, many authorities included delivery partners within their bids. However it has not always been possible to quickly deploy resources due to the internal human resource implications and procurement considerations for many of the outsourced components
- Human resources – in the current times of austerity and public sector cutbacks

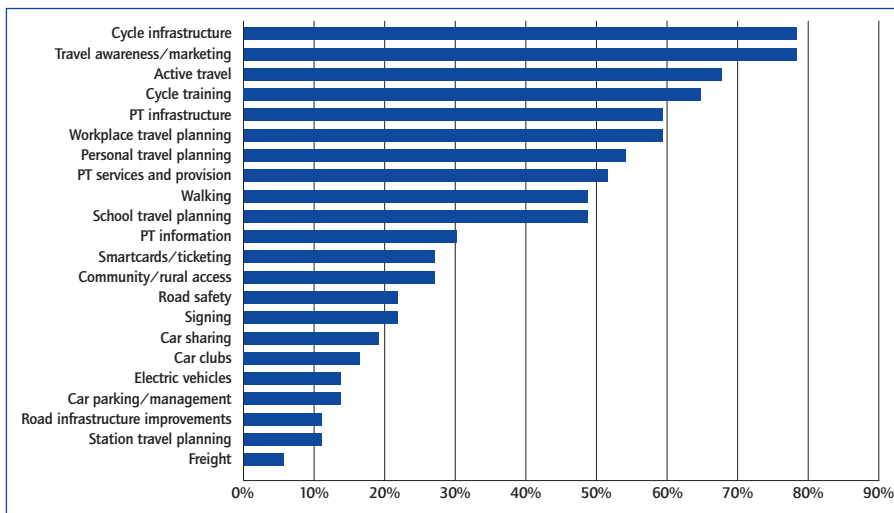


Figure 3 shows the percentage of 39 LSTF Tranche 1 projects containing each specific component



Jon Parker is a director of consultant Integrated Transport Planning. He has 20 years of experience in the research, planning, delivery and evaluation of sustainable transport programmes across the UK. He is currently working alongside several local authorities on LSTF funded smarter choices programmes, including the management of ITP's work on behalf of Suffolk County Council in relation to the Lowestoft Local Links project.



Sally Herbert is the programme manager for Tyne & Wear's Local Sustainable Transport Fund. She is responsible for managing two programmes of activity; school travel and supporting access to employment, valued at £17.6M. Sally has been a member of CIHT since 2010, and is Vice Chairman of the Northern Eastern Branch.

Both Jon and Sally are members of the CIHT Sustainable Transport Panel.

there have been challenges associated with recruitment for LSTF related officer posts. Many authorities have recently made staff redundant with the very skills needed to deliver successful LSTF programmes. There is also a degree of uncertainty around the skill set required to recruit effective officers to deliver LSTF activity

- Marketing and communication – Effective marketing and communication of the sustainable travel offer is critical to the successful delivery of an LSTF project. In recent times responsibility for this has generally been co-ordinated by sustainable travel officers. However with the significant levels of funding available through LSTF there is now an emerging need for marketing and communication officers with experience in behaviour change, social marketing, and transport who can manage significant budgets and input into the delivery of a range of LSTF projects
- Delivery models – an interesting development is the different delivery models and governance structures used by LSTF authorities to deliver their projects. Some LSTF authorities are considering establishing social enterprises to deliver and manage LSTF projects
- Evaluation and monitoring – Department for Transport has recently published draft evaluation guidance for LSTF authorities, with monitoring and evaluation seen largely as a locally determined issue. There remains some uncertainty surrounding the availability of funding to deliver robust monitoring and evaluation necessary to secure longer term buy-in to such programmes once LSTF funding is no longer available

- Legacy – a key challenge, particularly for the revenue funded components of LSTF, will be how best to secure a long term legacy and how to lock-in the sustainable travel behaviour change outcomes beyond 2015. Securing the support of the private sector to take on the role of delivery will be an important area for consideration

Case study – Lowestoft Local Links

Suffolk County Council secured £5M in LSTF funding to help promote growth and create a sustainable transport legacy in Lowestoft. A three year project called 'Lowestoft Local Links' combining area wide travel behaviour change programmes with sustainable transport infrastructure aims to 'lock in' the benefits of sustainable transport in the long term.

The programme is being driven by the needs of local businesses and in the six months since the start of the project 60 different businesses across the town have already developed their own site specific travel plans and are actively promoting sustainable transport travel options to their employees.

This network of businesses continues to grow,

enabling them to take advantage of a menu of sustainable travel offers which have been developed specifically to support the Lowestoft Local Links programme, including:

- Discounted public transport tickets
- Free area wide walk / cycle maps
- 'Dr Bike' surgeries and Sustrans 'Bike It' officer support to schools / businesses
- Car share database
- Match funding small scale infrastructure grants (for example to deliver improved on site cycle parking and provision of showers and lockers)

Other travel behaviour change components to the project include: cycle challenges; family orientated 'bus treasure hunts'; smarter choices

roadshows; crowd sourced travel information mobile apps; community cycling clubs; school walking programmes; and an annual sustainable travel awards and accreditation programme.

This travel behaviour change work is supported by complementary infrastructure projects due to be delivered in years two and three, which focus on a new pedestrian and cyclist bridge across Lake Lothing, to improve accessibility between the north and the south of the town, and a rail / bus interchange in the heart of the town centre.

Funding for public transport will also see bus services extended to radically improve bus links within the town, with local bus operators working closely with the County Council to identify and deliver services which better meet the travel needs of local people.

Focus needed on Heathrow to see if the airport can grow, says CIHT

Debate over whether Heathrow should expand or a new hub airport be built is misguided, according to CIHT and the Institution of Civil Engineers. They say that attention should focus on whether the west London airport can realistically grow to include more than three runways. If not then plans for an alternative hub airport in the South East must be developed quickly.

The two institutions issued a joint response to the Government's draft Aviation Policy Framework at the end of October. They call for a 'twin track' approach to aviation capacity that pushes ahead not only with longer term solutions but also measures that can be delivered in the short term. They include ways to relieve capacity restraints at Heathrow and keep

the UK from slipping further behind rival European airports.

The institutions' response came ahead of Lord Heseltine's growth review which called for Government to indicate its preference for expanding airport capacity in the South East. And membership of an Airports Commission chaired by Sir Howard Davies was announced in early November to examine the options for expanding capacity. The commission has been tasked by Government to publish an interim report by the end of next year and a full report in summer 2015.

Both CIHT and ICE also call for the creation of a group similar to the Olympic Delivery Authority to implement recommendations made by the Davies Commission. And they say that the "crucial role UK regional airports play" through



Heathrow has been at full stretch for years: what is the future for air capacity?

connecting flights to a national hub airport needs to be acknowledged.

CIHT Chief Executive Sue Percy said: "The Commission's interim report in 2013 must indicate a clear direction of travel and come 2015 Government should make an unambiguous decision that has

cross party consensus and can be driven forward."

Alex Lake from ICE's aviation panel added: "We must establish an agreed, coherent strategy that reflects our future capacity needs and sets out how they could realistically be met over both the short and long term."

Successful joint branch dinner dance held in Winchester

With that Friday feeling well and truly in the air, October 12 saw the second joint Annual Dinner Dance of the Thames & Chilterns Branch and Southern Branch.

Guests were welcomed by Thames & Chilterns Branch Chairman Phil Bridge of VolkerHighways and Southern Branch Chairman Mike Jones of Jacobs. The event was held in the historic city of Winchester at the Winchester Hotel & Spa. Special guests included CIHT President David Anderson and his wife Alison, and Chair of the CIHT Greater London Branch Dr Jacqui Wilkinson and her husband.

Following drinks in the hotel bar guests were led through to the

Malory Suite where thanks and speeches were made and dinner was served. Kindly donated raffle prizes and generosity of those who attended raised over £800 through the course of the evening for the CIHT Foundation. The Foundation was set up by CIHT and supports educational and innovative projects and activities that advance the art and science of highways and transportation.

The night was a great success and the dinner was attended by over 100 members of CIHT and their guests who ate, drank and danced the night away. Everyone donned their finest suits and gowns, outshone perhaps only by David Anderson and his tartan trousers.



President David Anderson, Emily White, Stephen Gaines, and Alison Anderson

● We have been asked to point out that Keith Rogers is not the chairman of the Thames & Chilterns Branch, as mentioned in the November issue on page 34

('Successful summer visit was a racing certainty'). Keith arranged the visit as a Branch Committee Member. Chairman of the Thames & Chilterns Branch is Phil Bridge.



The Chartered Institution of Highways & Transportation
119 Britannia Walk,
London N1 7JE
tel: 0207 336 1555
fax: 0207 336 1556
email: info@ciht.org.uk
web: www.ciht.org.uk

President:
David Anderson FCIHT
Chief Executive:
Sue Percy

These pages are compiled by Editor Jackie Whitelaw with Kirsty Barrett.
Phone them on 01892 524468, fax: 01892 524456 or email: jackie@transportation-mag.com
Or you can write to: CIHT News, Transportation Professional,

Barrett Byrd Associates,
7 Linden Close, Tunbridge Wells,
Kent TN4 8HH

Please make sure that any copy to be considered for publication in the next issue is submitted by Monday 26 November.

Parisian prize takes in research tour

CIHT Communications Officer Alice Skeats accompanied this year's Colas Presentation Award winner Carly Foster on her prize trip to Paris. She reports here on the visit to the Colas research campus.

With innovation and sustainability at the heart of its business, it is no surprise that the Colas Group invests around 70M Euros or £56M a year in research and development at its Campus for Science and Techniques.

The impressive state-of-the-art facility was the focus for a recent visit of mine in October with CIHT member and Colas Presentation Award 2012 Winner, Carly Foster.

The Presentation Award is run by CIHT to encourage its young professionals to develop their communication skills. The ability to make an effective presentation and field probing questions from industry professionals is recognised as a key skill for those working in highways and transportation.

Carly made it to the National Final and impressed the judges with her presentation 'How fair is fare collection', scooping first prize – a four day trip to Paris including a visit to the Campus for Science and Techniques courtesy of Colas. Carly who is a commercial analyst at Nexus and an active member of the CIHT North Eastern Branch based her presentation on the use of smart ticketing to provide more balanced fares in public transport to encourage sustainable travel.

I met Colas' strategic and development manager Samantha Day at St Pancras International to begin our trip to Paris. As a relatively new member of CIHT staff and completely fresh to the highways and transportation industry, I was keen to find out from Samantha all about Colas and the work the company does.

The campus is situated on the outskirts of Paris in Magny-les-Hameaux. Built in 2000 it provides research and technical development for the entire Colas Group which operates in nearly 50 countries.

We were met by Colas' technical

and development director for Europe Jean-Paul Michaut, who explained that there are over 80 engineers, technicians, physicists and chemists working at the campus, optimising existing products and techniques as well as developing new ones.

Jean-Paul explained to us the campus is always investing in new road surfacing options so as to meet for example the increasing demand for low noise surfacings.



Alice Skeats in Paris

We were then given a tour around the campus, visiting the various laboratories and watching some of the engineers and technicians test out the latest Colas products.

One area I was particularly impressed with was the organisation's interest in and commitment to sustainability and the environment. Colas provides several road recycling options and has also developed a product known as Vegecol, which is an environmentally friendly plant based binder material.

Competition winner Carly found the trip fascinating. "I was overwhelmed by the level of equipment and testing for tenders," she said. "In general I enjoyed learning about Colas as an organisation and the presentation given on Colas' global operations gave a lot of food for thought."

I too found the visit extremely insightful. I came away from the trip impressed with Colas' commitment and drive to produce fresh innovative and sustainable products. That and with a hefty asphalt core as a campus souvenir.

The first heats of the Colas Presentation Award 2014 will take place in autumn 2013. Details will appear in *Transportation Professional* at a later date.



Campus for Science and Techniques, the Colas research facility in Paris



Colas Presentation Award winner Carly Foster was presented with an asphalt core by Colas' technical and development director for Europe Jean-Paul Michaut



Staff at work testing the limits of new products

North Eastern e-book is live



E-book editors Gordon Philpott and Anthony Robinson

The North Eastern Branch has launched a commemorative e-book on the CIHT website to coincide with its Diamond Jubilee year.

The e-book details how transport and related infrastructure has developed in the North East over 60 years. It includes some fascinating personal memories from those working in the sector during the last six decades.

Branch Web Officer Anthony Robinson who oversaw its publication said: "We were keen to embrace current technology. By

making articles downloadable from a single web page to a PC, tablet or smartphone, they can be read at home or on the move."

Chairman John Jeffrey added: "The e-book is an important record of the Branch's involvement with highways and transportation in the north east of England and can be enjoyed by members and anyone interested in this enduring, fascinating subject."

To view the e-book, visit the North Eastern Branch pages of www.ciht.org.uk

Subscription fees for 2013

The Institution's Board of Trustees has announced the subscription rates for 2013 following discussion at its November meeting. After considered debate, the Trustees agreed to a recommendation by the Membership & Skills Strategy Board of a 1.5% increase across the majority of the membership grades. This equates to an increase of £3 for Fellows, £2 for members, £1 for associates and no increase for retired members (based on direct debit rates).

In making its recommendation the Membership & Skills Board took a range of factors into consideration relating to the current difficulties faced by the industry and individual members, the need to keep fees at an affordable level and the long

term future of the Institution. The Chair of the Board, Dr Sue Sharland, reported to the Trustees that the recommendation "would allow CIHT to expand the benefits on offer to members while continuing to provide excellent value for money."

In the past year the Institution has introduced improved services such as *Transportation Professional Weekly News*, and *Transportation Professional* itself is now available as an e-book on the CIHT website. In addition qualification provision has been expanded to include the Engineering Technician qualification and the SoRSA Certificate of Competency for Road Safety Auditors.

Plans for 2013 include improving the visibility and

GIVE SOME TIME TO YOUR PROFESSION: COUNCIL ELECTIONS 2013

Members and Fellows keen on doing more to help represent their profession and promote the standing of the Institution are strongly encouraged to put their names forward as CIHT Council members.

In June 2013 there will be three vacancies for Ordinary Members of Council and nine vacancies for a Branch Member from each of the following branches: East Midland, Greater London, Midland, SoRSA, South Wales, Northern Ireland, North Wales, North Western, Yorkshire & Humberside.

The Council advises on the strategic and professional direction of the Institution, so by becoming a Council member you will be able to play an important part in shaping the future of the Institution for many years to come. Being a Council Member is a job to be taken seriously, however it is also an enjoyable and rewarding experience, offering you the opportunity to

give something back to the profession, and to meet and network with interesting people.

Council meetings are held four times per year. Council members are elected for a period of three years and may stand for re-election for a further three year term. In addition to serving on Council, all Council members are asked to contribute by serving either on a Board, Panel or taking up other advisory roles.

If you are want to know more you can email Brian Murrell on brian.murrell@ciht.org.uk or telephone 0207 336 1559 for more information. Nominees must complete a nomination form supported by eight other member signatures and a brief career summary. Nomination forms can be obtained from Brian via his email address above or by writing to him at: 119 Britannia Walk, London N1 7JE. Nomination forms need to be received by Friday 15th February 2013.

	Payment by direct debit	Payment against invoice	Overseas direct debit	Overseas against invoice
FCIHT	£169	£184	£141	£146
MCIHT	£126	£142	£101	£107
AMCIHT	£69	£85	£61	£66
Student	0	0	0	0
Retired	£38	£54	£31	£36
Temporary	£50	£50	£25	£25

influence of the Institution and the profession it represents with media and key stakeholders. CIHT will be releasing position statements on topical issues agreed by members and launching new technical guidance documents.

A new initiative to be introduced in the New Year is a member service called 'Options' that will enable corporate members to gain access to a range of savings on professional, home and lifestyle products and services

through ciht.org.uk Full details on how to access this benefits package will be sent out in the next couple of weeks.

"We feel that the Institution is gathering momentum in terms of raising its profile and increasing its influence as well as the quality of services that it provides to members," said CIHT President David Anderson. "The aim is to provide the maximum benefit to members for their annual subscription."

Technology has key role to play in road safety

Future road safety gains in urban areas are likely to be driven by in vehicle telematics systems and a greater use of time over distance cameras and 20MPH zones, delegates to a CIHT Greater London Branch meeting heard.

Transport for London's senior delivery planning manager Ben Johnson told the audience on 31 October that such measures are likely to be required if the capital is going to achieve its target of reducing fatalities and serious injuries on the roads by 40% by 2020.

"We need to focus on protecting vulnerable road user groups and this can involve technical advances and innovation," he said. Mr Johnson added that cycling in London "is becoming safer, but I am not happy yet" and acknowledged that increasing numbers of pedestrians who stare at their smartphones while paying little attention to the highway environment is a growing problem.

"This is definitely a concern which I sense is becoming a much bigger issue and it is something we will be looking at in the future," he said.

National events – CIHT and others

Reducing roads and street works duration – seminar and webinar

4 December, Britannia Walk, London, 4.30-7pm

This free evening seminar will disseminate the results of a research project jointly commissioned by Transport for London and the Department for Transport. The project has been undertaken by TRL. It is aimed at providing highway maintenance and utility companies with advice on how to reduce congestion at road works through technology such as road plates, rapid cure materials and temporary backfill. For enquiries contact conferences@ciht.org.uk or call 020 7336 1570.

Applied Travel Plans

22 January 2013, Britannia Walk, London

This one day course is aimed at those with a good level of experience of working with development travel plans and is designed to develop delegates' appreciation and practical skills. For more information visit www.aldercross.com

Date for your diary – CIHT Annual Luncheon



CIHT Annual Luncheon

14 December, London

The Institution's hugely popular Annual Luncheon marks the start of Christmas for the entire highways and transportation industry. Once again the event is being held at the glittering

Grosvenor House Great Room on Park Lane. As usual it will be packed with the people who keep Britain's roads and public transport sector open and operating. Make sure you are there. To book your place go to www.ciht.org or call 020 7336 1570.

Early warning!

Streets and transport in the urban environment

19 March 2013, Britannia Walk, London

This will be the launch conference of the updated version of 'Transport in

the Urban Environment', a key text for highway engineers working in urban areas.

For more information visit www.ciht.org.uk or email conferences@ciht.org.uk or call 020 7336 1570.

Member on the move



Luke Fairall MCiHT has recently joined Rossi Long Consulting as a Principal Transport Planner. He has

previously worked for Hannah Reed & Associates and AECOM. Rossi Long Consulting was established at the start of the year when Simon Rossi and Shaun Long acquired the East Anglian arm of URS/Scott Wilson.

International events

Early warning! Malaysia Branch The road factor in economic transformation 14th Road Engineering Association of Asia and Australasia Conference

26-28 March 2013, Kuala Lumpur, Malaysia

For more information email enquiries@14reaaaconf2013.com or go to www.14reaaaconf2013.com

CIHT Branch events

East Midlands Branch

New routes to delivery – how might the story be told?

27 November, Cambridge

Training and CPD day seminar, £85. Includes new Tyne & Wear Crossing, the future of the Highways Agency and electric car regional infrastructure developments. For further enquiries contact Bob Tuckwell bob.tuckwell@cambridgeshire.gov.uk

Greater London Branch

Business Improvement Districts and transport management and securing best value for money

28 November, Britannia Walk, 6pm

Joint with Southern, South Eastern, Thames & Chilterns and East Anglia Branches. The talk will discuss the benefits and challenges of managing the Bankside Business Improvement District (BID) in London. Contact Ross Corben at greaterlondon.secretary@ciht.org.uk or Geoff Dadd on 0208 318 6187 or email greaterlondon@ciht.org.uk

North Western Branch

Highway management practices for tough times

29 November, Bolton

For enquiries call 01829 270530 or email info@aldercross.com or for more information visit www.aldercross.com

North of Scotland Branch

175th anniversary of Montrose Harbour

3 December, Aberdeen, 6pm

Speaker at this anniversary event is John Paterson of Montrose Harbour Authority. Contact Alan Silver at alans@silvermark.org

Thames & Chilterns Branch

Cycle-rail – making it happen

3 December, Reading, 6.30pm

Joint with Greater London and Southern Branches. Earlier this year Transport Minister Norman Baker announced that £7M is to be invested in improving integration

between cycle and rail travel. Find out about the challenges and successful delivery from speakers Phil Darnton, executive director of the Bicycle Association and Conrad Haigh, integrated transport manager for the Association of Train Operating Companies.

To book your place contact emily.white@jacobs.com

Northern Ireland Branch

Sustainability and durability of asphalt mixes

21 January 2013, Belfast

Speakers are David Needham and Mark Smith of AkzoNobel. For information: www.ciht.org.uk

North of Scotland Branch Zero Waste Management Scotland

29 January 2013, 5.30pm, Inverness

Contact Alan Silver at alans@silvermark.org



The following people have been elected to the CIHT from 2 July - 24 September 2012:

Fellow

- John David Burr
- Liam Henry
- Gearoid Thomas Lohan
- Mark Anthony Mattison
- Gerard Stenson

Transfer Member to Fellow

- Bachar Al Hakin
- Robert John Armitage
- Neil Brownbridge
- Evan William Ferguson
- John Irvine
- Alan Robert Jeffery
- Rehan Mian
- Trupti Patel
- Mark Lee Philpotts
- Richard Stacey

Member

- Paulus Teguh Aditjandra
- Munawar Ahmed
- Alistair James Allan
- Olukemi Amure
- Saikat Barman
- Muddasir Mujahid Bhatti
- Steven Lee Brammer
- Eoin Patrick Brennan
- Neil Bromham
- Grahame Paul Bygrave
- Neil Martin Carroll
- Jaswant Singh Chahal
- Frankie Chan Man Wa
- Nicola Jayne Clay
- Ian Andre Colyer
- Nigel William Cooke
- Thomas Alexander Cowie
- Martin Crossley
- Alex Daintree-Blackshaw
- Gareth Wyn Daniels
- Wayne Matthew Davison
- Adrian John Dean
- Warren Sean Devereux
- Garrett Paul Doyle
- Janet Mary Dyer
- Rebecca Alison Louise Fishburn
- Christopher Simon Galbraith
- Ruoyun Gao
- Christopher Gardner
- Mohammad Sidhik Ghoomun
- Narinder Singh Gill
- Simon Andre Pierre Giret
- Thomas Ashley Grahamslaw
- Arasu Gurusamy
- Sean Halewood
- Joanna Heynes

- Yaron Hollander
- Stephen Paul Holman
- Arron Daniel Hudson
- Edward Christopher Joyce
- Paul Steven Kelly
- Ian Kerslake
- Basheer Ahmed Khan
- Sally Jane Killips
- Iain King
- Tomasz Klimczak
- Paul Graham Lacey
- Stella Sze Wing Lam
- Gavin Li Tung Fuk
- Justin Chung Hoi Liu
- Paul Loftus
- Joyce Kiwumulo-Kafeero Lutwama
- Charles Peter MacFadden
- Glen Manley
- Elaine Anne Martin
- Eva-Maria Martinez
- Scott Gerard McBride
- Gareth Paul Mills
- Martin Gerard Moran
- Susan Elizabeth Morrison
- David Murphy
- Harminder Kaur Nagi
- Anjali Kesavan Nair
- Colin Norman
- Joe O'Connell
- Quentin O'Connor
- James O'Regan
- Gary Parker
- Richard John Prag
- Matthew John Procter
- Bidur Rajbhandari
- Manjula Pushpa Kumara Ratnayake
- Joanne Nicola Rickard
- Stuart Michael Robinson
- Philip John Santos
- Rebecca Ana Scott-Beaulieu
- Eamon William Scullion
- Masood Shaikh
- Danielle Louise Shap
- Mohamed El-Sayed Shohayeb
- Hannah Rachel Shrimpton
- Harry Philip Sinclair
- Lee Singleton
- Michael Paul Smith
- David James Stoddart
- Ian Peter Swift
- Benjamin Keith Taylor
- Daniel John Teasdale
- Mangan Thomas Telson
- Christopher Mark Thomas
- Dean Thomas
- Richard Tod

- Rajesh Verma
- Haydn Maurice Vernals
- Alex Wan King Ming
- Thomas Paul White
- Andrew John Williams
- Stuart Richard Wilson
- Colin Wong Ka Chung
- Stefan Eric Wood
- Luke Kristian Wooller
- Donald William Yell
- Andrew Yeomans

Transfer Associate Member to Member

- Matthew James Addison
- Iain Black
- Lloyd James Bush
- Leanne Maree Farrow
- Christopher John Holdup
- Daniel Hough
- Darrell Johnson
- James Grant McGavin
- Gavin Stuart Murray
- Stephen Newey
- Jonathan Edward Orton
- Jessica Elizabeth Shannon
- Paul Melvyn Sinfield
- Alina Tuerk
- David Ian Williams

Transfer Student to Member

- Eliot King
- John Andrew McCormick
- Andrew Lee Miles
- Ashley Waite
- Stephanie Wilson
- Thien Lee Wong

Associate Member

- Atheer Namir Al-Saoudi
- Sarah Elizabeth Hoad
- Paul Ian Nsereko Kawuma
- Mutaz Mahmoud
- Anna Malgorzata Mika-Fijalkowska
- Fiona Sarah Neil
- Nishil Parmar
- Susanne Storey
- Aravinth Thiyagarajah
- Martin James Trevor
- Joseph Wooldridge

Transfer Student to Associate Member

- William David Lowe
- Perry Victor Alfred Semple
- Gill Weyman

Students

- Chamara Rumes D A B
- Gabriel Aning
- Christopher Appleton
- Gtitoria Argyropoulou
- Onur Ayas
- Pritima Balgobin-Marques
- Hannah Begbie
- Eyimofe Urowoli Binitie
- Frank Braimah
- Ronan Delargy
- Joshua Dunlavy
- James Dunlop
- Ajet Durici
- Maria Elena Garcia Ochoa
- Lewis Garrington
- Weite Gu
- Prageeth Gunarathna
- Darren Hiscox
- Fatema Karim
- Natalia Maria Kreczko
- Benjamin Laws
- Bradley Joshua Lewis
- Kaine Lynch
- Daniel Andrew Martin
- Bhoopendra Meena
- Stuart John Northall
- James Oakes
- Ahmed Omar Sharif
- Clayton Ogawa Othieno
- Vivek Pai
- Jonathan Parton
- Christian Petre
- Nailea Posadas Morales
- Rory Price
- Krishani Ganga Ranawaka
- Amanda Richards
- Tariq Usman Saeed
- Samaila Sani Saulawa
- Petros Sekeris
- Nicholas Shevlin
- Aria Shino
- Yusef Taylor
- Robert Thacker
- Barbara Twumasi-Boakye
- Nial Gregory Walsh
- Ally Weir
- Luke Christian Wheeler
- James Whitehead
- Christopher Wilson

SUSTAINABLE CONSTRUCTION MATERIALS, PAVEMENT ENGINEERING AND INFRASTRUCTURE

CALL FOR ATTENDANCE & REGISTRATION

WEDNESDAY 27 - THURSDAY 28 FEBRUARY 2013, LIVERPOOL, UK



LJMU 2013 Conference

The 12th Annual International Conference addressing: sustainable; construction materials, road construction and maintenance, airport pavements, concrete pavements, procurement, design, testing, developments in bitumen and asphalt materials, waste management, recycled or manufactured aggregates, carbon impact, road surface treatments and infrastructure; design, repair and maintenance is to be very successful giving the number of speakers, delegates and exhibitors already registered. The conference will be of interest to; policy advisors, environmental regulators, infrastructure clients, specifiers, planners, designers, local authorities, highway related consultants and designers, materials suppliers, construction companies, contractors, researchers and educational institutions.

Supported by: Transport Scotland, South Gloucestershire CC, Lafarge Aggregates, RSTA, Total Bitumen, Stirling Lloyd, Findlay Irvine, The Chartered Institution of Highways and Transportation, The Institution of Asphalt Technology, The Institution of Civil Engineers Merseyside Branch, WRAP, University of Ulster and University of Nottingham

For more information on the conference programme, exhibition, registration to attend the conference and or to reserve an exhibition place, please visit our website: <http://www.ljmu.ac.uk/BLT/BEST/LCMT/index.htm> or contact the conference Director Professor Hassan Al Nageim. Email: h.k.alnageim@ljmu.ac.uk or Hasan A-Mousawi, hasan_mm88@yahoo.co.uk, Tel: +44 (0) 151 231 2811. The conference annually is well attended with 100+ delegates and typically 15+ exhibitors from UK and overseas. Due to limited spaces, please complete your registration as soon as possible.

The following Day 1 speakers have confirmed their attendance.

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Dougie Millar, Transport Scotland, UK
New Surfacing Specification for Scotland – Latest developments 2. Owen Jenkins, South Gloucestershire CC, UK
Asset Management – the South Gloucestershire Experience 3. Mike Harper, Stirling Lloyd, UK
Crack & Joint Repair Systems 4. John Barritt, WRAP, UK
Resource Efficiency and Implications from the Construction Products Regulations (CPR) 5. Gary Schofield, Total Bitumen, UK
Developments in Surface Dressing – the economic solution 6. Campbell Waddell, Findlay Irvine, UK
Developments in Skid Resistance Monitoring 7. Nick Thom, University of Nottingham, UK
Research into Pothole Formation 8. Prof. Hassan Al Nageim, LJMU, UK
Cold Asphalt for Road Reinstatements, Road and Highways: New Developments 9. Mike Southern, Eurobitumen, Belgium
Life Cycle Inventory: Bitumen 10. Reid J M, Dr K A Hassan and Dr M S Al-Kuwari, TRL, UK | <ol style="list-style-type: none"> Developing A Sustainable Supply of Aggregates to Meet The Needs of Rapidly Expanding Infrastructure in Qatar 11. Lefeuve Yann, UK
Material and Design Evolutions: Towards The Integration of Worldwide Best Practices For More Sustainable Solutions (The Birmingham Airport and Mauritius Airport Cases) 12. Choudhary Rajan and Priyansh Singh, India
Determination of Mixing and Compaction Temperatures of Warm Mixes with Modified Binders 13. Monower Sadique, LJMU, UK
New Cementitious Materials for Construction with Zero CO₂ Emission 14. Ruth Mitchell, Donal Ryan and David Woodward, UK
Warm Mix Asphalt Research in Ireland 15. Bremner C P, et al, UK
A3 Hindhead Tunnel Performance Based Pavement Foundation 16. Taddesse Ephrem, Norway
Pavement Rutting Prediction Models Using Artificial Neural Network Technique 17. Elena Sáez Caballero, Germany,
POLYMIX: Polymeric wastes in Asphalt Mixes |
|---|--|

For the full preliminary conference programme for Day 1 and Day 2 please visit the conference website: <http://www.ljmu.ac.uk/BLT/BEST/LCMT/index.htm>

THE CHARTERED
INSTITUTION OF HIGHWAYS
& TRANSPORTATION

Transportation Consultants Directory 2013

Supplement to Transportation Professional, July 2013

Includes key listings
of ITS specialists



CIHT's **Transportation Consultants Directory** is the only source of information devoted exclusively to transportation specialists in the UK. Building on the formula which has established the directory as the definitive source of information on firms, their transportation skills and their specialisms, the 2013 directory will include:

- > **A comprehensive listing of UK firms**
- > **A detailed breakdown of each firm's areas of expertise**
- > **In depth analysis of the economic prospects for the sector**
- > **What transportation consultants think in our business trends survey**
- > **A section for specialists in Intelligent Transport Systems**

Published on 28 June with the July 2013 issue of Transportation Professional, the directory will be delivered to every CIHT member plus key transport clients.

Questionnaires will be sent out early in 2013. Please make sure you complete and return your questionnaire promptly.

If your firm was not listed in 2012 and you want to be in the 2013 directory, please contact Transportation Professional on 01892 524468 or email kirsty@transportation-mag.com

You can fax your forms back to: 01892 524456.

For advertising opportunities contact advertising sales manager Sally Devine on 01474 833871 or email sally@transportation-mag.com

Ceredigion takes street works online with Mayrise



Remotely hosted street lighting software from Mayrise Systems is helping to give Ceredigion County Council staff and external contractors live access to service information. The move to Mayrise for street lighting online means that maintenance contractors, contract centre staff and

other council departments can securely access up to the minute fault updates and current service levels.

Mayrise Street Lighting is a complete management system designed to simplify and improve the management of street lighting. It provides fast online access to inven-

tory, contractor and customer records and incorporates instant mapping to pinpoint asset or fault locations. Handling cyclic maintenance, fault management, electrical testing and financial control Mayrise street lighting also links to corporate GIS and portable computers for field and data entry and mapping.

Ceredigion County Council's head of street lighting Neil Garrod said: "The primary reason for moving to the hosted solution was so that our maintenance contractors could access information held within the system without any security implications for the council."

Mayrise Systems
01453 827 400
www.mayrise.co.uk

Bitumen Boilers

Proteus Hot Boxes

Web: proteusequipment.com
Tel: +44 (0)1284 753954
Email: info@proteusequipment.com

Innovative products for demanding environments



AGENTS FOR CHILTERN
'PROPAMISER' & 'STATPAK'
THERMOSTAT CONTROL SYSTEMS

www.FARVIS.com
SINCE 1840

TRAILER
MOUNTED BOILERS

BITUMEN BOILERS
SEALANT HEATERS
THERMOPLASTIC HEATERS
STUD ADHESIVE HEATERS
HEATER-MIXERS
THERMOSTAT BOILERS



TOOL HEATERS
FLAME TORCHES
INFRA-RED SURFACE HEATERS
JOINTING TOOLS
BANDING TOOLS
TOOLS & ACCESSORIES

TEL: 01278 723388

VISIT OUR WEBSITE FOR A VIRTUAL TOUR OF BRUNEL'S VICTORIAN BRISTOL
WWW.FARVIS.COM

Bitumen Sprayers

Choose from the best

Bitumen emulsion or Concrete cure sprayer
Trolley or Pump Unit; With or without drum lifting
Hand operated or motorised; Honda or Briggs & Stratton
The choice is yours

Contact: BX Plant Limited on 01243 781970

Vehicle Activated Signs

Westcotec design, manufacture and install a comprehensive range of speed and warning signs, providing bespoke solutions in order to help reduce your accident black spots.

westcotec
Traffic Safety Systems



tel: 01362 853124
fax: 01362 851809
www.westcotec.co.uk
e-mail: sales@westcotec.co.uk



Yotta DCL looks to develop its in-house capabilities



Yotta DCL is looking for senior asset management professionals to join its professional services department to support the company's growth. The openings are for experienced, knowledgeable people already involved in highways and infrastructure who have demonstrable commercial acumen and the ability to deliver projects.

Candidates for the roles will be excellent communicators with experience in highways asset management and practical experience of policy review and development. They will need a broad understanding of highway infrastructure management and asset valuation, and in-depth knowledge of the latest asset and financial management codes and guidance.

"This is a great opportunity for the right calibre people to join us in delivering asset management services to new and exciting clients," said Yotta DCL professional services manager Simon Philips.

Yotta DCL
Contact: Nick Smee
0845 459 6882
Nick.Smee@YottaDCL.com
www.YottaDCL.com

Pavement Reinforcement



Geotechnical design, supply and construction

Engineering a better solution

t: 01865 770555
w: www.maccaferri.co.uk

MACCAFERRI

Forthcoming features in January/February 2013:

- Transportation 2013 Special Issue
- Road Construction & Maintenance
- Infrastructure Funding

To Advertise call Sally Devine: 01474 833871
sally@transportation-mag.com



NEW PRODUCT LISTING SERVICE

TAP is the most comprehensive, single online source of technical information available in the UK

Created for use by professionals active in the planning, design and operation of the UK's transport networks, the Portal is a valuable hub of useful information

- Over 1,100 technical documents
- Easily accessed Information – logically categorised
- Related product listings to assist in specification
- Direct links through to associated website

CIHT ARE NOW INCREASING THE RANGE OF INFORMATION AVAILABLE ON TAP BY INTRODUCING A NEW PRODUCT LISTING SERVICE

For further information contact:

Sally Devine

t: 01474 833 871

e: sally@transportation-mag.com

WWW.TAP.IHT.ORG

Transportation Recruitment Specialists

TRANSPORT PLANNER / SENIOR TRANSPORT PLANNER

WAKEFIELD / \$25,000 - \$35,000 PER ANNUM / www.matchtech.com/job/279664/
Our client who is a leading firm of consulting engineers is looking for an experienced Transport Planner / Senior Planner to join their team in Wakefield. You will be joining an established team working on a variety of transport planning initiatives. You will have gained experience in the Development Transport Planning arena and worked on a range of Transport assessments.

TRAFFIC DESIGN ENGINEER

LONDON / £23 PH / 12 MONTHS / www.matchtech.com/job/279207/
Our client requires a civil engineer with experience in public realm design. Candidates will have strong highway and traffic engineering experience and must have a design focus working on urban / public realm improvement schemes.

PRINCIPAL BRIDGE ENGINEER

CUMBRIA / £35,000 - £42,000 PER ANNUM / www.matchtech.com/job/280009/
The client is a large multi-disciplinary consultancy who are looking to expand their busy Bridge Engineering team in Cumbria. The individual will be a Chartered Engineer with a wide range of experience who can lead the management and maintenance of bridges and highway structures and provide structural design advice.

HIGHWAY DRAINAGE ENGINEER

CUMBRIA / £32,000 - £38,000 PER ANNUM / www.matchtech.com/job/280006/
The purpose of this role is to deliver drainage design work, primarily on Highways Agency schemes of both Early Contractor Involvement (ECI) and Framework projects types. The ideal candidate will have previous major drainage design experience, have a good knowledge of DMRB and be able to use WINDES.

t: 01489 898100

e: traffic@matchtech.com

w: www.matchtech.com

matchtech[®]



JIHT

Jobs for people interested in working overseas

British qualified civil engineers are in high demand in Australia, New Zealand and the Middle East.

Log onto **www.jiht.co.uk** – the recruitment web site serving the 12000+ members of the Chartered Institution of Highways & Transportation, and start looking for your next career move.

To advertise your vacancies to our unparalleled audience of transportation industry professionals, call **Kirsty Barrett** on **+44 1892 524455** or email **kirsty.barrett@jiht.co.uk**

JobsInHighwaysAndTransportation.co.uk

The official jobs website of the Chartered Institution of Highways & Transportation



THE CHARTERED
INSTITUTION OF HIGHWAYS
& TRANSPORTATION



Transportation Professional **WEEKLY NEWS**

Issue 20 Thursday 12 April 2012

Why use Transportation Professional Weekly News to promote your company?

- 
- **Weekly newsletter promotional opportunity** – For the first time in CIHT's history, the newsletter will offer a direct weekly communication vehicle to all CIHT members.
 - **A unique audience** – No other media company has access to CIHT membership data.
 - **Member loyalty** – Thanks to the strength of the CIHT brand and its position as our industry's focal point, 'read rates' for this weekly newsletter are impressive.
 - **Direct Recruitment Access** – For those looking to recruit highly skilled transportation professionals, the weekly newsletter offers an exclusive weekly targeted communication to individual members, which provides high value in comparison to other available print and online recruitment vehicles.

The newsletter service is also available upon request to non members as well. Non members interested in receiving this free service should go to the www.ciht.org.uk home page to subscribe.

For all editorial enquiries, please contact Editor:
Jackie Whitelaw Tel: 01892 553146 jackie@transportation-mag.com

For advertising enquiries, please contact Commercial Manager:
Sally Devine Tel: 01474 833871 sally@transportation-mag.com