



transportation professional

Southwark puts its best foot forward

**interview**

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This issue's cover: A colourful signalised crossing on Southwark Street in London to promote the benefits of walking (see page 12).

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High Speed 2 spotlight falls on skills

First it was about reducing journey times, then about increasing capacity on the railways. Now the £56Bn High Speed 2 project is billed a catalyst for delivering skills and employment opportunities for future generations.

At an event in Westminster on 24 January, transport leaders and politicians from across the north of England gathered to articulate their support for phase two of the scheme beyond Birmingham and encourage that the wider benefits of the project be promoted.

This came on the same day that more than 40 business leaders signed an open letter to major party leaders urging them to publicly commit to a pair of northern extensions to the project.

At the event, Northern Powerhouse Partnership director Henri Murison said the focus of High Speed 2 needs to shift from rail engineering towards the economic benefits it promises to deliver.

“We spend a lot of time obsessing about the job rather than the reasons why the public should think this is a good use of money. We haven’t really won that argument. People need to understand the size of the prize.”

He added that High Speed 2 needs to be delivered at the same time as regional railway improvements and that people in the north



↑ Henri Murison

“don’t care what the project is called or how it gets paid for. They care about where their children can get an apprenticeship and what their futures will be like. That is the vision we need to sell.”

Leeds City Council leader



← Chris Grayling addresses the rail event

Judith Blake said: “It is so important we talk about the wider benefits and why we are so passionate about delivering the project to the north.”

She went on to say that “the real prize is about economic transformation”, adding that improved skills offered by developing a high speed railway will help “young people who face an uncertain future”.

Chris Grayling, the Transport Secretary, had earlier told the gathering that failure to deliver High Speed 2 beyond Birmingham would be “a huge blow to the life chances of people who live in the Midlands and the north”. He added that 6000 people are already working on HS2 and many thousands more will begin over the coming months.

Transport for the North director Jonathan Spruce described a proposed eastern corridor served by High Speed 2 as “the new advanced manufacturing spine in a post Brexit economy” and said the complete railway

would help to “truly rebalance the economy of the country”.

He added: “From automotive parts in the West Midlands to automotive and rail manufacturing in the East Midlands, to



↑ Judith Blake

aeronautical engineering in South Yorkshire to bridge engineering in the Tees Valley; they will all be joined and brought together by HS2.”

High Speed 2 chairman Allan Cook – in his first public engagement since taking up the post – said he recognised that “lots of people talk about the cost of High Speed 2” and that it does represent “a significant cost to the taxpayer”.

But he added that “the benefits far outweigh the costs” and that professionals in the sector must “make sure we keep that firmly in the front of our minds”.

Lessons to be learnt from London’s mega rail scheme



↑ Crossrail, which has suffered a delay to its completion

Crossrail remains a “huge success story” and a “remarkable engineering achievement” despite the project’s delays and cost over runs, says High Speed 2 chairman Allan Cook.

He was asked by *TP* if the HS2 scheme had learnt any lessons from London’s flagship transport infrastructure project. “Of course there are lessons to be learned from Crossrail and we will be taking those on board.

“But our responsibility is to do exactly what the Secretary of State has asked us to do and that is to deliver on budget, with the schedule and the scope and the reliability we are looking for.”

Learning from Crossrail extends to the use of technology and systems, he added. “I was at Euston, talking to one of the design engineers responsible for BIM who continues



↑ Allan Cook

to work very closely with colleagues in Crossrail, so there is a lot of read across in terms of what we can do.”

He added: “Crossrail is a huge success story. Let’s not forget that it is a remarkable engineering achievement. HS2 will be a remarkable engineering story too.”



← Efforts to deliver three new bridges have suffered a setback

Ipswich bridge project shelved over rising costs

Plans to build a major road bridge over the River Orwell to the south of Ipswich have been halted by Suffolk County Council after it proved unfeasible to secure the necessary funding for the scheme.

The Upper Orwell Crossings project was to feature a 715m bridge for motorists and active users as well as two smaller bridges serving a nearby 'Wet Dock Island' regeneration site close to Ipswich Marina.

The scheme was originally expected to cost £97M including a contribution of £77.5M from the Department for Transport.

But this estimate was reassessed and raised to £140M last year due to factors including ground investigation cost, changes in bridge design post consultation and unforeseen procurement costs. Extensive work undertaken to secure additional financial backing ultimately proved unsuccessful.

"It is very disappointing that we have been unable to secure any additional funding for the Upper Orwell Crossings and that the existing project will have to stop with immediate effect," said Suffolk County Council leader Matthew Hicks. "We have exhausted all funding opportunities including the Department for Transport, HM Treasury, local businesses and other stakeholders."

The council is now looking to deliver just the two smaller bridges: one for vehicles known as crossing B and another, crossing C, for pedestrians and cyclists. The council has underwritten a contribution of £10.8M for this but it will also require significant contributions from local partners for the scheme to go ahead.

The scrapping of the main bridge came as good news for Ipswich MP Sandy Martin, who said: "In my opinion the main bridge was never going to make a significant contribution to relieving congestion in Ipswich.

"In addition, it would have drawn heavy

vehicles into our town in the event of closure of the Orwell Bridge on the A14. The only sensible alternative to the Orwell Bridge is a bypass to the north of the town, and all local stakeholders should now unite in calling for this."

Potential routes for an Ipswich northern relief road connecting the A14 to the north west of the town with the A12 in the north east were set out by Suffolk County Council in 2017.



↑ Matthew Hicks

Matthew Hicks said: "The council remains fully supportive of the proposal for an Ipswich northern bypass and work is continuing with other local councils to inform the development of the strategic outline business base."

Also responding to the setback to the Upper Orwell Crossings, a spokesman for business improvement district Ipswich Central said: "We very much regret this outcome.

"We have been urging that the county council maintains its underwritten financial commitment to Ipswich, though now to the principle of connections to enable a comprehensive redevelopment of the island site. If within a time limited period this cannot be progressed, we have urged the council to transfer its financial commitment to an alternative town centre project."

Suffolk Chamber of Commerce chief executive John Dugmore said he was "disappointed, but not surprised" about the project's halting.

But he added: "We are pleased to read about Suffolk County Council's commitment to underwriting the building of bridges B and C to a maximum of £10.8M as it demonstrates their ongoing commitment to Ipswich's waterfront regeneration. We look forward to a purposeful dialogue between all relevant partners."

Freight risks set out as Brexit looms

Congestion on Britain's strategic freight routes costs the logistics industry £500M a year, and hauliers warn that this could worsen dramatically with a no-deal Brexit.

New research published by the UK Major Ports Group indicates that delays to freight on England's strategic road network and trunk roads in Scotland and Wales currently add up to 19 million HGV hours annually.

By focusing on removing pinch points and bottlenecks on these routes – as well as at seven key locations on the railway network – the report says the industry could unlock benefits worth £14.Bn over a 60 year period.

"Leaking money because of avoidable congestion is an own goal," said UK Major Ports Group chief executive Tim Morris. "Some smart, targeted prioritisation can exponentially improve our freight network at this crucial moment for our country."

The report comes as hauliers are urging the Government to avoid a no-deal Brexit. In a letter to MPs, the Road Haulage Association warns that businesses will not be ready for a 'cliff edge' Brexit by 29 March and that a transition period is essential to help the industry adapt to new arrangements and regulations.

"Eleven thousand vehicles a day use the Dover straight," the letter reads. "Even a two minute customs check at Dover would create a 20 mile traffic jam within a matter of minutes and no amount of planning at other smaller ports or at Manston Airport can mitigate this."

The Freight Transport Association's international transport and trade procedures manager John Lucy agreed that a no-deal scenario without a transition period creates a risk of major congestion on approaches to 'roll on, roll off' ports like Dover, Holyhead and Portsmouth, at least in the short term.

"Full customs controls plus other checks being introduced on the EU side represent a huge change in the way a lot of UK exports work," he said, affecting 'just in time' deliveries and potentially causing delays that are "unprecedented in scale".



↑ Freight congestion could worsen after Brexit



← A public consultation into plans for the crossing took place at the end of last year

Vital year ahead for Lower Thames Crossing

Britain's longest ever road tunnel is progressing towards getting the go ahead following the completion of its statutory consultation just before the New Year.

A 4km twin bored tunnel is set to be built beneath the River Thames to the east of the existing Dartford Crossings as part of Highways England's 23km Lower Thames Crossing project. The scheme will create a new three lane dual carriageway link from the M2 near Rochester in Kent to the M25 in Essex between junctions 29 and 30.

The tunnel itself will become the most easterly transport connection spanning the Thames, close to an historic ferry crossing point between Tilbury and Gravesend. "Dartford is congested at the moment and it's only going to get worse if we do nothing," said Highways England's technical lead for the project Gary Hodge.

He explained that despite improvements to traffic flows following the introduction

of Dart Charge four years ago, the crossing is used by on average 150,000 vehicles a day compared to its design capacity of 135,000.

"The Lower Thames Crossing is expected to double capacity across the river and will initially remove 22% of the traffic from Dartford," he said. Another key benefit is that it will allow oversized and dangerous goods vehicles – which currently have to be escorted through the northbound tunnels at Dartford – to cross the river uninhibited, he explained.

Highways England is currently analysing responses to last year's statutory consultation which attracted some 26,000 responses and was said to be the most comprehensive consultation ever conducted by the strategic road network operator.

"Our next step is to produce an updated design proposal, depending on what feedback we get, before going for a submission for development consent towards the end of 2019," said Gary. "Then we will look at the

procurement process we need to go through with a view to starting works by 2021, with a construction period of about six years."

Although the detailed design is not yet in place it is known that the scheme will boast the third largest bored tunnel in the world by diameter, at 16m wide.

The southern tunnel portal is located around 1.5km from the river bank due to the need to pass beneath a designated 'Ramsar' wetland site which is a special protection area for nesting birds.

"On the south side we start off about 70m above the base of the Thames. The road then descends into a cutting in the chalk and chases itself down the landscape to reach 44m underneath the river," said Gary.

The northern portal is located around 700m from the river, with the road set to pass over a railway line before diving into the tunnel.

"The Gravesend-Tilbury crossing has long history," commented archaeologist Gustav Milne of the Museum of London, dating back at least 1500 years. "The towns were actually linked during the First World War by a floating pontoon bridge; now 100 years later, we can reinstate that connection." **SD**

Contracts

Balfour Beatty and Jones Bros have started work to build a £135M, 9.8km bypass of Caernarfon and Bontnewydd for the Welsh Government.

BAM Farrans joint venture has won a £75M contract from Norfolk County Council to construct a third road crossing of the River Yare in Great Yarmouth.

JB Riney – a subsidiary of Tarmac – has been appointed to deliver highways maintenance for Harrow Council in a deal worth up to £110M over five to 10 years.

Ringway has won a fourth, one year contract extension from Bracknell Forest Council to continue providing highway term services across the authority until at least 2025.

VolkerHighways has won a £49M, seven year contract with Bath and North East Somerset Council to maintain the local authority's highways, starting this April.

WSP has been appointed by Transport for the South East to develop a new transport strategy that will help to unlock growth in the region.

CIHT 100

Do the benefits of car reduction strategies outweigh the cost to personal mobility in cities?

YES 80%

For a sustainable future, car use has to be reduced. In cities where there are good alternatives, traffic reduction policies make sense.

NO 20%

Alternatives to the private motor car are not always viable in many urban areas, particularly for those with mobility needs.

To join the CIHT 100 panel please email mike@transportation-mag.com
This question can be responded to at ciht.org.uk Also, see page 8.

Standing tall for passenger rights

Brexit is a distraction taking away Government's capacity to deal with "real challenges" affecting local communities, such as improving mobility and the air we breathe, according to the Campaign for Better Transport's new chief executive.

But whatever the outcome of Britain's negotiations for an EU departure, Darren Shirley says the sector must "move on fairly quickly" and work towards solving key issues "that cannot keep being deferred".

Chief among these – and set to form part of the charity's new five year strategy coming in April – are a need for a national bus investment strategy, more effort to reduce transport pollution and greater use of technology to help people move around.

"I want to see rural transport revived in areas currently disconnected from public transport networks and a tangible impact made in cities on reducing transport emissions and levels of air pollution," Darren says.

Bus services have suffered from funding cuts, increased fares and falling patronage, he notes. "This destructive cycle has led to route closures and decisions being made which leave communities unserved." Darren cites the case of a disabled woman in Somerset who could no longer keep her job or access health services when her bus service was rerouted. "Operators and local authorities need to work closer together to understand community needs."

But in future, conventional buses may not always be the answer to improving local transport. "There might be instances where a smaller vehicle or a different sort of service like on-demand travel are needed. In some areas, private hire and taxis may play more of a role."



↑ Improving rural bus services is a central aim



← Campaign for Better Transport chief executive Darren Shirley

With regards to air quality, Darren welcomes London's planned Ultra Low Emission Zone and calls on further cities to bring forward interventions. "We cannot continue to force people to breathe the poor air that they are breathing in cities".

Smart technology will also be an important focus for the group going forwards, he adds, "enabling people to make choices and understand what their options are".

Buses and trains are likely to remain the backbone of UK public transport for a long time, says Darren, but services have to adapt to people's changing needs. Thought must also be given, he adds, to design systems for those who use services in 10 or 20 years' time.

Politicians today are generally aware of the importance of sustainable transport, he adds, despite distractions over Brexit. "But the scale of the challenge is not being met by national Government. There is a long way to go in terms of active travel, improving the operation of local transport and how road, rail and buses connect up in an integrated way."

Darren says the railways had a "disastrous time" last year, from difficulties over revised timetables to persistent delays, cancellations and overcrowding.

This could have an "impact on trust in the railways and people's travel decisions," he notes. "The Williams rail review has the opportunity to (create) some fundamental changes, but they have to be based on improving service and operation for users."

He also urges more investment in road maintenance and renewal. "The quality of our roads is poor and we need to invest in maintaining what we have for all users."

The group also actively champions walking and cycling and Darren is keen to ensure that suitable infrastructure is provided for active travel. "We see developments going in on the fringes of towns where there are no footways or access to public transport."

He also welcomes news that several other councils are planning to follow Nottingham by introducing a workplace parking levy. "Employers need to be doing what they can to encourage employees to take the most sustainable form of transport to work. Companies should be charged for the privilege of having parking spaces."

Darren also calls for developments not to be built around having two or three car parking spaces per house. "If we are putting in new infrastructure we should be designing it around ensuring that the most sustainable forms of transport are prioritised."

Improving sustainable transport is important for everyone, he adds. "If we get it right, the prize is a boost to the economy, helping people access employment, tackling isolation, joining communities up and reducing air pollution.

"If not, people can't get to work, see family and make hospital appointments. Those who will really suffer will be those left without a transport system that works for them." **MW**

Looking back and looking forwards

Darren Shirley became chief executive of the Campaign for Better Transport last summer, taking over from Stephen Joseph who was at the helm for 30 years.

"When Stephen started there

were arguments about whether to keep railways open and the impact of Beeching's cuts. Now the railways are growing rather than receding," Darren says. Looking to the next 30 years he predicts that autonomous

vehicles, electrification of the fleet and ensuring rural communities remain connected will be big themes, along with improving urban transport and reducing pollution and carbon emissions.

Darren is also keen to help tackle the problem of "poverty of access"

where some people without a car can have difficulty reaching employment opportunities. The charity's focus has moved, he adds, from one of 'how do we save public transport?' to 'how do we make transport system work for the needs of communities?'

Do the benefits of banning cars from central city areas outweigh the costs to personal mobility and the economy, and of displaced traffic?

Yes



Susan Claris FCIHT
Associate director
Arup

Spanish city Pontevedra provides a great example, where a family friendly pedestrianisation policy has been expanding for almost two decades.

The once languishing historic city centre has attracted young families from throughout Spain's north west region to settle in the city, even as the country overall grapples with low birth rates.

Car use in the inner city

has fallen by 77% and CO₂ emissions have dropped by 66%. The crime rate has also gone down.

Closer to home, in late 2018 Transport for London published research that showed improvements to make it easier and safer to walk and cycle in London's town centres and high streets result in an increase in retail rental values, more retail space being filled and a 93% increase in people walking in the streets.

A recent Living Streets report 'The pedestrian pound' demonstrated how investment for walking can deliver a commercial return for business and a much needed boost for local economies.

Case study evidence suggests that well planned improvements to public spaces can boost footfall and trading by up to 40%.

Walking and cycling projects can increase retail sales by 30%. There is evidence to show that pedestrians and cyclists spend more than people arriving by motorised transport – in some cases up to six times the amount spent by those in cars.

Access, of course, needs to be maintained for deliveries and for people who are mobility impaired to ensure they are not disadvantaged.

But restricting cars and improving the public realm can benefit everyone.

In terms of displaced traffic, while reports over the years have shown that building new roads often does generate new traffic, the converse has also been shown to be true.

In many cases, when you reduce road capacity existing motor traffic doesn't just find another route. Some of it disappears, or 'evaporates'.

No



Ian Birch
Centre for Economics &
Business Research

Personal freedom and access to opportunities that motoring provides are greatly cherished aspects of modern life. Our economy and society have evolved in ways that make cars indispensable for most of us.

City centres are also increasingly important to our economy. Many activities, from high value employment to retailing and specialist cultural activities are located in them precisely because they offer

access to a very large population.

It is the density of activities in city centres that gives them their competitive edge. High quality transport systems are needed to support them and meet a variety of user needs.

While it is desirable that more people choose public transport, cycling or walking, banning one particular form of transport will have economic and social consequences. Such action would affect some people more than others.

Many may travel elsewhere or choose not to travel at all, reducing the vibrancy of the affected city centre.

People who have to alter their behaviour are likely to include those who face great difficulties in switching to alternative modes, such as families with children, the elderly and infirm.

Banning cars could also intensify the competitive

challenges which some urban centres face, as illustrated by the 2018 Grimsey Review which estimates that 70,000 jobs would disappear from British high streets in one year alone.

Challenges have been felt in many cities, including Bolton. It had a vibrant and highly successful centre until a combination of the new football stadium and the Trafford Centre drew car using customers away in the 1980s and 90s.

As a result it is now one of the 12 most struggling cities in the UK, according to the Joseph Rowntree Foundation.

Banning cars is counter productive and there is a real danger of unintended consequences. Planners should instead focus on facilitating growth in sustainable locations and on improving the range of attractive transport options for accessing them.

Jo White



Job title – Head of intelligent transport systems, Highways England

Terms of reference – I oversee a group of people looking at a range of future ITS developments including connected and autonomous vehicle roadside infrastructure, intelligent mobility and improving customer service on smart motorways. It's very varied and exciting work.

Suitability for the job – I've been working in this industry for nearly 20 years. In the early days I focused on research including data analysis and traffic flow prediction, moved on to programme governance and control systems contracts management, and am now back in research.

Where based – Bristol, which I love. I often travel to our other offices in Birmingham and London and occasionally overseas.

Transport to work – Mostly walking and a train, but we have a small car park under the office. My husband works here too, so if we have a car parking space we car share.

Top of in-tray – It tends to be whatever's cropped up in emails, especially if it has a red exclamation mark!

Best aspect of job – Working with wonderful people on pioneering projects.

Worst aspect – Being away from my family; but thankfully it doesn't happen very often.

What is the most important transport issue today?

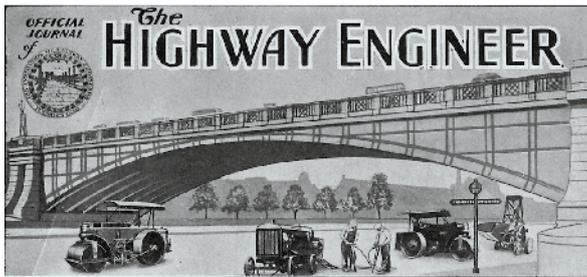
Accessibility and mobility for all.

How do you relax? Socialising, going to music gigs, reading and watching comedy.

What advice would you give to your younger self?

Don't be afraid to take risks or make mistakes – it's all part of learning

Ambition – To see the first fully operational connected corridor in the UK. I don't think it's that far off.



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

10 years ago

Future motorway widening has effectively been ruled out by the Transport Secretary in favour of expanding the use of hard shoulder running. Geoff Hoon has announced a £6Bn programme of investment to open up the emergency lanes during peak periods on a series of major routes across the country.

These include the M1, M25, M6 and M62, the M3 and M4 approaches into London and on motorways around Bristol, Birmingham and Manchester. He said the use of hard shoulders by traffic can add a third more capacity at peak times, and at a lower cost than conventional road widening.

25 years ago

Problems caused by vehicles parking or cutting across grass verges are a constant headache to all those responsible for highway maintenance, wrote TLH Oliver of ground reinforcement specialist Netlon and Professor Alan McGown of the University of Strathclyde.

Residential areas with rutted soil due to parking on grass and deep ruts caused by heavy goods vehicles mounting the kerb in landscaped industrial areas are common. For these areas, the authors said advanced turf – consisting of conventional grass grown on mesh reinforced topsoil – offering improved load bearing capacity and compaction resistance provides an attractive option.

50 years ago

Some elements of road maintenance require expenditure over which highway authorities have very little control, for example road signing and carriageway marking required by law, read a submission to the Marshall Committee on Highway Maintenance.

This means that any reduction in funding provided for road maintenance must fall on items such as surfacing, surface dressing and ditch cleaning. Expenditure on these can be reduced temporarily but, if continued, this would lead to the failure of the road. The cost of reconstruction is far greater than the saving on maintenance.

75 years ago

No one will question the fact that, despite 20,000 miles of railroad and approximately nine times that mileage of roads, the community generally is not served as fully and efficiently as is possible by transportation, wrote Watson Garbutt, responding to a report on the post-war development of highways.

The only way to tackle the problem is to overhaul the whole road system, he concluded. He added that, with the passage of time, the increased amount of all kinds of transport and the faster speeds of even present day vehicles, the problem becomes more difficult.



Digital assistance

I've spent the last 10 minutes firing a series of questions through my smartphone to Transport for London's 'travel bot' and marvelling at how quickly the responses come back. 'Is the District Line running to time, please?' I ask and within seconds comes the reply: 'The District Line has good service. Happy travels.'

I follow this up with: 'When will the number 15 bus arrive?' Straight away my new digital friend replies with: 'I can check nearby arrival times for you. Tap below to send a location'. A map pops up, I confirm my position and I'm told the next service will arrive in one minute. So far so good.

So I try more complex questions. 'Is it quicker to walk from Lancaster Gate to Paddington rather than take the Tube?' Immediately I am sent a link to a journey planner which confirms that indeed it is quicker on foot (seven minutes at a moderate pace). Helpful links are also summoned up when I ask about fares and the best route to take between two stations.

But it doesn't much like my enquiry about the location of the nearest bicycle hire station. 'I'm still learning, so I can only give you nearby bus stops at the moment' comes the rather timid reply. And maybe I was pushing my luck by asking: 'When will Crossrail open?' 'The Elizabeth Line is a-coming!' it says, before adding: 'The first trains will soon enter service between Liverpool Street and Shenfield'. Not quite the answer I was after, and a little out of date too.

All this information is freely available, of course, through official websites and travel apps. But I was struck by how quickly this 'chat bot' service – available through Facebook Messenger – pointed me in the right direction, so to speak, compared to searching the internet myself. When in a hurry and on the move, it is nice to get an immediate reply, even if it is not always as comprehensive as you might hope. No doubt the service will become more intuitive and well used over the next few years.

Hot on the heels of London is Transport for Greater Manchester which has just launched its own chat bot service for the city which it calls 'Eddy'.

But the UK, it seems, lags behind Australia when it comes to harnessing artificial intelligence for the benefit of passengers. Over in New South Wales, chat bots have become a firm fixture after the local transport authority opened both its doors and data to start up companies keen to develop systems to help people get around.

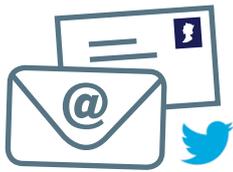
An entire floor of a Transport for New South Wales building in Sydney is now occupied by start-ups working to solve "a whole bunch of problems" and gave them the chance to trial new systems, according to director Chris Bennetts.

Passengers waiting at bus stops and train stations can now see how full the next service is before they board, giving them the chance to seek alternative modes of travel. Voice recognition systems are also being used to allow users to plan journeys, hear about disruptions and access a database of over 600 frequently asked questions.

But the approach to sharing travel information is not just based on smartphone technology. Several coffee shops and estate agents are among businesses to have installed electronic timetables in their premises so that customers can remain inside the buildings until the last possible moment.

"Providing better customer information helps people to choose public transport, and the chat bot is driving customer satisfaction," Chris remarked. "A whole generation of folks are not talking to humans! Using these emerging channels and seeing how customers respond is something worth doing."

Mike Walter, 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: mike@transportation-mag.com or write to: The Editor, Transportation Professional, 7 Linden Close, Tunbridge Wells, Kent TN4 8HH or use Twitter: @CIHTUK

Mobility challenges in rural areas

January's article titled 'Innsbruck boosts investment in its personal mobility offer' got me reflecting on my own recent experiences of personal mobility and particularly the lack of investment in rural transport services.

Last October I had my driving licence suspended following a seizure earlier that year. As someone who relied so heavily on their car, this not only came as a shock, but felt like I had lost a limb. Upon receiving the letter from the DVLA, the first thought which entered my mind was 'how on earth am I going to get to work?'

Living in rural east Devon and working in Exeter, my 15 mile, 20 minute commute to work suddenly became an enormous barrier to overcome. My life began to be dictated by timetables, colleagues' working hours (for lift sharing) and the cost of public transport.

I am fortunate enough to live in a regional town which has both a station and bus services to Exeter. Despite this, my commute has gone from 20 minutes to over two hours door to door, just to travel 15 miles. If I am lucky, one of my colleagues can give me a lift into work – but this is dictated by their schedule and own commitments.

Whether I take the train or the bus, I have to change in Exeter which means I rely on services to be on time to make the connection. If I miss a connection, I could easily have an hour or more's wait until the next service. Even in the peak hours the trains run at odd



← Infrequent rail services in rural areas can be a frustration

PIHPX – SHUTTERSTOCK

times, with the only services at 07.50 or 09.15; nothing in between.

As a transport planner this has been an interesting experiment in really getting to understand the frustrations and limitations on rural transport. It has left me wondering: why would anyone choose to travel for over four hours a day when they could drive it in 40 minutes? Why would you pay extortionate rail fares for a service which rarely runs on time, if at all? I may now be eligible for a national bus pass – but only to be used after 09.30, which is little use for someone who works nine to five.

It is great to see so much being put in to urban transport to make it better. But if you really want to make a difference, perhaps it is time to start looking further afield.

Daisy Atkin MCIHT

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Sharks-teeth markings

I was somewhat surprised by the letter from the co-author of the London Cycling Design Standards last month.

Three different give way markings are, indeed, prescribed in the UK regulations, for three different situations.

In the old currency, these diagrams are numbered 1003.1, 1003.3 and 1003A, should readers wish details.

Last month's letter seems to suggest these markings are insufficient, but does not explain why.

Concerning those road traffic accidents (often incorrectly) classed as involving 'failure to give way', the author asserts that 'worn or unclear markings may often be a main factor'.

He goes on to declare that 'the use of sharks-teeth could substantially reduce such collisions'. It is not clear why sharks-

Leeds conference impresses

I am writing to reflect on the success of the CIHT Young Professionals Conference in Leeds on 15 November. It marked the launch of the Young Professionals' Network; whose theme this year is the 'Future of Transport'.

The talks I found most thought provoking included one from Iain Forbes, head of



↑ Delegates at the young persons conference

the Centre for Connected & Autonomous Vehicles, who summarised the ongoing efforts in providing a regulatory structure for the operation of autonomous vehicles.

We are already seeing numerous driver aids added to conventional vehicles. In the next 30 or 40 years, new transport modes such as electric scooters and delivery drones will become a daily sight. These new technologies raise concerns such as attributing liability in road accidents involving an autonomous vehicle.

David Poole's session was titled "HS2 – the supply chain opportunity". David explained how High Speed 2 will act as a catalyst for growth of the UK as a whole.

I believe this argument holds true for

other major programmes such as Crossrail, the Lower Thames Crossing and the proposed Heathrow Airport expansion.

I wish to thank the organisers and look forward to this year's event. A key strength of the conference was that delegates could discuss topical transport ideas and learn from case studies, rather than being overwhelmed by technical information.

The event significantly contributed toward my aim of becoming a Chartered Engineer as I was able to network with transport experts. I'm sure other delegates also found the event to be very valuable.

Shamaka Chandramohan MCHIT

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teeth could do this or, indeed why they are immune from wearing.

Furthermore, a UK road marking resembling sharks-teeth (diagram 1062) is already prescribed as a means of indicating the presence of a road hump.

Is there not enough confusion built into the road system by poor road sign craft, without adding to it? In any event, why would we want a different form of give way marking for different road users?

Andrew Fraser MCIHT

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↑ Sharks-teeth markings on a Dutch crossing

Remember elephants and tigers when thinking about sharks

Regarding 'sharks-teeth' there is a directional arrow diagram 1062 used for humps or junction entry treatments (speed tables at junctions to slow motorised traffic, helping give non motorised users priority).

I don't understand how you could use these 'sharks-teeth' as give way markings as 1003A and 1009A serve the purpose and can also be enhanced by 1023 give way triangle and signage diagram 602 when deemed necessary – usually used at heavily trafficked junctions or those coming out onto high speed roads. This information is contained in Traffic Signs Manual, Chapter 5.

I also feel that the caption on the photograph was misleading as those sharks-teeth are not being used as give way markings; they merely were used here to show direction of travel.

In England we use cycle symbols for intended direction of travel already as good practice. Cycle symbols can also be used at crossing points where 'elephants feet' are present (in diagram 1055.3 these are also known as Parallel Crossings or Tiger Crossings – see TfL Streetscape guidance 2017).

These crossings and symbols avoid pedestrian and cyclist conflicts, as well as remind drivers that cyclists could be present on the carriageway.

Jamie Donovan MCIHT

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↑ Michael Jones makes deliveries of meat to customers around Greenwich on an electric cargo bicycle

Butcher on a bike cuts journey times

With the flick of a switch, butcher Michael Jones powers up a steep hill through Greenwich Park with five legs of pork in the basket of his cargo bicycle and continues answering my questions. I, on the other hand, have to drop down several gears on my mountain bike; struggling to keep pace. His secret? An electric motor.

Michael is the owner of family firm Drings at the bottom of said hill and is on his way to deliver 40kg of meat to a school on Blackheath. The round trip takes less than 20 minutes; far quicker, he assures me, than if we had taken the van on account of local traffic and the fact that vehicles are not allowed through the park. But that's not all.

"I can pull up outside any restaurant or shop and not have to worry about yellow lines," he says. "I also save time by cutting across major routes and nipping down side streets."

Michael took delivery of the cargo bike last summer for a trial backed by the local council and cycling charity Sustrans to demonstrate that delivering goods on two wheels can hugely reduce carbon emissions, help improve air quality and allow for swifter journeys.

"The bike has massively reduced how much we use our van, although we still use the vehicle to shift heavy quantities of meat or if it's hacking down with rain," he adds.

On an average day the bicycle will travel 20km making local deliveries, but it does go further; a colleague of Michael's recently took meat to Pentonville prison in Islington and saved an estimated 90 minutes coming back, when roads were clogged following an accident.

"During the trial we found the bike was quicker nearly all the time and in one month we saved £250 in fuel," he adds. "Whoever is doing the deliveries also benefits from aerobic exercise and enjoys more pleasant journeys, such as through the park."

The electric cargo bike provides four levels of power, ranging from 'eco' (the most gentle) to 'turbo' and gives assistance of up to 17mph. Pedal hard downhill, however, and you can go much faster.

An electronic unit displaying the speed and power output is attached to the handlebars and once removed, the bike's electric capability is lost. Michael says the battery can last up to five days in eco mode without a charge.

In summer the produce is packed into polystyrene to keep it cool, "but because we do most of our deliveries in such a short space of time, the meat is not out of the cold very long".

The bike allows the business to make multiple return journeys to pick up more orders, "something you don't tend to do in a van". Greater use of the bike has also led to the minimum order for deliveries come down from £35 to £20.

"Customers love to see the bike, but what we are doing is actually a retrograde step," Michael says. "It goes back to how butchers used to deliver their meat. We are now doing it in a modern way, with added technology."

● Elsewhere in London, a start up company is offering taxi rides for people on modified electric cargo bicycles. The firm, Pedal Me, has 14 bikes for hire and plans to increase its fleet to 34 by April.

Two people can sit in front of the rider and hail a ride using a smartphone app. The company also delivers goods for local firms.

"We are like a private hire taxi service, but get you there quicker," says dispatcher James Gower. "We charge roughly the same as an Uber but found we are 33% quicker through central London. When people see passengers on board one of our pedicabs it turns heads. It doesn't fail to raise a smile." **MW**

Southwark's elevated railway points the way for pedestrians

Several of London's Victorian railway viaducts may soon double up as popular pedestrian routes, including one south of the Thames where two business groups are encouraging active travel.

Kent rail commuters keen to stretch their legs rather than continue sitting (or standing) on trains through to Waterloo and the West End now have an alternative path to follow from London Bridge that is neither the Jubilee Line nor a cycleway.

A pedestrian route known as the 'Low Line' has been created that follows 2km of railway viaduct through the streets of Southwark. It weaves through the arches of Borough Market, passes sites of interest including the former Ewer Street air raid shelter and cuts through a modern piazza at Flat Iron Square. The route also takes walkers past curious oddities such as America Street's metal box garden where shrubs are planted in a skip.

Small blue waymarkers line the route, along with cast iron maps fixed to the underside of the viaduct.

The Low Line is championed by Southwark Council and neighbourhood groups including Better Bankside and Team London Bridge; two of around 60 business improvement districts in the capital (and 317 in the UK) set up to support local firms and – in many cases – enhance the urban realm and promote sustainable transport.

Further extensions to the Low Line could see it continue beneath railway viaducts east towards Bermondsey, north to Blackfriars and south to the Elephant & Castle.



↑ People walking beneath railway arches on Great Suffolk Street

For the moment, the east/west route is largely bookended by two community spaces: Isabella Street near Southwark underground station is a foliage flanked footpath home to several restaurants; and Gibbon's Rent 'pocket park' near London Bridge features a tiny lending library.

A second walking initiative being taken forward by the two business districts aims to create a more clearly defined pedestrian route east of Borough High Street through several back streets including White Hart Yard.

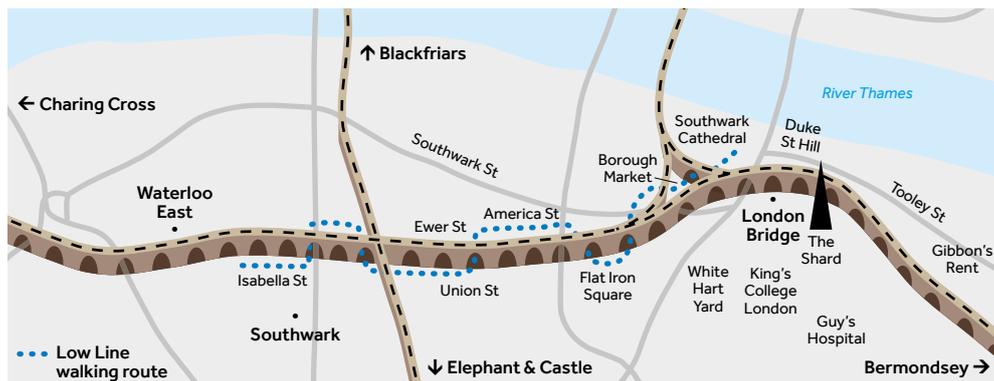
The route will improve access on foot to Guy's Hospital and King's College London, helping people to avoid crowded and polluted footways

beside main roads. New signage, lighting and smooth surfaces are planned, along with a 'vertical garden' on the side of a prominent building.

Avoiding busy main roads can have major health benefits for walkers, says Better Bankside's sustainable travel manager Amandeep Kellay.

"We recently worked with King's College to fit air quality monitors to volunteers; asking them to walk along two main streets before instructing them to return on a quieter route.

"Taking the low emission route reduced their exposure to poor air by a quarter." His colleagues are working with King's to develop a cleaner air route planner for pedestrians.



↑ Jack Skillen takes out a book from a tiny lending library in Gibbon's Rent

High Line walkway planned for north London...

Camden in north London is looking to follow New York by introducing a 'High Line' walkway along former railway corridor on top of a viaduct. The plan is to install a footpath beside live tracks currently used by Overground services to link Camden Road station with York Way near King's Cross, a distance of 1.2km.

Project promoter Camden Town Unlimited – a business improvement district – hopes to appoint a design team and run a competition this year ahead of submission of a planning application.

"We have taken inspiration from New York's High Line which has put an elevated space to better use," says the promoter's head of project Adam Richards. "Camden and King's Cross are geographically quite close but it can be hard to

travel between the two on foot. An elevated linear park would help improve the route."

Camden's High Line may also ease congestion on the Northern Line between Camden Town station and King's Cross and provide a more convenient and quicker link between Camden Market and new retail destinations such as Coal Drops Yard near York Way.

Adam adds that the route passes through some of the borough's most deprived estates and would provide green space on the doorsteps of 20,000 people who live within 400m of the viaduct. He hopes too that the High Line would attract tourists and help spread economic benefit west towards Camden.

New staircases and lifts are planned to provide access from the street to the High Line and there



↑ On the route of Camden's planned High Line

is to be an emphasis on high quality hard and soft landscaping along the route. Much of the walkway will be on a different structure to the live railway, but a separation wall will be needed towards the eastern end of the line where the width of the corridor narrows.

... as south London pushes ahead with Coal Line park

Ambitions in Peckham to create an elevated linear park on part of a railway viaduct between Rye Lane and Queen's Road took an important step forward last summer with publication of a feasibility study that also sets out a roadmap for delivery.

The 900m 'Coal Line' route has been divided into seven stages with the first of these set to connect Queen's Road with the Kirkwood Nature Reserve. Nick Woodford from the project said the route promises to improve connectivity, benefit businesses and improve the health and wellbeing of local people.



PECKHAM COAL LINE



"Taking the low emission route reduced people's exposure to poor air by a quarter."

Amandeep Kellay



↑ Isabella Street is a pleasant walkway near Southwark station

Another scheme nearby called 'Walk Elephant' looks to improve footpaths linking the Elephant & Castle and the Thames. Team London Bridge's placeshaping director Jack Skillen explains: "We are working to highlight a number of more tranquil routes away from major thoroughfares.

"Often there are buildings in the way which give the impression that you cannot walk between areas, but this one only takes about 20 minutes on back routes if you know the way."

At its northern end the route passes along Joiner Street – a pedestrian only arch beneath London Bridge station –

before emerging on to the intersection of Duke Street Hill and Tooley Street, which run close to the river. But reaching the Thames is not easy.

"If you didn't know your way around, you would not know where the river is," says Jack, who points the way through a narrow and difficult to spot footway called St Olaf Stairs.

To improve navigation an installation will be introduced this summer on the small 'Tooley Street Triangle' across from the station featuring a map on the ground and finger posts pointing the way to key points of interest. **MW**

Business districts aim to better control deliveries

Consolidation tactics and encouraging office workers not to receive deliveries at their desks are being taken forward by the two business improvement districts to reduce congestion and pollution.

Jack Skillen of Team London Bridge is asking tenants of the Shard to club together and receive deliveries of staple products in one go, such as bread and cleaning products.

Not all deliveries can arrive at once, he notes, as restaurant chefs are often keen to source unusual ingredients at short notice.

"But there is Borough Market nearby and a flourishing community allotment which provides produce for some high end restaurants," he adds.

Amandeep Kellay of Better Bankside is working with local companies to urge staff to 'click and collect' their online orders from central points outside of office hours, such as local newsagents. "It's important that businesses take action to reduce congestion and pollution," he says.

"Firms do have an appetite to demonstrate they are working with employees to reduce their environmental impact."

Last autumn Transport for London awarded both groups funding to help make deliveries more efficient and reduce congestion.

Better Bankside received £50,000 for a 'green logistics' delivery consolidation centre and Team London Bridge £29,000 to promote cycle freight.

Footfall up in Cheltenham centre

Closure of a road to private vehicles through central Cheltenham has led to a notable increase in pedestrian traffic.

Calmer conditions have been restored to Cheltenham's centre after vehicles were restricted last June on North Road where it crosses the town's High Street.

Discouraging private cars to drive through the junction has seen vehicle movements fall from 13,000 a day to nearer 2000. Only buses and taxis are allowed past an enforcement camera and across the intersection known locally as 'Boots Corner'.

"The idea was to reduce traffic down to a point that is manageable for pedestrians and where they can feel safer," says Cheltenham Borough Council's managing director for place and economic development Tim Atkins.

"Most of the private vehicles previously passed through – rather than to – the town and we have seen a huge increase in footfall across the junction, with 610 more crossings on foot every hour; an increase of 100%.

"You cannot make a high street strong if you have cars passing through its middle," he adds. "If the restriction was reversed, local people would get a shock." The local bus company has also reported a 4% increase in journeys.

Transport is, Tim adds, an important factor in how the council can help shape the town. "We felt that 13,000



↑ Cars are no longer allowed past Boots Corner; this motorist approaching the junction can expect a fine



"You cannot make a high street strong if cars pass through its middle."

Tim Atkins

vehicles passing through the centre would not encourage people to sit down and enjoy their visit." New seating areas and large green bicycle racks resembling the outline of a car have been placed beside the junction.

Cheltenham is holding its own against the pressures faced by town centres across the country. A new John Lewis store opened at one end of the High Street in October and the Brewery Quarter shopping centre at the other end saw a 15% rise in visitors last year.

The centre's commercial property director Phil Martin says the recent closure of Boots Corner to through traffic has "connected the town in a positive way".

The restriction was to be reviewed this month but has been extended to see what effect it has on traffic when

the town hosts the Gold Cup horse racing event in March. Cheltenham Borough and Gloucestershire County councils are closely monitoring the knock on effect of traffic using surrounding streets, including Rodney Road which has reportedly seen up to a third more cars since the restriction.

Cabinet member for development and safety Andrew McKinlay is pleased with the transformation of the High Street and describes the former one way route up North Road as "a long running failure". He acknowledges that some are opposed to the change, but adds that the "quiet majority" are in support.

Cheltenham's MP Alex Chalk disagrees, describing the closure of Boots Corner to cars as "a serious mistake". A petition has been launched to reverse the vehicle restriction.



↑ Walkers enjoy the John Muir Way
CENTRAL SCOTLAND GREEN NETWORK TRUST

Great strides made in Scotland

Council leaders from Falkirk, Edinburgh and East Lothian have pledged to promote a long distance walking and cycling route linking Scotland's east and west coasts. The John Muir Way – named after the Scottish born environmentalist – covers 215km and was completed in 2014. The trio of councils signed a concordat in December to encourage local people to enjoy the corridor.

This comes as the Scottish Government appointed a new Active Nation Commissioner – the former professional mountain biker Lee Craige – and confirmed its active travel budget

will remain at £80M for the year, after rising from £40M in 2017.

One Scottish group promoting active travel north of the border is the charity Paths for All which last autumn allocated £210,000 to 11 projects through the Smarter Choices Smarter Places programme, supported by Transport Scotland.

The charity's chief officer Ian Findlay says: "Increased active travel helps to create robust local communities where people feel more connected to the places they live."



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UltraCrete bedding mortar now sets 25% faster

Innovation and product development have always been at the heart of UltraCrete. With this in mind, the company's research and development chemists have developed and enhanced the formula of its high performance bedding mortars to offer faster setting times and improved compressive strengths.

UltraCrete's M90 all purpose fast set mortar now achieves an impressive compressive strength of 22N/mm² in just 90 minutes allowing roads to be opened earlier. This is 25% faster than before and achieves rapid strength even when temperatures are as low as 5°C.

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Midlands Connect chief targets routes to growth

Transforming east-west rail and road links across the Midlands is vital to ensure the region plays a leading role in rebalancing the UK economy, Maria Machancoses tells Steve Dale.

“**H**igh Speed 2 will be the biggest thing that’s happened to Birmingham for a century, so we need to get it right,” states sub-national transport body Midlands Connect’s director Maria Machancoses.

She is standing at the heart of the UK’s planned new high speed rail network beside Birmingham’s Curzon Street station, where early construction activity has begun.

“This is an economic regeneration project as much as it is a railway capacity improvement project,” she says. “The moment that the Government said HS2 is coming to Birmingham and identified Curzon Street as the station the whole city started to rethink its urban planning policy; the amount of thinking has been phenomenal.”

As we know, High Speed 2 will provide faster connections between Birmingham and London and create new connectivity with the north of England. But, adds Maria, there is a need to spread the HS2 effect beyond the city to ensure the rest of the Midlands can access high speed services and benefit from the released capacity that the scheme provides.

“That’s what we see as our role, because previously nobody was bringing this all together into a coherent story.”

Midlands Connect was set up in 2014 as a partnership between local



↑ An artist's impression of Curzon Street station, set to open in 2026

authorities, chambers of commerce and local enterprise partnerships across the region as well as airports, public transport bodies and national transport agencies.

The organisation sets out to gather evidence, develop ideas for strategic transport interventions and make recommendations to Government on behalf of the region to ensure there is a long term pipeline of projects.

“Historically we have failed dramatically to make the case for investment in the Midlands and that’s why the region agreed that a united voice backed by evidence will be the only way forward,” says Maria.

The sub-national transport body’s flagship plan is known as the Midlands Rail Hub, and aims to enable faster and more frequent east-west journeys across the Midlands and improve access to High Speed 2.

“We know that there are agglomeration benefits of bringing towns and cities closer together but until now it’s mostly been about north-south,” she explains. Improving east-west connectivity is expected to unlock new housing sites and improve access to employment opportunities.

However a key challenge in delivering this is the fact that Birmingham’s hub station, New Street,

is full and unable to support any additional services. “But what we do have,” says Maria, “are two local stations at Moor Street and Snow Hill that have not been given any thought for decades”.

The plan is to increase capacity at these two stations and deliver improvements along the corridors they serve to create space for an additional six million passenger journeys a year towards Midlands destinations including Leicester, Derby, Nottingham and Hereford.

This equates to 24 extra train services every hour linking east and west and could allow 1.6 million more people to reach the region’s biggest towns and cities within an hour.

Proposed interventions include construction of new track and passing places, additional platforms at Moor Street and Snow Hill, improved junctions and signalling, some electrification and reinstating the Camp Hill line – axed by Dr Beeching in the 1960s – towards Kings Norton.

Midlands Connect is also looking into further, multi-modal options to provide good quality access to High Speed 2’s East Midlands Hub station at Toton near Derby and Nottingham, which is due to open in

↓ Midlands Connect director Maria Machancoses



Action urged to release Birmingham motorway capacity

Several motorways converge around Birmingham to form one of the busiest and most critical areas of the UK's strategic road network, which according to Midlands Connect is in dire need of improved resilience.

The M5, M6 and M42 create a 'Birmingham Box' which serves both a local role and a key national role for long distance north-south journeys, including those between London and Manchester.

"Congestion around Birmingham is a big problem," says Maria Machancoses. "A lot of major distribution and logistics centres

are based here because of the accessibility to the rest of the country, but it's becoming difficult to cross the network because every day we have delays in the Birmingham Box."

To help tackle this Midlands Connect has launched a long term strategic study into what it terms the 'Midlands Motorway Hub', working with Highways England.

Maria explains: "We are not just looking at the Birmingham Box but have started to bring in the wider network; let's understand what interventions elsewhere will release capacity here."



← Congestion on the M6 approaching Birmingham DFT

Long term ambitions to upgrade both the A46 and the A5 form part of this study, which if enhanced could provide alternative routes flanking the Birmingham Box for local traffic.

Shorter term interventions

identified to date include widening the M42 between Junction 3a and 7 to the south east of Birmingham, efforts to encourage the use of the M6 Toll and targeted improvements to junctions of the M6 east of Birmingham.

2033. It is hoped this could be brought forward to 2030 with services running between Birmingham and Toton.

Maria says: "The Rail Hub is becoming the big thing that the Midlands is lobbying for. It's really exciting to have everyone backing one programme that will benefit people across the whole region."

She adds: "This isn't going to be a white elephant; it's an incremental investment programme. Interventions will be sequenced and agreed by the leaders of the Midlands as well as the Government." Midlands Connect is expected to publish a strategic outline business case for the Rail Hub this spring.

However railway improvements are not the only way the organisation is looking to bring east and west Midlands closer together.

It has also placed significant focus on highway upgrades including a long term strategy to upgrade the A46 – which links the south west and north east of the region – to 'expressway' standard.

Maria describes the road in its current form as "unreliable", with towns, cities and a high number of road reliant businesses along its length complaining of hindered growth due to frequent congestion.

The 250km route is also a key strategic corridor for freight movements, providing access to the Humber and Immingham ports in Lincolnshire and, at its south western end, towards the Bristol ports.



"The Midlands has a huge potential for growth after decades of being left behind."

Maria Machancoses

"This truly is a trade corridor," says Maria, "and yet nobody was looking at it as a strategic route with a phenomenal potential for growth. The relationship between transport, planning and the economy has not previously been explored very much at a corridor scale."

Midlands Connect presented the case for investing in the A46 in its Stage One Corridor Study published in November, and is now working with key stakeholders including Highways England to develop a recommended programme of upgrades. This is likely to include, among other interventions, a call to prioritise an upgrade to the A46 around Newark.

Further roads priorities for the region include upgrades along the

A5 corridor from the M6 north of Birmingham to the M1 south of Leicester, and a study is also looking at the A50 / A500 between Stoke-on-Trent and Nottingham.

In summarising Midlands Connect's ambitions, Maria says: "We don't want to become a generator of studies and reports that go on the shelf, sub-national transport bodies need proper support from Government which means that whatever we recommend is taken and embraced by future national investment programmes."

She adds: "The UK now requires not just to rely on London for its future prosperity, it needs to start creating real economies across the piece and we feel that the Midlands has a huge potential for growth after decades of being left behind."



Ambitious apprentice aims high

Transport planning apprentice Erin Ruddy is on course for a great future after being named as CIHT's Apprentice of the Year 2018. *TP* spoke to Erin about her career hopes.

Tell us about your apprenticeship

Erin: I started at Capita in North Tyneside in September 2017 and my role involves transport modelling, site visits and working on projects such as cycleways and improving infrastructure for schools.

The academic element involves going to college in Leeds in two week blocks every few months. At the end I will have a Level 3 qualification in transport planning and be put forward for recognition as an Engineering Technician through CIHT.

What do you most like about working in highways and transportation?

Erin: My favourite part is interacting with the public and I work close to where I live, so it's great to get involved with projects that will benefit my community. The sector offers so many career opportunities; once you have got a step on the ladder I think there is a lot of scope to go in different directions.

What advice do you have for others thinking about a transport apprenticeship?

Erin: Approach the industry with an open mind, there will always be a need for transport and it is in your hands



↑ Erin Ruddy

↑ An apprentice on a highways site

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to create a better future. It's a great industry to get into if you want to make a difference in the world.

It's also amazing how – through an apprenticeship – you get paid to learn while gaining experience. You end up with great professional connections and no university debt.

What are your personal ambitions for the future?

Erin: Chartership is definitely something I am working towards, but in the shorter term I am focused on getting my EngTech and later a degree and a Masters.

I would also love to work abroad, especially in the Netherlands. It would

be an exciting opportunity to expand my knowledge and experience.

What are the biggest challenges currently facing the sector?

Erin: I'm keen to help get more females interested in engineering because of the lack of gender diversity in the sector. Female apprentices like myself can feel a bit uncomfortable or out of place in male dominated teams so I want to break the stigma that engineering is for men through my role as a STEM ambassador.

Within transport planning there is a big challenge to change people's travel behaviours and encourage the greater use of sustainable transport.

Employers collaborate to develop training standards

More than two dozen employers are currently collaborating to develop a new transport planner (degree level) apprenticeship 'standard'.

There are nearly 40 such standards that cover transport and logistics in the UK. Standards developed by other so called 'trailblazer' employer groups in transportation in recent years include qualifications for rail infrastructure operators and transport planning technicians.

CIHT is supporting a number of these employer groups to develop

apprenticeship standards and deliver end point assessments. New apprenticeship standards replace older style 'frameworks' which will no longer receive funding from September 2020.

Development of new standards is overseen by the Institute for Apprenticeships, a Government body which maintains quality criteria for the approval of courses and end point assessments.

Relationship manager Sarah Walker works with employers to develop standards covering

transport engineering. "Groups of employers come together if they spot a need for a new



↑ Sarah Walker

apprenticeship or a gap in provision. My role is to guide them through that process." She adds: "Employers decide the knowledge, skills and behaviours required by participants. We make sure what they do follows a series of guiding principles."

Each trailblazer group must be reflective of the sector and include large and small employers. Suggested standards and assessment plans are reviewed by one of 15 'route panels' comprising sector specialists.

"No one employer can develop an apprenticeship just for their organisation; it has to be suitable for everyone in that occupation," she says. "Apprenticeships provide people with the skills that employers want and are open to all ages, not just the young."



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Major residential link takes shape near Rugby

↑ White lines are painted on to the access road leading to a huge housing site called Houlton, where construction will start soon PAUL THOMAS PHOTOGRAPHY

Occupiers of 6200 homes set to be built in Warwickshire for a new urban development called Houlton will make use of a distributor road that crosses a canal and passes over difficult ground.

Brownfield development on a huge scale will take place over the coming decade on the site of a former long wave radio transmission facility in Warwickshire used by the Government of the day to communicate around the world.

The so called Rugby Radio Station featured 12 masts and opened in 1926. It was said to be the most powerful transmitter of its time, able to send messages to nuclear submarines.

Now the 485ha site is set for a new lease of life as the location for Houlton, described as a sustainable urban extension to the south east of Rugby. The community will include three primary schools, a secondary school and employment space.

Houlton is being linked to its anchor settlement by a 2.5km link road, currently under construction by Galliford Try to initially open up land for construction.

A key element of the road link is a new bridge over the Oxford Canal. Twenty five beams with a span of 30m have been lifted into place by a 1000t crane.

Abutment walls are supported by 29 bored piles of 900mm diameter, installed to a depth of 27m.

Later will follow the installation of a distinctive red brick clad reinforced concrete parapet on top of the structure. "This will be a statement gateway to the development and also serve as a vehicle restraint and an



"During the beam lift we operated stop/go boards for canal boats."
Graham Bucknall

environmental barrier to shield road noise from houses nearby," explains contracts manager Graham Bucknall.

"During the beam lift we agreed with the Canal & Rivers Trust to operate stop/go boards for boats using the canal in order to keep access open. It is a main waterway into Birmingham and has been described as the canal equivalent of the M6," he adds.

New embankments carrying the road pass over poor ground featuring sands and gravels.

Plans to surcharge areas with fill and allow the additional material to settle would have added 16 weeks to the programme, so 1000 controlled modulus columns of 300mm diameter were specified to stabilise the ground and provide a secure highway platform.

Elsewhere on site a large diameter culvert has been installed to accommodate a diversion of Clifton Brook – a tributary of the River Avon – under the road. A flood compensation area has also been created, which involved moving 55,000m³ of earth to provide a once in a 100 year level of flood protection.

Around 200,000m³ of earth will have been cut and filled on the road project, which will also see two new >



← How a new statement bridge over the Oxford Canal will look URBAN & CIVIC



transportation 2019

consultants directory

Supplement to Transportation Professional, June 2019

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 2019 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**

Published on 14 June with the June 2019 issue of Transportation Professional, the directory will be delivered to every CIHT member plus key transport clients.

Questionnaires have been sent out. If you wish to secure an entry, please make sure you complete and return your forms by Friday 29 March.

If your firm was not listed in 2018 and you want to be in the 2019 directory, call 01892 524468 or email kirsty@transportation-mag.com

For advertising opportunities contact commercial director Fawad Minhas on 01892 553149 or email fawad@transportation-mag.com

Awards 2019

Have you been involved in a successful highways or transportation scheme?

The CIHT Awards aim to celebrate and reward the good work currently taking place in the highways and transportation sector, and to promote this professionalism and best practice to a wider industry audience.

The deadline for submissions is Friday 1 March 2019.



CIHT AWARDS 2019

- ★ CIHT Health and Wellbeing Award
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- ★ CIHT Walking and Cycling Award

For details about sponsorship opportunities please contact
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Entries open at: www.ciht.org.uk/awards



↑ A 1000t crane lifts one of 25 bridge beams into place to create the bridge over the canal on the Rugby Radio link road project

> junctions created to provide access to the A5 and A428 nearby.

Project manager Paul Naughton says earthworks and road surfacing will complete this spring. He adds that housing developers will have to work around a series of protected ridges in the landscape and concrete foundations for the radio masts which are also listed.

Three housebuilders are already signed up to the scheme with another three expected to join later this year.

Plans were being taken forward for a new Rugby Parkway railway station to be built close to Houlton on the Northampton loop of the West Coast Mainline, which runs alongside the development. But funding of £4M was withdrawn by Warwickshire County Council last May after it failed to secure match funding.

Stephanie Clifford of the Rugby Rail Users Group expressed mixed feelings about a new station as the West Coast Mainline “is completely jammed with trains” but added that a station could be a good idea after High Speed 2 opens.

The developer says that residents of the new houses will not be more than a mile away from the school gates to make school runs “healthy and stress free”. It also points to a network of footpaths and cycleways planned around the development as examples of sustainable transport.

A Warwickshire County Council

spokesman said the developers of Houlton have ensured that the new town will be “as sustainable as possible with around 14km of pedestrian and cycle paths to be constructed throughout the development”.

The council added that it remains an ambition to see a railway station built nearby.

Rugby Radio link road

Contract value: £18M
Completion: September 2019
Client: Urban & Civic
Local authority: Warwickshire County Council
Structures and earthworks design: AECOM
Highways design: Vectos
Principal designer: RPS
Main contractor: Galliford Try
Surfacing contractor: Tarmac
Materials supplier: Aggregate Industries



↑ A huge culvert was installed for a diversion to a waterway
 ↓ An aerial view of part of the new road and canal bridge



Opposing views voiced about new homes in Houlton

Mark Pawsey, MP for Rugby: “I’m very supportive of the Houlton development and the new road will make certain that people can quickly and easily get into Rugby town centre. Delivery of the new road at a relatively early stage will enable development to proceed faster.

“I understand the case for a new railway station, but Rugby already has a substantial station with plenty of capacity. Houlton is one of the largest housing sites in the UK and an exemplar for good development.”

Mark Sullivan, Campaign to Protect Rural England: “Houlton is a poor location for housing and it will not be easily served by public transport. It will see a very high level of car use and people who buy houses there are likely to be those who want to drive all over the country by motorway.

“I think a new railway station would be well used, but it is interesting it was to be called a ‘parkway’ which implies that people will drive to it.”

Quintet of councils take aim to reduce pollution from vehicles

Five cities in England are compelled to introduce Clean Air Zones. Theo Naidoo takes a look at what the measures will mean for motorists and professionals in the sector.

Introduction

Southampton City Council announced plans to address air quality issues last month; the last of five local authorities tasked by the Government to introduce measures to combat pollution due to their breaching legal limits.

The other cities to have already submitted their plans to reduce levels of nitrogen dioxide by 2020 are Birmingham, Derby, Leeds and Nottingham.

Each scheme varies in terms of its size, the vehicles affected, exemptions and ambition. When London introduces its Ultra Low Emission Zone in April and the Scottish Government implements similar schemes in its four biggest cities, the highways and transportation sector will face different legal regimes and challenges throughout the country.

The implications for network management, procurement, delivery and asset management will need to be carefully considered.

Why Clean Air Zones?

Government continues to work towards achieving lower emissions and improving air quality in urban areas. The Department for Environment, Food & Rural Affairs told each of the five areas to create Clean Air Zones to achieve this and publish plans by the end of 2018.

Clean Air Zones – which will have a major impact on transportation and construction – are areas of a city where action is taken to discourage the most polluting vehicles.

They are comparable to London's existing Low Emission Zone and Emissions Surcharge (known as the T-Charge) and have been identified in the Government's Clean Air Strategy as one of the most effective ways of bringing down emissions.

Technical modelling used to inform the strategy found that Clean Air



↑ Greater effort is being taken to tackle emissions

LANA ELCOVA – SHUTTERSTOCK

Zones which impose financial penalties on older vehicles are considered the most likely means of achieving compliance.

However the Government was keen that such measures should only be put in place as a last resort if other measures (such as speed bumps, retiming traffic lights and incentives to use public transport) were shown to be insufficient.

The legal context

Government is under pressure to bring down emissions quickly due to international and European obligations, as well as national legislation.

This was highlighted last February when campaigners won a third High Court victory over the ineffectiveness of Government policy. Mr Justice Garnham said: "The Environment Secretary must ensure that (in a number of areas) steps are taken to achieve compliance as soon as possible, by the quickest route possible and by a means that makes that outcome likely."

Directive 2016/2284/EU of the European Parliament and the council relating to national emission ceilings

for certain atmospheric pollutants oblige the UK to take steps to lower emissions.

However it is unlikely that Britain leaving the European Union will affect these obligations as – while agreed at the European level with British support – they were enshrined into UK law by the Air Quality Standards Regulations 2010 and the National Emission Ceilings Regulations 2018.

Furthermore, the EU obligations stem from the United Nation's Economic Commission for Europe's '1979 Convention on Long Range Transboundary Air Pollution' and its 1999 'Protocol to Abate Acidification, Eutrophication and Ground-level Ozone', revised in 2012 and which the UK Government helped to shape.

A global problem and a global challenge

The World Health Organization estimates that air pollution is responsible for seven million premature deaths each year across the world. In the UK alone, long term exposure to man made air pollution has an annual effect equivalent to between 28,000 and 36,000 deaths;



DRG PHOTOGRAPHY – SHUTTERSTOCK

caused by strokes, lung cancer, respiratory conditions, cardiovascular disease and possibly dementia.

These negative health effects generate individual suffering and an economic cost to society. Research has estimated that air pollution costs the EU's 28 countries around €140 billion which corresponds to almost 1% of the GDP of the member states.

In cities, where the worst air quality is found, road traffic emissions are the principal source of pollution.

Independent transport consultant Dr Glyn Rhys-Tyler argues that emissions compliance with air quality standards will continue to prove a major challenge for the UK.

The two main air pollutants of current concern from road transport in the UK are nitrogen oxides (NO_x) and particulate matter.

NO_x from vehicle exhausts primarily comprises two components: nitric oxide (NO) and nitrogen dioxide (NO₂). From a health perspective NO₂ is of most concern and diesel vehicles produce the overwhelming majority of nitrogen oxide gases coming from roadside sources.

This is putting pressure on city governments to take action and for the highways and transportation sector to be a part of the solution.

Five authorities required to take forward Clean Air Zones

Birmingham City Council:

Last September Birmingham submitted its preferred business case which included a Clean Air Zone charge in the city centre. This is arguably the most comprehensive of the five schemes and is predicted to achieve "full compliance in 2022".

Measures include parking restrictions and a clampdown on vehicles whose engines are left idling.

Cars, taxis, private hire vehicles and light goods vehicles that do not meet the Euro IV emissions standard for petrol and the Euro VI emissions standard for diesel will pay £8 a day to travel into the city.

Non compliant heavy goods vehicles, coaches and buses will pay £50 a day. In general, petrol cars manufactured since 2006 and diesel cars made since 2015 will be compliant.

Birmingham's zone will largely be bounded by the A4540 ring road and be



↑ Leeds is one of five cities required to introduce a Clean Air Zone

TUPUNGATO - SHUTTERSTOCK



Theo Naidoo, Policy Officer, CIHT
Theo leads on CIHT's influencing work and previously worked for the District Councils' Network and the Office of Rail & Road.

enforced by automatic number plate recognition. The council estimates it will cost £24M to set up, which will be funded by central Government.

Discussions continue as to the exemptions for people living or working in the zone, those on a lower income, hospital patients and visitors, businesses based or operating inside the area, taxi drivers, community and school transport services and vehicles registered for disabled motorists.

Leeds City Council:

Leeds outlined its plans to reduce air pollution in October, which included a Clean Air Zone charge for motorists. The scheme is estimated to cost around £13M and is set to begin in January 2020.

Fees will only apply to taxis and private hire vehicles (£12.50 a day) and to HGVs, coaches and buses (£50) that do not meet the emission standards. Private vehicles and vans are exempt.

The council recognises that including these would have a positive environmental impact, but estimated that 125,000 cars would have to be upgraded within a year to achieve compliance and was "not considered achievable".

The Leeds zone covers over half the city. Financial support of up to £16,000 is available for hauliers to upgrade non compliant heavy vehicles, which is estimated at costing up to £27M.

Nottingham, Derby and Southampton:

The first of the five authorities to have its air quality plan approved by Government was Nottingham City Council.

It chose to reject a charging Clean Air Zone and focused instead on its 'Go Ultra Low' project which aims to convert buses, taxis and refuse vehicles to low emission models.

Derby and Southampton city councils took longer to produce their plans. Derby rejected a chargeable zone in November and instead proposed a number of traffic management measures on the outer ring of the city centre, a car scrappage scheme, retrofitting of city buses and installing more electric chargers.

Last month Southampton also rejected charging motorists. It is looking to develop shore side power schemes for its port, HGV accreditation and improve bus and taxi licensing to encourage cleaner vehicles.

Conclusion

The risk is that a scatter shot of different schemes and regulatory regimes with different goals and standards make it more difficult for highways professionals, the freight industry and taxi drivers to understand and it may impede economic activity.

However without achieving critical mass, incentives to invest in new and cleaner vehicles will be weak and local authorities will not be able to improve their residents' lives. The highways and transportation sector should consider carefully how it can make a positive contribution to improving air quality.

Acknowledgement

This article has been peer reviewed by the CIHT Network Management & Operations Panel.

Careers advanced with qualifications

Congratulations to all our members who successfully passed their CEng, IEng, EngTech and TPP professional reviews at the end of last year, bringing CIHT's total registrants to well over 1000.

Interest in CIHT qualifications and professional registration remains strong, highlighting the value of achieving an internationally recognised standard of professional competence.

CIHT President Matthew Lugg said: "We are very proud of all our members who become professionally qualified through CIHT. Gaining one of these qualifications is a professional development milestone and undoubtedly is beneficial to career progression.

"I am delighted to have the opportunity to congratulate all of our newly qualified



↑ Moneeb Munir

members on their fantastic achievement which not only benefits them but also their employers and the wider industry."

One member who recently achieved the Chartered Engineer qualification is Moneeb Munir, who works on Highways England projects as Kier Design Services' drainage lead in the north of England.

"I've found that people now take me a lot

more seriously and it also gives me more self confidence," he said. "Going for CEng feels like a big hurdle but once you get started it's not as difficult as you think. Keeping records of your experience is key so you've got all the evidence for your portfolio to hand."

Ameys Consulting civil engineer Katerina Georgiou became qualified as an Incorporated Engineer and has since been promoted within the



↑ Katerina Georgiou

company. "I felt so proud of myself and it was an amazing experience," she said.

She described putting together her portfolio of evidence as a challenging but rewarding process and found that, in preparing for interview, it was useful to work with several mentors to conduct mock interviews and give objective feedback. Following her IEng success Katerina is now looking towards going for Chartership.

Mott MacDonald principal transport planner Mairi Joyce achieved the Transport Planning Professional qualification shortly after returning to the UK following 12 years working in New Zealand. "It really helps to have formal recognition of my skills and to know that my international experience is valued here," she said.

Mairi encourages prospective candidates to start thinking early about how their work and experience align with the requirements



↑ Mairi Joyce

of professional review. For those worried about the final interview, she added: "It's actually quite informal and relaxed and the reviewers put me at ease."

CIHT professional reviews are held twice a year. The first step for prospective candidates is to go through an initial assessment that determines the route they should take towards their chosen qualification. For more details visit ciht.org.uk/initial-assessment

This year the Institution is set to launch its new professional development framework to help people across the sector develop a broad range of knowledge and skills that meet the requirements of professional registration.

Undertaking CPD is a key requirement of professional practice, and evidence of CPD must be submitted as part of the application for professional registration. CIHT's national and regional events and webinars offer excellent CPD opportunities. In addition, this year the Institution will introduce a scheme to help members access training which has been CIHT accredited.

Professional qualifications have recently been achieved by the following members:

Chartered Engineer (CEng)

- Boualem Allouache, Jacobs
- Stuart Fraser Andrew, Aberdeen City Council
- Xu Jie Cao, Arup
- Yat Chi Tsang, Black & Veatch Hong Kong
- Peter Crowe, Duffy Consulting Engineers
- Adam T James, Jacobs
- Edmund Lai Man Wong, Arup
- Eric Hing On Leung, Airport Authority Hong Kong
- Alison Jane Lockley, WSP
- Ken Chung Hsi Lu, Arup
- John Mark Jones, Llanfair Construction
- Matthew David Moss, Kier
- Moneeb Munir, Kier
- Craig Alan Park, Jacobs

- Sangeet Patra, BuroHappold Engineering
- Heather Janet Plummer, Jacobs
- Po Man Alex Pong, MTR
- Joanne Lesley Roberts, Stockton-on-Tees Borough Council
- Vincent Robert Tait, Scotland TranServ
- Dicky Tik Ki Ngai, WSP
- David Williams, Atkins
- Artur Wojech, AECOM
- Ho Cheung Ivan Wong, AECOM

Incorporated Engineer (IEng)

- Ryan James Bowers, Persimmon Homes
- Alastair Forrest, Ameys
- Katerina Georgiou, Ameys
- Jack Samuel Thompson, Gutteridge, Haskins & Davey

- Amanda Clare Ham, AECOM
- Stuart Hoskins, WSP
- Christopher Robert Hughes, Capita Property & Infrastructure
- Graeme Hutton, Amco Giffen
- Dylan Wynn Jones, Gwynedd Council
- Benjamin Laws, WSP
- Jane Elizabeth MacLennan, Scotland TranServ
- James McIlhatton, North Lanarkshire Council
- Christopher Melton, William Saunders
- Richard Paul Osborne, Jacobs
- Spencer Noel Pritchard, Ameys
- Jack Small, Skanska
- Tim Adam Clark Vincent, Norfolk County Council

Engineering Technician (EngTech)

- Kerryanne Brown, Ameys
- Viren Lad, SCP

Transport Planning Professional (TPP)

- Graham Bell, Peter Brett Associates
- Nik Bowyer, AECOM
- James Collins, WSP
- Mark Day, Arup
- Michael Higgins, RPS
- Mairi Joyce, Mott MacDonald
- Lee Kirby, WSP
- Adam Leary, AECOM
- Daniel McCool, Arup
- Andrew Sturgeon, WSP
- George Andrew Thomson, Jacobs
- Helen Ursell, Transport for West Midlands
- Ed Whitney, Arup



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President:
Matthew Lugg OBE FCIHT

Chief Executive:
Sue Percy

These pages are edited by Steve Dale. To suggest stories for CIHT News email: steve@transportation-mag.com

Copy to be considered for publication in the next issue should be submitted by Friday 22 February.



↑ Road maintenance works under way

1000 WORDS - SHUTTERSTOCK

Highways focus for Manchester event

Over 100 delegates gathered for CIHT North West's Annual Highways Conference in Manchester to hear a range of topical presentations discussing ways of improving the industry's quality of service.

The November event featured a keynote address by Gary Kemp from the Department for Transport who provided an update on policy and the impacts of the 2018 highways budget for the north west's councils.

Next up WSP's David Symons spoke about designing and maintaining future ready highways, emphasising the importance of planning for climate change, before Tom Cowans of the North & Mid Wales Trunk Road Agency addressed the management of high winds on the highway network.

Delegates were next invited to join a workshop session which was split into three rotating groups to discuss experiences of asset management, effective procurement and collaborative contract delivery.

The first afternoon session saw attendees addressed by a Government security advisor, before David Rowley of conference sponsor Ringway discussed innovation in highways.

Senior lecturer Vikki Edmondson from the University of Northumbria then talked about using BIM to create a platform for managing drainage assets through the 'Internet of Things'.

The final presentation was given by David Capon of the Joint Authorities Group (UK), who spoke about the Street Manager Project which aims to make roadworks data available to minimise disruption to motorists.

For further details visit ciht.org.uk/nw

Engineering groups strike admissions agreement

An agreement was signed between the Engineering Council and Engineers Ireland in December that offers a streamlined process for registrants with one of these organisations to apply to the other, through a professional engineering institution, for professional registration at an equivalent level.

As an Engineering Council licensed Institution, CIHT is pleased to be participating in the agreement. Further information is available from education@ciht.org.uk

The Sue Percy Column

Uncertainty over Brexit continues to dominate our thoughts and around Whitehall and throughout the devolved administrations many civil servants are being diverted from their day jobs to prepare for a possible No Deal. In the short term this may have an impact on progress with delivering domestic Government policy, including transport, but we should not be disheartened; there are still plenty of opportunities to be had both here and internationally.

As an Institution, we will continue to help shape the UK transport agenda and make sure we present a clear vision of what transport could and should look like over the next 10 to 20 years. A key focus will be on supporting members and Corporate Partners so they have the right skills in place to operate in whatever environment we find ourselves post 29 March.

But as Britain prepares to leave the European Union, now is the time for professionals in the sector to look beyond our nearest neighbours to develop and strengthen our international links further afield.

For CIHT this means building our support for the World Road Association as it prepares for its global congress in Abu Dhabi in October. We also continue to support our international groups and members including our newest group in Qatar. Discussions take place with peer Institutions around the world, to identify areas of mutual co-operation and to learn from each other. Current discussions are ongoing with the Institute of Public Works Engineering New Zealand and we look forward to developing the relationship further.

Shortly before departure day our wide ranging Annual Conference will set out the important role transport plays in supporting economic productivity and social welfare. Given the current political situation, this year's event is even more timely.

This year's conference will have more of a focus on practical briefing sessions and we will be presenting the initial findings of the CIHT Review of local highway maintenance, led by our President Matthew Lugg. Delegate feedback from the event will help to further inform the report's recommendations.

This issue's feature about Midlands Connect shines a light on the important role sub national transport bodies in England play in helping to create and deliver joined up transport infrastructure at the regional level. CIHT welcomes and supports the work of these bodies and other such groups around the country. We are pleased to have hosted



several meetings at Britannia Walk involving the emerging groups, allowing them to collaborate and support one another.

Their collective efforts help to demonstrate the importance of having a well thought out transport and spatial strategy, which is needed at local, sub national and national levels. Likewise we continue to support our members working with the equivalent bodies in Scotland, Wales and Northern Ireland.

CIHT is also taking an active interest in efforts to improve air quality in our towns and cities such as with the new Ultra Low Emission Zone in London, set to come into force in April. We are consulting with members on the best strategies to take to help reduce the impacts to health from road vehicles.

Air quality is an issue we as a country have not got to grips with in sufficient measure. Poor air can be a constraint on not only people's health but their quality of life and future economic development too. We do need to take the issue of poor air more seriously and this means an approach that comprises both 'carrots' and 'sticks'.

Finally, we must remember that a successful economy relies on good transport at all levels and delivering not only large infrastructure schemes but small interventions too.

Politicians like big projects, which of course are very helpful in boosting the economy and providing access to employment and leisure opportunities. But smaller and less media worthy projects help to make the economy tick and people get around just as much.

I would like us to shine more of a light on those smaller schemes that contribute so much, but whose individual and cumulative effects rarely get reported. If you are working on a small scheme that you feel promises to make a big difference to the local economy and peoples' lives, get in touch and let us know, or even enter the project into our annual awards. It is time we championed the unsung schemes.

Tyne conference explores technology

Emerging transport technology, from electric and autonomous vehicles to hyperloop, was discussed by a packed programme of speakers at a CIHT North East & Cumbria conference in Gateshead in November.

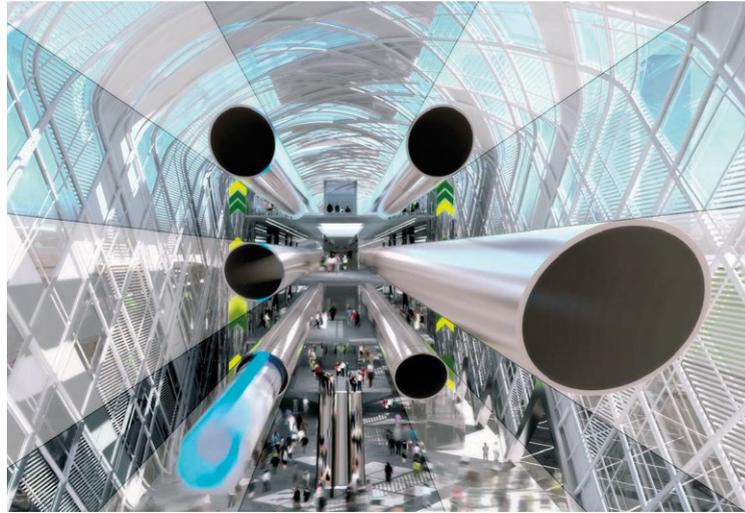
The inaugural, full day event brought together close to 70 professionals from across the region and a second edition of the conference is due to take place later this year.

Among the key speakers was WSP's head of future mobility Giles Perkins who discussed the emergence of new mobility trends and said the "big prize" of technology advances should be accident, congestion and air quality savings.

But he added that there is a danger of getting excited about new technology without thinking about what it means for people and places, posing the question: "How do we create business models and link transport and mobility together in a way that the private sector can succeed and achieve the outcomes that the public sector wants?"

Newcastle City Council's Graham Grant welcomed high levels of capital investment in electric vehicle infrastructure but said a lack of funding to maintain these assets will undermine confidence in the technology.

He also emphasised the need for transport planners to challenge outdated legislation to support the transition to new technologies in a way that gives the UK a competitive advantage and improves transport for "people on the street".



← A proposed hyperloop network could connect northern cities

RYDER ARCHITECTURE

Another key speaker was Paul Bell of Ryder Architecture who outlined ambitions for a 'Northern Arc' project to deliver 700mph tube based hyperloop services linking cities across the north from Liverpool to Newcastle, and continuing up to Edinburgh and Glasgow.

He said that such a system would support the potential of the Northern Powerhouse and better connect the North East to the economic corridors of the M62 and the Scottish central belt.

Other speakers included Gateshead Council cabinet member for environment and transport John McElroy, Andrew Dorrian and Kim Farrage from the North East Regional Transport Team and Nexus head of bus services Mike Scott. They all

highlighted the need to reduce congestion and provide better access to public and active travel in the region, including harnessing new on-demand mobility services and sustainable modes such as electric bicycles.

Finlay Clark of navigation app Waze spoke about the benefits of crowdsourcing live traffic information from drivers to help reduce congestion and enable faster commutes.

Further topics discussed by the conference's extensive line up of speakers included the rise of new demand responsive transport options for first and last mile transportation, innovations in electric vehicle charging and applications of machine vision technology.

Dock development discussed in Liverpool

Built environment professionals highlighted the role of transport in dock development and waterfront regeneration at an event in Liverpool organised on behalf of CIHT alongside other professional bodies.

The event – led by CIHT North West Chair Hayley Palmer – was part of an 'InterPro' lecture series celebrating the upcoming 175th

anniversary of the historic Royal Albert Dock.

Liverpool City Council assistant director for highways and planning Andy Barr spoke about plans for a £100M investment in waterfront highway infrastructure over the next three years, which will be made more pedestrian friendly.

University of Salford emeritus professor of transport geography

Richard Knowles compared landside access to Royal Albert Dock with other facilities from around the world, in both the industrial and post-industrial eras.

Museum of Liverpool curator of land transport Sharon Brown then spoke about the transportation of people and goods to and from Royal Albert Dock throughout its history.

"The event highlighted the importance for transport planners and built environment professionals of adapting to changes in land use and demand, and planning ahead for these, said Hayley Palmer.

The lecture was organised in association with the Chartered Institute of Logistics and Transport and the Transport Planning Society.



← Sharon Brown discusses the Royal Albert Dock's history

Greener planning approach proposed

Transit oriented development (TOD) was the topic of a presentation to CIHT's Qatar Group in December by consultant AREP's international group director Brian Wait.

TOD, he explained, sees public transport options planned to give people access to different modes within minimal walking distance. This is key for sustainable urban development where the aim is to reduce car use, travel time, pollution and transport cost, he said.

The meeting considered how Qatar's transportation planning could be improved with proper TOD considerations to reduce trip generation and parking demand while supporting economic growth.

CIHT Qatar is sponsored AECOM, BG&E, DCE, Egis, Fugro, Muhel, PAF, Seero, TMS and WSP.

National events – CIHT and others

For further event listings, visit ciht.org.uk/events

Shared transport masterclass

22 February, Leicester

An opportunity to learn about how to successfully embed shared transport schemes into local transport strategies, from bike share to car clubs.

bit.ly/2G8EZ4o

Air quality forum

26 February, London

Practical measures to improve air quality through collaboration between transport, planning and health initiatives will be explored.

waterfrontconferencecompany.com

Northern Powerhouse conference

27 February, Leeds

Devolution, infrastructure and transportation will be discussed at this conference, bringing together leading political and business figures.

bit.ly/2KF5m0L

Scottish rail conference

27 February, Edinburgh

Considering future projects, Scottish Government policy and the planning and delivery of the country's rail capital programme.

mackayhannah.com

Pavement engineering and asphalt conference

27 - 29 February, Liverpool

Exploring the latest developments in highway maintenance and sustainable construction materials.

ljmu.ac.uk



↑ Bike sharing initiatives TFL

Reviewing the Clean Air Strategy

28 February, London

This conference will focus on solutions to poor air quality including clean air zones, transport planning and electric vehicle strategies.

westminsterinsight.com

Transport led development in the north of England

5 March, Manchester

Offering insight into the latest transport schemes that will unlock regeneration opportunities, housing and economic growth in the region.

waterfrontconferencecompany.com

Mobility as a Service event

20 - 21 March, London

Focusing on Mobility as a Service and how it can help to tackle urban and rural transportation problems.

maas-market.com

Building for people, not for cars

25 March, London

Lessons from the Netherlands will be considered to help the UK ensure new housing estates are well served by sustainable transport links.

bit.ly/2Rx2zNx

Public health and sustainable transport summit

27 March, Bristol

Addressing the need for local authorities to deliver high quality sustainable transport measures that support healthier lifestyles.

bit.ly/2QRloF9

Smart transportation and mobility

10 - 11 April, London

Connectivity, electrification and automation will be the key themes for this conference.

tmt.knect365.com

Road treatments conference

11 April, Sutton Coldfield

Featuring CIHT President Matthew Lugg, the conference will examine key issues affecting UK roads including the impact of Brexit.

rsta-uk.org

CIHT Awards

13 June, De Vere Grand Connaught Rooms, London, 6pm

CIHT's prestigious annual awards are now open for entries. Submissions will be welcomed until 1 March.

ciht.org.uk



↑ CIHT Awards SCOTT RAMSEY

CIHT Region events

Members can attend events in any region. For full listings visit ciht.org.uk/events

Yorkshire & the Humber

Breakfast briefing

20 February, 10 Wellington Place, Leeds, 8.30am

Law firm Shulmans' head of construction Sarah Wilson will discuss commercial and contract issues relating to NEC contracts.

ciht.org.uk/yh



↑ Smart mobility in the South West

South West

Annual conference and dinner

28 February, Reed Hall, Exeter, 8.45am

Driving a sustainable and smart future is the theme of the conference, to be followed by the region's annual dinner and awards at the University of Exeter.

ciht.org.uk/sw

London

Annual Dinner

14 March, The Lansdowne Club, London, 6.30pm

An opportunity to meet and network with clients, colleagues, and subcontractors and hear from a guest speaker, to be confirmed.

ciht.org.uk/london

West Midlands

Dinner and Awards

21 March, Macdonald Burlington Hotel, Birmingham, 6pm

A celebration of highways and transportation in the region.

bit.ly/2ElmKCs

North West

Awards Dinner

28 March, Park Royal Hotel, Warrington, 7pm

Entries are welcome until 1 March for the awards, which recognise regional excellence in four categories.

aldercross.com

CIHT Annual Conference



↑ Delegates will hear latest thinking from across the sector

Transport - Improving Our Productivity

7 March, Park Plaza Victoria, London, 9am

Leading transport figures will discuss how they are future proofing the nation's vital networks including:

Jesse Norman, Minister for Transport (invited) is to speak about future mobility;

Matthew Lugg OBE, CIHT President, will provide the latest update on CIHT's ground breaking work on reshaping the delivery of local highway services;

Lynda Addison OBE will present on a new approach to planning that seeks to improve the links between planning, transportation and places.

Delegates will be able to use this event to qualify towards their annual CPD.

ciht.org.uk/annualconf

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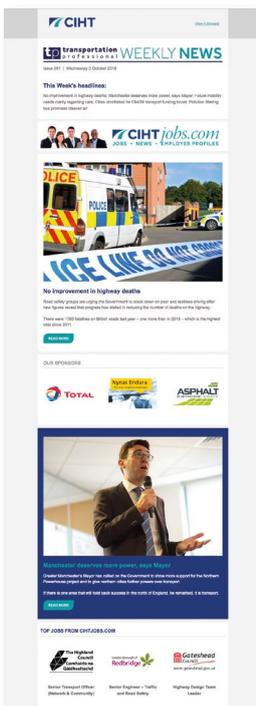
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Roundtables in 2019

TP is looking to host a series of roundtable debates throughout the year, bringing together senior figures from across the industry to discuss emerging mobility trends and issues that affect the sector and society as a whole.

Topics of interest include:

- Air quality interventions
- Mobility as a Service
- Road safety
- Asset management
- Skills and professional development
- Airport surface access

If your company would like to host a roundtable and see a write up published in a future issue of TP, contact Commercial Director Fawad Minhas on 01892 553149 or email fawad@transportation-mag.com



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