



Inside: LTT in conversation with metro mayors
Nik Johnson (p12-13) and Andy Street (p16-17)

Electric car club plan for Welsh communities

ELECTRIC VEHICLES

by Rhodri Clark

THE WELSH Government is exploring making electric car clubs available in all communities, including rural areas.

Deputy climate change minister Lee Waters told *LTT* that the government aims to balance behaviour change incentives and disincentives, initially focusing on incentives. "For example, we're looking at how we can roll out electric car clubs to every community."

Rural areas were part of the aspiration, despite the potentially long distances between a club member's home and the

place where their nearest car club vehicle is based. However, he acknowledged: "We're not going to get there straight away."

Waters rejected the argument that sustainable transport was unrealistic in rural areas and that transport behaviour change was for urban areas. He pointed to rural Germany's higher levels of public transport use and lower car use.

"I think electric car sharing is definitely an option there [in rural Wales], as is electric bikes, for example, for active travel. It may be a slightly different set of solutions [for rural communities], but there are solutions."

He said his own street in Llanelli was narrow and had more cars than it was designed for. Some neighbours had three or four cars per property. "How do we make it easier for them not to spend all that money on a car that sits idle for 23 hours a day, their second biggest capital purchase?"

"They clearly see having a car – as I do – as a flexible form of transport that meets people's complicated, busy lives. If we simply say, 'we're going to penalise you and force you to catch a bus service' that is inadequate, we're going to have riots, and quite rightly."

"I want to find a way of

making people's lives better whilst also dealing with the climate change emergency. Tackling climate change is something we must do, but if it's done right it doesn't mean people's lives are made harder or worse."

Flexible access to a car through a car club would be much cheaper for people, while achieving what they want to achieve currently through car ownership, he said. "But currently people feel forced into owning a car. We don't want that to be the choice they have to face."

>> READ MORE?
p11

PROVIDING INDEPENDENT NEWS & ANALYSIS SINCE 1989



11 Time's up for new
bypasses in Wales,
says Lee Waters

15 Jo Field on her
vision for Women
in Transport

19 Phil Goodwin
considers 'Two
Futures'

20 Roger Mackett on
the need for better
accessibility

Pandemic 'huge blow' for modal shift



Plans to extend the
Metro are underway

COVID-19

by Peter Plisner

WEST MIDLANDS mayor Andy Street has described the impact of the Covid-19 pandemic as a "huge blow" to efforts to persuade people out of their cars and onto public transport. Prior to the crisis modal shift was happening in the West Midlands with rail, tram and even bus patronage

rising. In an exclusive interview with *LTT*, Street maintained that "real progress" was being made.

Although several high-profile firms have announced plans to close some offices around the UK, in favour of a more flexible working approach, Street seems confident that, workers will return.

"The real debate is with the big space users, about whether they're returning, and we see a lot

of encouragement I'd say about that," said Street. "No one is surrendering leases."

Despite the pandemic, investment in transport projects is continuing too, with Metro extensions and plans for new railway stations proceeding.

Street says: "We have secured all the cash and will go ahead. So, whether that is the Wolverhampton to Walsall line or Birmingham's Camp Hill line, it's all secure."

Street, who won a second term in office in May, had hoped that the new stations on the Camp Hill line might have been opened by now, but planning and other issues have slowed progress down. However, upgrades of both University and Perry Barr stations are progressing well.

Work has also started on the

long-awaited Sprint bus rapid transit scheme, over which there has been much debate, including about the type of bus that should be used. Street says: "I'm pleased that actually we moved the debate on a little. Everyone wanted a bus that looked like a tram, but what it's really about is the priority (for buses) along the road."

The new route will support journeys to and from next year's Commonwealth Games in Birmingham and will be operated using a new fleet of hydrogen buses. Sprint will run under an enhanced partnership through a collaboration between Transport for West Midlands and operator National Express West Midlands.

>> READ MORE?
p16-17

Customised bike carriages for Highlands route

CYCLE-RAIL

THREE TRAIN carriages have been customised to carry up to 60 bikes on the new ScotRail Highland Explorer service from Glasgow to Oban.

There is space on the carriages for rucksacks and ski bags, limited space for tandems, as well as an e-bike charging socket. Each carriage has a total of 20 bike racks, as well as designated seating for 24 people.

The bike-friendly carriages have been introduced to encourage people to make car-free trips out to the countryside, said ScotRail. The route takes passengers through Loch Lomond and the Trossachs to Oban.

ScotRail's design team worked with Transport Scotland, cycling groups and outdoor specialists, to create the special cycle-friendly carriages.

Customers must book their bike space in advance to guaran-



Carriages on the
West Highland
service can carry
20 bikes

tee its place on board.

Alex Hynes, managing director at Scotland's Railway, said:

"For the first time in the UK, a train carriage will be able to accommodate up to 20 cycles."

TOP 10

26 July - 05 August 2021

1. Scrap Silvertown Tunnel project and divert resources to solutions that tackle climate change
2. Can road closure rebuke from minister for cycle lane removal
3. Mobility hubs – a transport planning concept whose time has come
4. Swansea council funds free bus travel for all
5. West Sussex faces rebuke from minister for cycle lane removal
6. Natural predator of the car? Turns out it's the car
7. We're reviewing our plans – and you can help
8. Gender on the agenda
9. Transport Decarbonisation Plan is a 'beginning, not an end'
10. The drive to decarbonise

most read LTT stories on
TransportXtra

£30m boost for NCNs

ACTIVE TRAVEL

A £30m FUND for upgrading the National Cycle Network (NCN) has been unveiled by the DfT as part of its 'Summer of Cycling and Walking' initiative.

The investment will be managed by cycling and walking charity Sustrans. Upgrades will take place on existing paths and cycle routes to enhance cycleway connectivity, improve accessibility through the removal of barriers and develop and increase the number of completely traffic-free sections of the network.

Xavier Brice, Sustrans' chief executive, said: "This funding will bring major improvements to the National Cycle Network across England by linking communities together and enhancing valued and well-used cycling and walking routes. Most importantly of all, this vital boost will further enable those who want to cycle, walk or wheel to do so."

The announcement coincides with the DfT's introduction of the 2021/22 Capability Fund, a £30m revenue funding stream allocated to all local authorities in England, outside of London, to help them plan for good quality active travel infrastructure and to support behaviour change programmes.

The fund is supported by *Moment of Change*, a guidance publication for local authorities. The guidance enables councils to help commuters make active travel choices when returning to workplaces post-pandemic and is also released under the Summer of Cycling and Walking banner (see right).

Highway Code changes put pedestrians top of hierarchy

ACTIVE TRAVEL

by Mark Moran

CHANGES TO the Highway Code will include placing pedestrians at the top of a new "road user hierarchy", the DfT has announced. The revisions to road user hierarchy were unveiled by transport secretary Grant Shapps alongside a commitment to increase the cycling and walking budget announced at the Spending Review to £338m.

The infrastructure upgrades, changes to The Highway Code and new requirements to ensure that active travel schemes' effects are properly assessed are among the raft of measures included as part of what the Government is calling a Summer of Cycling and Walking.

To enhance safety for cyclists and pedestrians, a new version of The Highway Code will be published in the autumn, with updates including:

- A 'hierarchy of responsibility' (Rule H1) will ensure that road users who can do the greatest harm have the greatest responsibility to reduce the danger they may pose to others
- Strengthened pedestrian priority on pavements and when crossing or waiting to cross the road
- Guidance on safe passing distances and speeds and ensuring that cyclists have priority at junctions when travelling straight ahead.

There are also proposed



Highway Code revision set to complement the Gear Change cycling and walking strategy

changes at zebra crossings and junctions to give pedestrians priority and additional narrative on the dangers of speeding (Rule H2). At the heart of the proposed changes is the belief that "the purpose of the Highway Code is to promote safety on the road, whilst also supporting a healthy, sustainable and efficient transport system".

The proposed changes to the code will also give pedestrians priority at junctions as well as raising further awareness about the dangers of speeding.

Living Streets, the UK charity for everyday walking supported the changes when the government launched its consultation on the proposals last year. Responding to the new initiatives, Stephen Edwards, Living

Streets' interim chief executive, said: "People walking cause the least road danger but are often left paying the price, with pedestrians accounting for over a quarter of road deaths. Road users who have potential to cause the greatest harm should take the greatest share of responsibility to reduce the danger they pose. Whether we choose to also drive or cycle, we are all pedestrians. These proposed revisions will benefit us all."

However, the Road Haulage Association (RHA) said it is "extremely concerned" at the changes to the Highway Code. RHA chief executive Richard Burnett said: "As far as we can see, there is little, if any, justification for these changes. The new priority rules for cycling are wrong. We have been campaigning for years to make cyclists aware of the dangers of undertaking turning HGVs but it now appears that they have right of way. This will encourage a known unsafe manoeuvres by cyclists who are then absolved of responsibility for their actions towards motorists."

As well as improving safety for cyclists, the Government is also aiming to make cycling easier and more accessible through a new scheme aiming to increase awareness of electric cycles (e-cycles) and tackle barriers to their use. An e-cycle support programme will be launched later this year and comes after the government has already provided funding to help nine local authorities deliver e-

cycle initiatives.

Other key measures included in the Summer of Cycling and Walking include: plans to publish a new road safety strategic framework; commitments to help train hundreds of new Bikeability instructors; and exploring how historic railway structures can be converted into cycle routes.

The announcement builds on prime minister Boris Johnson's £2bn Gear Change cycling and walking programme which was announced one year ago.

A year one review of Gear Change looks at what has been achieved, then sets out evidence from a number of case studies and explains the benefits of the investment. In May 2020, the Government announced £2bn of new money for cycling and walking over the course of the parliament.

During 2020/21, it provided over £320m to councils through a new Active Travel Fund, and to Transport for London through the first two tranches of its funding deal, to reallocate road space and create dedicated walking and cycling routes.

Independent opinion polling and new research, published by the DfT, shows that active travel schemes are supported, on average, by a ratio of two-to-one.

The Government has also announced that the new Active Travel England (ATE) commissioning body, which will hold the national cycling and walking budget, will begin work later this year.

In Brief

Commonwealth Games cycling legacy

Getting more people in the West Midlands cycling will be part of the legacy of the Birmingham 2022 Commonwealth Games, which has been given a £2m grant from the DfT. The aim of Cycling for Everyone is to work with communities across the region's most disadvantaged areas to encourage and enable more people to get on a bike to improve both their health and the environment, as well as providing access to employment and education. Transport for West Midlands (TfWM) will now work with partners to develop Cycling for Everyone projects and activities ready to roll out ahead of next year's games and linking to the broader Birmingham 2022 'Physical Activity & Wellbeing' legacy.

'Removing active travel schemes could cost councils funding'

STREETS

COUNCILS that remove active travel schemes before having given them a chance to work or without evidence they are failing could lose future central government funding, ministers have warned.

Following a number of councils removing cycle lanes and Low Traffic Neighbourhoods (LTNs) in the face of vocal objections, transport minister Chris Heaton-Harris has written to the leaders of all English local authorities with transport responsibilities.

Heaton-Harris emphasises that active travel schemes supported by the Government

funding need to be left in place long enough for their impacts to be properly monitored and assessed. The letter, sent on 30 July, warned councils that if cycling and walking schemes installed using central government money are hastily abandoned, this could affect future grants.

"Premature removal of schemes carries implications for the management of the public money used in these schemes and for the Government's future funding relationship with the authorities responsible," wrote Heaton-Harris. "The department will continue to assess authorities'

performance in delivering schemes and, following the precedent we have already set, those which have prematurely removed or weakened such schemes should expect to receive a reduced level of funding."

Heaton-Harris warns council leaders that they have to make sure any decisions are made on the basis of evidence. He wrote: "We have no interest in requiring councils to keep schemes which are proven not to work, but that proof must be presented. Schemes must not be removed prematurely, or without proper evidence and too soon to collect proper evidence about their effects."

Conservative-run West Sussex County Council has been told it cannot apply for the next phase of active travel funding after it removed a cycle lane in Shoreham-by-Sea (LTT 26 July).

Other local authorities that have had their active travel funding scheme funding stopped, pending further discussion, are Brighton & Hove City Council and Liverpool City Council.

Several London boroughs have also had their funding stopped by Transport for London (TfL), pending discussions: Ealing, Harrow, Hillingdon, Kensington & Chelsea, Sutton and Wandsworth.

Air quality and safety improves after trunk road speeds reduced

ROAD SAFETY

by Rhodri Clark

REDUCED speed limits to improve air quality on four trunk roads in Wales have also had a beneficial effect on safety.

In June 2018, the Welsh Government reduced the speed limit from 70mph to 50mph on the A470 past Pontypridd, the M4 near Port Talbot, the A494 at Deeside and the A483 in Wrexham. Compliance was initially poor, despite signs advising drivers of the reason for the reduced limit, so average speed cameras (ASCs) were introduced in summer 2019, triggering a significant improvement in compliance and air quality.

Statistics obtained from safety camera partnership GoSafe and police forces show that the numbers of collisions on those roads have also reduced.

On the section of the A470 which now has ASCs, there were 10 slight collisions in 2016, seven in 2017 and three in 2018, the first year of the 50mph limit. That reduced to one serious and six slight collisions in 2019. In 2020 there was only one slight collision, and so far this year there have been no collisions.

Where ASCs reinforce 50mph

limits for air quality on the M4 at Port Talbot and the A493, there have been no collisions since 2019.

The safety benefit was more muted on the A494 at Deeside, with one slight collision this year, and one serious and four slight collisions last year. This is similar to the collision numbers in 2016, 2017 and 2018. In 2019 there were four serious and one slight collisions.

Welsh Government statistics have revealed a large reduction in air pollution after ASC introduction. Along the A470 near Pontypridd, NO2 concentrations were 47.3% lower in February 2020 than in February 2018. There had been only a slight reduction by February 2019, when ASCs had yet to be installed.

Despite the 50mph limits' apparent success in improving air quality and safety, GoSafe is dissatisfied with the degree of non-compliance. GoSafe's remit is to use cameras to enforce speed limits for safety reasons.

The ASCs installed for air quality reasons do not result in motorists receiving PCNs, a fact which became widely known after it was publicised by the



A 50mph section of the A470 near Pontypridd

BBC in January 2021.

GoSafe partnership manager Teresa Ciano said: "We know that compliance is not what we would expect it to be, compared to our other average speed camera schemes: 99.2% of traffic are outside of our enforcement thresholds, but we would expect to see closer to 100% compliance there with average speed cameras.

"We are working with the Welsh Government to implement an advice letter to the public who are still speeding at these locations to inform them of the risks of doing so in terms of air quality."

GoSafe was also working with the National Police Chiefs Council to ensure the mechanisms to prosecute drivers speeding at an excessive or dangerous level were in place. "

Because we know that most people comply with the speed limits, we can be comfortable that we are only dealing with a minority who are purposefully breaking the law."

Ciano said GoSafe expected safety to improve further at the 50mph air quality locations when widespread enforcement takes place. Advice letters, followed by enforcement, would begin this

LTT Publisher's Statement

LTT's future plans – thank you for your feedback

IN THE LAST issue, we advised that LTT would be taking a summer break, and we will be reviewing the future way in which we will be providing the unique information and discussion service for UK transport professionals that we began over 30 years ago.

To that end a Friends of LTT Review working group had been established under the chairmanship of Arman Farahmand-Razavi. Arman and I would like to thank all the readers of LTT who have contacted us with thoughts and feedback.

The overwhelming message we have received is one of support; no-one wants to see the disappearance of LTT or believes that its role is no longer relevant. But virtually everyone seems to recognise that the digital information era means that change is inevitable; and that new multiple ways of providing our service are now available and must be embraced. There is also a general con-

sensus that LTT has been about far more than the delivery of 'industry news'; and indeed plays a role that goes beyond just being a 'publication'. It has a special place in the transport profession in the UK, and has given a platform and a voice of authority to the sector and its participants, and sets an agenda for what issues are important and what are the big professional challenges for practitioners. Its preservation and further evolution going forward is, therefore, indisputably seen as being in the profession's best interest.

Two types of feedback have been particularly important to us and are informing our approach to the way forward. One is from those who want to preserve the reading experience on a paper-based publication; the other is from those who have already experienced the digital delivery of LTT in some way, accept that approach, but are yet to be fully satisfied by it. Indeed, there are clearly some flaws in our digital

model that deserve critical examination.

The perspective of the first group highlights the convenience of a paper publication, and the fact that it can be read, enjoyed and preserved independently of an electronic screen. Consumption of a printed LTT, on the move, on a bus or train - or even in bed! - is very popular.

But there is also an acknowledgement that embracing a move to a digitally-supplied version is not second nature for everyone, and requires the effort to familiarise oneself with the new channel(s). And indeed, to pick and use the right channel for a range of situations - from an office environment at a desk, to home-working, and when out and about. Important feedback about the convenience of how LTT is consumed concerns the issues of accessibility, and how people with disabilities of various kinds (including visual impairments) use digital chan-

nels. Accessibility is certainly a priority issue for us going forward.

Feedback from the second group, with specific criticisms of the digital versions of LTT, is more nuanced and detailed, but certainly valuable. It has stiffened our resolve to do better as we strategically review LTT's online presence and e-delivery.

There's a lot to absorb, and choices to make about the best ways forward. So we'll be busy over the next few weeks coming up with a new set of deliverables. Rest assured we'll be back in September with some things familiar, and others reshaped.

Our mission remains to secure a sustainable future for the LTT service over the coming years commensurate with the expectations of our very special audience.

Peter Stonham publisher and editorial director LTT and chairman Landor Group



Local Transport Today provides fortnightly coverage of the total urban and regional UK transport scene from the viewpoint of planners, policy makers, traffic engineers, analysts, investors and managers of resources involved.

Editorial Office

Apollo House
359 Kennington Lane
London SE11 5QY
Tel: 0207 091 7875
Email: ed.ltt@landor.co.uk

Publisher/Editorial Director

Peter Stonham

Acting Editor

Deniz Huseyin

Contributing Writers

Rhodri Clark, Mark Moran, Juliana O'Rourke, Peter Plisner, Stuart Render

Design & Production

natalie.clarke@landor.co.uk

Managing Director

Rod Fletcher

Commercial Director

Daniel Simpson
Tel: 0207 091 7861
E-mail: daniel@landor.co.uk

Advertising and Recruitment

Sales Executive
Jason Conboy
Tel: 0207 091 7895
E-mail: jit@landor.co.uk

Subscriptions

Christina Pierre
(Mondays-Thursdays 10:00-17:00)
Tel: 0207 091 7959
E-mail: subs@landor.co.uk

Subscribe on line

TransportXtra.com/shop

Accounts

Irina Cocks
Tel: 0207 091 7854

Registered office

359 Kennington Lane
London SE11 5QY

LTT is available on subscription only. The annual UK subscription rate is £130 including dispatch by first class post and supply of special supplements. The overseas rate is £180 for Europe and £220 for the rest of the world.

Printed by

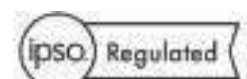
Stephens & George Print Group
Goat Mill Road
Dowlais
Merthyr Tydfil
CF48 3TD
Tel: 01685 388888
www.stephensandgeorge.co.uk

ISSN 0962 6220. All rights reserved. No part of this publication may be reproduced in whole or in part without the written permission of the publisher. LTT is published by Landor LINKS Ltd.

© Landor LINKS Ltd 2021
www.landor.co.uk



We connect.



New guides for LTAs drawing up bus plans

BUSES

TRANSPORT FOCUS has produced a series of guides to support Local Transport Authorities (LTAs) developing Bus Service Improvement Plans (BSIPs).

All 79 LTAs have submitted a commitment to enter into an enhanced partnership (EP) or franchising for bus services (LTT 26 July). Under the Government's National Bus Strategy, all LTAs in England (outside London) must prepare plans for EPs or a develop a fully franchised network. Any authority not in an EP or franchising arrangement will no longer get the Covid-19 Bus Services Support Grant (CBSSG), Bus Service Operators Grant (BSOG) or any new sources of funding from the bus strategy's £3bn budget.

LTAs must publish a BSIP by 31 October and deliver an EP Plan or begin the franchising process by 30 April 2022.

Independent watchdog Transport Focus has published three guides to help LTAs prepare their BSIPs. The first guide sets out the roles and benefits of passenger representation.

The second guide offers advice on setting targets for journey times, reliability improvements and customer satisfaction.

The third explains the purpose of a passenger charter. **Download the documents here:** <https://tinyurl.com/39ee3kev>

High Court rules Stonehenge tunnel project is unlawful

ROADS

by Mark Moran

CAMPAIGNERS have won a high court battle to prevent a controversial road project that includes a tunnel near Stonehenge. The £1.7bn scheme to overhaul eight miles of the A303 in Wiltshire next to the prehistoric monument was backed by the Government last year (LTT 16 Nov). However, campaigners including archaeologists, environmental groups and druids, launched a judicial review calling for the decision to be overturned.

On 30 July, Mr Justice Holgate ruled that transport secretary Grant Shapps had acted "irrationally" and "unlawfully" when he approved the tunnel project. The court found that Shapps had not properly considered alternative schemes, as the law requires him to do.

Holgate said there was a "material error of law" in the decision-making process because there was no evidence of the impact on each individual asset at the historic site. The judge said Shapps's failure to consider alternative schemes breached both the world heritage convention and common law.

Holgate said: "In this case the relative merits of the alternative tunnel options compared to the

western cutting and portals were an obviously material consideration which the [transport secretary] was required to assess. It was irrational not to do so. This was not merely a relevant consideration which the [transport secretary] could choose whether or not to take into account. I reach this conclusion for a number of reasons, the cumulative effect of which I judge to be overwhelming."

Campaigners from Save Stonehenge World Heritage Site (SSWH) crowdfunded the £50,000 needed to bring a judicial review at the High Court. SSWHS argued that Shapps did not properly consider the damage that would be done to a number of prehistoric sites and ancient artefacts, and that his approach to the World Heritage Convention was unlawful.

John Adams, SSWHS's director, said: "The Stonehenge Alliance has campaigned from the start for a longer tunnel if a tunnel should be considered necessary. Ideally, such a tunnel would begin and end outside the world heritage site. But now that we are facing a climate emergency, it is all the more important that this ruling should be a wake-up call for the government.

"It should look again at its roads programme and take



Grant Shapps backed the £1.7bn scheme to overhaul eight miles of the A303, including a two-mile tunnel

action to reduce road traffic and eliminate any need to build new and wider roads that threaten the environment as well as our cultural heritage."

Shapps overruled the recommendation of planning inspectors, who had warned it would cause "permanent, irreversible harm" to the UNESCO world heritage site. A panel of expert inspectors recommended that development consent for the tunnel be withheld. They argued that the scheme would substantially and permanently harm the integrity of a landscape rich in archaeology.

Historic England, which manages the site, had backed the tunnel as way to remove the

intrusive sight and sound of traffic past the iconic monument.

Highways England said the planned tunnel would remove the sight and sound of traffic passing the site and had aimed to start work on it in 2023. Its acting chief executive, Nick Harris, said: "We now have to wait while the DfT considers its options. We still believe our project is the best solution to the ongoing issues along the A303 past Stonehenge and was developed after a long and extensive collaboration with our key stakeholders."

A DfT spokesperson said the Government was "carefully considering the judgment and deciding how to proceed".

Highways England 'needs to improve budgeting and planning'

ROADS

HIGHWAYS England has hit its performance targets in 2020-21, the Office of Rail and Road's (ORR). However, the Government-owned company has been warned that it needs to address delays to some key projects and subsequent forecast underspends.

ORR's annual report found Highways England met all targets in its key performance indicators for providing fast and reliable journeys and maintaining the network. This was achieved as the company faced a set of extraordinary circumstances with the impact of coronavirus.

At the end of the first year of the second road period (1 April 2020 to 31 March 2021) Highways England achieved:

- 98% network availability against a target of 97.5%
- Cleared 88.6% of incidents

within one hour against a target of 86%

- Achieved an average delay of 6.7 seconds per vehicle mile, much lower than the baseline of 9.5 seconds per vehicle mile
- Reported that 95.2% of the road surface did not need further investigation for possible maintenance, against a target of 95%.

Although ORR's annual assessment shows that there has been good progress in delivering enhancement projects in year one, there have been delays to some large projects due to start work later in the road period. These are due in part to planning delays, which ORR recognises is a complex issue, but there are significant risks remaining. ORR wants Highways England to focus on how these risks can be mitigated to make sure the

remainder of the Road Investment Strategy is delivered on time and to budget.

ORR launched a joint review with Highways England to look at its capability to deliver enhancements, and the company has committed to providing ORR with a plan setting out how it will address recommendations.

ORR's annual assessment highlights that Highways England maintained a strong focus on safety, but said that it must continue to deliver on safety and specifically on the safety-focused changes to the smart motorway programme mandated by the DfT.

Highways England is also being required to provide assurance to ORR, road users and to the wider public about how it will factor in the

environment, support biodiversity, and lead on the broader decarbonisation of the road network in line with the Government's Transport Decarbonisation Plan. ORR has pushed the company to set challenging targets in this area and will hold it to account to achieve those targets.

John Larkinson, ORR chief executive, said Highways England had "responded well" during the pandemic, keeping the network open for the flow of essential goods and people around the country. "It has met all its performance targets. However, as traffic levels rise to pre-pandemic levels, Highways England must maintain its focus on road safety and we expect it to deliver on the safety-focused changes in the all-lane running programme."

In Brief

Rail forum helps rough sleepers

ROUGH SLEEPING on rail services is to be the focus of a new forum designed to coordinate responses to the issue across the industry. The DfT-backed forum has been created to meet a Government objective of ending rough sleeping by 2024. The forum will build on a pilot scheme run by the charity Shelter on behalf of Network Rail to support those in need. Shelter has trained Network Rail staff to connect with the people they encounter sleeping rough and refer them to Shelter's expert services. The two station pilots in Birmingham and Manchester have helped 168 people since their launch last spring. The schemes are part of Network Rail's ongoing Routes out of Homelessness programme.

Routes out of Homelessness: <https://tinyurl.com/v4ss88zr>

Merseyrail battery train pilot a 'success', says Rotheram

RAIL

by Mark Moran

TESTS OF battery powered trains in the Liverpool City Region have been deemed a success. The use of battery trains would remove the need for the third 'electric' rail, enabling Merseyrail trains to travel beyond the existing network without major track investment.

Under the battery trials, financed by the Transforming Cities Fund, one of the new Class 777 trains fitted with the battery technology was tested on the Northern line.

The batteries exceeded expectations, with the trains travelling up to 20 miles per run without the need for re-charging. The units passed all tests during four weeks of trials on the City Region's rail network in May and June.

The use of battery technology aligns with metro mayor Steve



Steve Rotheram: Battery trials taking transport to 'another level'

Rotheram's Merseyrail for All programme and his 'net zero carbon by 2040' plans.

Rotheram hopes that battery technology could allow the Merseyrail network to extend across all six city region boroughs to under-served communities such as Rainhill in St Helens, Woodchurch on the

Wirral and Widnes in Halton, as well as Skelmersdale, Wrexham, Warrington and Runcorn.

Initially, the battery-powered trains are set to run on services to a planned new station at Headbolt Lane, Kirkby. The mayor's Merseyrail for All programme also envisages providing new and refurbished

train stations at The Baltic Triangle in Liverpool, Carr Mill in St Helens and Woodchurch on the Wirral

'Tram-Train' technology and trackless trams will also be looked at as potential means of extending the Merseyrail network into hard-to-reach places. This technology could benefit areas such as Liverpool John Lennon Airport and Speke, Kirkby Town Centre, Southport Town Centre, Wirral Waters and the Knowledge Quarter.

Steve Rotheram said: "We know that our new publicly owned trains will revolutionise transport in our region but, after these battery trials, they're going to help take it to another level entirely and ensure no community will be left behind."

The combined authority and its partners are currently assessing the full impact of the Covid-19 pandemic on the programme.

TrawsCymru to go electric

BUSES

THE WELSH Government is aiming to convert all of its long-distance TrawsCymru bus services to operate on electricity or other low-emission fuels by 2026.

Transport for Wales is undertaking a high-level assessments of the benefits of converting the services to "low emission and ultra-low emission fuels over the next five year period". The first innovation is due this autumn, with the launch of six electric buses for two new TrawsCymru services from Blaenau Ffestiniog. The three-hourly service to Llandudno began in May, using a diesel bus temporarily.

The new TrawsCymru service from Blaenau Ffestiniog to Porthmadog and Caernarfon will operate more frequently. TfW has been supporting Gwynedd Council with design and planning of a dedicated electric bus depot in Blaenau Ffestiniog. The town is surrounded by Snowdonia national park, which presents buses with many hills to climb. An electric bus was tested in the area previously.

MaaS pilots get £1m

INNOVATION

TWO DIGITAL transport pilots have secured just under £1m from the Scottish Government Mobility as a Service (MaaS) Investment Fund. The winning projects are from the University of St Andrews and The Highlands and Islands Transport Partnership (HITRANS), selected from a field of 15 bids.

Both projects seek to make public transport easier to use and encourage people away from single-occupancy car trips by providing digital access to travel information, to help them plan, undertake and pay for journeys.

The pilot projects are:

- University of St Andrews:

The St Andrews MaaSPlan is a pilot to promote community-centred mobility services, which that will tackle issues such as congestion and achieving the transition to net zero, promoting sustainable, active and shared transport options.

- HITRANS: Funding for extension to its current GO-HI pilot to include additional transport modes, a rewards programme, smart card integration and a demand responsive transport solution for rural and island regions.

Bus and light rail funding based on 'optimistic' forecasts

FUNDING

by Deniz Huseyin

THE GOVERNMENT'S funding package to support bus and light rail services may not be enough to offset the losses caused by the Covid-19 pandemic, warns Jonathan Bray, director of the Urban Transport Group, which represents the city-region transport authorities in England.

He told LTT: "It's welcome that we now have funding deals in place for bus and light rail through to April 2022, however these deals rest on patronage forecasts which could be optimistic given that

the pandemic isn't over and the consequences for travel patterns can't yet be known."

The DfT has announced that £226m has been earmarked for bus operators in England from September 2021 to April 2022 while light rail operators are set to receive £56m for the same period.

The Treasury has stated there will be no more funding for light rail beyond April 2022, Bray pointed out. "But from where we are sitting it seems unlikely that patronage will have returned to what it was pre-pandemic by then. If light rail remains underfunded after April next year then the

danger is that money gets taken out of bus to close the gap given that our members have bottom line responsibilities for their light rail systems but not for their buses."

Chancellor Rishi Sunak will be announcing the Comprehensive Spending Review in the autumn, and the transport sector will be hoping for a funding boost, said Bray. "Local transport was a loser from last year's spending review as part of a department which was not treated as protected by the Government," he said. "The aspirations that Number Ten have for local transport are

sky high, including world class active travel infrastructure and cheap, green and extensive bus networks everywhere. And they want this quick."

But this is at odds with the approach taken by the Treasury, which is "in bean counting mode and looking to pick off vulnerable spending programmes wherever they can", said Bray.

"Meanwhile, the DfT is still persisting with a spendthrift zombie national programme which long ago lost any kind of compelling rationale. A crunch is coming and that crunch is the spending review."

Edinburgh council cuts £4.7m from cost of cycle link

INFRASTRUCTURE

TWO ROUNDS of value engineering have reduced the estimated overall project cost of Edinburgh's City Centre West to East Link and Street Improvements (CCWEL) by £4.685m.

The city council engaged its preferred contractor last summer, in order to involve the contractor in finalising the tender design and procurement stages before the main construction contract was awarded.

The first value engineering

exercise involved the council, principal designer, preferred contractor and the charity Sustrans, as project sponsor. Subsequently, in December 2020 Sustrans asked the council to review all projects funded via its Places for Everyone programme, to provide clarity on future years' funding requirements. This triggered a second value engineering review of CCWEL.

The main construction contract has been reduced to an anticipated value of £13.172m.

An additional £1m cost saving is estimated from "minimising clashes with existing public utilities". Fewer trees will be planted to reduce the amount of utility diversion work required. Moveable planters are being considered instead at the three locations affected by this change.

Other design changes identified through value engineering are: removal of public realm improvements at Melville Crescent, saving £2.23m; footway resurfacing with precast concrete

instead of natural stone at three locations; removal of temporary layouts at two locations which were previously proposed ahead of permanent layouts being implemented; and removal of an ancillary cycleway south of Melville Street, for consideration as a standalone scheme later.

The total project cost estimate is £18.745m, including elements such as client risk, design and diversionary work.

Construction is expected to start in the autumn and continue for 78 weeks.

Four major rail stations Covid-free

COVID-19

TESTS HAVE found no traces of the Covid-19 virus in swabs and air samples taken at four major railway stations and inter-city train services, Network Rail has announced.

Network Rail commissioned Imperial College London to study the prevalence of virus in stations and on trains. The researchers conclude that enhanced cleaning methods across the rail industry and widespread wearing of face coverings by passengers are the key reasons for the negative results.

Places passengers touch regularly, such as escalator handrails, ticket machines, and benches were swabbed, and hour-long air samples taken on station concourses at London Euston, Birmingham New Street, Liverpool Lime Street and Manchester Piccadilly stations in January and June.

The same tests were repeated on several inter-city train routes. Between the testing dates passenger numbers across all four stations rose by 287%.

All lab tests conducted by Imperial College London showed no Covid-19 contamination of any surface tested or airborne particles of the virus in station or on trains.

Network Rail said that enhanced cleaning procedures will remain in place, with hand sanitiser and face masks available at stations to stop the spread of Covid-19.

In Brief

Atkins to carry out accessibility audit

Consultant Atkins has been appointed by the DfT to carry out an accessibility audit of all UK rail stations. The audit, pledged in the Williams-Shapps Plan for Rail, will help identify improvements. The findings will form a new public database to help people plan journeys and, along with input from disabled passengers, will shape future investment in accessible rail travel as part of the Government's National Disability Strategy. Atkins – a member of the SNC-Lavalin Group – is leading the work supported by global technology firm ABB; software as a service business K2Fly; equality, diversity and inclusion specialists Goss Consultancy; data management and intelligent mobility pioneers You.Smart.Thing.; and project and cost management consultancy CPC.

Strategy aims to help disabled people use public transport

ACCESSIBILITY

by Mark Moran

DISABLED passengers will have better access to public transport and a bigger say in how they travel under a strategy designed to boost inclusivity across the network. The DfT has unveiled a range of initiatives to remove barriers and improve confidence for disabled people as they return to trains, buses and taxis after the pandemic.

The announcement was part of the National Disability Strategy, launched on 28 July, which is a collective cross-government effort to transform disabled people's everyday lives.

The strategy policy makes commitments across government departments and sets out immediate practical steps including the launch of a new data project by the Disability Unit.

In the transport sector, the DfT said an audit of all UK train stations, originally pledged in the Williams-Shapps Plan for Rail, is now underway in order to identify improvements and highlight existing areas of excellence. The audit's findings will form a new public database so people can better plan their journeys and, along with input from disabled passengers, will shape future investment in accessible rail travel.



Network Rail will work with the DfT to make station platforms more accessible for disabled people

The DfT will also work with Network Rail to improve safety with a new programme to install all station platforms with tactile paving. This will build on National Rail's work on the development of a Passenger Assist app to simplify communication with rail staff and encourage better customer service.

The Government said it will bring forward new regulations to force bus companies to provide audible and visual announcements onboard services. To help smaller companies achieve this, government grants will be boosted to £3.5m. New research into the designs of bus stops and

stations will seek ensure they are accessible for all.

The DfT will also support new legislation for taxis and private hire vehicles, protecting disabled passengers from being overcharged and to better ensure they get the right help from drivers.

In addition, the DfT is working with consumer groups to design more accessible chargepoints for electric vehicles. The DfT has committed to work with local authorities to reduce parking on pavements to declutter streets and free up paths so vulnerable pedestrians can make journeys more safely and easily. An announcement on next steps will be made later this year.

For longer journeys, new £450,000 funding will help deliver more accessible toilets, through the Changing Places programme, on top of the £2.2m already invested, to ensure most motorway services have the right facilities for the quarter of a million people who cannot use standard accessible ones.

The announcements were welcomed by Anthony Smith, chief executive of the independent watchdog Transport Focus, who said: "It's important that transport operators seek the views of disabled people to make sure services better suit their needs as the country recovers from the pandemic. These measures will help remove barriers and improve access for all transport users."

The National Disability Strategy envisages improvements in the Blue Badge scheme by helping disabled people to park closer to the goods and services they need to use.

The strategy states that tackling pavement parking would help free pavements for vulnerable pedestrians to make journeys safely and more easily by reducing the occasions when pedestrians are forced into the road to navigate around vehicles. It would also reduce pavement damage that can pose a trip hazard.

Guides for disabled people using motorway services

ACCESSIBILITY

HIGHWAYS England has teamed up with AccessAble, a provider of detailed accessibility information, to help motorists plan where to stop for a break at any one of the 114 motorway service areas across England.

The new guides, which are available online or via the free

AccessAble app, present facts, figures and photographs to help motorists plan their visit.

They cover key areas including parking, toilets, petrol stations, shops, and restaurants, with detailed information on everything from staff training and hearing loops, to walking distances and Changing Places.

The access guides are one of many new services Highways

England is introducing to break down barriers and help people reliably plan and feel confident about their journeys. Disabled motorists represent 5% of the driving population.

Highways England equality, diversity and inclusion manager Julian Horsler said: "We're making good progress to ensure our roads and services are more accessible and inclusive, and

there's lots more to do. Whatever the nature of your disability, the access guides for motorway service areas take the guesswork out of journey planning, giving you the information you need about facilities along your route."

The Access Guides are available free of charge on the AccessAble website and on the AccessAble App.

Systems that remove barriers to travel win funding

ACCESSIBILITY

A VIRTUAL reality simulation of trains and stations could improve the travel experience for disabled passengers.

The VR system was among the winners of the Accessibility Transport Research and Innovation Grant (TRIG: Accessibility) scheme, which seeks to

eliminate the barriers that disabled people face when travelling.

The TRIG: Accessibility programme, in partnership with Connected Places Catapult (CPC), seeks to eliminate the barriers that disabled people face when travelling, to help budding innovators and academics to propel their ideas to market

more quickly.

The winning projects and companies are:

- Briteyellow – BriteWay journey planning and station navigation system for impaired passengers
- Chrome Angel Solutions – Accessible Travel Virtual Reality Simulation for Passengers
- Ostrum Tech – Purple Flow

platform for disabled air travellers

- SightCall – TravelAssist
- You Smart Thing – Travability.

The winning firms will receive a total of almost £600,000 to launch their projects by the end of November 2021, with working prototypes being showcased to industry following this.

<https://tinyurl.com/3kkwah9n>

Independent train operators call for fair access to network

RAIL

by Rhodri Clark

REPRESENTATIVES of train operators that are not under contract to the DfT say their access to the rail network must not be diminished after Great British Railways takes over from Network Rail (*LTT* 31 May).

As well as managing and operating infrastructure, GBR will specify timetables and be responsible for the Passenger Service Contracts which will replace rail franchises in England. The Office of Rail and Road (ORR) expects that those operators may not pay GBR for access to tracks and stations, but says GBR will still need an access charging framework for open-access, freight and devolved train operators, including ScotRail.

Transport Scotland told *LTT*: "We were not consulted on the final proposals within the UK Government White Paper on rail prior to its publication and are therefore currently seeking detailed clarity from the UK Government on what they mean for Scotland's Railway.

"However, we will not accept



Ian Yeowart

a position where future arrangements place Scotland at a disadvantage."

The Rail Freight Group, representing freight operators and customers, said: "RFG are engaging with the ORR on behalf of our members to ensure that the transition from the current franchised model towards the new Great British Railways model within the rail reform agenda is as seamless as possible regarding freight.

"This means ensuring that the regime of access, both rights and charges, are at least as

favourable as those in force at present. Thus far we are reassured that this message is understood and accepted and are encouraged by the responses we have had."

Ian Yeowart, of open-access company Grand Union Trains, said it was essential that the ORR ensured access charges were fair and affordable. "The ORR will also need to ensure it does not 'close out' parts of the network through unintended actions," he said.

A recent change to access charges by the ORR as a "tax on open access", will make some potential new services impossible due to the extra costs, he said.

"Unfortunately ORR has lost a huge amount of corporate memory and basically is making new rules as it goes along," Yeowart claimed. "So far from easing things, it is making it harder. It really does not understand its history nor its supposed role as competition authority. You really need consistency from any regulator so you can plan. That is sadly missing at ORR.

"In respect of the future, GBR cannot be any worse than

Network Rail in providing access, and the ORR is supposedly there to still ensure fair play. Time will tell. It was and is hard to gain access. I'm not sure it will be any different going forward."

The RFG pointed out that the Williams-Shapps Plan for Rail promises: system-wide oversight of timetabling and system planning; a duty to promote freight on the network, underpinned with growth targets; and a requirement to make "best overall economic use of the network". It said this hinted that future investment may see a better balance between passenger and freight objectives when it comes to enhancements and network planning.

It also observed that the Transport Decarbonisation Plan restated the commitment to maximising rail's role in movement of freight.

"Although at this stage there are few specific details, the general policy direction seems clear. Any adverse changes to access arrangements for freight would run counter to the narrative around freight," added the RFG.

Virtual reality to shape HS2 stations

TECHNOLOGY

HS2 STATION designers have combined virtual reality with eye-tracking and emotion-sensing software to help visualise the stations of the future. The technology enables station designs to be tested and refined before building starts.

Designers are striving to achieve a stress-free passenger experience at HS2 stations and for the first time have combined several different VR related technologies to map out how passengers will navigate their way around the new HS2 station at Old Oak Common.

As part of its innovation programme, HS2 Ltd is working with design & technology company CCD Design & Ergonomics and station designer WSP to develop efficient wayfinding for the quarter of a million people, who will use the new 14-platform super-hub in north-west London each day.

The successful deployment of the cutting-edge innovation offers the potential for the technology to be used to design other HS2 stations, as well as other buildings that have to manage large numbers of people efficiently, including sports venues and concert halls.

Wearing VR headsets fitted with eye-tracking and emotion-sensing technology, sample groups of potential passengers will enter a virtual version of the station. They will then be asked to navigate their way around the concourse to reach meeting points, platforms and to change between HS2 and other services.

In Brief

Pavement parking ban starts in Cardiff

Cardiff Council has issued more than 600 penalty charge notices (PCNs) since it began enforcement against pavement parking on City Road. The 18-month enforcement pilot began on 18 May, a year earlier than the commencement date for action on pavement parking in Wales recommended by an expert group last year. Last week, a council spokesman told *LTT*: "I can confirm that 610 PCNs have been issued since the trial began for parking on the pavement or parking on the pedestrian crossing." The average per week is approximately the same as the total number of PCNs, 61, issued in the first week of the enforcement on City Road.

Six Welsh councils offer regional bus rover ticket

TICKETING

by Rhodri Clark

THE SIX local authorities in North Wales have organised a new bus rover ticket in response to the pandemic.

Previously the authorities implemented region-wide transport initiatives through their Taith transport consortium, but the Welsh Government abolished all four regional consortiums in 2014. Now the North Wales authorities have collaborated with each other and with 27 bus operators to launch

a ticket valid on almost 200 bus services across the region.

"We certainly took advantage of the environment following and during the health emergency," said Peter Daniels, passenger transport manager at Denbighshire County Council. "There was a renewed appetite among operators to work together to implement the ticket and an understanding that such a ticket would contribute to building confidence again in bus services and in growing ridership."

A large proportion of the

operators' revenue now comes from the Welsh Government, through its Bus Emergency Scheme 2. In return for the extra funding, operators agreed to provide data and accept that the public sector would play a bigger role.

The price of the ticket is £5.70. This is comparable with the price of predecessor tickets, despite covering a much larger number of services. Daniels said the price was pragmatic, and most bus journeys made with day tickets were believed to be local in nature.

The child discount price, £3.70, is available for any holders of English or Scottish concessionary bus passes. It also applies to holders of MyTravelPass, the Welsh Government-funded discount card for people aged 16 to 21.

The 1bws ticket covers cross-border bus routes and flexi demand-responsive services, but is not valid on the Flint to Mold service operated by Townlynx. Transport for Wales assisted councils in setting up and testing electronic ticket machines and back office systems.

Fare-capping scheme reflects flexible commuting

TICKETING

A NEW smartcard has been launched in the West Midlands to reflect the increasingly flexible travel habits of commuters.

The Swift Go fare-capping scheme, developed for Transport for West Midlands (TfWM), can be used on tram and bus services.

The three-day fare capping

scheme is designed to support part-time commuters or people working flexibly following the Covid-19 pandemic.

For example, a Metro and nbus (covering almost all bus operators) three-day fare using Swift Go costs £17.90, a saving of £2.50 over the cost of three single day tickets.

Swift Go works out the journeys made at the end of a week

and issues the best value charge for the journeys made – whether that's the single fare, or one-day, three-day or seven-day charge, or a combination.

Andy Street, the mayor of the West Midlands, said: "Following the lifting of many Covid restrictions and the reopening of businesses, more people are now thinking about returning to the workplace or making those trips

out. We want them, where possible, to use public transport and already many of our bus operators have cut fares to attract more passengers

"And so knowing that many are now choosing hybrid and flexible working, we have developed one-day, three-day, and seven-day fare capping on Swift Go to ensure that they get the best possible value."



Worldline is a registered trademark of Worldline S.A. | June 2021 © 2021 Worldline.

WL Easy EV

**ELECTRIFY YOUR CUSTOMERS' JOURNEY
WITH A UNIFIED PAYMENT SOLUTION
FOR ALL EV CHARGING USE CASES**

www.worldline.com/easy-ev

**DIGITAL PAYMENTS
FOR A TRUSTED WORLD**

Worldline

EV owners should not face a 're-charging postcode lottery'

EV CHARGING

by Mark Moran

QUESTIONS remain on whether the Government's current plans are enough to deliver the public electric vehicle (EV) charging infrastructure that will be needed across all regions of the UK, says the House of Commons Transport Committee.

In November 2020, the Government published its Ten Point Plan for a Green Industrial Revolution, in which it committed to ending the sale of new petrol and diesel cars and vans by 2030. All new vehicles will be required to have 'significant zero emission capability', including plug-in hybrids and full hybrids, from 2030 and be 100% zero emission from 2035.

However, the MPs state that in order to ensure that the Government has set achievable targets, a clear policy framework is now required to ensure that industry can deliver the vehicles and charging infrastructure needed to meet the Government's ambition. The Government needs to boost the production and purchase of EVs as its net zero deadline approaches.

The Government also needs to ensure that the transition to electric vehicles is equitable, the MPs argue in their report *Zero Emissions Vehicles*.

The committee said that accessible and reliable charging infrastructure must be available



EV charging at home is substantially cheaper than on-street

by 2030, but drivers who live in rural or remote areas or who do not have off-street parking risk being left behind.

Unless charging habits change, or the National Grid is strengthened, the MPs say that concerns exist that the charging needs from millions of new electric vehicles will cause blackouts to parts of the country.

The MPs state that the Government must:

- Work with the National Grid to map national coverage to eradicate 'not-spot' areas and identify locations where the Grid will not cope with additional usage

- Make public charge provision a requirement of local development and provide funding for local planning and transport bodies to hire staff with a mandate to deliver charging

infrastructure

- Protect the consumer from excessive charges and multiple accounts when charging in public

- Address the discrepancy between the 5% VAT incurred for home charging and 20% VAT for on-street

- Insist that industry uses price to change consumer charging behaviour to a 'little but often' approach and at times when the National Grid can meet total demand

- Boost the manufacturing and sales of new electric vehicles by requiring those who sell the fewest electric vehicles to buy credits from those who produce the most; such credit to then be used to reduce the purchase price of electric vehicles (the 'ZEV Mandate').

With charging at home substantially cheaper than on-street

charging, pricing must be fair for people who charge their electric vehicles in public spaces. The committee welcomed the Government's commitment to regulate interoperability between chargepoints and pricing transparency for public chargepoints later this year. However, mandating industry to use pricing to move consumer behaviour towards a 'little and often' refuelling habit will also help.

The Government must also introduce a zero emission vehicle mandate as a matter of priority if it is to hit its target of 100% new zero emission vehicles (ZEVs) by 2035, say the MPs.

Huw Merriman MP, chair of the Transport Committee, said: "As car usage returns to pre-pandemic levels, we must keep our sights locked on the target: all new cars and vans should be electric by 2035 at the latest. To help consumers see their route to a zero emission world, choosing to run an electric vehicle must be as seamless as possible."

The MPs' report notes that the move to electric vehicles can only be one strand in the UK's net zero ambitions.

Having considered zero emission vehicles, the committee will turn its attention to road pricing. The committee will continue to scrutinise government work in this area, particularly in the run up to the UK hosting COP26 in the Autumn.

In Brief

Capital's e-scooter trial spreads

London's e-scooter hire trial has been extended to include the City of Westminster. Transport for London and London Councils launched the trial on 7 June, initially covering Ealing, Hammersmith & Fulham, Kensington & Chelsea, Richmond, Tower Hamlets and Canary Wharf (LTT 31 May). It was extended on 5 July, with the City of London, Lambeth and Southwark joining the trial. There were 35,000 trips made on e-scooters during the first four weeks of the trial.

West Mids Police seizes e-scooters

West Midlands Police has seized more than 100 e-scooters as part of a crackdown on their illegal use. Although E-scooters are legally available to buy, it is against the law to ride a privately owned one in any public place - including roads, parks or pavements - in the UK. The only place a privately owned e-scooter can be used is on private land, with the land-owners' permission. Between January and June the police force seized 106 e-scooters, while a one-day operation in Birmingham city centre last month resulted in a further 14 being seized.

E-scooter trial users mostly young adults

Young adults are dominating trials of e-scooters in English cities, according to one of the largest operators. Voi has over 400,000 e-scooter users in the UK, including in Birmingham, Liverpool, Northampton, Bath, Bristol, Cambridge, Oxford, Portsmouth and Southampton. A Voi spokesperson told LTT: "Our scooters are used by people of all ages and walks of life. However, the vast majority of users are between 18 and 33 years old. In terms of gender split, 40% of our users are female and 60% are male."

E-scooter hire trial starts in Ireland

Ireland's first e-scooter trial was launched across five Dublin City University campuses on 20 July. Micromobility provider TIER and technology firm Luna are supplying a fleet of 30 scooters fitted with advanced computer vision technology. This means the TIER e-scooters can run pedestrian detection and lane segmentation algorithms, allowing the vehicles to understand how many people are in their path, as well as preventing vehicles from being used on footpaths. The pilot, which will run until early 2022, will gather data on user behaviours and attitudes.

CMA calls for national charging network by 2030

EV CHARGING

by Mark Moran

THE COMPETITION and Markets Authority (CMA) has set out measures to ensure a national network of electric vehicle chargepoints is in place ahead of the 2030 ban on the sale of new petrol and diesel cars.

As part of its market study into electric vehicle (EV) charging, the CMA examined whether or not the industry can deliver a comprehensive UK charging network that works competitively and that people can trust.

While some parts of this new sector are developing relatively well - including charging at locations like shopping centres, workplaces and people's private parking (garages and drive-

ways) - the CMA has found that other parts are facing problems which will hinder roll-out. The authority stated that this could impact the Government's plans to ban the sale of new petrol and diesel cars by 2030 and its wider commitment to make the UK net zero by 2050.

In particular, the CMA is concerned about the choice and availability of chargepoints at motorway service stations, where competition is limited. It has thus launched an investigation into possibly monopolistic practices in the motorway network.

The CMA is also concerned that the roll-out of on-street charging by local authorities (which many drivers will rely on) is too slow.

The geographic distribution of chargepoints also needs to be

addressed. The CMA is worried about creation of 'charging deserts', with rural areas at risk being left behind with too few chargepoints due to lack of investment.

The authority said access to chargepoints becoming a 'postcode lottery', pointing out the number of total public chargepoints per head in Yorkshire and the Humber is a quarter of those in London.

In addition, research shows that charging can sometimes be difficult and frustrating for drivers, which could stop people switching to EVs. Concerns about the reliability of chargepoints, difficulties in comparing prices and paying for charging, risk reducing people's confidence and trust.

The CMA has set out four principles to ensure that using

and paying for charging is as simple as filing up with petrol and diesel:

1. Working chargepoints must be easy to find (e.g. providing up-to-date availability and working status information)

2. Charging must be simple and quick to pay for (e.g. people don't need to sign up and contactless payments are widely available)

3. The cost of charging must be clear (e.g. standard way of pricing, such as per kilowatt of energy)

4. Charging must be accessible - (all chargepoints can be used by any type of EV).

The UK currently has around 25,000 chargepoints and, while there is still uncertainty, forecasts suggest more than ten times this amount will be needed by 2030.



TRAFFIC+ PARKING

2021

THE WORLD OF
STREET AND
KERBSIDE
MANAGEMENT

Organised by:



Presented by:



30 NOVEMBER 2021
MANCHESTER CONFERENCE CENTRE

Traffic + Parking is the best place to learn about the latest policy, legislative and technology developments in the world of parking, kerbside and urban traffic management.

Parking and traffic management is an essential public service at the forefront of reducing traffic congestion, delivering safer and healthier streets, and enabling new approaches to mobility.

Restart, recovery and revolutions

Parking and traffic management is an essential public service at the forefront of reducing traffic congestion, delivering safer and healthier streets, and enabling new approaches to mobility.

The traffic and parking sector has played a central role in the response to the COVID-19 pandemic. Towns and cities across the UK implemented an impressive range of emergency traffic and street-scene measures, including pop-up cycleways and wider pavements to make cycling and walking safer, while supporting the logistics sector in maintaining essential supplies and services were maintained.

Meanwhile, the parking sector enabled the NHS Test & Trace programme by hosting drive-through testing centres. It also ensured key workers from the NHS and care sectors were able to access free parking.

Moving forward, the traffic and parking sector will be playing a vital role in driving the recovery, helping that the public feel safe as retail, leisure and education services are opened up. From touchless payment to the pre-booking of spaces, homeworking and online shopping, the sharing of data, and the sensitive enforcement of fines and debts, many of the new ways of working adopted during the lockdowns are becoming commonplace as society reopens and the economy restarts.

The pandemic encouraged an openness to new ways of working and shopping. This means politicians, planners, businesses and the public are receptive to an acceleration in the adoption of electric motoring, clean air schemes, the smarter use of data, active travel and the adoption of shared and micro-mobility services.

Revolution will be the new normal.



Delegate rates

Local authority	Free
Private Sector	£225 + VAT
Charities	£99 + VAT

To book your place visit:
www.traffic-parking.uk

For further information on having a profile and/or exhibition presence please contact **Jason Conboy** on: **020 7091 7895** or email: jason@landor.co.uk

Headline sponsor:

Supported by:



www.traffic-parking.uk

The age of the bypass may be coming to an end, says Waters

The Welsh Government's deputy climate change minister **Lee Waters** talks to **Rhodri Clark** about calling time on bypasses, making 20mph a default limit and helping councils build a compelling case for active travel schemes

Decades of building bypasses may be drawing to a close in Wales, according to Lee Waters, the Welsh Government's deputy climate change minister. The government made headlines in June when it announced a freeze on existing road schemes pending the outcome of a review, to be conducted by a Roads Review Panel.

However, Waters told LTT: "The real importance of the roads review is not for schemes currently on the blocks, it's for all future road schemes. That's where I think its potential radicalness lies.

"We could be seeing the last batch of bypasses, depending what the panel recommend. If they come forward with a set of proposals that 'in future we don't think a blanket approach to congestion in towns is to build a bypass', that would be a significant departure.

"In the meantime, there may well be some tensions and contradictions because schemes are well developed or funding is committed [or] for all sorts of reasons we let them go through."

He is disappointed that the A483 Llandeilo bypass was excluded from the review (LTT 12 July). He says Plaid Cymru insisted the government honour the road's inclusion in a previous budget agreement (when a minority Labour administration relied on Plaid votes), whereas he had assumed Plaid's attitude would have changed following an election campaign in which the party argued for accelerating actions to tackle climate change.

Local authorities can continue to develop road schemes, he says, but he is not convinced by the argument that construction of "access roads" should not be frozen in order that housing and industrial developments go ahead. "Actually, quite a lot of 'access roads' are code for bypasses. They're not just access roads. They generate out of town development by themselves."

DfT ignoring 'tough choices'

Could other governments in the UK learn useful lessons from the roads review? Waters says the UK Government's transport and climate policies lack coherence and credibility. "The stuff that Grant Shapps has come out with in the last couple of months seems to think that technology alone will solve transport's contribution to climate change and we carry on with hyper mobility. I don't think that's right, and neither does the UK Climate Change Committee."

He says the Welsh Government is developing a good relationship with its Scottish and Northern Irish counterparts on transport. "We have far more in common with



each other than we have in common with the Department for Transport in England, increasingly. We have quarterly meetings. We're looking at commissioning some joint work together, studies on remote working for example.

"I think there's a lot of potential for an alliance of devolved governments to develop a coherent transport policy, given that the DfT seems off on its own, ignoring the tough choices the climate change targets present to us all."

Waters says the roads review is part of the Welsh Government's drive to change what people regard as normal in transport, by "winning hearts and minds". He says this will be a gradual process, as was changing the norms on smoking in public. Restraining private car use – hinted at in the Llwybr Newydd transport strategy – is for later, when people have better alternatives than they have now.

Extending 20mph limits

One early challenge is to get drivers to accept 20mph as normal in built-up areas – where it will be the default limit across Wales from April 2023. He says millions of pounds have previously been spent on reducing the limit to 20mph in Wales but covering only 1% of roads, usually in short sections.

"Getting compliance in that kind of

exception approach is always going to be difficult. This is a whole different ball game. It's saying, as a default, your speed limit on lit roads is going to be 20."

He recently visited St Brides, Vale of Glamorgan, where a 20mph default limit pilot began in June. Traffic has to slow from 40mph to 20mph there, he says. "It felt really weird driving at 20mph. Twenty felt unnaturally slow. This is going to take a lot of getting used to – adjusting people's sense of what normal is.

"This is not going to be a big bang approach. I don't expect us to achieve 20mph [compliance] straight away. It will be a process over time of changing behaviours." One possibility is a "pace car approach", for example with all public sector vehicles required to observe 20mph limits strictly, which would have a "ripple effect" on traffic generally.

"I don't think it's a case of putting in piles of speed cameras and whacking fines on everybody who does 21 or 22mph."

Active travel ambitions

Other components of the longer-term behaviour change programme include enforcing against pavement parking – with Cardiff already undertaking a pilot – and getting active travel accepted as mainstream transport.

As national director of Sustrans Cymru,

“

I think there's a lot of potential for an alliance of devolved governments to develop a coherent transport policy, given that the DfT seems off on its own, ignoring the tough choices the climate change targets present to us all

Waters played a central role in convincing the government to pass the Active Travel (Wales) Act 2013, the first legislation in the world to require local authorities to plan and progressively implement cycling and walking networks.

"The implementation hasn't been as I would have liked," he admits. Nevertheless, the government has increased its active travel funding to £75m this financial year. Waters says this is more per head than any other part of the UK and he is making changes to ensure that, in future, funding is provided only for schemes which meet the active travel guidance.

Transport for Wales will manage a "stage gate" process for scheme design and delivery, with funding released in stages rather than the whole grant being handed over "on trust". Waters wants much deeper consultation than during production of the first active travel maps, when one authority gathered only 13 consultation responses.

"This is a 20-year change project. One of the big challenges we have is training professionals, and to raise the status of active travel within transport planning, engineering and urban design as a prestigious and a high value activity, not seen as an irritant that takes up a lot of time and doesn't carry many people."

He admits: "There is an issue with ward councillors and senior officers [resisting better active travel facilities], because this is not something that's traditionally been done. This is a big change." He believes better consultations and management of funding will make it easier for officers and councillors to defend active travel schemes against the inevitable criticisms.

Waters says the government wants an integrated behaviour change programme on transport. "This is not about people doing things to you. It's about protecting people's health, saving people's lives, improving air quality, reducing noise, making places better places to live."

All change as new mayor in the east focuses on rural access

Dr Nik Johnson delivered a surprise Labour electoral win in the metro mayor battle for Cambridgeshire and Peterborough in May. He tells Lee Baker how he wants to switch from an over-focus on city congestion towards improving transport in the rural Fens

Labour politician Dr Nik Johnson has taken the helm at Cambridgeshire & Peterborough Combined Authority after campaigning against the overfocus on Cambridge in the south of the region. Mirroring the language of the prime minister whose surname he shares, Dr Nik Johnson wants to switch focus to “levelling up” the county’s more deprived north.

He is upturning the combined authority’s established transport policy, which proposes a Cambridge Autonomous Metro (CAM) system to tackle Cambridge congestion. This followed an independent economic review which, while comparing Cambridgeshire’s north-south divide to England’s, concluded that Cambridge’s ‘growing pains’ of lengthening traffic delays were “the single most important infrastructure priority”.

Both the CAM scheme and Cambridgeshire transport policy had already had a rollercoaster history (see panel on p13) before Johnson attacked autonomous transport centred on Cambridge as “a fool’s folly”. He pledged to instead “ensure that those in the north, Peterborough, March and Wisbech are better-served” and “concentrate on better public transport now”.

“I am campaigning for [the buses] to be brought back into public control,” his pitch summarised.

What next for the CAM?

I asked Johnson whether the authority had to choose between a higher-capacity transit system for Cambridge and bus improvements across Cambridgeshire, and between better public transport in the short to medium-term and a better transport system in the 2030s. The combined authority had, under Johnson’s Conservative predecessor James Palmer, published a ‘notice of intention’ to consider franchising – with the pandemic having made developing a business case difficult.

“I would not put it as black-and-white as that,” Johnson said. “The previous mayor was focusing on the CAM project. My argument was that a re-focusing is required. We have to get a bus improvement plan in place.”

The new mayor for Cambridgeshire and Peterborough vowed to “put the Fens first” in a speech to the UK Innovation Corridor, a champion for London – Cambridge science and technology clusters. He also, however, acknowledged to its business and research leaders the need for a transport solution for Greater Cambridge.

“In one of the cleverest communities on the planet, we can work together to solve the challenge of crossing a medieval city centre by public transport and bringing car use down.” Johnson, speaking from the authority’s offices in Ely, said: “Undoubtedly, there is a problem in Cambridge; but there is also a problem with a lack of connectivity in the north.”

The formal decision on the future of the scheme will be made by the combined authority board, which alongside Johnson as the chair, has seven members, two Conservative, two Liberal Democrat and two Labour council leaders and an independent from the local enterprise partnership.

The chief executive and the director of delivery and strategy will bring a report to the September meeting of the board. Johnson, however, as chair of the board, set out at its meeting in late July that the scheme “should not be supported”.

Officers, in the paper to the board, said the first reason



Cambridgeshire & Peterborough’s metro mayor Dr Nik Johnson

“

Don’t assume that because some of the [CAM] proposals were over-ground, we will rebrand them and support them. I want a complete refocus

the mayor cited was the projected “high cost”. Two of three consortia – one led by Dromos Technologies and another by Mott MacDonald – working on design concepts suggested a surface-level system, to avoid the cost of tunnels (*LTT*, 22 March).

Asked if a pared-down version of the scheme costing a quarter of the £4bn cost could be supported by the authority, Johnson said: “Don’t assume that because some of the [CAM] proposals were over-ground, we will rebrand them and support them. I want a complete refocus.”

The mayor also said he is not against transit systems *per se*, but that the vehicle for delivering any possible transit in Cambridge is the Greater Cambridge Partnership, and not the authority. This is in stark contrast to his predecessor, who had wrested control of the planning of the first of the first CAM route from the partnership (*LTT*, 21 Feb 20). One of Johnson’s reasons for withdrawing the authority’s support for the project is that the Cambridge travel-to-work area is already benefiting from the £500m ‘city deal,’ and he wants to use the authority’s own resources to benefit the whole county.

“The Greater Cambridge Partnership has been given money to deliver solutions in that area. It might look like a light rail network in the longer-term. We will work with them,” he said. The partnership had been at loggerheads with previous mayor James Palmer over whether its inner core transit routes upheld his wider vision for the CAM

scheme. “We should listen to people and what they want,” Johnson said. “How do you show people you care and how do you work together in a cooperative manner?”

Meanwhile, the company formed to deliver the CAM scheme, One CAM Ltd, has taken the decision to start to wind down its activities after the election of a candidate “not supportive of the project as a whole”. Its future will also be decided in the autumn. It is also considering standing down consultants. Johnson had criticised the authority’s spending on consultants during the campaign.

Busway to the Fens

As part of the work on the autonomous metro, the combined authority told *LTT* last year that Wisbech could be the setting for testing the CAM, connecting Wisbech on the course of the old railway line connection to March (*LTT*, 7 Feb 20). Asked if this is one piece of One CAM’s work that will still be taken forward, Johnson simply said: “Yes.”

“We have to take the good stuff that was developed by One CAM.” He said this is his focus, and not any possible extension of the Cambridge to St Ives guided busway to the Fens, an idea he endorsed in the local press. A combined authority spokesperson told *LTT* last year that connecting March and Wisbech with an autonomous vehicle system would test the concept as a short-term fix. So, is such an experimental scheme likely to be a way to improve the accessibility of the Fens?

“I am all for innovation,” Johnson said, in an apparent correction to the message anybody might take from his opposition to the CAM project. “I am tasking our transport group to be just as innovative [as they have been to tackle Cambridge’s transport issues], for the benefit of the population of the Fens.”

A year ago the combined authority spokesperson said that this would not remove the need to reopen the Wisbech to March railway line, closed to passengers in 1968 and to freight in the year 2000. The combined

authority had asked consultant Mott MacDonald to undertake a study for re-opening the line. Johnson believes that opening the railway line would result in a proposal for a waste incinerator to go ahead. He would instead “currently favour a CAM-style vehicle, tram, bus or light rail that leaves room for sustainable active transport alongside”.

One CAM will continue for the time being, pending a decision on its future in September. Johnson said he wants to capture learning from the company in order “to come up with a solution for the Wisbech to March route”. Meanwhile, Johnson has started to flesh out his flagship policy pledge of “taking control” of buses.

He told the local press after his surprise victory that there is a need “to understand where the profits are being made and by what organisations” so that “the less profitable routes are provided in a more coordinated way”. And in his speech to the UK Innovation Corridor, he said he had “insisted my team work at pace on the statutory assessment for an ambitious franchising plan to transform public transport in the Fens and Peterborough”.

Improved bus frequencies

The region’s 2018 independent economic review concluded that the combined authority area does not work as one functional economy, but three, given the low levels of commuting between the Fens and Cambridge, and between the Fens and Peterborough. Johnson said this needed resolving, and would be an objective of his “refocused” transport plan.

“The connectivity challenge faced by the market towns means that the opportunity to level-up is not freely available.” His priority for bus market reform is to improve bus frequencies. Pre-Covid 19, Peterborough had higher bus patronage per head of population than the average for England outside London at 44 journeys per head of population a year. But Fen market town bus services, in contrast, have low frequencies and ridership.

Johnson wanted to ensure that all Cambridgeshire residents “can get to places quickly”. Before he was elected he had met Greater Manchester’s metro mayor Andy Burnham – who had set out his plans for bus franchising prior to being re-elected in May – and met him again in Cambridge last month. Burnham is pressing ahead with franchising, aware of additional financial risks posed by Covid-19.

Will bus market reform increase frequencies in the Fens, given franchising in the denser Greater Manchester will only slow the contraction of its network in coming years? Johnson said: “We have to improve transport in the north of the county.” Transport for Greater Manchester (TfGM) has said that franchising provides a better platform from which to invest in buses; this will require further funding. Johnson, echoing this point, said: “It’s the first part of an ambition to improve connectivity across the board.”

In Greater Manchester, affordability will be improved for only some passengers (although fares for all will give access to a wider, integrated network). In Cambridgeshire, Johnson has identified implementing a pledge for free travel for 16 - 18-year-olds and subsidised travel for 19 - 25-year olds as the priority for improving affordability. Asked for the rationale for this, he said: “Their travel needs are forgotten about and they are missing out on opportunities. We can get them into the habit of using buses.”

The mayor, mindful of how Burnham “came a cropper” with legal challenges, added a note of caution. The business case will be considered by a bus operators forum set up under independent chairmanship, bringing together representatives of passenger groups, employers and the CA, alongside all the bus companies operating.

“We have to go through the legal channels. So, I am not prejudging the outcome: it could be franchising, it could be enhanced partnerships,” he said. “But if the outcome of the process is franchising, I would be very happy with that.”

His namesake at Number 10 shortly afterwards made a keynote speech in which he backed shire mayors “to improve local services like buses,” in a possible outbreak of the “cooperation” Dr Johnson prescribed. **ltt**



Greater Manchester’s Andy Burnham and fellow metro mayor Nik Johnson in Cambridge



The now seemingly defunct CAM project included plans for a route to the market town of Chatteris in the Fens

Cambridgeshire transport: The story so far

A £500m devolution deal was agreed with Cambridge, South Cambridgeshire and Cambridgeshire, the local enterprise partnership and University of Cambridge in 2014. This ‘city deal’ included a commitment for new orbital bus routes to increase transport capacity into Cambridge.

Plans for devolution to an East Anglia combined authority were championed by the then chancellor George Osborne in 2016 to create an ‘Eastern Powerhouse’. Cambridge City Council refused to sign up, saying the geography was not in the city’s interest.

Cambridgeshire and Peterborough councils subsequently rejected the agreement and instead developed their own deal. The Government U-turned and backed devolution to the smaller geography, including bus franchising and a single transport plan.

The Cambridgeshire and Peterborough Combined Authority was established in 2017 and the Conservative James Palmer was elected mayor on a pledge to deliver light rail for Cambridge. He said the bus-based scheme being pursued by the city deal delivery agent the Greater Cambridge Partnership (GCP) was not ambitious enough.

To resolve this, the authority and the partnership jointly funded a study that alighted on the idea of a Cambridge autonomous metro (CAM) with rubber-tyred, articulated vehicles operating on segregated infrastructure that would ultimately be autonomous.

However, the mayor took the findings as endorsing his commitment to light rail, whilst the GCP interpreted the report as endorsing its plan to build more busways into Cambridge.

The authority published detailed plans in 2019 prepared by consultant Steer for an 88-mile CAM network centred on Cambridge and serving four outlying towns. While it published a review concluding that the GCP’s bus-based plans did not align with the CAM, the GCP pressed on with its version of the first route.

GCP’s transport director Peter Blake said it was better-performing, and the authority’s scheme “entirely outwith the DfT’s prescribed process”.

So, earlier this year, Palmer stripped the partnership of responsibility for planning the CAM route and claimed the GCP “has not accepted the role of the mayor, nor of the combined authority as a transport authority”. He consulted on a tunnelled city centre CAM route and pledged further CAM routes to Peterborough, Chatteris and Ramsey in the May election.

He narrowly lost to the Labour candidate, consultant paediatrician Nik Johnson, who ran on a ticket of a wider, Cambridgeshire-wide transport focus.

A major new series. Coming soon...

CITY LEADERS:

urban transport vision



City Leaders: urban transport vision is a new series project from Landor LINKS that will explore the people and teams that are shaping better urban transport to accelerate post-pandemic recovery and meet the environmental challenges which COP26 will intensify.

- **Essential interviews**
- **Project case studies**
- **Partner Profiles**

City Leaders will be a timely, high quality publication backed by regular coverage in **Local Transport Today** magazine and **TransportXtra.com**, and an exciting new **City Leaders** webinar series.

We are now openly engaging with partners, supporters and sponsors, so please get in touch with **Daniel Simpson** to discuss further.

E: daniel@landor.co.uk | T: 020 7091 7861

‘It’s time to challenge macho culture in the transport workplace’

Following her appointment as president of Women in Transport, a not-for-profit organisation that empowers women to maximise their potential, Jo Field told LTT how she will be working to achieve gender equality in the transport sector

I am delighted to be elected as President of Women in Transport. It’s an honour to take on the role at such a challenging time for the industry and I’m thankful to the Board, chief executive and members for putting their trust in me. I’m also really pleased we’ve elected four new board members, as well as our fantastic new vice president, Manny Moruzzi. Their skills will really boost the expertise of the board.

One of the key things I’ve done since joining the Board six years ago, is helping raise our profile through effective political engagement, as well as setting up the All-Party Parliamentary Group (APPG) for Women in Transport in 2016. This was a game changer for us. Having a platform for political influence is something that has enabled us to share our members’ views far and wide, and I want to make sure we build on this platform.

Initially, I will be consulting and engaging with our members to shape our vision, plans and future service offering, and this will lead to the publication of our strategy for advancing women in transport.

Flexible working

We recently launched our ‘Gender Perceptions and Experiences Working in Transport’ white paper. I want to drive forward the recommendations from this including ensuring flexible working continues as the industry norm where possible, and planning the delivery of a toolkit to challenge macho behaviours and culture in the transport workplace.

I’m really looking forward to advocating for Women in Transport and boosting our connections with industry,

“

The number of women working across the transport industry has remained static in recent years and is nowhere near the level it should be. Currently only 20% of the UK transport sector is made up of women, compared with 47% of the UK workforce

parliamentarians and government to enable us to create positive change for our members and ensure we have an even greater voice on the issues that matter to us.

The number of women working across the transport industry has remained static in recent years and is nowhere near the level it should be. Currently only 20% of the UK transport sector is made up of women, compared with 47% of the UK workforce.

I have definitely seen progress during the course of my career. There are some fantastic recruitment and retention initiatives across the industry and the work of organisations such as ourselves at Women in Transport is definitely helping. But despite the goodwill across the industry, we are not seeing a comparable increase in the recruitment of women.

We need to get much better at shouting about our pos-



itive stories and letting women and girls see what a great industry we work in.

And once we have encouraged women in, we need to focus on keeping them. That’s why a campaign to tackle the perceived macho culture in the industry is much needed, with over two-thirds of women in our recent survey saying this is an issue.

I also strongly believe that if we can improve communications and public engagement of transport projects, then we open them up to a wider audience, encouraging more women and under-represented groups to consider transport careers.

Shaping transport policy

The transport industry is at the forefront of the recovery from the pandemic. All eyes are on us. We don’t yet know what the transport industry will look like in the future. It’s too early to tell if people and businesses will continue working from home and travelling less. But we do need to keep investing in transport projects and we need to encourage people back onto public transport.

New infrastructure such as HS2 is so important in creating jobs to aid the economic recovery.

So there has never been a more important time to ensure gender diversity is central to policy making, and that a gender-balanced workforce is involved in the planning, design, construction and delivery of services.

I’m really proud to work in the transport industry, and I’m looking forward to embracing my new role as president of Women in Transport. I want to make sure we empower the women already working in the sector to be their best, while at the same time showcasing this fantastic industry to attract new talent.



A Women in Transport delegation during a site visit to Crossrail Woolwich

Transport high on the agenda for Andy Street's second term

West Midlands's metro mayor **Andy Street** talks to **Peter Plisner** about his efforts to encourage people back onto public transport post-pandemic, the roll-out of new rail stations, development of the Sprint rapid bus transit network and his plans for electric bike hire

A big part of West Midlands metro mayor Andy Street's campaign for re-election was his record on transport. During his first term money seemed to be pouring in for much needed projects and, just prior to the Covid-19 pandemic, he had unveiled a long-term £15bn transport plan, proposing a huge expansion of metro and rail services. It seemed that better public transport was starting to persuade people to leave their cars at home and take the bus, train or tram instead.

But where are those plans now with the railways and other public transport suffering major declines? Government advice to avoid public transport, and an apparent switch back to the car by many commuters, was a huge setback for the Conservative mayor, who had been working hard to mastermind the improvements.

"We were beginning to make real progress and we saw the usage of all modes going up and obviously we knew we'd got a lot more investment coming," he says. While it's clearly been a terrible blow, Street is expecting a steady rowing back to the trends seen before the pandemic.

Falling passenger numbers

Much of what happens next depends on whether people return to their offices and other places of work. Already several high-profile UK companies have announced plans to close some offices in favour of more a flexible working approach. Despite the trend already seen, Street seems confident that, as far as Birmingham is concerned, workers and therefore public transport users will return.

He says: "The real debate is with the big space users, about whether they're returning and we see a lot of encouragement I'd say about that. No one is surrendering leases. They might be talking about some form of 'hybrid' working to encourage people back, but I think everyone is still saying, yes we will have a base here in the city."

Andy Street is serving a second term as metro mayor of West Midlands after being re-elected in May



The pandemic will clearly have a lasting effect on public transport, but nowhere more so than on the railways, where there has been a massive decline in passenger numbers. This turned out to be the final fatal blow to the privatised railway system, with the Government having to step in to support failing business models.

Franchising was already on the way out even before the crisis started. The long-awaited Williams Review was imminent. When it finally arrived (*LTT* 31 May), it confirmed what most seasoned rail observers already suspected. But for some, the resulting Williams Shapps Review leaves more questions than answers. "I think the polite way to describe it is that it's there to be coloured in," Street says.

Previously it had been thought that there would be a form of devolution allowing the bodies like Trans-

port for West Midlands (TfWM) through its rail executive to effectively hold the franchise and, in turn, let a concession to a private operator. With rail patronage growing fast in the West Midlands, prior to the pandemic, there was talk that TfWM would even take the revenue risk, in exchange for more control over the running of the trains.

However, that's now unlikely to happen, not least because of the drop in patronage. Street says: "This is obviously now ultimately controlled by the Treasury so it's different." He is hoping that as part of the direct award process there will be a formal role for the West Midlands Rail Executive (WMRE).

"Local influence can be exercised, just as was the intention when the first West Midlands Trains franchise was set up and that is the only way that local democratic accountability fits into it."



Andy Street has pledged to open metro stations in Birmingham, Dudley, Sandwell and Wolverhampton



The West Midlands cycle hire scheme is to include e-bikes

“

We continue to examine bus franchising, but at the moment it is not our intention. We want to build on the enhanced partnership that we have begun to develop

Investing in new stations

Regardless of what happens there's clearly still a lot of investment going on throughout the West Midlands rail network. Most notably, new stations in the black country and in south Birmingham along the Camp Hill line. But will Covid-19 and the lack of passengers mean a reigning in of investment? Street is adamant it won't. "We have secured all the cash and will go ahead. So, whether that is the Wolverhampton to Walsall line or the Camp Hill line it's all secure. Tenders have been completed for Camp Hill line diggers will go into the ground by this year we will be running that service hopefully by the end of 2023, as we always said."

Timescales have always been an issue for a mayor with an initial term of three years. It had been hoped that by now the Camp Hill Stations might have been opened, but planning and other issues have slowed progress down. Street is clearly disappointed that more rapid progress on the new stations hasn't been made.

But diggers are on the ground in some places. Coventry station is currently in the middle of a major revamp and work on Wolverhampton station is virtually finished. The race is on to finish two other stations before the Commonwealth Games next year.

Construction on University and Perry Barr stations is progressing at a rapid pace. Work there includes a big regeneration of the whole area which takes in the Alexander Stadium, which will host athletics events. The area is also getting the first Sprint bus route. A new bus rapid transit scheme.

There's debate about whether the upgrades would have happened without the games being awarded to Birmingham. Street says: "University station would eventually have happened even if the Commonwealth Games hadn't been coming, but I think what's happened there is that it's pulled it forward. Perry Barr would never have happened - there was never a business case for that on its own. Would the Sprint routes have happened they probably would have eventually, but again it's brought it forward?"

Gearing up for Sprint

Although it's now under construction, bringing forward the Sprint bus rapid transit network scheme hasn't been easy either. There have been complaints about the concept, with some local residents complaining about a loss of parking spaces. There's also been much debate about the type of bus that will be used. Current plans involved utilisation of a fleet of hydrogen powered buses.

"I'm pleased that actually we moved the debate on a little. Everyone wanted a bus that looked like a tram, but what it's really about the priority along the road," says Street. "Where the money is really being spent is on the physical infrastructure, so it can be rapid. I think that when it opens there will be a real welcome for that, as well as the prioritisation and the quality of the infrastructure. Everything from the stops to the ticketing. It will just look like something that's really fitting for public transport in the city-region."

Sprint will operate under an enhanced partnership, basically a collaboration between TfWM and the operator National Express West Midlands. For Street it's an



Prime minister Boris Johnson joined Andy Street in Stourbridge to try out West Midlands' hire bikes

alternative to the much talked about bus franchising model that's being explored in Greater Manchester. He says: "We continue to examine bus franchising, but at the moment it is not our intention. We want to build on the enhanced partnership that we have begun to develop."

Some have suggested that the pandemic could have made moving towards a London style bus franchising model much easier. Financial pressure because of Covid-19 has changed things on the railways, so why not the buses? "Yes, the Government has scrapped rail franchising because they were prepared to take the full revenue risk and therefore the capital risk going forward as well," says Street. "We are not doing that, and I don't think there is anybody here who believes we're in a position to take that capital and revenue risk fully on as a combined authority."

Expanding the Metro

So, there will be no bus franchising in the West Midlands, but there's plenty happening elsewhere. TfWM now runs the West Midlands Metro, which is currently being extended in several places. Under Street's leadership the metro has been expanded to Centenary Square in Birmingham and will soon go further to Five Ways. A new line linking with the revamped Wolverhampton railway station will also be completed soon.

Work has also started on a route through Birmingham's Eastside, taking in the proposed Curzon Street HS2 station and on the long-awaited line to Dudley and Brierley Hill and a scheme that's often been seen as a

barometer on which to judge the success of any politician. After more than 30 years of talking about it the line is finally happening, and Andy Street must be given credit for securing the money. "Dudley hasn't been connected to the main system, so I think the really exciting piece of evidence is that since metro has been confirmed we have seen by working closely with Dudley Council we have seen a number of big investments being committed two all along that route in Dudley."

Recent projects include the Institute of Technology and the Very Light Rail National Innovation Centre, both of which Street maintains might not have happened had it not been for the metro plans.

There is also an aspiration for the region to become net zero by 2041 and a variety of schemes will help the region meet that target. After one false start the West Midlands now has a London style bicycle hire scheme. Two years ago the first contractor failed to deliver on promises, but a second company has now rolled-out a docking stations and bikes. And by all accounts they're very popular. Street says: "It's very encouraging, obviously the next stage in this are electric bikes and hopefully even more bikes as a result of our next active travel funding application."

Transport is obviously a big part of the metro mayor's brief and in the case of the West Midlands there's plenty happening not just now but clearly well into the future. Despite the uncertainties caused by Covid-19 whatever happens Birmingham and the West Midlands will still need a world class transport system and that's what Andy Street appears to be helping to deliver. **LT**

From retail superno to West Midlands' first mayor

Andy Street became West Midlands' first metro mayor when he was elected in May 2017. He was re-elected in May and will serve as mayor and as chair of the West Midlands Combined Authority (WMCA) and its cabinet of the seven metropolitan West Midlands council leaders.

Street will hold office for three years instead of a four-year term after the scheduled mayoral election in May last year was cancelled due to the Covid-19 pandemic.

Before becoming mayor, he spent nearly 10 years as managing director of retailer John Lewis & Partners. He prides himself with "taking a practical business-like approach, working with businesses, charities, officials and politicians from all parties to get the job done and drive our great region forward".

He was also chair of the Greater Birmingham

& Solihull Local Enterprise Partnership (GBSLEP) between 2011 and 2016, helping to build the relationships that have underpinned the economic growth of the region. In June 2015, Street was awarded the CBE for services to the national economy.

Prior to his re-election as mayor, his transport pledges included: Doubling transport spending in the West Midlands by bringing in more Government investment; opening metro stations in Birmingham, Dudley, Sandwell and Wolverhampton; re-opening five rail stations in Walsall and South Birmingham; rolling out more hydrogen and electric buses, and making Coventry's fleet all-electric; drawing up a programme for new segregated cycle routes; and to complete the roll-out of the West Midlands bike hire scheme.

JCT Traffic Signals Symposium & Exhibition 2021

Nottingham Trent University 15-16th September

Book now with confidence for the UK's biggest and best Conference & Exhibition event for traffic signals. Attendance cost (covering both days) is only **£345+VAT**, with **3-for-2** Bookings (for both Local Authorities & Consultants), or a **£45 Discount for IHE Members**. Convenient accommodation and ample parking is available, plus our popular evening networking events. The **MOVA User Group** precedes the event as usual on Tuesday 14th - free if pre-booked.

As always the Symposium is supported by a focused **Exhibition** of around 25 key companies.

Sponsoring Exhibitors: Yunex Traffic, Swarco, Aldridge, Dynniq, SRL, AIMSUN, NAL, TRP, ARTSM, PTV, ITS UK & IHE
Other Exhibitors : AGD, Clearview, Coeval, Westcotec, FLIR, Sm@rt Technology, Nissen, Vivacity, ViaEM, Colas, TWM, Smart Video & Sensing, NOW Wireless

Confirmed Papers

Over twenty Papers will be delivered over 2 days. A brief selection of the confirmed papers are:

- **Keynote Address: Digital Standards for Describing Traffic Signal Installations** Darren Capes, DfT & Andy Graham, White Willow
- **Prioritising pedestrians and cyclists safety** Pierre Trotobas, Colas & Andrew Caley Chetty, Starling Technologies
- **TRUGRD Stream combined radar/CCTV and NOVUS data analytics module for use in traffic data collection** Peter Eccleson, Smart Video Sensing
- **Narrowing the Divide** Kevin Gilday, SRL
- **Untangling Canford Bottom** Tom Siddall, 4way Consulting
- **Setting Up First Line Signals Maintenance** Robert Dean, Via EM
- **3yrs of developing AI for traffic signals: How far have we come & What next?** Raquel Velasco, VIVACITY & David Watts, TFGM
- **Listening to the Voice of Experience and Working Together to Reduce Risks with Working at Height** Ryan Churchill, NAL
- **UTMC is dead! Long live UTMC!** Simon Notley, Dynniq
- **GLOSA at York with CarFlow** Nancy Bunyan, Dynniq & James Guilliat, City of York Council
- **Real Time Transport Modelling at the City of York** Michael Oliver, PTV & James Guilliat, City of York Council
- **TfL Bus Priority Update - extracting more and more value out of our bus priority system** Mike Bloomfield & Chris Cockbill, TfL
- **The role of ITS in improving quality of life through a Flood warning system in the Yorkshire Dales national park** Andrew Walker, Swarco
- **Creating a new approach to adaptive traffic control** Dr Felix Rudolph & Dr Andy Hamilton, Yunex
- **Managing London's recovery from the COVID pandemic** Tfl

JCT Consultancy Ltd.

LinSig House, Deepdale Enterprise Park, Nettleham, Lincoln LN2 2LL

Tel: 01522 751010

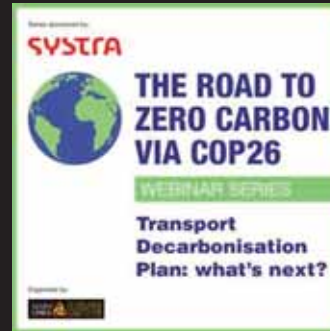
Web: www.jctconsultancy.co.uk

Email: symposium@jctconsultancy.co.uk



landor LINKS LIVE

FORTHCOMING VIRTUAL EVENTS



Thursday 19 August

Webinar
09.30 - 11.30

FREE registration here:
<https://bit.ly/3yoafTX>



Wednesday 25 August

Virtual conference, exhibition, advice surgeries & networking
09.00 - 18.00

Book tickets here:
<https://bit.ly/3hmKtsX>



Tuesday 7 September

Webinar
10.30 - 12.00

FREE registration here:
<https://bit.ly/2SVySb2>



Thursday 16 September

Webinar
10.00 - 11.30

FREE registration here:
<https://bit.ly/37gBlQZ>

Full details of Landor LINKS events and webinars are available at: TransportXtra.com/events

PHIL GOODWIN

We are now facing two alternative futures (plus an untenable one)



My column this week, written with Professor Jillian Anable, is a summary of our forthcoming paper¹ on ‘Two Futures’. It has required rethinking some of our previous work, including our two unsuccessful witness statements in Court. It affects assessment of the DfT’s *Decarbonising Transport*² report, and CCC’s work on ‘adaptation’ to climate change.

The speed of climate change is now faster than the implementation of measures to limit it. It follows that we are now faced with two real alternative futures.

Future 1: Runaway climate change

It is seriously possible that UK and global actions may not be sufficient or soon enough to halt the carbon trajectory which the world is currently following. In this case there will be progressively more serious effects on climate, weather, sea levels, flooding, mass population displacement, food and other production chains, economic geography and consequent travel patterns, all within a time period which is much shorter than the appraisal period for infrastructure schemes or the target dates for ‘net zero’ carbon.

We will need to give much more attention to flexible transport services whose geography can be swiftly altered.

There needs to be much greater investment in flood defences, and securing protection and functioning of water supply, drains, and sewage; new locations of housing and employment; changes in materials used to support operation in more extreme temperatures, both hot and cold; and changes in economic structure especially in food production and supply. Emergencies will be frequent and require new response structures of organization and staffing.

Future 2: Accelerated decarbonisation

The other future, to which the world is in principle committed, depends on successfully limiting further global climate change. We will need to intensify and accelerate carbon reduction, with immediacy due to the cumulative impact of

long-lasting atmospheric carbon.

Transport’s contribution to that requires deep reductions in the volume of fossil fuel road traffic, which will remain the majority of vehicles for more than two decades. In the meantime, the construction of carbon intensive facilities and infrastructure should be halted, and electric power fully decarbonized to prepare for accelerated electrification of the fleet. The carbon costs of vehicle manufacture and scrapping are an increasing part of that calculation, as are the co-benefits of such a strategy for efficiency and health.

A Shot-Silk Strategy

The current trajectory, globally, is still towards the first future. The decisive period for adopting the second will be in the coming decade. Seen through this lens, *Decarbonising Transport* is like shot silk, where the warp is blue and the weft is green, but overall only one colour is seen, depending on where the viewer is standing.

“The impossible future is one in which transport increases with smooth economic growth as the DfT has forecast, but at the same time both national and international economies remain broadly unaffected by either climate change or policies to counter it

The warp starts with Grant Shapps’ comforting headlines: we will still be able to use our cars, because they will be electric; we will still be able to fly away on holiday, using non-carbon fuel; technology will give us a timely transition.

The weft, scattered in multiple references throughout the text, gives potential for significant traffic reduction: a very substantial mode shift to walking, cycling and public transport in towns; references to increasing car occupancy overall; improved and more attractive long distance rail services integrated with bus-walk-cycle access; shift of road freight to rail, shipping, and cargo bikes; improved intercity express coach services; and embedding transport decarbonisation principles in spatial planning to ensure that new development promotes sustainable travel choices.

These silken words make the strategy seem to shimmer and shift. The two strands collide in its treatment of the road programme, which was designed before Covid or Brexit or Paris. A ‘Review’ will be carried out, though not an urgent one. But there will be no halt or reconsideration of schemes previously announced, because the “ambitious roads programme reflects – and will continue to reflect – that in any imaginable circumstances the clear majority of longer journeys, passenger, and freight, will be made by road; and that

rural, remote areas will always depend more heavily on roads”.

This is an extraordinarily weak justification. Every scheme to increase road capacity in the current DfT road programme has been appraised with forecasts of increasing road traffic: growth for around 30 years, sustained at that high level for another 30 years, longer than the entire period of carbon policy. It is irrelevant whether a ‘clear majority’ of long-distance travel remains by road, the point is whether its total volume is increasing or decreasing, and its geographical distribution.

The disruptive economic and geographical effects of unstoppable climate change will quite certainly drastically change the volume and location of traffic, and also reduce the possibility of confident long-term predictions about how much, and where. The chosen effects of limiting climate change will also change economic geography, with more emphasis on local and sustainable transport. It is not clear how

traffic conditions they were designed to solve for 60 years into the future will not happen in the locations envisaged, as even with some traffic growth in the near term, traffic will soon be damped by significant disruption unless the scale of climate-related adaptations matches the scale of climate change. The inevitable falls in the standard of living would itself remove one of the drivers of increased car ownership and use. The location of dwellings, activities and trade will change. Infrastructure priority will be to protect the population, as far as may be possible, from some of the consequences of climate change.

Under the second future traffic reductions are a necessary condition of overall success. *Decarbonising Transport* is written in a way which both accepts that and denies it: resolution cannot be long delayed. In that case, road travel will still constitute a ‘majority’ of trips, but it will be in decline not growth, and the rationale for most or all of the current schemes to cope with increasing congestion will become much weaker.

There is a third, impossible, future. This is one in which transport increases with smooth economic growth as the DfT has forecast, but at the same time both national and international economies remain broadly unaffected by either climate change or policies to counter it. It is a future with no radical changes in weather, no radical shifts in the location of population or activities, no shortages of food and structural changes in employment; in short, no crises. This is an untenable combination.

Transport policy may plan to continue as before, but in those circumstances business-as-usual does not lead to trends-as-usual: it carries the seeds of its own destruction.

The problem we face as professionals is that we have given a specific central importance in modelling, forecasting and appraisal, to the ‘do-nothing’ scenario, as the base level against which costs and benefits of projects are calculated. A logically necessary condition for this has always been that the base scenario is itself a realistic, viable future that we could, if we wanted, choose. Now there is no such future. We will welcome the widest possible engagement in working out the implications. **UT**

.....
Phil Goodwin is emeritus professor of transport policy at UCL and UWE, and senior fellow of the Foundation for Integrated Transport. Email: philinelh@yahoo.com

1 Anable, J & Goodwin, P (2021) Two Futures: Transport Policy, Planning and Appraisal for the New Climate Reality. (Forthcoming)

2 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1002285/decarbonising-transport-a-better-greener-britain.pdf



VIEWPOINT

As we recover from the pandemic we must consider the travel needs of people with anxiety issues

Professor Roger Mackett

Dept of Civil, Environmental and Geomatic Engineering, UCL

For the past 18 months we have been living through the Covid-19 pandemic. This has curtailed many of the activities that we have previously taken for granted. For months, the Government's key message was 'Stay at home'. Even if we went out, most of the places that we wanted to go to, were closed. Public transport services were reduced and face coverings were required. If we did venture out, for exercise for example, we were told to keep two metres away from other people.

Following the successful roll-out of the vaccination programme, we are no longer required to stay apart from people from other households. The Government no longer requires us to wear face coverings, although some transport operators, such as Transport for London (TfL), still do. Before Covid-19, most people went out whenever they wanted to. The pandemic has made many people feel nervous about doing so.

Even before the pandemic, however, there were people who found it challenging to go out. Many people have anxiety issues that prevent them from leaving home. In a survey on travel by people with mental health conditions, about 90% of the respondents said that their health condition prevented them from leaving home on occasion, and over 30% said it happened frequently. The survey was carried out online in 2018, before we had heard of Covid-19.

Is mental health a major issue? According to the Health Survey for England, 26% of all adults have been diagnosed with at least one mental illness during

“

While there are excellent arguments for discouraging car use and encouraging walking and cycling, we must not forget that, for a quite a large proportion of the population, these changes make life even more challenging

their lifetime, while a further 18% say that they have experienced a mental illness without being diagnosed. These people will have family and friends who may be called upon to provide support. This all means a significant proportion of the population are affected by mental health issues, directly or indirectly.

What did the survey discover made people so anxious that they could not leave home, even before the pandemic? The biggest issue was the attitudes and behaviour of other people. Another factor was the concern that they might not be able to obtain support when they needed it. These issues partly arose because two out of three of the respondents suffered from panic attacks which made them feel self-conscious. They just wanted somewhere quiet where they could recover, which is not always easy when out and about in a big city. About half the respondents had difficulty communicating with other people. That is going to be so much harder having been told for over a year to keep away from other people. Face coverings have made it even more difficult.

Another big issue for many people with anxiety issues is having to deal with changes from their regular journeys. The levels of service of buses and trains have been reduced during the pandemic. Currently many transport operators have shortages of staff because they are being 'pinged' by the NHS Covid-19 App telling them to self-isolate. This has led to changes to services, often at short notice. For a person who needs their bus or train journey to be exactly as advertised, that makes life even more difficult.

So, what can be done to help people with anxieties about going out? First, we need a high level of understanding and tolerance from other people. Throughout the pandemic, we have been asked to consider other people, by staying a safe distance from them and wearing face coverings. Most people complied, but quite a few did not. Some people were exempt from wearing face coverings because of long-term health issues and disabilities. Some of them were subject to abuse from others for not wearing a face covering. Having a mental health condition can make wearing a face mask covering difficult. Anxiety and depression are not visible, so there needs to be understanding from others who do not always know the full situation.

A second area where help can be provided is through up-to-date, accurate information about transport services, particularly when they are different from usual. This would help everybody but would be partic-

ularly useful to people who require certainty about their journey. Nowadays most of us have a smart phone and can check information both before and as we travel, receiving 'alerts' when things change. However, not everyone has a such a phone, because they cannot afford or are unable to use one. This means that information should be distributed through posters and leaflets as well as through the internet.

Some people have agoraphobia which means that they must travel by car from home to their destination, with parking very close to where they want to go. Some of them have 'Blue Badges' enabling them to park in disabled parking spaces, but many do not. The pandemic led to many local authorities closing streets and restricting parking, often in schemes that were not well thought through. Some schemes have now been removed, but many remain in place. While there are excellent arguments for discouraging car use and encouraging walking and cycling, we must not forget that, for a quite a large proportion of the population, these changes make life even more challenging.

One of the best ways to provide support for people with anxieties who are uncertain about what to do or where to go, is to provide well-trained staff at key points throughout journeys. They can supply up-to-date information and provide support when required.

The keys to helping people who feel reluctant to go out to do so, is for all of us to be thoughtful towards others, and for government, both central and local, to remember life is challenging for people with anxiety and similar issues, and to include them when forming policies and taking actions.

For more information about the research mentioned see:

- Mackett, R.L. (2021) Mental health and travel behaviour, *Journal of Transport and Health*, 22, 101143, <https://tinyurl.com/3yxem2tx>
- Mackett, R.L. (2021) Policy interventions to facilitate travel by people with mental health conditions, *Transport Policy*, 110, 306–313, <https://tinyurl.com/yjhbh9nn>
- Mackett, R.L. (2021) Mental health and wayfinding, *Transportation Research Part F: Psychology and Behaviour*, 81, 342-354, <https://tinyurl.com/594w26u2>

Roger Mackett is Emeritus Professor of Transport Studies at University College London

In Passing

LT Tyne and Wear Metro has launched a collection of branded merchandise to mark its 40th anniversary. The range features tea towels, key rings, postcards, a metal tin complete with pen and pencils. Everything costs under a tenner. And, in response to requests from the public, Metro branded face coverings have been added to the range. <https://www.nexus.org.uk/metro/merchandise>

LT Britain's iconic road signs (pictured right) are being celebrated in the Automania exhibition at the Museum of Modern Art in New York. The show features five classic works: Roadworks, Children, Cattle, Roundabout advance

direction sign and Temporary diversion. The original fonts and pictograms were created by Margaret Calvert and Jock Kinner in the 1960s and are still in use today. Simon Morgan, chairman of Buchanan Computing, suppliers of GIS and other software for highways and traffic, facilitated the choice and production of the signs. The charity Royal British Legion Industries (RBLI) put the exhibits together and helped to get them shipped out to New York. Morgan said: "The five signs chosen were recreated using the recent restorations that Margaret made to her designs of 60 years ago."



LETTERS TO THE EDITOR

Suspend road projects during national networks review

The Government's promise to review the National Policy Statement for National Networks is a step in the right direction (*LTT* 26 July). It vindicates Transport Action Network's two legal challenges of transport secretary Grants Shapps' previous refusals to re-examine this outdated roads policy in the last 12 months.

But the refusal to suspend the climate change policy within it is wholly unreasonable. Without its suspension while the review is carried out, carbon emissions will continue to be dismissed when assessing new roads. That means we face at least another two years of climate busting road building. At a time when our roads are melting and places around the globe are facing record temperatures and devastating floods, more dither and delay is the last thing that is needed.

Without a cut to Road Investment Strategy 2 (RIS2) funding and soon, the roads programme will continue pulling us in the wrong direction, undermining the ambition in the Transport Decarbonisation Plan, which has itself been heavily delayed. That's why our third legal challenge on RIS2 is so important in getting the UK back on track to meet our national targets and to start to show international leadership ahead of COP26. Just talking about using our cars less is not enough to achieve change when the Government is spending billions on new roads, increasing traffic and congestion and driving climate change.

Chris Todd
Transport Action Network, Brighton BN1

Use road spending to improve cycling and walking routes

The Government's Transport Decarbonisation Plan (TDP) states: "We cannot simply believe that zero emission cars and lorries will meet all our climate goals or solve all our problems". Agreed, we do not want to simply swap all existing motor vehicle trips for EV trips – that will not solve air pollution, congestion, ill-health, noise pollution or road danger. We need 20% to 60% reduction in motor traffic even if all vehicles are EV. Electrification also risks exacerbating the problem of climate change by increasing car ownership and causing an 11% rise in traffic between 2021 and 2050. Policies to reduce driving and increase walking, cycling and public transport should inform the Treasury's spending priorities.

Yet the proposed £2bn for walking and cycling falls far short of what's needed to enable more walking and cycling at the pace and scale required. It equates to less than £7/head of the population, well below the £25/head needed according to the 2012 Government inquiry. The report *All Aboard: a plan for fairly decarbonising how people travel* found walking and cycling investment needs be at least £6bn over the term of this parliament, £4bn more than currently committed.

Which brings us to the Government's £27bn road building programme, described in the TDP as "ambitious" reflecting "that in any imaginable circumstances the clear majority of longer journeys, passenger, and freight, will be made by road" (*LTT* 26 July).

However, if the majority of the 58% of car trips which are under five miles are undertaken by other means that will significantly free up the road network. Further, if properly integrated into public transport, walking and cycling could replace many of the medium and longer passenger journeys. Moreover, repeated studies show increasing motor traffic capacity merely induces more motor traffic. The £27bn roads funds will exacerbate, not solve, the congestion issues road building sets out to address.

The vast scale of roads spending is not justifiable as it stands, given the need for less (not more) motor traffic. If, on the other hand, roads spending was

directed at traffic in its broader sense, including pedestrian and cycle traffic, then this scale of spending could be justified.

The road fund glut could make up the walking and cycling funding shortfall. The investment would benefit from far higher CBRs if it prioritised schemes which involve the reallocation of carriageway space to healthier, more space and energy efficient traffic types. Road spending could justifiably be used to build high quality environments for pedestrian and cycle traffic, as well as surface public transport.

Funding needs to be distributed fairly. That means less going to motor traffic, and more to pedestrian and cycle traffic and public transport. Those who make more local and 'cyclable' trips – children, women, ethnic minorities, and older people – stand to benefit most from walking and cycling expenditure.

Lucy Marstrand-Taussig
Metis Consultants, Richmond TW9

What role for road pricing in helping reduce traffic levels?

The Government's Transport Decarbonisation Plan (TDP) has finally arrived, eight months late, and it has clearly had a tortuous journey (*LTT* 26 July). To give due credit to the officials responsible for this mammoth task, it contains a lot of interesting ideas. Yet overall, it lacks a clear sense of direction.

As we emerge from the pandemic and approach the international COP26 climate summit, the TDP was a golden opportunity to show leadership, by setting targets for how quickly we will halt and reverse the growth of road traffic, and to re-allocate transport spending accordingly. At the start of the Plan's development, Grant Shapps spelled out his vision of a world in which 'we will use our cars less'. But we still don't know how much less, or by when.

I very much hope the Government's net zero review will remedy this, and spell out the roll of road pricing and other demand reduction measures to reduce traffic on our roads. This is important not just for the climate, but also to create safer streets, healthier communities, and a more equitable and efficient transport system for drivers and non-drivers alike.

Roger Geffen
Cycling UK, Guildford GU2

Policy framework would support the roll-out of mobility hubs

The new accredited mobility hub in South Woodford (*LTT* 26 July) is undoubtedly a compact hub, but this should not take away from its significance or wider applicability. Mobility hubs in the UK are still in their infancy compared with many parts of mainland Europe and the US. Nonetheless, the UK will have tens of them within two to three years, and a good number of these will be small ones. Part of the upswell in interest we at CoMoUK are seeing in hubs is the adaptability of the concept, from small to large.

Through retrofitting two parking places previously dedicated to privately owned cars, the wider transport and ambience needs of many local people in their immediate local area can be much better met. Hubs like these are at their most effective when there is a network of them spread across an urban area, as the London Borough of Redbridge hopes in time to do.

As John Austin points out in his very interesting article, CoMoUK's accreditation defines six different types of hub. If the potential of all types of mobility hubs is to be met though, what we still lack badly is a policy-based framework to support and encourage their roll-out. The Government's imminent Planning Bill offers the opportunity to put such a framework in place. Let's hope the MHCLG takes it.

Richard Dilks
CoMoUK, Leeds LS2



Mayors' nests

The concept of mayors with strong and clear political responsibility for transport matters, among others, is relatively new to the UK.

In fact, the original model was built around the restructuring of how London's transport should be planned and delivered by the Labour government at the end of the 1990s, reversing Margaret Thatcher's abolition of the old Greater London Council (GLC).

The first mayor to cut his teeth on this approach was one Ken Livingstone, former leader of the GLC, who commenced his comeback years as London's political chief in 2000.

A slow and stilted rollout of the idea followed, with local electorates given the option of endorsing a mayorality for their conurbations. Even now, not all of the relevant potential areas have them.

But there is no doubting that those mayors who have been in place a while have made an impact. Andy Burnham in Greater Manchester most definitely, and also Andy Street in the West Midlands, who we interview in this issue along with the new mayor for Greater Cambridgeshire & Peterborough Nik Johnson.

Generally, the concept seems to have worked – at least in some important dimensions. We now arguably have greater, better informed, civic transport leadership than hitherto. Not always perfect, and sometimes quite flawed, but more transparent than what went before, and more accountable.

It has also brought strong metropolitan voices into the national debate on transport – and not just from London. There's also been more overt power politics, and some unsavoury spats over both broad policies and individual projects. It is obvious to namecheck Cambridgeshire here, where mayor Johnson has just succeeded the somewhat combative mayor Palmer. It can also be argued more generally that an undue focus has been placed on individual schemes, rather than more strategic and integrated approaches. Something that's par for the course when fixed term politicians have their futures to consider.

There's also been a rather unseemly tendency for mayors to go off with their begging bowls to central government and in particular the Treasury, competing for what would be best for their own areas and using political leverage for that end. This might not be the best basis for the allocation of resources. A better approach could be the real empowerment of mayors and their transport agencies to raise funds locally by measures such as specific dedicated local taxes for particular investments, land value capture and hypothecated parts of nationally collected road user duties. And, of course, congestion and parking charges.

Something that also remains to be sorted are the strange overlaps between metropolitan mayors and other parts of the local and regional government structure, particularly those like sub-national strategic transport bodies, combined authorities, local enterprise partnerships, and individual city mayors.

So, the overall scoresheet seems to be that mayors are a positive force – but not everything is yet quite settled in their domain.

FORTHCOMING LIVE EVENTS



Friday 24 September

Awards Ceremony
Royal Lancaster, London

Book tickets here:
<https://bit.ly/3yqQuLg>



**Tuesday 5 -
Wednesday 6 October**

Edgbaston Stadium, Birmingham

Book tickets here:
<https://bit.ly/3gkpPbf>



Thursday 21 October

The Council House, Nottingham

Book tickets here:
<https://bit.ly/3dffNr9>



Tuesday 23 November

Conference & exhibition
Fairfield Halls, Croydon

Book tickets here:
<https://bit.ly/3Cha6Eb>



Tuesday 30 November

Book tickets here:
<https://bit.ly/3vYFpz3>



Wednesday 1 December


Exhibition and seminars
Manchester Conference Centre


Book tickets here:
<https://bit.ly/3xliU89>


Consultants, Researchers & Suppliers


To get your profile in print and in the digital LTT directory call us on **020 7091 7895** or email jason@landor.co.uk


Advertise your services		Shared Transport Providers Highway Segregation Solutions Cycle and Vehicle Parking Solutions Data Collection Modelling Consultancy Transport Planning and Design Digital Mapping Signage Road Safety Transport Engineering Public Transport
Standard listing <ul style="list-style-type: none"> ● 25 issues of Local Transport Today ● 12 months on the LTT online directory ● Up to 2 classifications ● 50 word company profile and logo £500	Premium listing <ul style="list-style-type: none"> ● 25 issues of Local Transport Today ● 12 months on the LTT online directory ● Unlimited classifications ● 75 word company profile and logo ● 1 subscription to Local Transport Today £750	

 <p>AIR POLLUTION SERVICES</p> <p>Kieran Laxen kieranlaxen@airpollutionservices.co.uk Dr Austin Cogan austincogan@airpollutionservices.co.uk Dr Claire Holman claireholman@airpollutionservices.co.uk</p>	<p>Air Pollution Services</p> <p>Air Pollution Services is an independent professional environmental consultancy, specialising in air quality, odour, meteorology and climate change.</p> <p>APS have a track record of providing support to clients with complex projects, including microsimulation air quality impacts, and a professional, technical, and efficient approach to ensuring projects are delivered on time.</p> <p>www.airpollutionservices.co.uk</p>	● ● ● ●
--	---	---------

 <p>busreinvented.com</p> <p>robert.montgomery@busreinvented.com</p>	<p>busreinvented.com</p> <p>Provides consultancy and operational support worldwide to both bus operators and public authorities looking to deliver positive change.</p> <ul style="list-style-type: none"> ● Bus Strategy ● Bus Reform ● Bus Market Development ● Enhanced Partnership or Franchise Development using UK Bus Services Act 2017 ● UK National Bus Strategy 2021 support ● Operational Support <p>www.busreinvented.com</p>	● ● ● ●
---	---	---------

 <p>Centre for Sustainable Transport</p> <p>Chris Endacott PhD +44 (0)1743 366 182 Richard Armitage FCILT 07973 538 556</p>	<p>C4ST</p> <p>C4ST is independent, clear-eyed, and practical. We provide you with the analysis, evidence, advice and the support you require at the point where key elements of modern transport meet – energy efficiency, vehicle emissions, “mobility as a service”, shared mobility services and demand reduction.</p> <p>C4ST is led by two very experienced transport professionals who often work together but take separate commissions around their special interests.</p> <p>www.c4st.co.uk Incorporating Richard Armitage Transport Consultancy and Gfleet Services</p>	●
---	--	---


 <p>COLE EASDON CONSULTANTS</p> <p>Swindon: Brett Farmery T: 01793 619965 E: bfarmery@coleeasdon.com Bristol: Doug Hickman T: 01454 568050 E: dhickman@coleeasdon.com</p>	<p>Cole Easdon Consultants</p> <p>CEC are a civil engineering consultancy with over 30 years' experience, and an enviable reputation for quality, reliability and value. We provide transport planning, water management and civil engineering detailed design services including: Transport Assessments, Travel Plans, Travel Plan Coordinator role, access appraisals, technical input to masterplans, Road Safety Audits, Flood Risk Assessments, Drainage Strategies, river modelling, highways (S.38 & S.278) and drainage detailed design, highway condition surveys and expert witness services.</p> <p>www.coleeasdon.com</p>	● ● ● ● ● ● ● ●
---	--	-----------------


 <p>Gateway TSP</p> <p>Gateway TSP 84 North Street, Guildford GU1 4AU 01483 679 350 info@gateway-tsp.co.uk</p>	<p>Gateway TSP</p> <p>Gateway TSP offers cost effective and comprehensive Road Safety Engineering consultancy advice including:</p> <ul style="list-style-type: none"> ● Road Safety Auditing ● Road Safety Studies and Assessments (AIP) ● Design of Local Road Safety Schemes ● Walking, Cycling and Horse-riding Assessment and Review <p>www.gateway-tsp.co.uk</p>	● ●
--	--	-----


Advertise your services		Shared Transport Providers Highway Segregation Solutions Cycle and Vehicle Parking Solutions Data Collection Modelling Consultancy Transport Planning and Design Digital Mapping Signage Road Safety Transport Engineering Public Transport
Standard listing <ul style="list-style-type: none"> ● 25 issues of Local Transport Today ● 12 months on the LTT online directory ● Up to 2 classifications ● 50 word company profile and logo £500	Premium listing <ul style="list-style-type: none"> ● 25 issues of Local Transport Today ● 12 months on the LTT online directory ● Unlimited classifications ● 75 word company profile and logo ● 1 subscription to Local Transport Today £750	


Contact:
Jason Conboy
 020 7091 7895
 jason@landor.co.uk


 Nick Ayland 0115 824 8250 ayland@itpworld.net	Integrated Transport Planning Independent sustainable transport planning and research consultancy, formed in 1998. Our expert team of professionals works in partnership with public, private and third sector clients around the world, specialising in: <ul style="list-style-type: none"> ● Sustainable Development ● Data & Analytical Tools ● Policy & Strategy ● Public Transport ● Smarter Travel ● Research www.itpworld.net	● ● ●
---	---	-------

 0845 003 8747 info@intelligent-data-collection.com	Intelligent Data Intelligent Data are the market-leading providers of Traffic, Transport and Environmental data. To find out more about our ATC, MCC, ANPR, Environmental Data and Parking surveys please contact us. www.intelligent-data-collection.com	●
---	---	---

 Lincoln LN2 2LL T: 01522 751 010 F: 01522 751 188 anthony.gerundini@jctconsultancy.co.uk	JCT Consultancy Limited Specialists in all aspects of traffic signal design, analysis and training. As the producers of industry standard software such as LinSig, JCT is unrivalled in its ability to offer clients correct and appropriate solutions to their traffic problems. In particular, JCT is highly regarded for its expertise in signal roundabout and complex junction design having been involved in numerous projects and providing advice to Government at both national and local level. www.jctconsultancy.co.uk	● ●
--	--	-----


 Paul Stocker (Transport Planning) pstocker@mayerbrown.co.uk Adrian Barnley (Highway and Infrastructure Design) 01483 750 508 abarnley@mayerbrown.co.uk	Mayer Brown Mayer Brown is a leading Consultancy for Transport Planning, Infrastructure Design and Environmental Assessment in the UK. Services include Transport Assessments, Travel Plans, Transport Planning, Accessibility Studies, Highway and Infrastructure Design, Air Quality and Noise Assessments, Road Safety Audits, Pedestrian and Cycle Networks, Regeneration Studies, SuDS, Drainage and Flood Risk Assessments, Topographical Surveys. www.mayerbrown.co.uk Offices in Woking (head office), London, Bristol, Birmingham, Leeds & Isle of Wight	● ● ● ● ● ● ● ● ● ●
--	--	---------------------


 UK offices in Scotland, Ossett, Warwick and London. Ireland offices in Dublin and Athlone. European office in the Netherlands enquiries@nationwidedatacollection.co.uk	Nationwide Data Collection Nationwide Data Collection (NDC) provides specialist data collection services for transport planning, traffic engineering and market research. Our staff have unrivalled experience in organising large scale data collection exercises with particular expertise being available in conducting manual & automatic traffic counts, roadside interviews, pedestrian counts & interviews, ANPR, Infrared video, radar speed surveys and parking studies. www.nationwidedatacollection.co.uk	●
---	--	---


 S1 to S4 Audley House, Northbridge Road Berkhamsted, Herts HP4 1EH +44 (0)1442 879 075 mail@peter-davidson.com	Peter Davidson Consultancy Ltd We are a transport planning consultancy, covering all modes of transport including railways, public transport, highways, cycle, walk and air transport. We specialise in advanced multi-modal transport modelling, forecasting and appraisal together with its market research and computer software. Over 25 years' experience in a wide range of UK and international projects including specialist toll roads Agent and Activity based modelling (ABM's), stated preference and discrete choice demand modelling. Try our advanced transport modelling software, Visual-tm: rapid demand model development, easy debugging. Now with discrete choice estimation, stated preference design and ABM. Its fast – very fast. www.peter-davidson.com	● ● ● ● ● ● ● ●
--	---	-----------------


Advertise your services		Shared Transport Providers Highway Segregation Solutions Cycle and Vehicle Parking Solutions Data Collection Modelling Consultancy Transport Planning and Design Digital Mapping Signage Road Safety Transport Engineering Public Transport
Standard listing <ul style="list-style-type: none"> ● 25 issues of Local Transport Today ● 12 months on the LTT online directory ● Up to 2 classifications ● 50 word company profile and logo £500	Premium listing <ul style="list-style-type: none"> ● 25 issues of Local Transport Today ● 12 months on the LTT online directory ● Unlimited classifications ● 75 word company profile and logo ● 1 subscription to Local Transport Today £750	


Contact:
Jason Conboy
 020 7091 7895
 jason@landor.co.uk


 <p>PFA Consulting Ltd, Stratton Park House Wanborough Road, Swindon SN3 4HG 01793 828 000 admin@pfapl.com</p>	PFA Consulting PFA Consulting has over 30 years' experience of providing development advice and solutions to the public and private sectors. Services include: access appraisals and feasibility studies; transport assessments and statements; junction assessment and microsimulation modelling; sustainable transport and travel plans; planning appeals and expert witness; flood risk assessment and drainage strategies; highways and drainage design; walking, cycling and horse-riding assessment and review; input to legal agreements; and construction supervision and management. www.pfapl.com	● ● ● ● ● ● ● ●
---	---	-----------------

 <p>Stephen Jones steve@sevensidetdc.co.uk</p>	Sevenside TDC Sevenside TDC specialise in the provision of Transportation Data Collection Studies. Our client focus and attention to customer satisfaction allows us to provide a professional service for every piece of work. Our services include but are not restricted to Video based Transport Surveys, ANPR, Drone Surveys, Public Transport, Cycle/Pedestrian Studies & Parking Studies. www.sevensidetdc.co.uk	●
---	---	---

 <p>0117 907 6520 civinet-uk-ireland@civitas.eu</p>	The CIVINET UK & Ireland Network The CIVINET UK & Ireland Network is the sustainable transport network for local authorities. Members can access European and national funding information, comprehensive sustainable transport expertise and networking events. Private organisations are welcome as associate members. www.civitas.eu/civinet-uk-ireland	●
--	--	---

 <p>+44 (0)1937 833 933 TaDS@Tracsis.com</p>	Tracsis Specialists in all types of Traffic and Transport Data Collection and Analysis Operating throughout the UK, Ireland and internationally, our network of operational bases allow us to deliver the largest and most complex data collection contracts alongside individual local projects. We utilise the innovation and skills Tracsis are known for including digital ANPR, AI Video Analytics, Bluetooth, WiFi, Radar and Pneumatic Tube ATC, GIS and Mobile Phone Network Data coupled with our in-house data analytics skills. See our website for local office details or contact our Head Office. www.TracsisTraffic.com	● ● ● ● ●
---	--	-----------

 <p>+44 (0)20 7665 2238 info@tps.org.uk</p>	Transport Planning Society Join the <i>Transport Planning Society</i> – the professional home for transport planners and transport planning qualifications! The TPS facilitates, develops and promotes best practice in transport planning and provides a focus for dialogue and debate between all those engaged in it, whatever their background or other professional affiliation. TPS works closely with its four partners ICE, CILT (UK), CIHT and RTP1 to further the profession and in the development of professional qualifications, such as the Professional Development Scheme (PDS) and the Chartered Transport Planning Professional (CTPP). We also hold great events, including Transport Planning Day, bursary competitions, awards and much more – check out our website for details. www.tps.org.uk	●
--	--	---

	A specialist communications agency working in the UK and internationally. Transport, infrastructure, urban realm and technology are our specialisms. For further information visit: www.landor.co.uk	Learning Intelligence Networking & Knowledge Sharing
--	---	---

The LTT Directory

Brian Dalton CMILT MCIHT



Technical specialist in Cycling, Walking, Public Transport and Disability Awareness. Available for short term contracts including project development and appraisal through to implementation and scheme management. 35 Selcroft Road, Purley, Surrey, CR8 1AG
Phone:-0770 3210 795 email:-brsquiggle@aol.com



Specialists in:

- Data & Analytical Tools
- Development Planning
- Influencing Behaviour
- Policy & Strategy
- Public Transport
- Research

Contact:
Nick Ayland
0115 824 8250
ayland@itpworld.net

www.itpworld.net
Improving the way the world moves



Traffic Software

- LinSig Version Three
- TranEd
- Flowround

Training

- Software workshops
- Junction design & appraisal
- LinSig, TRANSYT & MOVA
- Bespoke in-house courses

Consultancy

- Traffic signal design
- Signalled roundabouts
- LinSig design & checking

01522 751010
www.jctconsultancy.co.uk

PARKING Perspectives

Demand Forecasts
Analysis
Strategy
Policy
Pricing
Survey Design & Execution
Management Plans

Contact
harry@parkingperspectives.com
01245 330370

www.parkingperspectives.com



Ecologically Efficient, Intelligent Innovation, Cost Effective Without Compromise

Classified Turning Counts
ATC Surveys
ANPR Studies
Journey Time Studies
Parking beat/assessments

Queue Lengths
Saturation Flows and DOS
Origin and Destination
Car Park assessments/Duration of stay
Street Inventory Assessments

0844 272 2394
www.qualitytrafficsurveys.co.uk



Choose NDC for Quality, Reliability and Unrivalled Experience

- Manual Traffic Counts
- Roadside Interview Surveys
- Pedestrian Counts & Interviews
- Video Surveys, ANPR & Infrared
- Journey Time Surveys
- Public Transport Surveys
- Automatic Traffic Counts
- Parking Surveys
- Market Research
- Drone Surveys

Scotland
Peter Rohwer
Tel: 01355 221363

London & South East
Damien Wilson-Pulley
Tel: 0207 833 2999

Ireland (Dublin, Athlone & Belfast)
Paul Murray
Tel: +353 (0) 1 633 4725

Netherlands
Olaf Seinen
Tel: +31 (0) 88 254 2001

North
Peter Rohwer
Tel: 01924 288040

Midlands & South West
Rhod Jones
Tel: 01926 485504

Email: enquiries@nationwidedatacollection.co.uk
Website: www.nationwidedatacollection.co.uk

Email: enquiries@nationwidedatacollection.ie
Website: www.nationwidedatacollection.ie

Email: olaf.seinen@ndc-nederland.nl
Website: www.ndc-nederland.nl



Vincent Knight are now part of NDC



TRAFFIC + TRANSPORTATION

// Automatic Traffic Surveys
Tube/Radar/Bluetooth

// Manual Surveys
Roadside Interviews / Public Transport / Cycle & Pedestrian Surveys / Parking Studies / Market Research

// Skilled and dedicated teams throughout the UK
Full national coverage

// Video Surveys
ANPR / High Mast / Covert Studies/ Journey Times Surveys

Contact Joe Maclaren or Jeremy Rowlands
surveys@ctstraffic.co.uk // 01772 251400

THE DATA COLLECTION SPECIALISTS

WWW.CTSTRAFFIC.CO.UK



id.

Q - Do you need traffic and transport data?

A - Contact Intelligent Data using the information below

E - Info@intelligent-data-collection.com

P - 0845 003 8747

Private Sector and consultancy - Paul Carpenter - Paul.Carpenter@intelligent-data-collection.com
Public Sector - Tom Greene - Tgreene@intelligent-data-collection.com
Major Projects, International and Frameworks - Paul O'Neill - Paul.O'Neill@intelligent-data-collection.com

#identity
Our VALUES shape us that we are
www.intelligentdatacollection.com



Severnside
Transportation Data Collection

www.severnsidetdc.co.uk

Severnside
Traffic Management

SURVEYS DATA ANALYSIS

QUALITY IS OUR STRENGTH

What We Do?

- Video Traffic Surveys
- ANPR Studies
- Market Research Studies
- Roadside Interview Surveys
- Pedestrian Studies
- Automatic Traffic Counts
- Public Transport Studies
- Parking Studies
- Railway Crossing Studies
- Traffic Management

Our Services



Bespoke Reports and Analysis



Working to your Schedules



Increase Efficiency =
Reduce Cost



Environmentally Conscious

Who We Are?

Severnside TDC specialise in the provision of Transportation Data Collection Studies and Traffic Management. Our client focus and attention to customer satisfaction allows us to provide a professional service for every piece of work.

GET IN TOUCH

steve@severnsidetdc.co.uk
enquiries@severnsidetdc.co.uk
 t: 01446 506655 m: 07703566275

Company Office: Unit 12 BSC, Hood Road,
 Barry, Vale of Glamorgan CF62 5QN

UK-wide Quotes & Queries

Clive Wilderspin @monisyst.co.uk

Midlands & West Country - john@autosurveys.co.uk

Environmental Traffic Study
DCA Monisyst Ltd.
020 8597 6629

Automatic Traffic Counters (ATC) • Parking Beats & Servicing Surveys
Cyclist Surveys • Junction Counts • Journey Times • ANPR Surveys

DCA Monisyst LTD
We record a moment in time so you can develop the future

Make sure you always read the small print in your **LTT!**

Available in print, as an app and on your desktop



Our new digital delivery capability means with a single click you can enlarge every story to a large typeface easy-reading fullscreen view version.

All this comes **FREE** to every subscriber, and you can still continue to receive your original printed copy too!



DESKTOP



Continue to receive your printed copy too!

It's a hit!

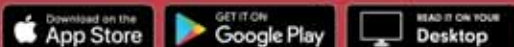
Here's what some of our readers are saying:

Choose the best option for you - or all 3!

VISIT www.lttmagazine.co.uk

Our digital options are now available at no extra charge to all subscribers. You should have received an access code, if not please contact us*. Non-subscribers can also try the app by requesting a **FREE** 7-day trial. Please email subs@landor.co.uk

Download the app today!



As a subscriber to LTT you can access the latest issues in print, via our brand-new app and on your desktop.

To access LTT via the app, simply go to the App Store or Google Play and search for 'Local Transport Today'. Once you've downloaded it, enter the unique personal access code you've been sent and your email address.*

You can also access LTT via your web browser using this same unique personal access code and your email address. You'll need to go through our subscription portal via www.lttmagazine.co.uk or direct to www.bit.ly/3mh3od and use the 'Already a subscriber?' section on the left of the screen.

If you're not a subscriber, just visit the login screen and registration section to purchase this facility through PayPal.

*If you're not registered or spent your trial code please contact us at subs@landor.co.uk

"Thank you so much! It's really brilliant to be able to access the journal from home."

"I've downloaded the mag to my phone and it works very smoothly and great to enlarge the text of articles with the touch screen."

"The desktop version is ideal for me to access LTT whilst I am working."

"A digital version of the familiar LTT layout and typeface. Perfect!"



The best jobs for transport specialists start here

jobs-in-transport.com

Below is a selection of the top vacancies currently advertised on the UK's leading transport jobs board: www.Jobs-in-Transport.com



IPSWICH

Strategic Transport and Policy Manager £50,743 (pro rata for part time)

Ref: 478. 37 hours per week. We are committed to flexible working. To view the types of flexible or part time working available for this role, please see the Job and Person Profile.

An exciting opportunity has arisen to join the Suffolk County Council (SCC) Transport Strategy Team as a Strategic Transport and Policy Manager, working from Ipswich. Do you have recent experience of leading high performing teams, managing diverse projects and tackling strategic transport challenges? Can you work closely with a range of partners across the public and private sectors to deliver results? Would you like to work in an incredibly varied, challenging and rewarding role? Are you passionate about making a difference and delivering a future with sustainable transport that will support Suffolk's and the national zero carbon ambition?

Your responsibilities:

This position manages the Strategic Transport and Policy team and will play a key role in shaping the long-term strategic direction for transport service within the county. You will be an experienced, self-motivated and strategically minded individual with demonstrable experience in strategic transport planning and development of highway infrastructure schemes, with a track record of working on high profile projects, including solving complex, unstructured problems.

Key responsibilities include: • direct and manage the workload of a team of Transport Planners and data specialists to deliver policy to meet the County Council's strategic, economic, and social aims • lead on monitoring government and other funding opportunities for developing and delivering transport strategies and infrastructure projects in Suffolk • manage the team to prepare and submit the funding bids • manage the review and development of Suffolk's Local Transport Plan • develop key strategies for Suffolk, to include; Decarbonisation Strategy, Rural Strategy, Behaviour Change, Inclusive Growth, Rail and Levelling Up • represent the authority on external regional working groups, public meetings, Examinations in Public where appropriate • support the Cabinet Members and councillors on strategic transport issues, including stakeholder and council meetings, and proactively work with County, District and Borough councillors and senior officers to build rapport and trust in the council's transport strategies, policies and plans • lead and provide expert guidance on the development of business cases, including feasibility for funding and/or delivery mechanisms.

You will need: • considerable professional experience in a relevant field of transport strategy with a comprehensive understanding of transport legislation, local and national strategy, technical and political frameworks relevant to own specialism • the ability to demonstrate significant experience of applying creative thought and working collaboratively with a range of stakeholders to develop solutions to complex problems • considerable experience of managing multiple complex projects and external partners to successfully deliver objectives within challenging budgets and timescales. With a proven ability to manage large budgets • highly developed verbal and written skills to interpret complex legislation, guidelines and technical information to produce reports, recommendations and advice for a wide range of audiences using a variety of media. Also, to be able to demonstrate political awareness and a good understanding of local government.

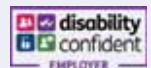
We will offer you: • flexible working - we currently operate on a digital basis, and whilst we anticipate returning to the office in the future, would anticipate continued promotion of flexible working style • career growth - a varied work profile with the ability to identify new ways to develop and deliver strategy.

Travelling requirements for your role: Infrequent Travel - This organisation positively encourages the use of technology to communicate and engage, but on occasions, there may be a requirement for you to travel using reasonable and suitable means available to you and agreed by the authority.

For an informal discussion about this role, please contact Graeme Mateer on (01473) 264451. To apply and for more information, please follow this link and take note of the application instructions: https://eoce.fa.em3.oraclecloud.com/hcmUI/CandidateExperience/en/sites/CX_3001/requisitions/job/478

Closing date: 11.30pm, 22 August 2021.

Due to the current situation with COVID-19, we have strict limitations on staff working in our offices and most of us are being asked to work from home. If you wish to discuss how that might impact your working arrangements, please contact the recruiting manager listed above. This authority is committed to safeguarding and promoting the welfare of children, young people and vulnerable adults and expects all staff and volunteers to share this commitment. DBS checks or police vetting will be required for relevant posts. We are also committed to flexible working. For the types of flexible or part time working available for specific roles, please see the Job and Person Profile. Suffolk County Council - welcoming diversity.



Transport vacancies:

Principal Transport Planner (Air Quality)

Salary: £42,821 - £46,845

Principal Transport Planner (Development)

Salary: £42,821 - £46,845

Senior Transport Planner

Salary: £33,872 - £37,890

As one of the region's largest employers our staff are key to delivering successful outcomes for our customers and citizens. In return for your commitment we can offer an excellent range of benefits to staff including; work life balance options, pension scheme, special staff rates at council leisure facilities, staff travel schemes, a generous annual leave entitlement, learning and development opportunities, career break schemes and child care vouchers.

The Transport Development team are passionate about developing strategies and implementing policies which will improve walkability and liveability, promote a vibrant city centre, encourage regeneration and economic development in the City as well as enhancing journey time reliability for public transport. Complementing our investment in infrastructure is the need to deliver an ambitious and comprehensive air quality programme.

We are also looking for graduates and students who are passionate about their chosen subject and are keen on working in a multi-disciplinary environment. The Transport Students will have a dedicated mentor who will create personalised objectives with you to support your studies and further career progression.

We are looking for driven, self-motivated individuals to join our team in these roles, is this you?

Closes: 12th August

APPLY NOW: bit.ly/3yenk1N



Strategic Transport Manager

Salary: £43,966 - £47,822

Senior/Principal Strategic Transport Officer

CBG12 £38,112 to £42,979 per annum. Principal Post: CBG13 £42,789 to £46,542 per annum (plus MRS of £3000 per annum – to be reviewed October 2021)

Location – Home working and/or Shefford, Bedfordshire

Are you an experienced, dynamic and innovative individual who would like to make your mark in the delivery of sustainable growth for our region?

It is important that you have a degree or equivalent in a relevant subject and/or are a member of a relevant professional institute (ie. CILT, RTPI, IHT, IHIE), a proven track record of strategic transport policy development and analysis, as well as line management experience.

With businesses and communities depending on your skills, you will find your greatness using your knowledge and professional expertise in a strategic as well as local environment.

For further information and to apply for these roles please visit <https://bit.ly/3C9Dmwg>

Closes: 15th August

To advertise please contact Jason on: 020 7091 7895 or email: jit@landor.co.uk

jobs-in-transport.com



Cycle Training and Project Coordinator

Salary: £33,324 - £35,751

Full Time (1 year fixed term contract, with scope for extension)

You will be responsible for shaping and managing the Royal Borough's approach to cycle training and key cycling projects.

This includes:

- Managing the contract that delivers cycle training in Royal Greenwich.
- Designing and coordinating cycling projects and programmes. This will include delivery of secure cycle parking and measures to improve access to bikes (for residents and businesses).
- Creatively deliver marketing and promotional activities, for cycle training and projects.
- Effectively monitor the outcomes of your work and inform what we do next to encourage cycling.

We are looking for someone with:

- Experience of cycle training, and/or related projects and activities.
- A good level of technical knowledge of cycle training and projects. Experience as a cycling instructor would be desirable but is not essential.
- Experience of project management and implementation.
- Great communication skills (both orally and in writing), who can work with a wide range of people.
- The ability to prioritise and manage their own work, to meet targets in a busy environment.

Closes: 20th August

APPLY NOW: bit.ly/3jhHRMP



Network Planner

Salary: £32,234 - £34,728

Job Duties:

The Network Planner will play an essential role in the management of the Hertfordshire's network of contracted local bus services. The post-holder will be planning bus services and keeping timetables under continual review in response to the evolving context in which they operate, be it operators' proposals for their own commercial services, changing levels of congestion or the availability of funding. The workload is varied, dynamic and high profile, with substantial public and political visibility.

This role will be essential to enable Hertfordshire County Council, through the Intalink Enhanced Partnership, to deliver the aspirations of the National Bus Strategy for England within the county.

Training and support will be provided to the successful candidate, but this role requires an individual with relevant experience in the bus industry, a genuine passion for passenger transport issues, and a desire to support the county council's ambitions for a shift to sustainable transport modes.

Closes: 25th August

APPLY NOW: bit.ly/3lnpJnd



Highways Technician/Engineer

Salary: £22,813 - £42,821

Reference: REC/21/00495

Bournemouth, Christchurch and Poole Council (BCP Council) has recently formed as one of the country's newest and largest unitary authorities and you will have the opportunity to help shape the future of Engineering Services within the authority. We have just been awarded £79M for Transforming the way our residents and visitors travel and are expecting further funding for additional Active Travel Measures, as well as ongoing funding through the Local Transport Plan Programme.

We have a number of exciting opportunities to join our Engineering Services, working for a newly formed local authority where transformation and digital ways of working are at the heart of what we do. Some of our roles include:

- Highway Design Engineer
- Street Lighting Engineer
- Highway Planner/Programme Manager

Closes: 22nd August

APPLY NOW: bit.ly/3i0Lvex



Senior Service Account Manager

Salary: £51,252 - £57,688

Reference: JUL20214594

Benefits: Free rail or Metrolink travel to/from work within Greater Manchester and free bus travel within Greater Manchester

Duration: 2 Year Fixed Term Contract

The Network Performance team sits within the Bus services section and this is a key role in managing the team which manages Contract Performance on tendered bus services and also maintains day-to-day contact with bus operators to ensure that any operational challenges can be managed effectively so that passenger disruption is minimised. The role is also key to maintaining TfGM's knowledge and reporting of the commercial network and ensuring that all operators continue to be engaged appropriately. You will also be responsible to ensure that the team follows policies and procedures so that all operators are treated fairly and equitably.

In this role you will also be involved in inputting knowledge and expertise to the future delivery model of buses in Greater Manchester.

Educated to degree level or with equivalent levels of experience, you will possess a sound knowledge of the bus industry, demonstrable experience of contract management and excellent stakeholder management skills. You will have strong presentational abilities and be able to present information in written and verbal formats to a variety of audiences including internal stakeholders, bus operators and elected members.

Closes: 15th August

APPLY NOW: bit.ly/3ljvsdZ



Senior Transport Planner

Salary: £32,233 - £35,744

Reference: JUL20214427

Your New Role

As a Senior Transport Planner in The Transport Planning Team you will be responsible for the provision of expert advice on transport. You will be involved in the development policy and strategy with the aim of delivering transport-based solutions to Electric Vehicle Charge Point schemes. You will engage and consult with members, community groups and residents on transport planning issues addressing varied and complex queries/issues raised.

What you'll need to succeed

You will need to have a relevant degree level education or demonstrable equivalent professional experience is essential. You will have well-developed policy development skills, including skills for coordination, liaison and the ability to plan and monitor progress of policy interventions. You should demonstrate experience of project management in transport/ highways/infrastructure and be able to communicate messages (which may be complicated or sensitive) clearly, concisely and at a level appropriate to the audience, who may not be specialists in air quality or transport planning. Please read the job profile for a full list of requirements.

Closes: 12th August

APPLY NOW: bit.ly/3ipDErj



ULEV Programme Manager

Salary: £36,992 - £41,881

Reference: WL000003595

The aim of the work is to ensure the area is equipped to support the growing needs of electric vehicles and enable the Black Country to drive the growth of electric vehicles and in doing so improve the air quality and reduce carbon emissions.

The role will most likely require cross boundary working and also with officers at key organisations such as Transport for West Midlands, Energy Savings Trust, Office for Zero Emissions and the Department for Transport.

You will also have:

- The ability to work collaboratively across different organisations
- Experience of Transport Innovation
- Experience of Electric Vehicle Charging
- The ability to manage multiple projects within a wider programme
- Experience of Procurement within a public sector environment
- The ability to manage budgets and staff

Closes: 22nd August

APPLY NOW: bit.ly/3rsqJji

People

DfT brings in Shoaf and Shaw to tackle violence against women

THE GOVERNMENT has chosen two leaders at the West Midlands Combined Authority (WMCA) to lead on efforts to tackle violence against women and girls on transport.

WMCA interim chief executive Laura Shoaf and Transport for West Midlands (TfWM) interim

managing director Anne Shaw are the UK's first Violence Against Women and Girls Transport Champions.

Their appointment was part of the wider Violence Against Women And Girls strategy unveiled by the Home Office.

Under the new role they will

work with the DfT, as well as passenger groups and the transport industry, to identify areas for improvement across the country's transport network.

The DfT has also issued a call for evidence to see how their guidance on street design can be updated to take more account of women's safety when planning highways.

The West Midlands is the only region in England with a joint combined authority and transport authority led by women.

Laura Shoaf was made the interim chief executive of the West Midlands Combined Authority (WMCA) in June (LTT 28 June) while Anne Shaw became interim managing director of TfWM in July (LTT 26 July).



Laura Shoaf



Anne Shaw

Tugwell and Gittins take charge at TfN

TWO SENIOR managers have started leadership roles at Transport for the North (TfN). Martin Tugwell joined as chief executive on 2 August while Cllr Louise Gittins, leader of Cheshire West and Chester Council, became acting chair on 27 July.

Together, they will lead the

Sub-national Transport Body and its board through a number of key activities in the coming months, including the upcoming Spending Review, development of Northern Powerhouse Rail to the next business case stage, and the publication of TfN's Decarbonisation Strategy and Freight & Logistics Strategy.

Tugwell was previously programme director of England's Economic Heartland, the Sub-national Transport Body for the region including Oxfordshire and Cambridgeshire.

He's the immediate past president of the Chartered Institution of Highways and Transportation (CIHT).

TPS hires JFG Communications as Costain retires

ANDY COSTAIN has retired as business manager at the Transport Planning Society (TPS).

Mark Frost, chair of TPS, said: "We can't thank Andy enough for all the work she has done for the Society over the past 20 years.

Not only has Andy's work been exceptional, she has also become a friend to us all here at TPS. We wish her all the best for the future."

TPS has brought in JFG Communications in a new business

manager support role.

Frost said: "We got some excellent expressions of interest for the role, but in a strong field JFG Communications scored the best across the assessment of quality and value for money."



On the move

Atkins gives Burdall digital transport role

Kelly Burdall has joined the consultant Atkins as digital programme director for its transportation division. She will be responsible for improving the way technology and data is harnessed to increase the predictability of project delivery. She was previously at Connect Plus Services – the Balfour Beatty, Atkins, Egis joint venture that operates and maintains the M25 – where she was head of performance and quality.



FirstGroup's Gregory steps down

FirstGroup chief executive Matthew Gregory is to step down after the firm's annual general meeting on 13 September. Existing chairman David Martin will become interim executive chairman until a permanent successor to Gregory is appointed. Gregory joined the bus and train operator in 2015 as chief financial officer and was appointed chief executive in 2018. He was formerly group finance director of Essentra, a component manufacturer and distributor.

Schreyer is new CEO at Go-Ahead

The Go-Ahead Group has appointed Christian Schreyer as group chief executive. He will join the Group on 1 November. This follows David Brown's decision to retire as chief executive by the end of the year (LTT 31 May). Schreyer has been with Transdev, the public transport operator, since 2014, most recently as CEO North and Central Europe.

Wrightbus appoints Collins as MD


Neil Collins is new managing director at bus manufacturer Wrightbus. He will be running the business alongside executive chairman Jo Bamford, who bought the Northern Ireland bus manufacturer in 2019, and chief executive Buta Atwal. Collins joins Wrightbus from Austrian mobile crushing firm Rubble Master, where he was Ireland MD.

Notay joins Geospatial Commission

Alexandra Notay has joined the Board of the Geospatial Commission replacing Dame Kate Barker. Notay is placemaking and investment director at PFP Capital, the fund and asset management arm of Places for People Group. The Geospatial Commission was established in 2018 as an independent committee responsible for setting the UK's geospatial strategy.

Inglis is GoAscendal's UK market head

Global mobility firm GoAscendal has appointed Graeme Inglis as head of market, UK. He joins from Transport for London, where he helped establish its consulting business, overseeing and developing commercial and public transport operation opportunities. Inglis will seek to support councils and operators deliver Bus Improvement Plans.



Intelligence for Transport Professionals

LTT benefits include:

- Fortnightly magazine - 1st class
- Daily and weekly eBulletins
- Regular webinars and live events
- Access to online archive - 40,000+ articles on TransportXtra.com
- Dedicated LTT App
- Individuals **£200***
- Corporate from **£630**
- Premium partner **£ On application**
- Pay monthly options available

*Discounts available for members of affiliate groups, students and unwaged

View full package details at:
www.TransportXtra.com/shop

Speak to us:
020 7091 7959 (Individuals)
020 7091 7895 (Corporate)
Email: subs@landor.co.uk