

Conservative Transport News



Conservative Transport Group

A Special Interest Group of the Conservative Party

Founded in 1992 by Dr Robert Kinghorn

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Transport: where the Conservatives have the better moves

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The views expressed in this newsletter are those of the article authors and not necessarily those of the Conservative Party or the Conservative Transport Group.

Chairman's Chat

At the beginning of April, in an interview with the Spectator, Liz Truss MP (number two in the Treasury) confirmed that the troubled HS2 rail project will feature in her Spending Review of all major investment projects across government. Truss had previously announced her generic intent to weed out projects that are failing or are over-budget.

Asked specifically if she would scrap HS2, Truss replied: 'That's a matter for the zero-based capital review that I'll be looking at very intently. What really drives local economies is transport around counties and transport into cities. That's what makes a difference to why a business decides to locate somewhere. We have to be rigorous about what infrastructure is going to maximise opportunities for people.' This doesn't sound like a manifesto for keeping HS2.

In planning the UK transport priorities the following issues need to be urgently addressed

- Transport related Air pollution is causing over 40,000 premature UK deaths pa – a large proportion resulting from the very small (2.5 microns) non-exhaust abrasion particulates produced by moving vehicles. These tyre, asphalt and brake friction created particles are generated by all vehicles so electric vehicles are still seriously polluting.

The UK is not alone, and the figure for Europe is over 500k premature deaths each year. To drive the point home, the head of the World Health Organisation has warned that "Air Pollution is the 'new tobacco'" and a, just published, UK study has concluded that it is already killing as many people in Britain as smoking is.

Importantly, research by Unicef and others has highlighted that the very small particulate matter (PM 2.5 microns) is the most lethal type of air pollution because the particles are small enough to enter the blood stream from the lungs.

- But, in addition, UK Road Accidents also still need to be reduced dramatically – current annual figure circa 1700 deaths, 22,000 seriously injured and 185,000 injured (all severities). This reduction must include a radical reduction in the number of serious/lethal bicycle accidents caused by unrepaired road potholes which are currently increasing at a reported rate of over 15%pa

- And road congestion must also be radically reduced to support and facilitate economically efficient Urban Population growth rates throughout the UK.. The direct and indirect economic cost of road traffic congestion and the cost of the related car parking space provision throughout the UK, particularly in the UK's metropolitan cities and large towns, is already huge and is still growing.

Efficient and effective infrastructure supported urban population growth within the UK's major population centres is central to the UK's prosperity growth and is key to reducing/eliminating the 'Regional/London economic Divide'.

Economically known as 'Urban Agglomeration' the attractive GDP per capita growth benefits arising from successful 'Urban Agglomeration' is widely accepted. And, very importantly, these benefits are subliminally understood by the global population at large which why nearly 2/3rds of the world is expected to live in urban cities by 2050 (nothing new here – it's the Dick Whittington effect!).

Therefore, pro-active infrastructure investment that directly or indirectly facilitates the compact and efficient urban population growth of the UK's major population centres must be a top priority.

Quantitatively, in the developed world, every 10% increase in 'efficient infrastructure supported' urban population has been shown to generate circa 1.5% growth in average GDP/capita

And efficient urban population growth is the catalyst for increased numbers of economically successful business innovations which, in turn, are the primary reason for the increase in a city's per capita wealth

Unfortunately, the UK's major cities other than London have grown inefficiently due to inadequate infrastructure support, particularly in public transport. For example, the 'Open Data Institute' recently drew attention to Birmingham, with an urban population of circa 2m, where the paucity of public transport within the urban city meant that in 'agglomeration economic terms' it performed like a city with a population of only 900k. This lost productivity pattern is repeated in all the UK's major, 'public transport poor', population centres (increasingly now including London which has outgrown its excellent Tube and bus public transport network).

· And finally, the strategies and plans to address the above planning priorities must also, consequentially, make a substantial contribution to reducing the UK's 'climate change' carbon footprint.

The importance of urgently addressing the above four inter-related vehicle traffic issues, is growing all the time because vehicle traffic journeys are expected to continue increasing substantially everywhere, particularly in the cities and larger towns – primarily (but not only) as a result of 'white van' traffic growth arising from the continuing rapid increase in online retailing. According to traffic information supplier Inrix, the direct and indirect economic cost of traffic congestion in 2017 was £37.7bn and the Centre for Economics and Business Research says that without major changes this figure could be £300bn by 2030

There is, therefore, an overriding need to radically reduce the number of wheeled vehicle journey's (including motorcycles), each and every day, as quickly as possible – particularly in the UK's cities and larger towns. This will require very large new infrastructure investment with very different priorities than the current ones.

Apart from the critical health and climate change benefits, the resulting effective and efficient Urban Agglomeration in the UK's cities and larger towns should make major inroads (even resolve) the UK's 'productivity problem' and, consequentially will radically reduce (even eliminate) the very serious "Regional – London/SE economic Divide".

So Liz Truss is right, government needs to prioritise public transport within and around the UK's cities with the objective of providing 360 degree coverage like London's Tube network - but by using 'particulate free' trams instead underground rail, using electric buses and by the volume building of residential accommodation (with the right proportion being 'affordable social') within each and every city. This will mean that, hopefully sooner rather than later, most people will be able to get to work, shop, socialise and have access to services either by public transport, or by walking or by bicycle.

In the UK's major population centres today, over 80% of commuting journeys are by car due inadequate local public transport compared to just circa 20% in London – the low percentage is a direct result of London's extensive public transport connectivity – connectivity which is the primary reason why London's population has been able to successfully grow to be so much larger, and richer per capita, than in any other UK city. Importantly residents in central/inner London rarely own a car (which is a very desirable strategic outcome to aim for in the UK's major population centres in the context of the above radical car journey reduction policy objectives).

But London has now grown to the point that increasing vehicle congestion is causing similar serious air pollution and economic damage as that found in the other much smaller major UK cities - to the extent that, as the Times recently reported, "Running to work in London will be faster than driving by 2020".

London is a special case but resolving London's already severe traffic congestion may point the way forward elsewhere. First there is the proposal for a new "Ring Rail South". This involves building a new circular line linking the key overground stations either side of the M25 into a high capacity overground circle line which would radically reduce congestion onto, on and around the M25 and free up Tube capacity currently used by commuters who travel on an 'in/out' journey by Tube to avoid the current severe outer London road congestion

Secondly acting aggressively to take new build housing/residential accommodation advantage of the fact that London's local authorities typically own between a quarter and a third of the land within their boroughs. This was media reported in an article by Andrew now Lord Adonis over three years ago. He pointed out that this land lies mostly within the boundaries of the capital's estimated 3,500 council housing estates, but much of this land is now occupied with few, if any, homes and has typically remained undeveloped (typically lots of empty garages – Southwark he noted has over 10,000). And then there is Transport for London owning 5,800 acres (size of Camden) which is operational land but which is lightly developed or undeveloped, with 61 car parks and with hundreds of stations having little or no development above or within them (including central London stations). Then as Andrew Adonis points out there is much other underutilised public land for example owned/controlled by Network Rail, by the NHS, by the ministry of Defence, by the Prison Service and by some educational establishments. Since land is the major cost element in building a new home, affordable social housing on the large scale needed could thus be readily be delivered.

So the way forward for the UK's cities is to provide the equivalent of London's 360 degree public transport connectivity and by the active exploitation of the large amount of publicly owned land to build new homes within each city's boundaries so that most journeys can be by public transport, walking or cycling – and where this is not possible by MaaS (Mobility as a Shared Service) vehicle (eg Uber, Lyftshare etc) – thus making car ownership within the city a rarity. The extra land bonus is that all the publicly owned car parking land come freely available for more residential accommodation – or premises for new SMB's - so more city occupants can walk/cycle to work. Finally there is the land/space bonus of retail's high street space withdrawal as online continues to take market share.

Completing the Devolution Process for all "Mayoral Regions" so that each has powers similar to London's should be an implementation priority

As for access to funding and construction resources for the above, the case for cancelling HS2 continues to gather convincing reasons and momentum

Here's some recent ammunition

- The 'Concrete' climate carbon penalty that will be incurred when building the 105 mile HS2 track is huge. The heat and chemical processes involved in making cement (a key component of concrete) mean that each tonne made releases a tonne of CO₂ into the atmosphere and constructing HS2 will require 20m tonnes of concrete (enough to pave over all of Manchester) – cf the more modest 3m tonnes needed to build Hinckley Point B. Alone, this excessive use of concrete justifies a total HS2 rethink. Add the large, long duration increase in heavy duty earth moving trucks during construction and the carbon footprint of HS2 is unacceptably high: –

(<https://www.theguardian.com/cities/2019/feb/25/concrete-is-tipping-us-into-climate-catastrophe-its-payback-time-cement-tax>).

- The consequences of the publicly mooted cost reduction measures. Triggered by the increasingly credible cost increase forecasts (£100bn now seems very believable), multiple authoritative statements have been reported during January and February that the only way that HS2 can keep to budget will be to substantially reduce its design speed and to cut the maximum number of trains per hour by up to a fifth. This would have two consequences. First the already slim net economic benefits would reduce substantially (maybe, in reality, eliminated) and secondly it would invalidate the need for the current very expensive, 'minimal curve' high speed route. In the latter case if, after a rigorous updated evaluation, it was found that a new N/S line was still (at some stage) justified then a much cheaper (and faster to construct) route could be selected such as alongside the motorways as advocated by High Speed UK Ltd. The HS2 land already purchased, at a low cost under duress, could then be put to good use – for example to build affordable housing with some compensation to the original owners.

- Noise levels to breach WHO limits. Authoritative media articles at the end of February reported that "HS2's predicted noise levels would breach new World Health Organisation (WHO) limits" - providing another powerful reason to reduce the design speed (see <https://www.telegraph.co.uk/politics/2019/02/23/hs2-predicted-noise-levels-would-breach-new-world-health-organisation/>)

- Inadequate construction ground risk investigations. Recent media reports around HS2's Ground Risks (eg over Cheshire's salt mines as MP Esther McVey has recently been publicising) and the lack of 'Geotechnical Baseline Reports' (GBRs) suggest that HS2 Ltd could be covertly moving to a "Design and Build" contract structure that will more readily initially mean that the budgeted cost for HS2 will be met/close whilst ignoring the consistent historical fact that such contracts typically give rise to large (often huge if unknown problem ground conditions are experienced) post contract variation cost claims. A clever contractual procedure if they can pull it off.

- HS2's electricity power requirement is unacceptably high. In October 2014 Simon Kirby (then CEO of HS2) wrote to Nick Hurd MP to inform him that the maximum electrical power demand for HS2 was estimated to be 800MW. As reported in the media that will required half of the output of one of Hinkley Point C's two reactors (see <http://mid-cheshire-against-hs2.co.uk/official-hs2-will-need-a-half-a-nuclear-reactor-to-power-it/>). Another climate change reason to cancel HS2.

- To counter this the Sunday Telegraph recently revealed that the Government is proposing to power HS2 using onshore wind farms along the route (spanning the equivalent of 19,000 football fields). Unfortunately, as Lord Ridley told Baroness Sugg in the HoL at the end of February, the proposed arrangements amounted to a “sweetheart deal” with wind farm developers that would “break the rules on public procurement”

- HS2 – The Great Train Robbery. The Channel 4 Dispatches programme in February entitled “HS2 – The Great Train Robbery” made a powerful case to cancel HS2 and divert the money and resources into local public transport improvements which it showed to be seriously and demonstrably over-stretched.

- A New NEF report shows HS2 will disproportionately favour London and SE. On 20th March the New Economics Foundation published a report which showed that 40% of the projected ‘passenger benefits would disproportionately flow to London and the money allocated to HS2 would be much better spent on upgrading the existing regional network and on smaller much needed local public transport projects.

- Existing network electrification should cost much less. The Railway Industry Association (RAI) has just published its “Electrification Cost Challenge Report” which shows that rail

electrification can be delivered at between 33% to 50% of the cost of past projects if the government commits to a rolling programme of work – which it is speedily urged to do to ease passenger commuting pressures and to speed up de-carbonising the rail network. · DfT’s Future of mobility: urban strategy. The Department for Transport (DfT) has published its “Future of mobility: urban strategy”, which includes what it described as ‘the biggest review into transport in a generation’ – “it will pave the way for transforming the way people and goods move around our cities”. New areas of focus include Micromobility vehicles and how to trial them, Mobility as a Service, Transport data and Modernising bus, taxi and private hire vehicle legislation. It has also published its response to the ‘Last Mile’ call for evidence, outlining a range of measures to support cleaner and more sustainable last mile deliveries (<https://www.transport-network.co.uk/Going-forward-Norman-sets-out-plans-for-urban-mobility/15754>)

- Addressing England’s looming fresh water shortage. England looks likely to run short of fresh water in less than 30 years, according to the chief executive of the Environment Agency at Waterwise conference on March 19th. Subsequently consultancy ‘UK Water’ said “Scotland lends itself to water collection – rerouting water to England should cost less than HS2” (<https://inews.co.uk/news/environment/england-run-out-of-water-25-years-scotland-is-the-answer/>)

- And then there is a critical planning need to recognise and address the large Terrorism threat. The very high terrorism threat arising as a consequence of HS2’s isolated route has not been publicly discussed let alone addressed. Once acknowledged (which will hopefully soon happen) the necessary threat reduction measures will surely be very costly - and satisfactory reduction/elimination of the risk may not be practicable.

Finally few would argue that Northern Powerhouse Rail (extended to accommodate the absence of HS2 Phase 2), Midlands Connect and East-West rail (aka the Oxford Cambridge Arc) should not have a higher priority than HS2

But top of the transportation priority pile must be the need to give everyone in Britain universal access to modern ultrafast 5G telecom and broadband capability.

TRANSPORT OVERVIEW

Membership News

Our year end is December 31 2019. Subscriptions are £15 per individual per calendar year. Subscriptions from new members paid from October 01 will be allocated to the next calendar year.

TRANSPORT NEWS

Air News

Gatwick Airport

Gatwick has just gone out to consultation on its new MasterPlan and has rather taken the wind out of the sails (or wings) of Heathrow! Their proposal to use their standby runway for smaller departing aircraft (by which they mean the A320s and new A320 neos) is a masterstroke. In one idea, it has identified a low-cost, safe, sustainable and fast solution to meet its immediate growth needs. It is not unreasonable to predict that Gatwick could get its second runway up and running before Heathrow's third runway!

Gatwick further talks about new technology to increase hourly movements on the existing runway. Finally Gatwick wants to continue to safeguard the land south of the airport, part of a 40 year West Sussex County Council agreement expiring in 2019 and which would need to be continued to enable another runway to be built some time in the future. Gatwick states that it is 'not actively pursuing a brand new runway' which is probably a little disingenuous. After all the safeguarding is not there for any other reason. .

So why do I think using the standby runway is so clever?

It will be cheap. Estimates circulate at around £1 bn, just a little less than the £14 bn at Heathrow! There is no increase to the existing footprint of the airport. It is safe. The standby runway is sometimes called the emergency runway, even though it is principally used as a taxiway. Detractors first claimed that the airport legally had to have an extra runway lying idle for emergencies but in fact should there be a need, one runway will be closed to deal with the event.

But it is not all rosy! At Heathrow, the public purse will be paying an at least £8bn for road infrastructure. With two runways at Gatwick the passenger numbers could rise from the current 47m to 60m as soon as 2030. The already highly stressed London to Brighton rail line, the appallingly slow Horsham to London line and the lack of a fast rail route from Redhill to Reading coupled with the poor road infrastructure around Gatwick will struggle to cope. Are Gatwick and the government prepared to help this £24bn and growing tax paying economy by putting their hands in their pockets to ease the inevitable congestion?

Heathrow

In 2018, along with all other London airports, Heathrow set a record, at over 80 million passengers.

NATS has launched a trial into whether Artificial Intelligence could be used to reduce flight delays during periods of low visibility. The project is now underway at the NATS digital tower laboratory at Heathrow. It is testing a combination of ultra HD 4K cameras, AI and machine learning technology.

The 3rd Runway consultation focused on airspace design with a view to improving airport operation and punctuality whilst reducing noise and emissions.

Gatwick

The £1,110m plan will support growth and improve the passenger experience. Features include a Pier 6 extension, a new domestic arrivals facility for South Terminal, a mezzanine level extension for North Terminal, the road to the new Boeing hangar, biometric boarding technology, South Terminal Long Stay car park, facilitating electric vehicles, support for Network Rail's station upgrade, ground handling equipment and a reception centre for passengers with reduced mobility.

Manchester

Manchester Airport has announced plans for an exclusive new terminal to give a "private jet experience" for commercial passengers. It will provide a personalised welcome, speedy baggage processing, elegant lounge with complimentary food and drink, dedicated security channel and direct drive to their aircraft in a private car.

Birmingham

Upgrades include redeveloping the security processing area, a refreshed waiting lounge and a covered walkway from the free drop-off car park. There will also be additions to the retail area. Birmingham Airport had 12,445,295 travellers in 2018.

The DfT Ultra-Low Emission Bus Scheme will support the electrification of all bus routes connecting the terminal to airport car parks. It will part-fund the purchase of electric buses and the installation of charging infrastructure.

Newcastle

The vision of the Masterplan 2035 is to "ensure passengers don't need to travel to airports outside of the region". It envisages passenger throughput reaching 9.4m by then. Planned improvements to infrastructure include a possible 700m runway extension, extra aircraft parking stands, 7,400 more car parking spaces, local transport improvements and enhanced support services.

Carlisle

Regular flights resumed from Carlisle Lake District Airport (CAX) to Dublin, Belfast and Southend in September. Before cessation of all scheduled flights in the 1990s destinations included Heathrow, Luton, Leeds Bradford, Aberdeen and Glasgow. CAX was taken over by Stobart Airports in 2009.

Penzance

Revised plans have been approved unanimously by Cornwall Council for a new heliport near Penzance. It will reinstate the services to the Scilly Isles lost when the Eastern Green heliport closed in 2012 after 48 years. The new plans revised those submitted in February 2017 in response to a request by the current ferry operator for a judicial review. It will operate an AW139 to St. Mary's and Tresco. The Heliport has been awarded £1.8m by the European Regional Development Fund.

Durham Tees Valley

Tees Valley Combined Authority will pay Peel Holdings £40m to return Durham Tees Valley to public ownership. It then plans to invest £35m in a plan to add 10 more routes and increase passenger traffic 10 fold to 1.6m by 2028.

Drones

The U.K. Government introduced restrictions on drone operation from July 2018. Flight will be prohibited above 400ft and within 1.6mls of an airfield boundary. From November 19th 2019 owners of drones weighing more than 0.5lb will have to register with the CAA and their pilots will have to take an online safety test.

New York Stewart

The Governor of New York, Andrew Cuomo, has proposed to the Port Authority the modernisation and expansion of Stewart International Airport. The airport would be enabled to handle both domestic and international services. It would be renamed New York International at Stewart Field. Transatlantic flights began in June last year with the Norwegian Air services from Belfast, Dublin, Edinburgh and Shannon. It is 60 miles north of Manhattan.

U.S. Federal Grants to Airports

In the 2018 Airport Improvement Program (AIP) the FAA awarded \$677m in 241 grants to 346 projects for improvements including runways, taxiways, aprons and terminals. AIP is an annual capital funding budget, reflecting the policy view that "paved runways are essential pieces of infrastructure".

India

The increased budget for 2018-19 is intended to improve infrastructure amongst the 124 airports managed by the Airports Authority of India and to provide new services to 56 unserved airports and 31 helipads. Domestic traffic grew by 18% per year during the past three years.

Phnom Penh

The government of Cambodia has agreed to build a new airport at Phnom Penh to replace the existing one. It will be 19 miles south of the city and will cover 1,730 acres, part of a 6,425 acre development site reclaimed from the nearby lake. Work should start imminently.

Dakar

The new airport, Blaise Diagne, has opened after a delay of some seven years. It has a runway 01/19, of 11,483ft and a capacity of 3m ppa. It replaces Leopold Sedar Senghor International which had become too small but which remains in operation for the military.

Remote Towers

The German air navigation service provider, DFS Deutsche Flugsicherung, has completed testing of a remote virtual tower at Saarbrücken Airport. Control services were provided by a remote tower centre in Leipzig, which is expected to add Erfurt and Dresden airports in due course.

Ryanair

Ryanair has announced plans to reduce its Dublin-based fleet from 30 to 24 (with associated staff reductions there of 300). It will, however, allocate more aircraft to its growing markets such as Poland.

Loganair

Loganair has signed an interlining agreement with Turkish Airlines. The partnership will allow passengers flying on the Scottish operator's Highlands and Islands services to connect onto the

Istanbul-based flag carrier's global network of 304 destinations in 122 countries via Edinburgh. Similarly, Turkish Airlines' customers will be able to fly to points across Scotland under a single ticket.

Europe's Busiest Airports 2018

Rank Airport Code 2016 2017 2018

1	London Heathrow LHR	75,711,130	77,989,371	80,102,017
2	Paris Charles de Gaulle CDG	65,933,145	69,471,442	72,229,723
3	Amsterdam Schiphol AMS	63,625,664	68,515,425	71,053,157
4	Frankfurt FRA	60,786,937	64,500,386	69,514,414
5	Istanbul Atatürk IST	60,415,470	63,727,448	67,981,446
6	Madrid-Barajas MAD	50,420,583	53,402,506	57,891,740
7	Barcelona BCN	44,154,693	47,284,500	50,172,457
9	Munich MUC	42,261,309	44,594,516	46,253,623
8	London Gatwick LGW	43,119,628	45,554,038	46,075,400
10	Rome Fiumicino FCO	41,744,769	40,971,881	42,995,119

Maritime & Waterways News

The **world's first autonomous container ship** has taken a step forward after agreeing on an automated mooring system.

MacGregor, part of Cargotec, and Kongsberg Maritime have entered into an agreement where MacGregor will deliver an automated mooring system for *Yara Birkeland*. This will enable mooring operations to be undertaken without human intervention and supports effective operation of the fully electric, zero-emission vessel.

The order was booked in Cargotec's 2018 Q4 order intake, with the automated mooring system scheduled to be delivered during H2 2019.

"It is critical for Kongsberg to work with world-class partners and we are therefore very pleased to specify the MacGregor automated mooring solution for the *Yara Birkeland* container ship," said Kongsberg Maritime executive vice president global sales and marketing Bård Bjørnløv.

"We worked very closely with Kongsberg to identify the most suitable mooring solution and are proud to have developed an innovative, fully electrical system which increases safety and eco-efficiency compared with conventional mooring operations," said MacGregor vice president, Advanced Offshore Solutions Høye Høyesen.

Kalmar, also part of Cargotec, previously announced it will provide the autonomous loading and unloading solution for *Yara Birkeland*, as well as transportation between the fertiliser production facilities and the quay.

Yara Birkeland will reduce emissions and improve road safety by removing up to 40,000 truck journeys annually in a densely populated area of Norway. The container ship will transport fertiliser from Yara's Porsgrunn plant via inland waterways to the deepsea ports of Larvik and Brevik, a journey of 31 nautical miles.

The Programme

The 'Why Shipping Matters: An Introduction for Schools' programme was created to provide an insight into shipping for primary school aged children, specifically those in Key Stage 2. The programme has been designed with a dual purpose: firstly to begin to build an interest in our shipping industry at an early age and to grow their understanding of its impact on the UK, and the region these young people live in.

The programme has been carefully developed in consultation with classroom teachers to ensure that it provides real world learning experiences directly linked to the National Curriculum in English, Science, History, Maths, Art, PE and Geography. There are 6

lessons that make up the core of the programme, with a further 4 lessons as an extension to the programme, culminating in an optional trip to one of the recommended locations. Each lesson lasts approximately 60 minutes and they are designed to be taught in sequence over one full school day or as one lesson per week across a term. A number of topics are covered by each lesson including:

- Trade and commodities;
- Import and Export: Global Trade;
- Vessels and their cargoes they carry;
- Navigation and technology;
- Letter to a Ship and other creative writing; and
- London as a Maritime Port/ The history of maritime Sussex/ etc based on region

Pupils have the opportunity to participate in activities and experiments which will teach them about imports and exports, how vessels float, different forms of navigation, life on board a ship and the unique maritime history of their local region or port. As part of their English lesson, they write a letter to a captain, and every pupil receives a personal postcard back from "Captain James".

A different approach

The team behind this programme examined why take up of other school targeted initiatives can be challenging, and developed this programme to have a different approach. We took existing curriculum topics that will already be scheduled into a teacher's lesson schedule (for example, learning about magnets), and 'marinises' that lesson so the lesson on magnets now includes the construction of a compass, and explicit teaching about how compasses allow vessels to navigate around the world. A PE lesson uses a semaphore game, a maths lesson looks at the values of commodities, an art lesson has pupils creating a collage of a vessel or seascape, and so on.

The other significant change in approach is that all the materials are provided, including worksheets, PowerPoint, lesson plans and teaching materials to support teachers in the delivery of the content, so it is easy for them to incorporate this into their teaching schedule without any pre-briefings or training.

Regional element

The history element of the programme highlights local history through a maritime lens. For London schools, the lesson has six figures from different stages of history talk about how they lived and worked alongside the River Thames, from the roman soldier to the modern shipbroker. This month the Port of Shoreham are providing the location for the filming of the Sussex version, which includes a 13th century ship builder, a Celtic sailor, a smuggler, a soldier, fisherwoman, and modern day fork lift truck driver. The programme roll out will extend to Liverpool, Humber and the North East over the coming months.

Regionalising an element within the programme for our coastal communities increases the engagement with pupils and their local schools, and also builds links between those

participating schools and their local ports, maritime museums, etc. In the Port of Shoreham for example, they will

invite all participating schools to visit the port and meet the harbourmaster as part of the programme.

Julie Lithgow, Director, Institute of Chartered Shipbrokers

Susan Oatway, Chair of Trustees, Institute of Chartered Shipbrokers Educational Fund

Dover 2018

In 2018 the Port of Dover handled 2,497,804 trucks, reflecting a decline of 103,000 vehicles after growth of nearly 650,000 vehicles during the previous five years. P&O Ferries and DFDS Seaways each run six vessels across the Channel.

Following a review of their flag status in anticipation of Brexit P&O Ferries has transferred the registry of its six Dover-based ferries to Cyprus.

Shell Tankers 125

2018 was Shell Tankers' 125th anniversary. That life so far has seen many trends. Shell were early into the biggest tankers with "Batillus" of 553,662dwt in 1976 after the closure of the Suez Canal but they seem to be leaving that sector with the sale of the 319,000dwt "Orthis". Today their biggest unit is the floating LNG platform, "Prelude" of 600,000dwt.

PSA International

Port operator PSA International reported a 5.1% increase in net profit for 2017 thanks in part to the "frenzied container liner shipping consolidation in 2016". It said the industry will continue to be "buffeted by an inexorable range and accelerating pace of transformation" and disruptions in the way goods are produced. 2018 Report is not yet available.

DP World

DP World saw net profit climb to \$1.27bn in 2018, up 5.8% on the previous year. This compares with 7.3% in 2017 which was the highest seen since 2011, along with a meaningful rebound in trade volume.

Wartsila

Finland-based engine manufacturer Wärtsilä has bought UK marine navigation company Transas for €210m (\$258m), further tightening its grip on the provision of services and products across a vessel's operations and throughout its life cycle. The takeover comes at a challenging time for Wärtsilä's Marine Solutions. However, president Roger Holm said "the acquisition can make the company a frontrunner as a connector of stakeholders able to connect the bits and pieces and make sure that we show the total ecosystem is much better than the standalone bits and pieces".

Bristol Channel - New terminal

This was delayed by the financial crash and then competition from other ports in the UK. Now a Harbour Revision Order, which was due to expire in 2020, has been extended to 2030, giving the port time to go ahead with the investment to fund a proposal that includes 12 km of quay, three deepwater berths, and water depth for the world's bThe British Ports Association is proposing a "Brexit dividend" for ports to boost the UK's trading position once it leaves the European Union. The BPA, which has issued a new strategy report, is urging the UK government to deliver on its promise to offer "frictionless" trade post-Brexit, but warns the country is heading towards a situation in which border arrangements at ports would reflect a 'no deal' Brexit scenario.

Short Sea Design

Norwegian interests, including NCE Maritime Clean Tech, EkerSandvik Design and North Sea Container Line, have proposed the "Short Sea Pioneer" concept which comprises a mother ship with several daughter ships. It would use hybrid LNG and battery propulsion and NSCL envisages using it to replace its present coastal container service to small ports around Norway.

LNG Power

Jumbo Shipping (a Dutch heavy lift operator) has signed a LOI for an LNG-powered construction vessel for delivery in 2020. It will feature an X-Bow, dynamic positioning system and deck cranes of 2200 tonnes and 400 tonnes.

Jinling Shipyard (of China) has launched two 25,600dwt LNG-powered bulk carriers for ESL Shipping of Finland. Propulsion is by MAN and the vessels have been ice-strengthened.

Torghatten Nord AS of Norway has ordered five vessels which will feature Bergen gas burning engines driving generator sets. They will be IMO Tier 3 compliant without an exhaust after-treatment system.

Hydrogen Ferry

The world's first hydrogen powered passenger/car ferry will be built by Ferguson marine at Port Glasgow. It is the project of a consortium comprising the shipbuilder, the University of St. Andrews, Orkney Islands Council, Kongsberg Maritime of Norway, Ballard Power Systems of Denmark, McPhy of France, the German Aerospace Centre and Interferry, the ferry trade association. She will operate around the Orkney islands using fuel produced in the renewable electricity industry.

Electric Ferries

Moving beyond the hybrid option yet another Norwegian operator, Brodrene Aa, is introducing an all-electric ferry, the "Future of the Fjords". It has two 300kW electric motors, a carbon fibre hull and cruises at 16 knots. The development cost of \$17m includes an element paid for by Enova, a government supported organisation promoting low emission measures in Norway.

Rail & Tram News

Williams Review

The big news now is the Rail Review being carried out by Keith Williams. Although rail travel is still growing, there is increased dissatisfaction with the rail industry. There have been many strikes by workers, and all kinds of timetable chaos due to late running of projects, as well as overcrowded trains and more late arrivals. Whilst there is a strong desire within the rail industry to take the right step, success depends equally on the desire within Government to succeed. It does appear that Franchising is accepted as coming to the end of its usefulness. From about 1990, when roads were becoming more and more congested, and the computer enabled business people to work effectively on trains, franchising probably was the right way to facilitate the rapid expansion in rail passengers that we have seen. But today's railway is very different. The growth in passenger and train numbers has made our rail network highly congested and far less resilient to recover when trains are delayed. Today's railway plays a much greater role in our economy than it did 30 years ago. We now accept that good rail connectivity is necessary for city economies to grow and productivity to rise. But will we do enough?

The big question is how well the Government will respond to Williams' review. Just over 10 years ago, the DfT commissioned the Eddington Review in which, amongst other things, Sir Rod Eddington recommended that the Government should avoid 'grand projects' but should concentrate on improve connectivity to international gateways. Yet the Government has allowed HS2 to become very much what most people would regard as a 'grand projet', whilst at the same time discarding connections to Heathrow and HS1 which are possibly the UK's two most important international gateways.

Will the same happen to the Williams review? Without strong commitment by Government, very little will happen.

One matter is far too urgent to wait for the publications of Williams' Review. That is to remove the DfT completely from micro-management of the rail industry. The rail system is a very complex system with many interacting parts. The railway needs to be managed pro-actively, and that can only be done by people who know the railway inside out. Civil servants who frequently change roles through career progression will never be long enough in the job to understand the railway. The vacuum in corporate responsibility when things go wrong needs to be replaced by expertise that can identify problems early before they become disasters. And that expertise can only be found in people with lifetime of service to rail. There have been far too many bad decisions taken by Ministers due to involvement of the DfT; cancellation of midland main line electrification and lack of a rolling programme of electrification, strikes by unions, late completion of important projects, lack of support for HS4AIR and much more.

Whether we have a BRB mark 2, or an SRA mark2, does not matter, but the railway does need to be managed by people with the knowledge to make the right choices and confidence to believe in them. Whatever this body of rail professionals is called, perhaps they should be funded by subscription from Network Rail and the Train Operating

Companies. That arrangement might take away any credibility for nationalising the railways. And they should also take charge of HS2. The problem with HS2 is that it is very unpopular with the public and does not increase capacity where most needed.

The railway has grown very quickly in the last 25 years. Expansion in capacity has not matched it. When the railways contracted in size during the 1950s and 1960s, large

sections of track were taken out. The recent expansion in passenger numbers has not been matched by an equivalent increase in rail capacity. We know that the railway has in the past suffered from under investment and we are now investing much more. But is that enough to prevent things from getting worse?

New Lines and stations

The Campaign for Better Transport has identified a comprehensive list of rail re-openings that are well supported by the public and these should be taken very seriously as a means to grow several economies.

Cutting the cost of railway electrification

The Railway Industry Association reckons that the cost of railway electrification could be cut by around 33% to 50% by better planning of projects, wider adoption of best practice and long-term commitment to a rolling programme. They suggest that conventional electrification remains the 'optimal technical solution for an intensively used railway'. This is very much at odds with the views coming from the Department of Transport and yet another reason why the railways should be managed by railway professionals without interference from the Department.

Possible new city centre station for Liverpool

Liverpool is planning to build a new city centre station to connect with Northern Powerhouse Rail and HS2 trains on the basis that Lime Street may not be able to cope. Early days so watch this space.

Possible legal action against HS2

The campaign group Stop HS2 has invited people who have lost money from HS2 compulsory purchase actions to report HS2 Ltd. to the police for fraud. A number of people who have very badly short changed by HS2 and suffered serious financial loss were featured on Panorama TV programme last December. It is not yet known how many people will take this action, and people have been short-changed by motorway projects in the past with little public attention, but HS2 is much larger in scale than typical motorways. This could become an unwelcome embarrassment to the Government, which could have been avoided by common sense and common human decency towards others. It is not right that people providing their land, and their home or business, should receive such unfair treatment.

The Government has a lot to tackle to get the nation's railway to be fully effective. Let us all hope this is done effectively.

Graham Nalty

From a transport planning professional

London's rail freight opportunities – looking to the past to find new opportunities

For anyone who lives or works in London, you will know that our capital city suffers from one major disadvantage; congestion. To solve part of this issue, we need to look to the past for inspiration and rail freight offers surprising opportunities to ensure London remains a world class city.

The only modes which are predicted to grow on the London road network are vans and cycles. While cycles are encouraged, vans are not – but with more consumers in the city, how can we ensure more goods get to their end destination without increasing congestion? One answer is rail freight.

Firstly, we need to stop thinking of rail freight as this. Large, box cars that carry lots of freight from ports to a major warehousing site and start to think of rail freight as this: Light goods being carried on passenger services. The C.L.R parcels service ran on London Underground up until WWI. Light parcels were carried on tube trains because congestion on the streets was so bad that the tube offered better journey time reliability – and it turned a profit!

Little has changed in over 100 years, and the tube can still offer better journey time reliability, as could the new Elizabeth Line and Crossrail 2 when compared to road.

The solutions - in principle – aren't complex, but the detail requires time and effort. Using off peak tube trains to deliver light goods to selected station, intercity passenger stock to deliver mass light goods into Zone 1 and possibly a guards wagon built into new city – city carriages could be part of the congestion reducing solutions.

The answers are not new; we have just forgotten how to implement them. As a nation we have over relied on the private vehicle when Victorian technology can still play a role in solving 21st Century problems.

[Telegraph https://www.telegraph.co.uk/business/2019/02/17/forget-hs2-invest-local-rail/](https://www.telegraph.co.uk/business/2019/02/17/forget-hs2-invest-local-rail/)

Forget HS2 and invest in local rail

Liam Halligan

February 17th 2019

Over the last 15 years, UK rail fares have risen twice as fast as earnings. Yet across the national network, overcrowding and cancellations are close to record levels

At Westminster, Brexit remains on a knife-edge. The US and China are locked in a tense trade negotiation, upon which the global growth outlook depends. The UK economy slowed during the final quarter of 2018 – but France and Germany slowed even more.

Economics columnists are spoilt for choice these days. Last week's headlines generated, as usual, a slew of potential subjects. But I'm devoting this article to a proposed train line called High Speed Rail 2 – which could be the most expensive railway ever built and, on current evidence, among the most unpopular.

Over the last 15 years, UK rail fares have risen twice as fast as earnings. Yet across the national network, overcrowding and cancellations are close to record levels – so no wonder passenger dissatisfaction is at a 10-year high.

Despite that, ministers are about to start pouring £4.2bn a year, every year for a decade, into building a single new railway route. That compares to £6bn the Government spends annually maintaining and upgrading the rest of the entire network.

With speeds of up to 250mph, the HS2 line is billed as one of the world's fastest passenger train lines. Phase One, from London to Birmingham, is supposed to open in 2026 – but is already behind schedule. Phase Two, on to Manchester and Leeds, is due in 2033.

Official cost estimates, £30bn just after the scheme was launched in 2010, ballooned to £56bn in 2015, with the Treasury since whispering around £80bn. Some industry experts, including government advisers, think the eventual bill will top £100bn – more, per mile, than any railway ever built. Controversy has so far focused on the shabby treatment of those with homes on the HS2 route, subject to compulsory purchase, and the large taxpayer-funded salaries of HS2 executives. But with demolition work under way in London and Birmingham, and construction soon starting in earnest, the project's entire rationale is now being questioned at the heart of government – as I exposed in my Channel 4 Dispatches film on HS2, broadcast last week.

HS2 is being sold as a solution to the UK's chronic North-South divide

With really big HS2 spending about to happen, serious questions are being asked. Amid widespread discontent with the broader rail network, more and more ministers want public money spent not on a high-speed intercity project that won't deliver for years, but on quick turnaround improvements in local rail routes into major cities used by millions daily.

Back in 2010, the case for HS2 was all about speed. Internet connectivity, facilitating work on trains, then weakened the argument for heavy spending on high-speed tracks and rolling stock to shorten journey times. The case then shifted to capacity – but the London-Birmingham route is already well-served, with trains only 43pc full on average and around 70pc at peak.

Now, HS2 is being sold as a solution to the UK's chronic North-South divide. But why build a multibillion-pound, marginally quicker service connecting London to Birmingham, Manchester and Leeds when these cities are already connected to the capital?

Since 2018, government spending per head on transport across the North of England has been around a third of that in London. Four of the five worst performing train companies last year served the North – and the UK's two most consistently overcrowded trains were both routes into Manchester. On one rail network in the North of England last year, there were more than 32,000 cancellations and only half their trains arrived on time.

If we really want to boost regional development in post-Brexit Britain, let's build new east-west lines – creating, in particular, faster and more frequent links into and between our large northern cities. That would create an alternative growth centre, an economy to rival London and the South East. That's why many independent economists, me included, back "Northern Powerhouse Rail" – a project built around exactly this vision. But NPR has been consistently frustrated, so far, by a lack of serious government funding.

Artist impression issued by HS2 of the proposed HS2 station at Euston

For all the talk of “boosting the North”, HS2 is ultimately built around an ever more London-centric vision of the UK’s economic future.

The danger now is that, while absorbing cash that could go into upgrades of existing lines across the North and elsewhere, the HS2 cost overruns will be so serious the project may not get beyond the Midlands – stopping in Birmingham. Extending high speed rail over such a short distance weakens the economic case even more, while making a mockery of the notion that HS2 helps the North-South divide.

“You’d have a white elephant if HS2 only goes to Birmingham – a very expensive scheme which doesn’t achieve much,” says Prof Stephen Glaister, the former chairman of the Government’s Office of Rail and Road.

“If this route does end in the Midlands,” says Prof John Tomaney, a UCL regional development expert, “then Birmingham would become a business suburb of London, which wouldn’t help the North of England at all” Mark Thurston, CEO of HS2, puts on a brave face. “We have to build this railway for £56bn pounds, while remembering this country hasn’t built a railway on this scale and of this complexity in living memory,” he says.

But Lord Darling, the Labour chancellor who launched the first government feasibility study into HS2, now wants to scrap the scheme. “It’s difficult to stop it because you’ll get cries of betrayal,” he says. “But while I want to see money spent on Britain’s rail network, I want to make sure our existing commuter lines are improved – as far more people use them”.

HS2 is increasingly seen as a ridiculously expensive vanity project that delivers few benefits but will happen anyway due to inertia, the lobbying power of engineering conglomerates and property developers and broader metropolitan bias. The public relations folk who serve this lobby are furious about my film – and have been merrily attacking me on social media since it was broadcast. Yet the same film contained an opinion poll suggesting that just 20pc of voters want HS2 to be built, with just 7pc thinking it will help them to any extent.

For my money, we should be diverting HS2 spending into local commuter lines, to say nothing of delivering top-quality fibre-optic connectivity to every UK household. What’s important are the countless tens of billions we’re about to spend on HS2, not the few billion we already have.

Guardian <https://www.theguardian.com/business/2019/feb/03/economic-benefits-of-local-buses-eclipse-unrealistic-hs2-target>

Economic benefits of local buses eclipse unrealistic HS2 target

Larry Elliott

February 3rd 2019

Improving Birmingham’s buses would boost productivity more than cutting train time to London

Research by the Open Data Institute showed that getting around Birmingham by bus is a painstaking process at peak time.

Here are a few things you probably already know. Britain has a productivity problem. Since the financial crisis, growth in output per worker has barely risen and the gap with other industrial countries is large. London is much more productive than the other big cities.

Now here's something you might not know: a lot of it has to do with buses. Public transport really matters.

Cities tend to be more productive than towns or villages because of agglomeration effects: the notion that bringing people together in one large urban centre leads to new and better ways of doing things. The bigger the city the bigger the agglomeration effect.

This rule holds true in other countries. The second-biggest French city, Lyon, is more productive than Marseille, the third-biggest city, which in turn is more productive than the fourth biggest, Lille. In the US, Germany and the Netherlands the same applies.

In Britain it is a different story, however. Here, big cities such as Birmingham are less productive than smaller cities such as Oxford and Cambridge. And that's because the problems people have in getting from their homes to the places where the jobs are shrinks the real size of UK cities. Research by the Open Data Institute in Leeds has shown that the effective size of Birmingham is about half that of the nominal population because of the problems caused by inadequate public transport.

What the Leeds researchers did was to record 40m bus departures from all over the city to see how long the journeys took in peak and off-peak times. They assumed that to be part of the Birmingham agglomeration someone should have a travel to work time of 30 minutes or less. The half-hour limit did not include waiting at bus stops or walking at either end, which would take the total door-to-door journey time to 50 minutes.

The research showed that in peak time, getting around Birmingham by bus is a painstaking process. A 3.5-mile journey from Stirchley in the south of the city to the centre takes about 20 minutes between 7am and 8am but about 40 minutes between 8am and 9am.

Contrast that with travel by tram. The West Midlands has one tramline, linking Wolverhampton with Birmingham. Someone who gets on at West Bromwich for the 8.5-mile journey to Birmingham knows that it will take 30 minutes, regardless of whether it is during the rush-hour or not. Now consider the public transport infrastructure in Britain and France. The second, third and fourth-biggest cities outside of Paris – Lyons, Marseille and Lille – have eight Métro lines between them (four in Lyon and two each in Marseille and Lille). The UK equivalents have none. Manchester has a tramway system to match that of Lyon, with about 100 stations in each city. But Marseille (three lines) and Lille (two lines) are far better connected than Birmingham, with its one line, and Leeds (none). Tom Forth, the head of data at the Open Data Institute, said in a recent piece for CityMetric – an online magazine that specialises in urban issues – that Birmingham and Lyon are comparable cities but Birmingham has a 33% productivity shortfall with Lyon. But the two cities are only comparable on the assumption that Birmingham can make full use of its population of almost 2 million. If the real size of Birmingham – for agglomeration purposes – is 900,000, the productivity gap shrinks to only 9%.

“Our hypothesis is that, by relying on buses that get caught in congestion at peak time for public transport, Birmingham sacrifices significant size and thus agglomeration benefits to cities like Lyon, which rely on trams and metros.” As Forth notes, Transport for the West

Midlands – the public body that coordinates transport in the region – knows there is a problem and is taking steps to cut journey times. There is investment in bus lanes, seven sprint bus routes are in the pipeline, two tram extensions are under construction and railway stations are being reopened.

Improving the bus system would bring about significant productivity gains. If, for example, journey times became as reliable at peak hours as they are off-peak, the effective size of Birmingham would increase from 900,000 to 1.3 million people. Assuming UK cities would enjoy the same agglomeration benefits as those in France, Forth calculates that would mean an increase in output per head of 7%.

To punch at its full weight, however, Birmingham would require investment in new transport infrastructure – trams and metros. The same applies to the other metropolitan cities outside London.

The messages from all this are clear. First, transport infrastructure makes a real difference to the effectiveness of local economies and the lack of investment in places such as Birmingham has come at a price. As a report on how to rebuild the regional economies of the UK published last week noted, it is time the Treasury revised its assessment criteria for transport projects to give more weight to the less prosperous parts of the UK. The payoff in productivity terms would be considerable. Second, if money is the issue the government should think about scrapping HS2 and reallocating the tens of billions it is going to cost to smaller-scale local projects. It would not be nearly as sexy but, pound for pound, the benefits of improving the bus network in Birmingham or criss-crossing the West Midlands with trams would bring much more to the local economy than cutting the journey time to London on HS2.

Finally, the story of Birmingham's buses makes the strongest of cases for power and money to be devolved. The people who know just how long it takes to get from Stirchley to New Street station should be given the responsibility for doing something about it

Bicycle & Motorcycle News

Uber Eats partners with Cycling UK on road safety

Uber Eats has partnered with Cycling UK, the national cycling charity, to help further increase cycling awareness and education for riders, couriers and the general public. As part of UK Bike Week, Cycling UK has created five instructional videos and written guides which will be shared with thousands of couriers using the Uber Eats app across the UK.

The videos, produced by Cycling UK and available to all cyclist, feature information on road safety as well as top tips on how to maintain a bike. The easily accessible videos include instruction on road positioning, how to approach junctions, signalling and awareness of other road users.

The written guides aim to educate cyclists with little or no mechanical experience on how to prepare their bikes to ride safely, how to fix basic problems they may encounter when cycling and essential tools needed to fix common issues.

The guides form part of Cycling UK's commitment to encourage millions more people to cycle, and its mission to champion cyclists' rights and to improve cycling safety.

Toussaint Wattinne, General Manager for Uber Eats in the UK said: "At Uber Eats the safety of couriers and other road users is a top priority. It is great to be working with Cycling UK to increase cycling awareness and education for thousands of couriers across more than 100 towns and cities in the UK."

James Scott, Director of Behaviour Change at Cycling UK said: "We're leaders in helping cyclists improve their skills and confidence, so we're delighted to be working with Uber Eats, guiding thousands of couriers on riding safely and confidently while also giving them the skills they need to keep their bikes running."

Contact information

For more information contact the national Cycling UK Press Office on 01483 238 315, 07786 320 713 or email publicity@cyclinguk.org

Notes to editors

About Cycling UK

Cycling UK, the national cycling charity, inspires and helps people to cycle and keep cycling, whatever kind of cycling they do or would like to do. Over a century's experience tells us that cycling is more than useful transport; it makes you feel good, gives you a sense of freedom and creates a better environment for everyone. www.cyclinguk.org

About Uber Eats

The Uber Eats app is available in hundreds of cities in 35 countries, helping popular names and local favourites to deliver food in as little as 30 minutes. Today the Uber Eats app is available in more than 100 towns and cities across the UK, with plans to expand further in 2019.

With the app you can order from over 10,000 restaurants in Bath, Belfast, Birmingham, Bournemouth, Bradford, Brighton, Bristol, Cambridge, Cardiff, Canterbury, Chester, Coventry, Derby, Edinburgh, Exeter, Glasgow, Gloucester, Guildford, Ipswich, Leeds, Leicester, Liverpool, London, Greater Manchester, Milton Keynes, Newcastle, Newport, Northampton and Norwich.

Media Q&A

Cycling UK Partnership & Uber Eats Education

What does this partnership entail?

Cycling UK has produced a series of digestible and engaging education guides and training films based around maintenance, bike care and cycling in an urban setting.

How many videos are there?

There are five short training films, accessible via your phone.

What are the videos about?

The films cover five different topics and skills to keep you safe while cycling.

These include:

- [Top safety tips](#) - includes awareness, braking, observation and anticipation, road positioning and finishing your journey.
- [How to navigate junctions safely](#) - this is particularly important as more than 70% of collisions involving cyclists happen at or near junctions.
- [The M check](#) - an easy and very effective way to ensure your bike is safe to ride and helps diagnose any issues before you head out on the road.

- [Roadside maintenance](#)
- [Puncture repairs](#)

How many written guides are there?

What are the written guides about?

There are [five written education guides](#) with pictorial instructions that can be downloaded onto a phone for future use. These focus on practical information for bike maintenance:

- [Checking your bike before you set off](#)
- [Essential tools](#)
- [Adjusting your gears and brakes](#)
- [Repairing a puncture](#)
- [Repairing a broken chain](#)

Will these be shared with all couriers who use the Uber Eats app?

Are they required?

The training resources and materials will be shared with couriers across more than 100 towns and cities in the UK via the Uber Eats app. Whilst watching the videos and reading the guides won't be compulsory, all couriers will be strongly encouraged to review the materials as part of their ongoing safety education.

What impact do you expect these videos to have?

By providing easily digestible information we expect that these will inspire individuals to adopt best practice cycling behaviour and empower new and existing cyclists to cycle safely. The aim of the partnership is that all cyclists, including couriers using Uber Eats, have the knowledge and skills to stay safe when cycling.

Why has Cycling UK partnered with Uber Eats?

With cycle couriers operating across 100 towns and cities in the UK, Cycling UK feels it is important to share key resources and its expertise on road safety and bike maintenance.

Are the guides available to the wider public?

Yes, the guides are available on Cycling UK's website www.cyclinguk.org

[Women](#) [Commuting](#) [Start cycling](#) [Family](#) [How to guides](#)

Road News

Human error in road safety

Road safety in this country has normally been judged by injury and fatality statistics and the UK has shown complacency/arrogance when looking at international comparisons. This is exemplified in the UN Decade of road safety. Because the population of the UK tends to be in more concentrated and smaller areas of the country most accidents occur within easy reach of emergency services. These life-savers mean that the chances of surviving an accident are far higher than in larger countries. But now we have had the benefits of technology and legislation but road accidents have shown no signs of reduction over the past 5 years.

The causes of most accidents

All studies show that over 90% of accidents are caused through human error and even accidents caused by other factors could have been prevented if driving styles had been different. Of course road congestion aggravates the driving environment.

A study in the US covering a 3 year period for a large fleet employing 1700 drivers found that 20% of the drivers were responsible for 79+% of the accidents/incidents. Psychologists will confirm that skills such as driving are 70% natural ability and only 30% from training.

Reducing human error for drivers

I have a current interest in a new company involved in finding solutions to determine which people are likely to be the safer drivers. Aptidrive Ltd (www.aptidrive.com) use a simple process to show those people who have the highest risks of driving habits which could lead to accidents.

Human error is the result of mental lapses, lack of observation and slower reaction times. Currently, outside of road safety, much attention is being directed at mental health and wellbeing. A major cause of mental health problems is the stress of modern life, some of these stresses can be summarised as:

- Family and relationship problems
- Financial worries
- Work stress- particularly the strains of shift working

All the above can encourage the use of mobile phones whilst driving!!

As with everything in life driving and pedestrian behaviour is largely influenced by natural ability, which can be judged through effective psychometric profiling and assessments. These assessments also provide indicative diagnosis of people suffering from ADHD. It is widely recognised that people diagnosed with ADHD are up to twice as likely to be involved in road accidents. Like other conditions ADHD is suffered in different degrees but clearly those with a serious condition can be a danger to themselves and other road users.

AS with many health conditions the DVLA has an extensive list of conditions which must be declared and countersigned by a doctor, when applying for a driving licence, this includes ADHD. It is generally accepted that 2.5% of the adult population suffer from degrees of

ADHD. This equates to approximately 1 million UK drivers. Through a Freedom of Information request to the DVLA Aptidrive is informed that in the past 10 years fewer than 8000 people have declared themselves as suffering from ADHD and using the appropriate medication.

Clearly two of the main symptoms of ADHD are inability to concentrate and impulsiveness both highly detrimental to safe driving. Therefore those diagnosed with ADHD or showing definite symptoms should be encouraged to seek medical advice and take any prescribed medication when driving.

Of course those not suffering from ADHD can also have tendencies to lose attention and lack observation. Therefore the Aptidrive profiling also allows employers with fleets of vehicles to engage in open conversations regarding how their drivers' natural abilities can influence their driving styles.

Bus, Coach & Taxi News

ENDEAVOUR'S EXPANSION FUELS ITS AMBITION

12/06/

Birmingham based Endeavour Coaches has expanded its fleet with the delivery of a B11R JHV2 to add to its predominantly Volvo fleet.



Birmingham based Endeavour Coaches has expanded its fleet with the delivery of a B11R JHV2 to add to its predominantly Volvo fleet

The new vehicles mark a recent return to Volvo for the family run, luxury coach operator which has a long history in specifying Volvo coaches with Van Hool and Plaxton bodywork.

Sean Mitchell, Director for Endeavour Coaches, said: “Over the years we have predominantly specified Volvo vehicles. We have built an honest and productive relationship and the offering is superb. Volvo makes it easy from start to finish.

“The B11R JHV2 has a 53 seat capacity and not only looks great, but delivers unrivalled performance in terms of fuel efficiency and emissions in today’s market. The interior finish is also second to none and I am sure it will prove popular with our customers and drivers alike.

“Our business has also recently gone through a period of change with the completion of a management buyout from some retiring directors. This is an extremely positive move for the company and will help to ensure a successful future for our ambitious business.”

Phil Hudson, Volvo Retail Bus & Coach Manager, said: “It’s always a pleasure to work with Sean and the wider team at Endeavour Coaches. We’re proud to continue to supply quality vehicles for their operations.”

Endeavour Coaches is a family owned and run operator and has been established for more than 35 years. It offers a wide range of services and takes pride in providing premium facilities for disabled passengers.

ENDS

For further information, please contact:
Sarah Burton or Nikki Gooch at Cogent
Email: sarah.burton@kogent.co.uk or nikki.gooch@kogent.co.uk

OTHER NEWS

Conservative Home <https://www.conservativehome.com/thecolumnists/2019/01/andy-street-our-12-point-plan-to-revitalise-%E2%80%A8the-high-street.html>

Andy Street - Our 12-point plan to revitalise the High Street

January 29th 2019

By Andy Street

Andy Street is Mayor of the West Midlands, and is a former Managing Director of John Lewis.

Visit almost any community in the UK and at its very heart you will find a traditional town centre or High Street. They are usually home to a tick-list of the civic buildings and

services that support community life: a town hall, the council house, police station, courts, libraries. Public transport networks converge on them, carrying people like nutrients to a vital organ. Historic landmarks – statues, memorials, castles and churches – cement their deeply symbolic place in the local psyche.

It's no wonder that residents see them as representing the health and prospects of a community. Yet they are clearly facing immense challenges, with each week seeming to bring more disheartening news from retailers. As the former Managing Director of John Lewis, I fully understand the challenges facing the sector. I also know it's hard for communities to believe in a new economic future when their High Street is partially boarded up.

In the West Midlands, even though the economy is growing quickly, people walk through their town centre and see tired shops, vacant units and run-down public spaces. There is a big difference between the economic statistics and people's everyday experience.

However, it is a challenge that we are rising to – with our 12-point West Midlands blueprint for successful town centres in Britain. The councils that make up the region – Birmingham, Wolverhampton, Coventry, Walsall, Dudley, Solihull and Sandwell – have come together to announce a programme of trailblazer pilots to put this pioneering plan into action.

Five local centres – Bilston, St Thomas Quarter in Dudley, Bordesley Green in Birmingham, St Matthews Quarter in Walsall and West Bromwich – will take part in a scheme which will benefit other areas, too.

High Streets and town centres across the country have struggled in the last few years, with the rise of online shopping and out-of-town retail destinations. The collapse of BHS, Poundworld and Maplin; pressure on House of Fraser and Debenhams; and branch closures from M&S and the big banks demonstrate how serious this challenge is.

So here it is, our 12-point plan to revitalise the High Street – with some examples of how it is being applied across the West Midlands:

Experience-led Retail: Traditional retailers recognise that they need to evolve to differentiate themselves from online, focusing more on the personal touch and the face-to-face experience you can't get from a screen. Think specialist retailers, mixed-use spaces, local shops and some new concepts we don't even know about yet.

Beyond Retail: There are lots of reasons people come to a place: leisure, work, living and accessing public services. A thriving modern town centre needs to offer far more than shopping. Successful places need people to want to come and spend time there. In Walsall, for instance, Walsall Waterfront has brought contemporary culture to bear on the area, with the Walsall New Art Gallery.

Urban Living: Providing homes within walking distance of workplaces gives people more cash and free time to spend it. This could mean repurposing surplus business premises to provide quality urban housing. Apply the lesson of our major cities, where urban living has tripled since 2000, to our town centres and High Streets.

Co-Working in the Town Centre: Our start-up hot beds are too often focussed on bespoke office space in higher rent areas – why not drive this dynamo into every town centre? In Moseley, Birmingham, The Exchange hosts buzzing creative start-ups.

Public Services for All: We need to think radically about how people access public services. As the focal point of public transport, town centres should be the natural place for health and services, skills training and careers advice. In Dorridge, Solihull, Sainsburys built a doctor's surgery and small retail units alongside their main store. In Sutton Coldfield, the main library now also hosts a popular child-centric café.

Green and Clean: Town centres must be places that people enjoy being. That means safe dedicated cycle and walking routes, green space galore, and elegant street design and street furniture. The approach to Coventry city centre from the railway station past Friargate, is clean, green, landscaped and even has outdoor gym equipment, such as an exercise bike for people to charge their phones

Safe and Secure: People need to feel safe for them to spend time and money in town centres. Good lighting, CCTV, proactive policing and even simple things like secure bike racks are an absolute must. In central Birmingham, the Colmore Business District has appointed wardens to give helpful and reassuring support to businesses and visitors.

Easy to Get To: Whether it's bus, train, metro, cycling, or walking, town centres must be easy to get into and out of. And public transport beats driving wherever possible. Government must invest in the transport links needed to create thriving high footfall town centres. The extension of the West Midlands Metro from Wednesbury to Dudley and Brierley Hill will bring people into those town centres quickly and easily.

Accelerate Technology Changes: Technology is disrupting retail, transport and all other industries. We can't turn the clock back, we need to accelerate the future of the town centre. We must adapt and change, like providing pick up options for online deliveries, or perhaps drop-off points for autonomous vehicles.

Strong Local Leadership: Town centres need co-ordination to make sure they provide a good experience for residents and customers. Whether it is local councils master planning, BIDs co-ordinating, a single landlord or landlords working together, the best town centres are the most joined up. In Birmingham, the Bullring and Grand Central malls actively 'curate' the shopping experience through its choice of tenants.

A Fair Tax System: Traditional and online retailers should be treated equivalently and we should review business rates to even the playing field for town centre shops. It is widely reported that Amazon's UK Corporation Tax bill last year was a meagre £4.6 million. This figure was lower than in the previous year. Under the current rules, as their market share grows, they are paying less. In his most recent Budget, Chancellor Philip Hammond announced measures, including plans to cut business rates by a third for almost half a million small High Street shops. He also unveiled a 'digital services tax' on online operators, which must be applauded – but we must constantly review taxation policy to make sure it keeps pace with technological change and shopping habits.

Retain Local Character: Each town centre has a character of its own that makes the locals love it. Whether it is a bustling High Street serving the local Asian community or a quaint old market town, we celebrate a town centre's unique selling point. In Birmingham, the annual Soho Road Diwali celebrations are run by the local Business Improvement District, one of the many ways it serves the community.

We need to take a dynamic new approach to our High Streets with ambitious thinking. The future is not just retail. Our town centres need housing, workplaces and public services to

make them thrive. In the coming months, we will call on experts from the retail sector, finance, housing, landlords and local authorities from across the UK to support my initiative, too.

Every High Street and town centre in the UK has its own unique characteristics, and there is no 'one-size' solution to the problems they are facing. In the same way, the five local centres we have selected as 'pilots' have different challenges. By addressing them we can learn lessons to apply across the wider conurbation.

Town centres are deeply symbolic. They matter a great deal to people. This plan can help turn them into thriving and vibrant places again

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CTG Committee

Chris Belk <i>Chairman</i> Chris.belk@btinternet.com	M.07800 793936
Tim Rouse <i>Secretary</i>	T. 01332 551914
John Caton <i>Political Officer</i>	M. 07808 274748

Geoffrey Cave-Wood	T. 01304 368169
Louise McDonagh	M. 07816 680860
Graham Nalty	T. 01332 756660 M. 07783 085260

Richard Rollins

T. 01524 61090

Peter Wood

T. 0191 522 6036

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