

## Monthly round-up of news from the Institute of Highway Engineers



FOCUS

### Abbey reception will see launch of institute's new identity

The institute's new name is the Institute of Highway Engineers. President, Tony Sharp, is hosting a reception at Westminster Abbey, London, on 10 December in order to celebrate the launch, and members will receive a full briefing in January.

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The website address will change from 7 December, with contact e-mails following suit.

☎: [www.theihe.org](http://www.theihe.org) - or by redirection from

☎: [www.instituteofhighwayengineers.org.uk](http://www.instituteofhighwayengineers.org.uk)

• It is the season for change: The ETB became 'Engineering UK' on 1 December, while the Engineering Council has dropped 'UK' from its title. Both also have new logos.



### Industry news

● Improved ways of working on reactive repairs, patching and procurement were highlighted at the **Midlands Highways Alliance** conference on 29 October

● **Bath University's** highways open tech distance learning course in highway design, and transport planning and traffic management will be taught and delivered by TMS. Phil Cook, director of TMS says: 'This important new initiative will help tackle the learning and skills gap in our sector.'  
@: [gbrooks@tmsconsultancy.co.uk](mailto:gbrooks@tmsconsultancy.co.uk)

● The **Department for Transport (DfT)** is seeking councils' buy-in to the revamped urban transport vision, to which IHE contributed during the summer.

The *Future of urban transport* report comes from the Cabinet Office strategy unit, with DfT and other departments. Although generally strategic, the report recognises training and skills issues as central to delivery.  
☎: [www.dft.gov.uk/pager/regional/policy/urbantransport](http://www.dft.gov.uk/pager/regional/policy/urbantransport)

● Learn about recent DfT-funded research into motorcycle rider attitudes at a shared intelligence **road safety research** dissemination seminar on 10 December in York.

☎: <http://motorcyclesafetyyork.eventbrite.com/>  
● Steve Spender, IHE vice president, is delivering a paper at the **highways asset management** conference in January.  
He is covering how to embed sustainability within a highways asset management framework.

### MEMBER PROFILE: David George IEng FIHE MIHT FSORA

David George (pictured, right) has risen to be principal road safety engineer at Hyder Consulting, an international advisory and design consultancy with offices throughout the UK, Ireland and Europe.

A leading expert on all aspects of accident investigation and prevention (AIP), he says: 'No two days are the same'. He recently led a complex safety audit into the Dublin Airport to the city centre metro link project, which includes rural areas, park-and-ride sites, stretches where trains and traffic are together, and a major underground station in the city.

At the other end of the scale, he was recently an expert witness in a Highways Agency attempt to close a junction with a dual carriageway where there were regular collisions. Many older drivers from a nearby retirement estate use the junction, and Mr George makes the point that detailed research shows that the ability to judge closing speeds diminishes with age. At the same time, older drivers are well organised and resist inconvenience.

He feels that this case exemplifies the human side of traffic management and the conflicts and compromises that are central to AIP, which is not just a technical discipline.

'The best type of reward from the job', he says, is when he sees 'a local safety scheme put into place and the number of accidents falling away', to the great benefit of potential victims, their families and friends.

Mr George originally set out to be an electrical engineer, but this apprenticeship was the victim of an earlier recession. As his course had included elements of civil engineering, he used this experience to get a technical trainee position with Lincolnshire CC, where he gained 'a good, all round familiarisation with every aspects of highways and transportation'

He began to specialise in AIP and, after building up a strong professional



track record with a local consultant, joined Hyder's Bristol office. He stresses that recognition of professional competence is an important part of achieving IEng, and that his membership of IHE – where he has been and is an active and valued volunteer – has been 'of great assistance in furthering my career.'

Mr George is auditor for the South Western branch, and was previously on the East Midlands branch committee.

IHE is a good route to IEng – and now CEng – he says, but also 'a great resource for all its members as a network of people of experience in every aspect of the profession willing to share ideas and advice, and provides an effective way of keeping up-to-date.'

### Streamlining reviews to encourage uptake

IHE is to further streamline its professional review paperwork from March, in order to encourage more members to apply earlier in their careers.

Persuaded to do so by the Engineering Council, from the next closing date for review submissions on 2 March, applicants are asked to:

- describe their relevant experience on 16 professional development forms – combining the old evidence summary forms and the professional review report
- summarise, on a page, one or two schemes to discuss at the review interview, in order to demonstrate they meet the broad competence requirements – giving more scope for the presentation
- compile a portfolio of documents substantiating their competence.

Those who have already started on the 2009 procedures are still able to submit in this way, or to switch to the new routes.

The technical report option remains as before, but follows the new format for the second interview.

☎: [www.theihe.org.uk/membership](http://www.theihe.org.uk/membership)

#### Preparing for professional review courses 2010

CEng	1 July, Sheffield or 5 October, London
CEng & IEng non-standard routes	1 July, Sheffield
General coverage, CEng, IEng & EngTech	14 April, London or 19 May, Taunton

This is what Andrew Ramsay, chief executive of the Engineering Council, says about registration:

'We are often told by engineers that the principal reason for becoming registered as EngTech, IEng or CEng is the status and recognition associated with having letters after their name. As well as boosting their confidence, this identifies them as possessing the competences which employers value.'

'Evidence of employing registered engineering professionals is a frequent requirement for the award of contracts both in the UK and internationally.'

'Therefore, it is hardly surprising that registrants generally find it easier than non-registrants to gain promotion or a new job. In fact, many employers place such a high importance on registration that they pay fees on their employees'

behalf. Surveys have repeatedly shown that registered engineers rapidly achieve higher earnings than their non-registered counterparts, which in itself provides a very good reason for gaining professional registration.

The three categories – EngTech, IEng and CEng – have been developed to provide a progressive career structure, reflecting the recognition that lifelong learning and career development are 'the norm'

● **Highway inspectors:** To find out more about IHE plans to upgrade inspector training and certification, see page 69–74 in the second edition of the *Highway risk and liability claims* guide published by UK Roads Board.  
☎: [www.ukroadsliaisongroup.org/roads/index.htm](http://www.ukroadsliaisongroup.org/roads/index.htm)

### Mercia to host Birmingham seminar on road safety

Not the usual road safety seminar, IHE Mercia is to host a repeat of the South Western branch's seminar on road safety on 20 January in Birmingham. Engineers can learn how adopting an evidence-based approach to road safety will target and improve interventions.

In the next round of casualty-reduction work, a better understanding of data will be needed in order to target road safety messages effectively.

While targets previously provided a structure for road safety professionals, the new vision under *A safer way* requires this to be underpinned by better management of road safety practice. *A safer way* calls for a more systematic, data-led or evidence-based approach to safety schemes.

The problem of 'regression to the mean' at localised accident blackspots has been recognised, and a systematic route approach advocated, which calls for more robust analyses of long-term benefit-cost ratios to be established. Engineers will have to brush up their statistics and economics, and their work will need to be more data-led if they are to play their part in the new strategy.

'Route treatment', which demands an integrated collaborative approach from engineering with speed limits enforcement and education across the entirety of a route, will become 'the norm' for road safety professionals and will require all road safety professionals to adapt to work together.

Devon CC's work on the A361, the North Devon link, is emblematic of the new style, both as a collaborative

initiative with police, road safety officers and engineers, and in its evidence-led approach.

In order to identify roads requiring remedial action, the Government has embraced the Road Safety Foundation's EuroRAP benchmark mapping. The map and performance tracking, published in June, encompass the whole rural A-class road network and allows anyone to track how roads are performing. This is expected to increase pressure on local authorities as much as it provides a welcome tool.

In January, the Birmingham presentations will include the MAST on-line database, which integrates Stats 19 accident data with socio-demographic profiles from Experian, to allow authorities to target interventions much more carefully and effectively.

There will also be the Devon North Link demonstration project, which brings together the county, safety camera unit and the police to influence behaviour, raising awareness, enhancing perceptions of detection, and engineering measures. Devon's integrated approach is driven by data – what types of collision, what speed, when, in what weather – then evaluation of the impact of specific interventions on driver behaviour.

In addition, TRL will reinforce the need for critical evaluation of route safety and educational interventions using measured outcomes, instead of people's views on education material. This means control sites, traffic flow data and background trends 'not naïve before and after studies', says Paul Hewson of University of Plymouth.

### training & development

#### ● Highway law

3 December, London

A course for road design, maintenance and development engineers delivered by barristers from 4–5 Gray's Inn

#### ● Road safety: Making a difference

20 January, Birmingham

Adopting an evidence-based approach to target and improve interventions. Cost £125–£170

#### ● Residential parking standards

28 January, London

A free IHE debate to discuss the options for new developments with Bob White, Kent CC, and Keith Lawson, Essex CC

#### ● Highway asset management

Introduction course and practitioner training available. In-depth training delivered by exp Consulting. Includes an assessment and can lead to an IHE professional certificate. Courses are available in-house or for local consortia at reduced rates.  
@: [deputy@theihe.org](mailto:deputy@theihe.org)

#### ● Traffic signal control

26–28 April residential, Nottingham

IHE's annual course for signal engineers on implementation and maintenance. Cost £895, if booked before 30 January. Invoices can be pre or post-dated

#### ● Improving your skills in traffic signing

11 May, London

Aims to develop practitioners' understanding of the principles and practicalities of traffic signing. Cost £220 members/£245 non-members

#### ● Introduction to development control

15 April, Leeds

An overview of the role of highway development control for new staff. Cost £220 members/£245 non-members