



**Debbie Swatman, IEng FIHIE,  
Project Manager, Jacobs**

Debbie heads up a Team of four, working within 'Highways North Yorkshire' which brings together North Yorkshire CC, Jacobs and Balfour Beatty. She finds Partnership working "an extremely effective way of getting things done".

Her current focus is on regenerating Selby Town Centre, to make the old market town an attractive place to visit, and to work in. She consults widely, and then helps turn people's aspirations into reality. She "gets a buzz out of what I do – I am achieving something of use".

Debbie began her career with Humberside County Council, gaining an HNC in Civil Engineering, moved to NE Lincs Council in 1996, working for five years managing traffic issues.

In 2001 she broadened her skills by joining Mouchel Consultants, and saw the advantages of Registration. In 2006 she transferred to Jacobs when they took over Partnership work with N Yorks CC, and believes that gaining her IEng was a great help in acquiring her current responsibilities.

Her message to people in the industry thinking of trying for registration is simply: "Do it!"

Registration opens doors, creates new opportunities, and gains a new respect from colleagues and employers. Perhaps even more importantly, "It gives you pride in yourself".

Her local government works are small scale, but are significant for the people they affect, and who often lobby for them. Consequently, Debbie joined IHIE as a Student Member, and has found the Institute helpful to her in furthering her career.

Indeed, she has become a Member of the Council of IHIE, and can play a part in its shaping its future, to help meet the needs of members, and the industry.

Debbie thinks that it is a shame that few women consider taking up a career in engineering while still at school, and wonders if the profession has still got too much of a muddy boots and brawn image. She believes many women are missing out on an interesting and satisfying career.

## Industry News

- New **Pink Book** published for site operatives setting up vehicle actuated portable traffic signals. The new book introduces updates to fall in line with the revised Chapter 8.
- The consultation undertaken on the DfT producing **local highway design and maintenance standards** not surprisingly concluded that authorities wanted guidance but not mandatory standards. Authorities cited policy setting as a key factor in setting local standards and serviceability, value for money and fitness for purpose scored fairly high. They were also in favour of the guidance being related to the hierarchy categorised in “Well Maintained Highways” rather than to road classifications. Design was the priority but maintenance followed close behind. Atkins has been commissioned to follow up with looking at current documents to identify the scope for new guidance.
- DfT is consulting on strengthening the **Streetworks Qualifications** to demand re-assessment before registration renewal and adding new qualifications. Deadline 15 May 2008

## **Coping with Growth**

Delivering sustainable transportation infrastructure to match the government housing targets is daunting. This year IHIE's annual forum for highway development control engineers identifies the significant issues in LDFs and Regional Spatial Strategies, looks at issues of Master Planning for large developments from the perspective of planners and engineers and takes in casestudies from two major schemes – South Lynn Millennium Community and the planned urban extension to Exeter.

There's news too from the CSS study on Commuted Sums, Dorset's forthcoming parking strategy based on the PPS3 research and Leicestershire's revised design standards based on MfS.

The forum is again in London on 14 May. Speakers include Andrew Cameron, WPS, Alison Peters, EDAW, John Linsley, Chris Britton, Stephen Hardy, Dorset CC, and Rynd Smith from RTPI who have endorsed this year's conference.

## **Scotland's Road Safety Strategy**

The Scottish Government are calling for contributions to its 10 year Road Safety Strategy to be published this autumn. The strategy is being designed to tackle, and to help prevent, the growing number of casualties on Scotland's roads.

Launching the consultation transport minister, Stewart Stevenson said:

"We need a new approach which looks beyond the traditional and towards the new and innovative if we are to get our messages across to Scotland's drivers. I have set up a group of some of the leading thinkers on road safety to help advise us on what more can be done, but I am keen to hear a wide range of opinions from across the country. Those on the front line who have experienced road accidents at first hand, or even those who have been indirectly affected, will have their own views on what should be done. I want to hear them."

Views on the consultation are being sought by April 25, 2008.

[www.scotland.gov.uk/Publications/2008/02/04142155/0](http://www.scotland.gov.uk/Publications/2008/02/04142155/0)

## **Design and Access Statements**

CABE, the Planning Advisory Service and the Planning Officers Society have published outcomes from a project which supported 16 pilot authorities in the successful use of design and access statements and capture their learning for wider dissemination among practitioners.

The final report now published concludes that, when written and used properly at the start of the development and conception of a scheme, design and access statements can be an effective tool in improving the quality of a development, its relationships to its surroundings and help third parties understand the rationale for the scheme.

However, well written and timely design and access statements are few and far between and there is still a considerable way to go for both local authorities and developers before such statements become embedded within the planning process as an effective part of the development of a scheme.

Ensuring good accessibility for everyone in the approach to buildings is best dealt with at the planning application stage. Suitably designed spaces allow disabled people to use all of their senses, aiding their understanding and comprehension of spaces and allowing them to participate fully within a safe, healthy and inviting environment for anyone to enjoy. This document points out some of the essential access issues when creating a design access statement.

[www.pas.gov.uk/pas/core/page.do?pagelid=25956](http://www.pas.gov.uk/pas/core/page.do?pagelid=25956)

## **Work based MSc opens up CEng**

An innovative collaborative venture between ECUK, professional engineering institutions, industry and higher education is developing a work based MSc to top up BEng and BSc degrees to meet Chartered requirements and will also encompass HNs to degree level for IEng. Being coordinated by ECUK, in partnership with four Universities - Kingston, Staffordshire, Hertfordshire and the University of Northumbria, the government-backed project has developed and piloted routes to registration that integrate education and supervised work-based professional development. It takes as its starting point Kingston's existing work-based MSc and Foundation Degree with Honours top-up, which is relevant to IEng candidates. The programmes developed from these could potentially satisfy all the requirements for registration.

The project's overall aim is to create a flexible, work-based learning 'escalator' that enables entrants to progress to IEng or CEng registration.

During an initial 18-month phase Kingston and Northumbria Universities are working with ECUK and three of its licensed institutions (IET, IMechE and RAeS) to develop, validate and launch the IEng/CEng work-based programmes. These will be rolled out nationwide during a second, 3-year phase starting in 2008, when it is intended that the majority of licensed engineering institutions and at least ten universities will adopt them.

An appropriately qualified supervisor delivers a unique programme for each participant, typically lasting two to three years. This 'learning agreement', tailored to the student's specific work situation, stipulates a well-defined schedule of activities and meets a strategically-significant development need for the employer. The academic supervisor also provides clear guidance and support.

The flexibility of the programme allows it to be adapted to almost any work situation, industry or location.

It is envisaged that in five years time over 20,000 engineers will be following the work-based route to IEng or CEng status, which would make it one of the main pathways to professional registration.

Contacts: [mscopyeng@kingston.ac.uk](mailto:mscopyeng@kingston.ac.uk) or <http://www.engineeringgateways.co.uk/>

## **Training and Development**

### **Preparing for your Review**

1 May, Taunton

1 July, Sheffield, Hallam University

1 October, London, WC1

4 November, Birmingham

In depth advice and support in going for CEng, IEng and EngTech

### **Foundation Training in Highway Development**

16-18 September and 9-11 December 2008

The only UK assessed training course leading to a qualification in development management.

Delivered by TMS for IHIE and SEDCE.

£1,550, fully residential

### **Improve your skills in Traffic Signs**

22 April, London

*The* course to maintain your expertise in direction and warning signing

***Supported by DfT***

### **Highway Law**

24<sup>th</sup> June, London WC1

Barristers from 4-5 Gray's Inn Square present a course for highway works and maintenance and development control engineers

### **Road Death Investigation Manual**

13 June 2008, Bath University

Learn how a partnership approach between the local authority, consultants and police can deliver a smooth service and contribute to improving road safety and maintenance targets.

### **Highways Maintenance**

**30<sup>th</sup> April, Northampton**

Focusing on innovative processes and techniques to deliver more effective services and meet sustainability objectives.

### **6<sup>th</sup> Annual Development Control Conference**

**14 May, London SW1**

Masterplanning, Commuted Sums, Dorset Parking study, Leicester CC MfS – led design guide.