

To obtain more details of the products and services featured within, please either return the reader reply card or email us at info@modernasphalts.com



Inside this issue

- Pg 4 Hanson's ultra porous asphalt solves drain problem
- Pg 6 Nynas widens the use of cold mix recycling in Sweden
- Pg 8 Aggregate Industries' new airport surfacing takes off
- Pg 10 RMC reviews the importance of aggregate selection
- Pg 12 Nuttall perfectly poised for latest highway plans
- Pg 14 Associated Asphalt's thin surfacing comes of age

email hotline: info@modernasphalts.com for more details

Charging for a better quality of life



Allan Mowatt OBE is President of the Institution of Highways & Transportation www.iht.org

If solving the transport problems of this country was an easy matter it would already have been done. The reality is a political minefield where almost everyone holds different views, and tough choices of all kinds need to be made.

I believe that both private and business users simply want a safe and efficient transport system that works. But with car traffic in the UK predicted to increase by 50% by 2030, a new approach is needed to fund increased investment and curb congestion. Charging for road use has a part to play in all this.

Plainly conditions on our roads will not improve without some tough political decisions and I am reminded of the words of politician Aneurin Bevan in 1953: "We know what happens to people who stay in the middle of the road. They get run down."

There is a clamour for better transport in the UK but how will it be delivered? A recent Commission for Integrated Transport (CfIT) report highlighted how poorly UK transport services and infrastructure compare against those of other European countries. The latest report from the CfIT on congestion charging is welcome and I believe that charging for road use has an important role to play within a balanced transport policy.

But how can we deliver a safe and efficient UK integrated transport system which offers better public transport and is environmentally sustainable? I believe that there are three necessary conditions for success.

Firstly, there needs to be political stability. Transport is arguably one of the most difficult policy areas

in which to deliver improvements, but also one that has had the most frequent changes of minister. Secondly there needs to be an unshakeable focus on delivery and finally an acceptance of the need to selectively manage demand for road use.

The era of 'predict and provide' is over as any scope for expanding the road network dramatically is limited by environmental and financial constraints. Selective road building will rightly have an important role in relieving key bottlenecks, improving safety at high risk sites and reducing environmental intrusion in areas of high human activity.

But this needs to take place alongside measures to squeeze the most from existing assets for all users and manage demand for travel.

Road use charging would contribute to the management of demand while generating revenue to maintain and improve infrastructure and services, plus mitigate unwanted environmental impacts. Nonetheless, the issues of fairness and the potential adverse effects of traffic diverting onto local roads is crucial and must be properly addressed. What is good for a city centre is not necessarily suitable for a rural area, no matter how busy the roads may be.

Managing transport demand will be difficult but it is a necessary step on the course to creating a modern transport system for the UK. Demand management is key to improving transport with less cost to the economy, mobility, safety, the environment or the exclusion of any group of users.

In transport policy it is not only important to think about future elections but about future generations too.