



THE CHARTERED
INSTITUTION OF HIGHWAYS
& TRANSPORTATION

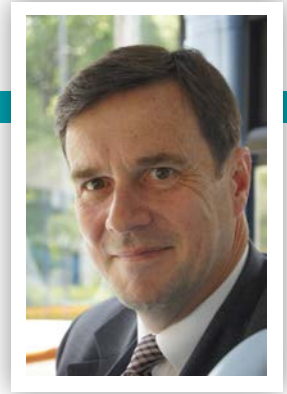


CIHT North Eastern Branch

Celebrating 60 Years
of Highways and
Transportation in the
North East of England

Presidential Message

I am delighted that the North Eastern Branch of the Institution marks 2012 as its Diamond Jubilee, not least since I began my professional career working in Newcastle.



The continued provision and maintenance of Highways and Transportation projects is crucial to the success and prosperity of the region and, to achieve this, members of the Institution draw on their wide range of skills in playing significant roles.

Whatever their background, they work with others to achieve their goal of helping to provide a transport structure within the region for the benefit of the local community, as well as looking further afield at the wider picture. I am particularly passionate about this since it resonates with my own theme of explaining to a wider audience why transport matters. We all use transport and the decisions we make are fundamental to the economy of the region.

All members are driven in their work and challenged to ensure that this is sustained for future generations who will follow on and continue to build on the foundations laid down by those during the past 60 years.

This requires commitment and enthusiasm from the many members in the North Eastern Branch who I am sure will step up to the challenge to ensure that the Institution and its members continue to play a significant role through the support of the Branch well into the future, thus using the heritage from the past and developing it for the good of all.

I wish the Branch well in this Jubilee year and success in the many events planned to mark this achievement.

David Anderson

President, 2012-13

Chairman's Message

To celebrate the achievements of 60 years in Highways and Transportation in the region can be a daunting task because where do we begin? And what do we need to look at?

Ten years ago we celebrated our Golden Jubilee and covered our achievements in a booklet entitled 'A Brief History of the North Eastern Branch 1952-2002'

As time and technology move on we have now attempted to look at what has been achieved in the form of this e-book which it now gives me pleasure in welcoming you to.

Looking back into the last century when the North Eastern Branch was formed in the 1950s, our members have been involved in a number of projects and schemes throughout our branch area from the Scottish Border to North Yorkshire. Some of these projects have been included in the sections which follow and these cover transportation by Land, Sea and Air.

But we must also look to the future to ensure our efforts result in sustainable infrastructure for future generations in the years ahead. We must provide a platform on which today's schoolchildren can become interested in Highways & Transportation and we hope they may be encouraged by what has been achieved in the past and included in the pages which follow.

This e-book is only part of our Diamond Jubilee Celebrations and our members will be involved in a number of projects and activities during the year ahead

A significant event is the pictorial exhibition which will be displayed at various locations around the region for a short period of time in each, where it is hoped the public can gain insight into how Highways and Transportation has influenced their region over the past 60 years

This e-book and other events would not have been possible without the enthusiasm, dedication and efforts of a number of our members, and others, as well as support from the many organisations whose help we willingly acknowledge.

As Chairman of the North Eastern Branch during this Diamond Jubilee Year, I should like to thank all those who have contributed to the e-book and its production, and I hope that you all get some enjoyment in looking at the information which follows.

John Jeffrey

Chairman, North Eastern Branch, 2012-13



This e-book would not have been possible without the kind support of JMF Print Group.



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Special thanks to the editorial team of Gordon Philpott and Anthony Robinson for their dedicated work in compiling the articles for this e-book. We hope you enjoy it.



North East England Major Transport Connections

LEGEND

- Motorway 
- Trunk Road 
- Other A Road 
- Railway 
- Metro 
- Airport 
- Port 
- Major Urban Centre 
- Minor Urban Centre 
- New Town 
- Tyne Tunnels 



Branch History

The North Eastern Branch of the Institution covers an area stretching from the Scottish Border in the north to North Yorkshire in the south and across to Cumbria in the west.

The Branch with its present boundaries was formed in 1952 and its members had their inaugural meeting on the 19th September of that year, continuing to meet on a regular basis ever since. During the intervening years there has been continuous development of Branch activities, resulting in meetings where a diverse range of subjects have been presented, discussed and debated.

From humble beginnings when the Branch had just 34 members it has steadily grown to its current size of 503, as of May 2012.





The Institution itself was founded in 1930 as the Institution of Highway Engineers when its main role was to act as a focal point for members interested in promoting the design, construction and maintenance of our road network. As the industry moved on there was an increased focus on the transportation aspect of the profession as well as just highway construction, resulting in a change of name to the Institution of Highways & Transportation, in 1983. Subsequently, with the granting by the Privy Council of a Royal Charter in 2010, it became the Chartered Institution of Highways & Transportation.

The North Eastern Branch has moved with these changes and is reflected in the composition of its members who are involved in all aspects of the highway and transportation fields, covering contractors, consultants, client roles, local and central government, academia and research. Over the last 60 years the Branch has been conscious of the need to cater for all skills in the profession and maintain a multi-disciplinary approach. It allows for wider participation in the

development and maintenance of the region's infrastructure and its links to national and international networks.

As the transportation side of the industry has become more prominent, the number of female members has increased in what was a traditionally male dominated engineering sector. It reflects both the diversification of the Institution and the increasing number of women choosing engineering and related disciplines as a career. This is mirrored through our Branch, particularly through its student members and, in 2008, the Branch also welcomed its first female Chairman.

While the Branch only accounts for some 4% of the Institution's worldwide membership of over 12000, it still makes a significant input to the national scene as well as providing a focal point for its local members. Comment on how policy and national strategic decisions affect our region remains an important role in keeping the North East's voice heard.

Management of the Branch is carried out by a committee of enthusiast volunteers who give up their time, expertise and knowledge freely to help promote and sustain a vibrant profession. Through meetings, events and activities, highway and transportation issues are covered to provide a diverse knowledge base for all members, both young and older. This continual professional development can equally benefit the local communities the Branch seeks to serve, ensuring the strong foundations laid down 60 years ago remain robust and the Institution is as relevant as ever in today's challenging world.

During its first 60 years, the Branch has been served by some 56 Chairmen, supported by only 2 Secretaries and 7 Treasurers. It has also been privileged to have had two Presidents of the Institution – Professor W. Fisher Cassie and Professor P.J. Hills – and, as a consequence, has maintained strong links with regional universities and student bodies. It is very important the next generation of members are encouraged and

nurtured for both the continued development of the Branch, and our profession.

Our Branch events include technical papers, meetings, seminars, conferences and social activities, including the Annual Dinner. More informally, there is a yearly golf competition, cycle rides and occasional workshops covering the topical issues. The events promote the profession and the activities of the Branch to all who have an interest in the subject, not just members. The range of subjects chosen for presentations always endeavor to strike a balance between informative and entertaining, covering both local and national projects, where debate can be lively.

Special events are held specifically for younger members, including an Annual Papers Competition and a Young Professionals Day, to



encourage them in the early days of their career. It is recognised they are the future of the profession and will help to ensure there is a vibrant Branch in the years ahead.

Acquiring professional qualification is also important and the Branch continues to promote them to all existing and prospective members. Alongside the traditional engineering orientated qualifications, the Institution has recently introduced professional recognition in the transportation field, which the Branch supports, in the form of workshops, jointly arranged with the Transport Planning Society.

The range of projects and schemes over the past 60 years is vast and diverse in their nature, scope and size. They cover everything from a small footpath realignment, to multi-million pound schemes such as the Tyne & Wear Metro, and our members are involved at all stages, from planning and design, through to construction, operation and maintenance.

A flavour of this includes:

- *The Tyne Tunnels*
- *Development of Newcastle International Airport*
- *The Tyne & Wear Metro*
- *The A1(M) motorway through Durham*
- *The A19 from North Yorkshire to the A1 north of Newcastle, including the construction of the Tees Viaduct*
- *Improvements to the A1 through Northumberland*
- *East – West links on the A66 and A69*
- *Pedestrianisation schemes and cycleway networks*
- *Heritage schemes such as the restoration of the High Level Bridge in Newcastle, the Tees Transporter Bridge in Middlesbrough, the Royal Border Bridge at Berwick upon Tweed and the Newton Cap Viaduct*

As just mentioned, our region is rich in iconic and historic structures. Some date back over 500 years, such as Twizel Bridge over the River Till, others like the Millennium Bridge over the Tyne and the Infinity Bridge over the Tees, are its modern, state-of-the-art equivalents. Whatever their age, however, all involve regular maintenance, with the older structures requiring more comprehensive condition surveys and assessment, many of which have been, and will continue to be, managed and carried out by Branch members.

Work is also not confined to roads and bridges. Members have been involved with the Electrification of the East Coast Railway Line, bus operations and development, Newcastle International Airport, from the early days of the Tiger Moth, and the many ports in the region, all of which you can read about in the e-book articles.

The Branch's Silver Jubilee celebrations included the publication of a brief history of the Branch from 1952-1977 as well as a travelling exhibition, mounted at various public buildings in the area to inform the public of the work of the highway engineer and his colleagues.

In 2002, to celebrate the Branch's Golden Jubilee, a further illustrated booklet was produced, along with a number of events, one of which was a Project at Beamish Museum, where members and their employers constructed a length of roadway to allow easier access and passage for the public, as well as for the various historic vehicles housed at the museum.

For our Diamond Jubilee in 2012 I hope this e-book will be a useful guide to illustrate some of the achievements during the past 60 years. It is supported by a small pictorial exhibition, which will be available to view at various locations during the year.

Since 1952, transport in the region has changed substantially. Yet, in some ways, if you look back, you can still spot some familiar themes. For example, in the 1950s, electric powered vehicles were operating on

our streets as trolleybuses; some 60 years later electric vehicles are back, but in the form of small cars, now feasible and growing in popularity, as advances in technology allow them to travel much greater distances before recharging.

Another example is railway rolling stock. The North East was the spiritual home of the locomotive, with hundreds constructed in the 19th and early 20th centuries. But as the popularity of rail declined in the UK, regional train manufacturing collapsed. There is renewed hope of a revival however, as Hitachi return to the region with new construction facilities to build a new generation of locomotives serving our railway network for the foreseeable future.

New construction techniques and materials have changed working practices and helped deliver projects faster and safer, for the benefit of all, including the construction workers themselves. The North East has been at the forefront of many of these developments and is a strong advocate of continual improvements to safety practices. New and innovative methods of contract procurement and funding mechanisms have also been developed and adopted by our members on both large and small projects.

The electronic age has swept away the logarithmic tables and slide tools of the 1950s highway engineer, and replaced them, firstly with calculators and desktop computers and, even more recently, with laptops, tablets and mobile devices. Sophisticated software allows the traffic engineer and transport modeller to build and test large, complicated networks that would not have been possible, even just 20 years ago. The internet and wireless communications has revolutionised the industry and travel in general, whether its complex highway condition data being transmitted directly from site, to a simple online train booking or real time bus-stop display.



The Branch has had to embrace and move with technology. It allows our members to work in a global marketplace from a base here in the North East; email has reduced the requirements for frequent face-to-face committee meetings and, with social networking, members are constantly connected and informed with what's happening in the Branch and our area.

As technology moves forward so has the nature of how we work and who we work for. Companies and organisations have changed significantly, particularly in the last 30 years. Familiar names in the region have disappeared or been absorbed into larger, global corporations with more multi-disciplinary teams. Equally, the public sector is no longer home to the large engineering departments that once managed schemes from 'cradle to grave'. Many specialist tasks are outsourced to consultancies and large infrastructure works often attract private funding and partnership arrangements. These new working

methods have allowed members to work more closely, and increasingly across disciplines, to broaden knowledge, exchange ideas and ensure the efficient delivery of projects..

One thing that hasn't changed however is the need to sustain and enhance region's transport system in the coming years and decades. For this to happen the Branch must ensure that membership remains healthy and vibrant. Our younger members are encouraged at every turn to further their knowledge and experience through training courses, presentations and workshops, all started by previous generations some 60 years ago, but an essential ingredient of the Branch's history and continued future success.

The articles in this e-book allow a nostalgic look back on some of our achievements over the past 60 years, but at the same time, we must keep the Branch pointing forward and our vision firmly fixed on the future.

Thanks to John Jeffrey, CIHT North Eastern Branch, for preparing this article. John is Branch Chairman for the 2012-13 session.

The North Eastern Branch of the Chartered Institution of Highways and Transportation has around 500 members, each of whom are graded to reflect the different stages of their careers.

We take a look at a 'snapshot' of our membership in 2012 and see where the trends are heading in grades, age and gender.

Our Members in the North East

The CIHT brings together professionals who plan, design, build, operate and maintain highway and transportation systems. They have in common a desire to meet society's need for transport in a sustainable, accessible and effective manner. Our members are diverse in background, knowledge and experience, enabling the CIHT to pioneer best practice in the industry. There are eighteen Branches throughout the UK, along with an international presence in Ireland, Hong Kong, Malaysia and United Arab Emirates.

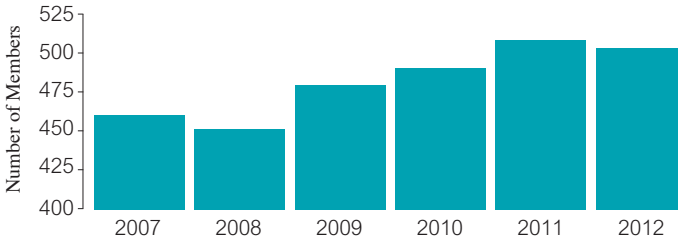
The North Eastern Branch covers members in Northumberland, Tyne and Wear, Durham and Cleveland. Since its formation in 1952, membership steadily rose, giving the Branch a larger voice in promoting, advising and guiding the strategic direction of the transport industry in the region.

The following summary information reveals some key facts, figures and trends about the Branch's membership, sixty years after our inauguration.



Membership Summary in 2012

In May 2012, membership of the Branch was 503, representing a 10% increase since 2007, and a reflection of the industry’s strength in the North East, despite the economic conditions.



North Eastern Branch members accounts for 4% of the total world-wide membership.

CIHT Membership Geography

Branch	Percentage	Branch	Percentage
Greater London	9.7%	South Eastern	3.7%
Southern	7.8%	East Anglian	3.7%
West Midlands	7.6%	Northern Ireland	3.6%
North Western	7.6%	Hong Kong	3.5%
Central & Southern Scotland	6.5%	East Midland	3.4%
South Western	6.1%	Malaysia	1.6%
Overseas	5.8%	North of Scotland	1.2%
Thames & Chilterns	5.8%	United Arab Emirates	1.1%
Yorkshire & Humberside	5.8%	North Wales	1.1%
South Wales	4.7%	Republic of Ireland	0.9%
North Eastern	4.0%	Northern	0.9%
Midland	3.9%	Total	100%

Branch Composition by Grade

The grades of membership in the CIHT are:

- *Student Members* – those currently in full or part time study on a transport or engineering related qualification
- *Associate Members* – those working in the industry with some proven ability and/or experience, typically those embarking on their first few years in the industry
- *Members* – those working in the industry, usually for at least five years, with proven ability and contribution to the profession
- *Fellow* – the highest grade of membership, conferred on those with substantial ability, experience and influence in the industry, and who have made a significant contribution to the profession; includes Honorary and Lifetime Memberships

Some 60% of the Branch is registered as full Members, slightly below the CIHT average. Fellow Members are somewhat under-represented, but this is made up by a large student body of 32%, well above average, and reflecting the innovation and research carried out in the region.

Membership by Grade

Grade	North Eastern Branch	Total CIHT Membership
Fellow	7%	13%
Member	58%	66%
Associate	3%	2%
Student	32%	19%
Total	100%	100%

Trends in membership composition over the last five years show a small decline in the numbers of Members, Fellows and Associates, perhaps a reflection of austere economic conditions. Student Members have increased rapidly, which is an encouraging sign that interest in the industry remains strong. The North East is well positioned to adapt to changing conditions.

Membership Trends by Grade – North Eastern Branch

Grade	2007	2008	2009	2010	2011	2012
Fellow	35	35	37	36	37	33
Member	304	299	307	310	311	292
Associate	21	20	24	19	18	15
Student	100	97	111	125	142	162
Total	460	451	479	490	508	502

At the national level the mix of membership grades remain consistent over the same five year period. Associate Membership declined in numbers, but Student Members have almost doubled, demonstrating that young people across the UK are increasingly looking at transport and related disciplines.

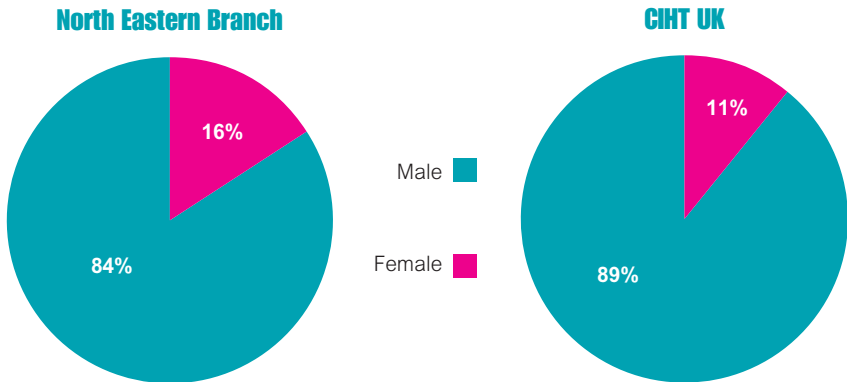
Membership Trends by Grade – CIHT UK

Grade	2007	2008	2009	2010	2011	2012
Fellow	1,613	1,608	1,596	1,638	1,628	1,625
Member	8,001	8,228	8,306	8,389	8,215	8,364
Associate	447	501	447	348	289	289
Student	1,222	1,365	1,589	1,861	2,228	2,403
Total	11,283	11,702	11,938	12,236	12,360	12,681

Branch Composition by Gender

In May 2012, 84% of the Branch membership was male, with 16% female. This compares nationally against 90%/10%.

Membership Composition by Gender (2012)



Membership Trends by Gender – North Eastern Branch

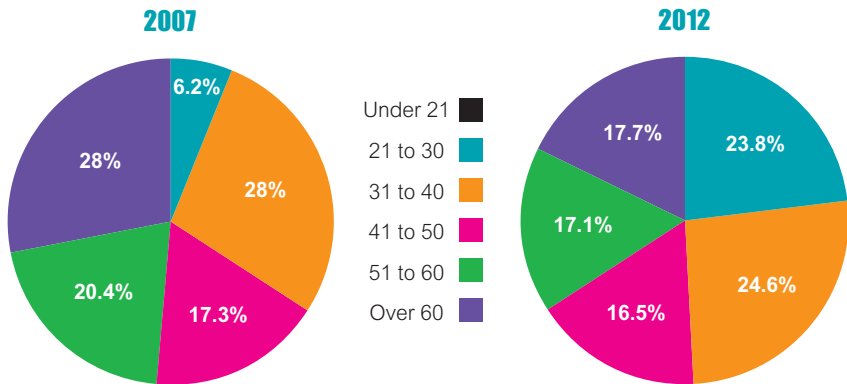
	2007	2008	2009	2010	2011	2012
Female	54	50	58	65	70	78
Male	406	401	421	425	438	424
Total	460	451	479	490	508	502

The 44% rise in female membership over the last five years is encouraging and provides some evidence that promoting the industry to women is starting to pay dividends. Certainly, at a Branch and national level, such initiatives will continue.

Branch Composition by Age

The average age of North Eastern Branch members is currently 44 years, down from 50 years in 2007. This is due primarily to the growth in student membership.

Membership Composition by Age



The rise in the younger age profile is further demonstrated by those that fall into the ‘Young Professionals’ category of those aged 35 and under. Whereas in 2007, this category represented 96 members, it now equates to 184, some 37% of Branch membership.

A growing Branch membership reflects how the industry has changed over recent years. Where once highways and transportation were solely represented by engineers, it has diversified into a wider world of planning, regeneration and economics, where transport projects serve economic growth and long-term sustainability.

Despite current economic conditions, it is an exciting time for the North Eastern Branch. Membership continues to grow, our age profile is

lowering and with transport and infrastructure in the news regularly as means of stimulating growth, interest in the industry is both strong and necessary.

Thanks to Philip Freestone of the CIHT North Eastern Branch, for preparing this article. Philip is a Transport Planner at Jacobs UK Ltd, in Newcastle upon Tyne.

Highways and Transportation professionals practice their skills in a variety of workplaces. Whether public or private sector, employment has reflected the social changes over the last 60 years.

Employers in the industry today cover the public and private sector, academia and even charitable organisations. We take a look at where our Branch members work in 2012 and how it reflects a changing, diversifying profession.

Current Employers in the North East

CIHT North Eastern Branch members are employed in a wide variety of sectors within the highways and transportation profession. Each sector plays its own unique role in developing the industry as a whole. Through collaboration, interaction and partnership arrangements, they deliver integrated, innovative and cost-effective solutions to support today's economy, environment and society in general.

Today, more than ever, members require multi-disciplinary skills in an increasingly diverse profession and employers, whether public or private sector, are starting to recognise this.



Sectors in the highways and transportation industry

Employment in the industry is typically found in one of five main sectors:

- *Public Sector – primarily in local authorities and Passenger Transport Executives (PTEs). Work can range from highway and infrastructure design and maintenance, operations and management of public transport systems, through to long-term strategic planning to support future housing and employment requirements within a particular in a local authority area.*
- *Private Sector – primarily in the role of consultancies and contractors, whose role is to plan, design and deliver transport projects of all types, be it road, rail, air or sea. Clients include central Government (e.g. Highways Agency), local authorities and private developers, and work of consultancies can range from producing a Transport Assessments for a new development, design and assessment of a major road scheme, and master-planning large urban extensions. Contractors deliver new works on the ground and maintain, for example, existing highways and bridges.*
- *Research – the range of industries involved in furthering the knowledge base of the industry, including University departments and other stand-alone research bodies.*
- *Charities – not-for-profit organisations and lobby groups representing pedestrians, cyclists and the disabled, amongst others, to promote best practice and awareness of the needs of all parts of society for fair access to transport and facilities.*

North Eastern Branch Membership by Employment Sector

All working members of the North Eastern Branch are employed in the four sectors summarised above, ensuring a vibrant and diverse knowledge base in the region.

Membership Employment (2007-2012)

Sector	Male	Female	Total	% of Total Membership
Private Sector	136	17	153	30%
Private Sector	112	17	129	26%
Charity	2	1	3	1%
Research & Academia	121	43	164	33%
Retired	53	0	53	11%
Total			502	100%

The largest represented group, Research & Academia, employs 33% of members. Such a large proportion could be attributed to free membership taken up by students on college and university courses in the region, but this also includes those actively employed in teaching and research.

Consultancy and Contractors are considered together as the Private Sector, and provides employment to 30% of the Branch members, where the public sector, comprising local authorities, government agencies and PTEs, account for 26%. In 1952, the public sector would have accounted for almost all members' employment, showing how much the industry has changed and adapted over the last 60 years.

Around 11% of members are registered as retired, with 1% working for transport related Charities.

Current Employers in the North East

The 2012 CIHT Consultancy Directory indicated a healthy number of employers with transport-related operations in the region, though not all with active offices in the North East. The following list is not exhaustive.

Public Sector

- *Darlington Borough Council*
- *Durham County Council*
- *Gateshead Council*
- *Hartlepool Borough Council*
- *Middlesbrough Council*
- *Newcastle City Council*
- *Nexus*
- *Northumberland County Council*
- *North Tyneside Council*
- *Redcar and Cleveland Borough Council*
- *South Tyneside Council*
- *Stockton Council*
- *Sunderland City Council*

Some members may work in Joint Organisations representing groups of authorities and other companies – Local Enterprise Partnerships for example, set up to lead economic growth and job creation within their area.

Nexus is the trading name for the Tyne and Wear Passenger Transport Executive. It administers public transport related projects in the region

on behalf of the Tyne and Wear Integrated Transport Authority (TWITA), who are made up of elected Councillors from each of the Tyne and Wear Districts and specialist support staff.

Private Sector (only those with a transportation turnover of £10m+)

Consultancies include:

AECOM, Amey, Arup, Atkins, Buro Happold, Capita Symonds, EC Harris, GL Noble Denton, Halcrow, Hyder Consulting, Jacobs, JMP, Logica, Mott MacDonald, Mouchel, MVA, Parsons Brinckerhoff, Pell Frischmann, Ramboll, Roughton International, RPS, Serco, SKM Colin Buchanan, Steer Davies Gleave, TATA Steel Projects, Tony Gee and Partners, TRL, URS, Waterman, WSP and WYG.

Some members will also be employed with contractors who are active in highways, railways and other transportation infrastructure.

Research and Education Sector

- *New Rail at Newcastle University*
- *Transport Operations Research Group at Newcastle University*
- *Transport Research Laboratory*



The universities of Durham, Newcastle and Teesside all have schools of engineering offering civil engineering under-graduate degrees. In particular Newcastle University specialises in the design and planning of highways and transportation, and also offer a post-graduate Masters programme in transport engineering and planning at the Transport Operations Research Group (TORG) – one of the leading centres of transport technology in Europe. TORG was established in 1972 and is currently celebrating its 40th anniversary.

Charitable Sector and Professional Bodies

- *Chartered Institution of Highways and Transportation*
- *Chartered Institute of Logistics and Transport*
- *Institution of Civil Engineers*
- *Living Streets*
- *Sustrans*

Thanks to Philip Freestone of the CIHT North Eastern Branch, for preparing this article. Philip is a Transport Planner at Jacobs UK Ltd, in Newcastle upon Tyne.



Highways and Transportation professionals practice their skills in a variety of workplaces. Whether public or private sector, employment has reflected the social changes over the last 60 years.

Many long-standing names in the industry have changed, with various mergers and takeovers over the years. Some companies simply disappeared altogether.

Former Employers in the North East

There have been many changes in working practices for professional engineers over the last 60 years, reflecting the technical, cultural and financial changes in society generally. Not least this is shown in who our members work for.

Accompanying article ‘Current Employers in the North East’ reveals members work in a number of sectors, mostly public service, private consultants and contractors, and to some extent in universities, charities and self-employed.



The Public Sector

In 1952 our members would have been scattered over numerous local authorities, maintaining and improving the road network in their area. Cross-boundary work was minimal and the big projects of the 1960s and 1970s were still some time away. The 1974 reorganisation of local government produced fundamental change, in particular the creation of the big county authorities of Northumberland, Tyne and Wear Metropolitan, Durham and Cleveland.

The four county councils had strong engineering departments, dealing with the full lifecycle of highway and transportation work, from planning and design through to construction and maintenance. However, the majority of the district authorities had agency agreements to maintain primarily urban and unclassified roads, so retaining a significant engineering presence themselves.

This regime lasted to 1986 when Tyne and Wear Metropolitan County Council was abolished and the five metropolitan districts became the highway authorities in their own right. It was a desperate upheaval for some at the time, as members were forced to change employer, and often their role.

Further changes took place in 1996 with the abolition of Cleveland County Council, while in 2009 both Northumberland and Durham became unitary authorities. Sadly this led to some redundancies, as services previously taken up the districts were merged.

Trunk roads have always been managed by central government, under the auspices of the Department for Transport (and its predecessors) and, latterly, the Highways Agency. However most of the work was carried out by staff at the county councils under agency agreements, and there was a government regional office in Newcastle until the late 1990s, when its role was consolidated to Leeds.

The Road Construction Units (RCUs) were set up to carry out the big infrastructure projects between the 1960s and 1980s. Responsible for the whole design to implementation lifecycle, the North East RCU employed many CIHT members, including those seconded from local authorities, delivering major improvements to the A1 and A19 for example. With the economic downturn and austerity of the early 1980s, the RCUs were abolished and all remaining work and staff transferred to the private sector, thus heralding the true start of the modern day consultancy.

As well as highway authorities, CIHT members were active in the Development Corporations, set up by government to plan and deliver New Towns to house the growing post-war population. Multi-disciplinary teams of architects, town planners and highway engineers worked essentially from a blank sheet of paper to deliver Newton Aycliffe, Peterlee and Washington in County Durham, whereas Cramlington and Killingworth were built in Northumberland, albeit under a more local arrangement. Eventually the corporations were dissolved and the New Towns came under the umbrella of their local authority.

The late 1990s and 2000s saw the rise of planning at a regional level. Government Office of the North East, along with the Regional Development Agencies, played a role in co-ordinating land use and transport planning, as well as prioritising funding in the region. These were abolished in March 2012 in favour of Local Enterprise Partnerships, between local authorities and commerce. The LEPs objectives are to lead economic growth and job creation in its area, carrying out some of the functions previously carried out by the RDAs. The North East LEP covers the local authority areas of County Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland, and while their role is business led, interaction with the local authorities will likely be prominent as schemes get off the ground.



The Private Sector

From 1952 to the early 1980s, private sector involvement in highways was limited to construction only, with the large contractors tendering for the major motorway and trunk road schemes. The few exceptions outside of this tended to be very specialist services.

Gradually, more design work was undertaken by consultancies, as central government sought to move work from public to the private sector for reasons of flexibility and efficiency. It was argued this would better balance the peaks and troughs of workload and be more cost effective.

The approach to private sector participation in new road schemes soon also migrated to existing road maintenance. Traditionally, county councils with large engineering departments had managed trunk roads in their area on behalf of the Department of Transport. From the early 1990s, this function gradually moved to private sector consultants and contractors, eventually being ‘formalised’ into Trunk Road Areas, each with specific maintenance contracts, overseen by the Highways Agency.

Today, partnerships of consultants and contractors, and other consortia, are prevalent. It allows designers and builders to share knowledge, resources and financial risk on multi-million pound schemes. They are increasingly used by central government and local authorities to manage large work programmes over several years.

The list of Contractors at the end of this article shows those companies who had a presence in the North East. They include many of the quarries who provided the materials for road construction and maintenance, small local companies who undertook much of general workload and major national contractors with works in the area.

Some like Brimms were a familiar local name, prominent in the 1960s and 1970s, but since closed. Others like Harbour and General were the subjects of takeovers, in this case by John Mowlem, themselves bought by Carillion, who also acquired Alfred McAlpine.

The list of Consultants at the end of this article shows those companies who had a presence in the North East. Many of the global consultancies grow through mergers or acquisitions, with a number of UK companies having been bought by American firms like Aecom, Jacobs and URS.

Interestingly, one such company in our region, Parsons Brinkerhoff, having entered the UK market through acquisitions, were themselves subject to a 'friendly' takeover (i.e., more a merger) by Balfour Beatty. This shows another growing trend of major contractors having in-house design capabilities.

Thanks to Gordon Philpott of CIHT North Eastern Branch, for preparing this article.

Contractors Who Worked in the North East

This is a snapshot list and may not reflect all contractors, big and small, who were based in the region over the last 60 years. Many have ceased to exist, some still operate as ‘subsidiaries’ of larger companies, others have been absorbed completely through takeovers.

Alco

Alfred McAlpine

Alston Limehouse

A M Carmichael

Blacketts

Brimms

Bruce Cook Road Planing

Cementation Construction

Constable Hart Construction

Costains

Cumbrian Surfacing

Doran

Dorman Long

Dowsett

Eddison Plant

Eden Construction

Gilbert Ash

Gleeson Construction

Harbour & General

Hargreaves Quarries

Higgs & Hill

Hydrocarbons Bitumens

Jarvis Construction

Jobling Purser Contracting

John Laing

John Mowlem

Limmer Trinidad Asphalt

McClarens

Meadow Construction

Mitchell Construction

Mowlem

Northern Roadworks

Ogdens Quarries

Raisby Quarries

Reay Roads

Redland Aggregates

RMC

R M Douglas

Rush & Tomkins

Sillars Construction

Sir Robert McAlpine

Taylor Woodrow

Thomas Ward

Tilbury Douglas

Tilcon

W. C. French

Consultants Who Were Based in the North East

This is a snapshot list and may not reflect all consultants, big and small, who were based in the region over the last 60 years. Many have ceased to exist, some still operate as ‘subsidiaries’ of larger companies, others have been absorbed completely through takeovers.

The list includes those companies who had a permanent base in the North East. Many other former consultants will have worked on schemes in the region but from offices elsewhere in UK.

<i>Babtie (Shaw & Morton)</i>	<i>Became part of Jacobs</i>
<i>Bullens</i>	<i>Became part of Faber Maunsell</i>
<i>Cooper Higgins</i>	<i>Ceased Trading</i>
<i>Crouch & Hogg</i>	<i>Became Crouch Hogg Waterman</i>
<i>Crouch Hogg W/man</i>	<i>Became part of Halcrow</i>
<i>Oscar Faber & Ptnrs</i>	<i>Merged with Maunsell under the Aecom Banner</i>
<i>Faber Maunsell</i>	<i>Rebranded Under the Aecom name</i>
<i>Ferguson Mcilveen</i>	<i>Became part of Scott Wilson</i>
<i>Frederick Snow & Ptnrs</i>	<i>Became part of Assoc Consulting Engs</i>
<i>Halcrow</i>	<i>Acquired by CH2M Hill in 2012</i>
<i>Kennedy & Donkin</i>	<i>Became part of Parsons Brinkerhoff</i>
<i>Mason Pittendrigh</i>	<i>Ceased trading</i>
<i>Mertz & McLelland</i>	<i>Became part of Parsons Brinkerhoff</i>
<i>Mott Hay & Anderson</i>	<i>Became part of Mott Macdonald</i>
<i>Parsons Brinkerhoff</i>	<i>Became part of Balfour Beatty</i>
<i>Rendell Palmer & Tritton</i>	<i>Who Merged to Become High-point Redell</i>
<i>Ross Silcock</i>	<i>Became part of Babtie</i>
<i>R T James</i>	<i>Became part of WSP</i>
<i>Scott Wilson</i>	<i>Became part of URS</i>
<i>Sir M Macdonald & Ptnrs</i>	<i>Became part of Mott MacDonald</i>
<i>Travers Morgan & Ptnrs</i>	<i>Acquired by Symonds, Later Capita Symonds</i>
<i>T F Burns</i>	<i>Ceased Trading</i>
<i>Waterhouse</i>	<i>Ceased Trading</i>
<i>Ward, Ashcroft & Parkman</i>	<i>Became part of Mouchell (Parkman) Group</i>
<i>WSP</i>	<i>Acquired by Genivar In 2012</i>