

Institute for

Environment  
Sustainability  
and  
Regeneration



STAFFORDSHIRE  
UNIVERSITY

# Public Lectures in Regeneration

2008



Lecture series supported by



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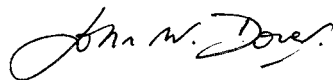
## Public Lectures in Regeneration 2008

Our first series of lectures in regeneration was held in 2007, and was generally acclaimed. The aim of the series was to "inform, stimulate and challenge" and it did just that, with a broad sweep of technical, architectural, design, developer and scientific perspectives:

- **Nigel Dunnett** from Sheffield University showed how green roofs provide a host of benefits: saving energy, helping to reduce flooding, improving building aesthetics, and biodiversity.
- **George Ferguson** from Acanthus Ferguson Mann demonstrated how small-scale regeneration initiatives can revitalise areas, and gave us an insight into his activities as RIBA chair and TV presenter in X-listing awful buildings.
- **Wayne Hemingway** from Hemingway Design showed how a design-led approach can lead to superb developments, and was nicely provocative: challenging the way we think and the way we do things.
- **Marcus Adams** from John Thompson & Partners gave a superb overview of regeneration from the small-scale streetscape of a redevelopment in Southampton to a huge new community in Iceland and reinforced the importance of community consultations.
- **Nick Johnson** from Urban Splash gave an excellent presentation on how developers can make real, positive contributions to communities by re-energising existing buildings and creating new communities from industrial wastelands. Novel approaches were the order of the day including design competitions for individual buildings in New Islington in Manchester.
- **Professor John Lawton** from the Royal Commission on Environmental Pollution gave an overview of the 'wicked problem' that confronts the urban environment: not least from the mounting threat of climate change, and suggested how we might tackle it.

It gives me great pleasure to welcome you to the 2008 series in Public Lectures in Regeneration. As before, and through the generosity of John Rose Associates, Stoke-on-Trent City Council and the North Staffordshire Regeneration Partnership, we are able to provide these lectures free of charge: so that everyone has the opportunity to be informed, stimulated, and challenged. We hope you will take time to chat to other members of the audience, it became clear last year that something of a community was beginning to develop as regulars and newcomers to the series discussed the talks: it may be that these personal links will themselves help in the regeneration of our area, I hope they will: and I look forward to meeting you.

With the very best wishes



Dr John Dover  
Reader in Applied Sciences

If you would like more information on last year's speakers, you can download a leaflet on each lecture by going to:  
<http://www.staffs.ac.uk/schools/sciences/geography/links/IESR/publiclectures.htm>  
and clicking on the titles that interest you.

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## Public Lectures in Regeneration 2008

# "Personal Rapid Transport Networks: a transport system whose time has come?"

**Malcolm Buchanan**  
Chairman of Colin Buchanan, London

Thursday 24 April 2008

**Ashley Building**  
**Leek Road campus**  
**Staffordshire University**

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## Malcolm Buchanan

Malcolm Buchanan is Chairman of Colin Buchanan, consultants in transport, traffic, planning and economics. He read the mechanical sciences tripos at Cambridge and has a masters degree in transportation and traffic planning from the University of Birmingham. He is a chartered engineer and a Fellow of the Institution of Highways and Transportation. He began his transport career in the Transportation Branch of the Greater London Council, where he was successively head of the highway, bus and rail planning sections. He joined CB in 1974, working his way up through the firm to become a director, and seeing the practice expand from some 25 employees to over 250 today.



Malcolm is now Chairman of CB but still concentrates his time on managing consultancy projects, particularly those related to his serious concerns over climate change. He is an experienced manager of multi-disciplinary teams and has led major planning studies of land use, highways, traffic management, road user charging, bus and rail for many clients throughout the UK, Ireland and worldwide. He has acted as an advisor to the Department for Transport and is a frequent expert witness at public inquiries and (on behalf of the bus industry) Traffic Commissioners' hearings. He has led transport and traffic studies in a great variety of urban areas ranging from many of the UK's historic towns, including Oxford, Cambridge, Norwich and Durham to some of the world's great conurbations including Newcastle and London in the UK, Mumbai, Shanghai, Beijing and most recently Hangzhou. Malcolm also works extensively for private developers, helping them to frame appropriate transport strategies and to secure planning permissions.

Malcolm is the European Chair of the Advanced Transit Association (ATRA) and last year directed the first comprehensive UK study of a personal rapid transit

(PRT) network in the town of Daventry. This study demonstrated that, provided it works as planned, PRT will cut car use by over 30%, earn substantial operating profits, hence fund most of its capital costs and thus become both a major form of urban transport and an important means of reducing traffic congestion and greenhouse gas emissions. He is currently directing studies relating to transport and regeneration in Derry-Londonderry and the London Borough of Bexley.

### What are Personal Rapid Transport Networks?

PRTs are composed of small light-weight vehicles carrying between 2 and 20 people depending on the system in use. They are driverless, run on tracks or within concrete channels, are separated from other traffic, operate on a one-way system and have very short waiting times. Think of them as driverless taxis waiting to pick you up. Locally, an early example was the ill-fated maglev (magnetic levitation) system that ran at Birmingham International Airport between 1984



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and 1995. New technologies are now being used with systems using rubber or steel wheels or magnetic levitation with speeds that range from 30kph to 200kph! In the UK the newest system is just being introduced at Heathrow airport using the ULTra system developed by Professor Martin Lawson at Cardiff. The ULTra system uses 4-seater cars with a futuristic design running on battery power on rubber wheels. Whilst this sounds like a rather restricted market, Heathrow is only the start and a feasibility study has been carried out in urban Daventry - for more information see the full article: Buchanan, M. (2008) A transport system whose time has come? *Town and Country Planning*, January 2008, pp. 30-37. Also the ULTra website at [www.atsltd.co.uk/](http://www.atsltd.co.uk/)

Last year Sir John Lawton pointed out in his talk on the Urban Environment that the distributed centres of Stoke-on-Trent and Newcastle provided opportunities to avoid excessive travel and minimise carbon dioxide emissions. Nevertheless, we need a coherent, efficient and rapid transport system to energise the local economy; so, could PRTs be a solution for Stoke-on-Trent's transport problems?

Teaching quality at Staffordshire University is among the very best in the UK , as revealed in the latest six-yearly review by the Government's Higher Education watchdog - the Quality Assurance Agency, (QAA). The QAA has a broad confidence in our management of academic quality, the highest assurance that can be conferred by the agency.

Over £5million has been invested in new buildings and facilities at the University since 2004. We offer some of the most innovative courses in the sector and our students study in a stimulating learning environment that reflects real world experiences. Our unique programme of entrepreneurship helps to develop students' enterprise skills through customised modules and business support.

- **Undergraduate Study**

At Staffordshire University we offer an enormous range and type of awards from Accounting to Theatre Studies and almost everything in between. All our Undergraduate awards are modular; each level is broken down into a number of modules which means students decide the content of their degree to suit particular needs and interests.

- **Postgraduate and Masters Study**

Staffordshire University provides high quality postgraduate education and has an international reputation in many areas of research.

- **Flexibility**

Study can be on a full-time or part-time basis

- **Part-time Study**

Studying part-time is now more popular than ever before. Having a family or a job need not mean that you can't achieve academic goals.

- **Fast-track Degrees**

A faster route to success. Selected subject areas at Staffordshire University are offering the opportunity to study full honours degrees over two years rather than the traditional three years.

- **Distance learning**

A number of University courses can now be studied via online distance learning. We work with companies and organisations to develop bespoke courses that suit individual needs. This way we can ensure that you are gaining the right knowledge to help you improve your business competitiveness. We can deliver the learning in your workplace or using the latest distance learning technology via the internet, so that you can learn at a time and place to suit you.

- **Short Courses**

The University works in-company with major local employers and provides short courses and training for companies of all sizes.

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The North Staffordshire Regeneration Partnership in conjunction with the city council is working to revitalise the North Staffordshire economy. The area is undergoing the biggest transformation programme yet. It is changing at a rapid pace and we are making significant progress towards achieving the priorities identified in the Regeneration Strategy.

**Green and Clean.** We are working towards being a green and clean city, where a high quality environment supports a high quality of life. Environmental awareness will be translated into positive action. The quality of the environment will be enhanced and the transport network will be environmentally sustainable.

**Design.** An emphasis on high quality design is central to this vision to build on our valued built heritage and ensure that our regeneration initiatives deliver a quality environment underpinned by a sustainable transport network.

**Learning and skilful.** We aim to raise aspirations and develop a culture to support our changing economic base. This will be served by a high quality learning and skills infrastructure. Improved links between employers, education and community sectors will help achieve longer term employment.

**Moving forward.** We will work hard to remove the barriers that prevent people from obtaining work, encouraging life long learning and developing a suitably qualified and adaptable workforce.

**Safe and healthy.** Regeneration is ultimately all about people. High quality solutions will improve health, reduce crime and ensure a decent standard of housing.

By empowering neighbourhoods and communities we aim to create a prosperous and vibrant future for the city and surrounding areas.

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