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Great Britain: Parliament: House of Commons: Committee of Public Accounts

Going for Gold Great Britain: Parliament: House of Commons: Transport Committee, 2006-03-16 Going for Gold : Transport for London's 2012 Olympic Games, third report of session 2005-06, Vol. 2: Oral and written Evidence

Crossrail Bill Great Britain: Parliament: Select Committee on the Crossrail Bill, 2007-11-14 Incorporating HC 837-i to xx, session 2005-06. The Crossrail Bill was originally published as HCB 2, session 2006-07 (ISBN 9780215707871) and was carried over into session 2007-08 as HCB 5 (ISBN 9780215709202). The first volume of the report is available separately as HC 235-I, session 2006-07 (ISBN 9780215036810), as is Vol. 3 (ISBN 9780215037176), Vol. 4 (ISBN 9780215037183) and Vol. 5 (ISBN 9780215037190)

Progress in the Thameslink programme Great Britain: National Audit Office, 2013-06-05 The Department for Transport has done well so far to contain the infrastructure costs for the Thameslink Programme within the original budget. Phase one of the Programme cost £1.704 billion, was completed on time and was £143 million under budget. However, delays of more than three years in agreeing the contract to buy new trains mean that delivering value for money from the Programme as a whole is at greater risk than the National Audit Office would have expected at this stage. There continues to be a robust transport case for the £3.552 billion (at 2006 prices) Programme. Thameslink services have consistently been among the most crowded London routes with passengers amongst the least satisfied with space on trains; and demand is forecast to increase. The Department estimates that the Programme will make net present benefits of £2.9 billion through reduced journey times, reduced overcrowding on trains and quicker interchanges between services. The Department needs to manage a complex interaction between completing the infrastructure project; buying new trains; and letting a new franchise. Delays to any of these projects can delay significantly or complicate delivery of other parts of the Programme. The award of the estimated £1.6 billion contract to buy new trains is currently delayed by over three years and this has implications for the rest of the programme. And until the contract is let it will not be clear whether delivery of the whole Programme by 2018 is still feasible.

BUG Britain and Ireland Backpackers Guide (BUG), 2005 Budget travel is what BUG guides are all about - no flash hotels and fancy banquets - just the most comprehensive information on backpackers' hostels and living it up without blowing the budget.

Alsop and Störmer Alsop & Störmer Architects, 1999 Alsop and Störmer continually explore form colour function social and behavioural issues in their architecture. This monograph illustrates William Alsop's strength as an architect as well as an artist.

Pedestrian and Evacuation Dynamics 2012 Ulrich Weidmann, Uwe Kirsch, Michael Schreckenberg, 2014-04-23 The 6th International Conference on Pedestrian and Evacuation Dynamics (PED2012) showcased research on human locomotion. This book presents the proceedings of PED2012. Humans have walked for eons; our drive to settle the globe began with a walk out of Africa. However, much remains to discover. As the world moves toward sustainability while racing to assess and accommodate climate change, research must provide insight on the physical requirements of walking, the dynamics of pedestrians on the move and more. We must understand, predict and simulate pedestrian behaviour, to avoid dangerous situations, to plan for emergencies, and not least, to make walking more attractive and enjoyable. PED2012 offered 70 presentations and keynote talks as well as 70 poster presentations covering new and improved mathematical models, describing new insights on pedestrian behaviour in normal and emergency cases and presenting research based on sensors and advanced observation methods. These papers offer a starting point for innovative new research, building a strong foundation for the next conference and for future research.

Thameslink rolling stock procurement Great Britain: Parliament: House of Commons: Transport Committee, 2011-12-16 The procurement process completed by the Department for Transport which led to the selection of Siemens rather than Bombardier as the preferred bidder for new Thameslink rolling stock should be independently reviewed by the National Audit Office. The Transport Committee could not evaluate whether the decision to choose Siemens was arrived at correctly because all of the bids were and remain confidential. It is believed that it is in the public interest to have an independent review to evaluate whether this massive contract was awarded correctly on the basis of the criteria in the original invitation to tender. The Transport Committee has therefore written to the Comptroller and Auditor General to request he undertake this work and report to Parliament before summer 2012. There is now widespread agreement that the criteria used in the procurement were too narrowly drawn in excluding socio-economic factors

House of Commons - Committee of Public Accounts: Progress in Delivering the Thameslink Programme - HC 296 Great Britain: Parliament: House of Commons: Committee of Public Accounts, 2013-10-29 The first proposals to modernize the Thameslink route and increase capacity were developed by a succession of rail industry sponsors but nothing much happened until the Department for Transport became sponsor in 2005. The Department has delivered the first phase of the infrastructure project under budget and on time. The other two aspects of the programme are going less well. The procurement of new trains through a £1.6 billion PFI deal has taken over three years longer than expected. And the timetable and approach for letting the new franchise have been revised. The planned completion date has been put back to 2018. But meeting the timetable for delivering the new trains will be very demanding and risky. The Committee is also sceptical about using PFI to fund this project. It is alarming that the Department compared the PFI option against only one other private sector option and did not construct a public sector comparator to understand better the relative costs, risks and rewards of choosing a PFI funding route over a public one. Another source of worry is the small size of the Department's core Thameslink team - just five people for a programme of this size and complexity. The impression that there is a scarcity of these skills is reinforced by the apparent need to move the key civil servant leading the Thameslink team, the man whose experience, skills and continuity have been crucial to the delivery of the programme, over to the High Speed 2 team

Railway Renaissance Gareth David, 2017-09-30 "David's superb book looks at the defiant renaissance of such heritage railways . . . in contrast to Beeching's vision of a streamlined railway network." —Books Monthly When a 35 mile stretch of the former Waverley route from Edinburgh to Carlisle reopened on 6 September 2015, it became the most significant reopening of any UK railway since the infamous Beeching Report, "The Reshaping of British Railways," was published in March 1963. In his report, Dr. Richard Beeching recommended sweeping closures of lines across the UK to improve the financial performance of British railways, which led to wholesale closures over the following decade and a reduction in the UK rail network from 18,000 miles in 1963, to some 11,000 miles a decade later. But since that low point was reached in the early 1970s a revolution has been taking place. Passenger traffic on the railways is now at its highest level since the 1940s and from Alloa to Aberdare, as well as from Mansfield to Maesteg, closed lines have reopened and the tide of Beeching closures has been gradually rolled back.

Scores of stations have been reopened and on many of the newly revived lines, passenger traffic is far exceeding the forecasts used to support their reopening. In this comprehensive survey of new and reopened railways and stations across England, Scotland and Wales, Gareth David asks what it tells us about Dr. Beeching's report, looking at how lines that were earmarked for closure in that report, but escaped the axe, have fared and reviews the host of further routes, which are either set to be reopened or are the focus of reopening campaigns.

State-led Privatisation and the Demise of the Democratic State Mike Raco, 2016-04-01 For decades now we have been told that we are living through a governance revolution. Gone are the days when government agencies and bureaucrats told us what to do and how to do it. We are no longer clients of the state but empowered citizens who are able to take greater control over our own lives and the activities of those who govern in our name. Across the world the prevailing narrative has become one of Good Governance, devolution, liberation, and freedom of expression. In policy fields as diverse as development planning, healthcare, and public transport a neo-pluralist rhetoric has emerged based on the principles of 'co-production' and partnership working. And yet at the same time a curious paradox is emerging. Whilst the prevailing zeitgeist is one of openness and citizen empowerment, this book will show that in reality new modes of governance are emerging in which state controls have actually been expanded into many spheres of life that were previously left unregulated. For some a new political economy of 'regulatory capitalism' has emerged and this, in turn, has ushered in unprecedented forms of state-led privatisation under which democratically-elected politicians have voluntarily handed over their powers, responsibilities, and resources to new corporate elites who promise to deliver services in more efficient and equitable ways. As the discussion will show, in reality the rhetoric of Good Governance has, therefore, been used to legitimate the wholesale transfer of welfare assets and services beyond the democratic control of state actors and the citizens that they represent. Privatisation has become a new utopianism that involves a revolution in ways of thinking about democracy, governance, and urban management, the implications of which will be felt by current and future generations.

Facilities Management and Development for Tourism, Hospitality and Events Ahmed Hassanien, Crispin Dale, 2013 Facilities planning for tourism, hospitality and events (THE) is an important subject from both theoretical and applied perspectives, as land, property and resources represent major components of the foundation of the industry. As future managers, it is imperative that students have a sound basic knowledge of property and the various resources, systems and services associated with it. Covering important contemporary subjects such as sustainable planning and environmental management, this book considers the planning, development and management of facilities operations from several key perspectives, drawing upon the expertise of complementary experts in the design, management and development of THE facilities.

European Competition Law Annual 2010 Philip Lowe, Mel Marquis, 2013-02-11 Every year, top-level market regulators, academics and legal and economic practitioners contribute to the Annual Competition Workshop organised at the European University Institute in Florence. The Co-Directors of the Workshop are Philip Lowe, Mel Marquis and Giorgio Monti. Workshop participants address and critically analyse a particular set of topical issues in the field of competition law and policy. The proceedings are published in Hart's European Competition Law Annual series. This is the fifteenth in the ECLA series. It encompasses numerous chapters that examine the field of merger control from a variety of perspectives. In these chapters the contributors discuss legal and economic issues of substantive analysis, procedure, comity and best practices, as well as matters relating to the litigation of merger cases, particularly before the European Courts. The discussion also benefits from the perspectives of policy makers and experts from Canada, China, Japan, Korea, the United States and other jurisdictions and regions. Authors contributing to this book include: John Boyce Calvin Goldman Andreas Mundt Rachel Brandenburger Klaus Gugler Lars-Hendrik Röller Jochen Burrichter Barry Hawk Tadashi Shiraishi Maher Dabbah Scott Hemphill Irwin Stelzer Thomas Deisenhofer Seonghoon Jeon James Venit Götz Drauz William Kovacic Sven Völcker Kirsten Edwards Mel Marquis Vanessa Yanhua Zhang Adam Fanaki Abel Mateus Xinzhu Zhang

HC 674 - Procuring New Trains Great Britain. Parliament. House of Commons. Committee of Public Accounts, 2014-12-17 The Department for Transport's decision to buy the new trains for Intercity Express and Thameslink itself has left the taxpayer bearing all the risk. The Department has no previous experience of running a procurement of this kind, let alone two with a combined value of £10.5 billion. The only way the Department can limit this risk is by requiring train operating companies to use these new trains to run their services regardless of whether they best fit the services they would like to offer. The Department could have addressed the lack of incentives that mean train operating companies do not have an interest in buying trains which minimise maintenance costs to Network Rail. Furthermore the Department's decision to take over the procurement has led to confusion over the respective roles and responsibilities of government and the industry which need to be clarified. The Intercity Express Programme was poorly managed from the outset. After Sir Andrew Foster completed a review into the value for money of Intercity Express in 2010, the original successful bidder Agility Trains came back with a revised bid that was 38% cheaper than its original one. The taxpayer could have been badly ripped off. The Department had begun the procurement without a clear idea of how many trains would be needed, which routes they would run on and what form of power would be required. In future the Department must be much more assertive in ensuring that the UK economy benefits from large public sector capital investment programmes

London in the Roman World Dominic Perring, 2022-01-27 incAn original, authoritative survey of the archaeology and history of Roman London. London in the Roman World draws on the results of latest archaeological discoveries to describe London's Roman origins. It presents a wealth of new information from one of the world's richest and most intensively studied archaeological sites, and a host of original ideas concerning its economic and political history. This original study follows a narrative approach, setting archaeological data firmly within its historical context. London was perhaps converted from a fort built at the time of the Roman conquest, where the emperor Claudius arrived to celebrate his victory in AD 43, to become the commanding city from which Rome supported its military occupation of Britain. London grew to support Rome's campaigning forces, and the book makes a close study of the political and economic consequences of London's role as a supply base. Rapid growth generated a new urban landscape, and this study provides a comprehensive guide to the industry and architecture of the city. The story, traced from new archaeological research, shows how the city was twice destroyed in war, and suffered more lastingly from plagues of the second and third centuries. These events had a critical bearing on the reforms of late antiquity, from which London emerged as a defended administrative enclave only to be deserted when Rome failed to maintain political control. This ground-breaking study brings new information and arguments to our study of the way in which Rome ruled, and how the empire failed.

Will Alsop Ken Powell,2002 Responsible for Le Grand Bleu in Marseille and North Greenwich Station on the Jubilee Line extension, among others, Alsop was one of four architects chosen to represent Britain at the Venice Biennale. This volume examines his creative process.

Royal London in Context Robert S. Wayne,2004 Focusing on London's royal past, this guide will interest those intrigued by the pomp and pageantry of British royalty. Two audio CDs provide 12 different audio tours, allowing independent travelers the freedom to go at their own pace as they explore the areas around the Houses of Parliament and Westminster Abbey, Whitehall, Horse Guards Parade, Trafalgar Square, Piccadilly, St. James's Palace, and Buckingham Palace. Along the way travelers will hear fascinating stories and amusing anecdotes about the royal family through the centuries and their role in British history. More than 100 full-color photographs enhance the easy-to-follow maps of the areas explored on each tour. Practical instructions are provided on how to use London's convenient public transportation to tour the city and visit the outlying royal palaces.

The Puzzle of 7/7 Eric D. Williams,2006-07-14
Electric Railway ,2008

Purchasing and Supply Chain Management Thomas E. Johnsen,Mickey Howard,Joe Miemczyk,2014-10-24 This is the ground-breaking new book for aspiring purchasing and supply chain leaders and anyone with a keen interest in this rapidly evolving field. For too long business has focused on short-term cost advantages through low-cost country sourcing with little regard for the longer-term implications of global sustainability. As the first book to fully address the environmental, social and economic challenges of how companies manage purchasing and supply chains, it aims to inspire the development of current and future purchasing and supply chain leaders. In addition to explaining the basic principles and processes of both purchasing and supply chain management, the book evaluates how to develop strategic and sustainable purchasing and supply chain management. A key message is that purchasing and supply chain management needs to focus on value creation rather than cost cutting. This requires the development of completely new purchasing and supply chain models that involve closed-loop supply structures, supply chain transparency and collaboration with new stakeholders in traditional sourcing and supply chain processes. Aimed at students, educators and practitioners the book integrates sustainability into each chapter as a core element of purchasing and supply chain management. Incorporating case studies from industry into each chapter, the book strikes a balance between theoretical frameworks and guidelines for implementation in practice.

Parliamentary Debates (Hansard). Great Britain. Parliament. House of Commons,2013

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