

CURRICULUM VITAE

NAME: Anthony D May, OBE FREng
Professor of Transport Engineering

PROFESSION: Transport Planner

YEAR OF BIRTH: 1944

NATIONALITY: British

KEY EXPERIENCE

Professor Tony May, Professor of Transport Engineering at the University of Leeds, has over 35 years' experience in transport planning and traffic engineering. He has been a professor at Leeds since 1977, and has been Head of the Department of Civil Engineering, Director of the Institute for Transport Studies, Dean of the Faculty of Engineering and Pro-Vice Chancellor for Research. Between 1985 and 2001 he was involved in consultancy with MVA Ltd. Prior to 1977 he spent ten years with the Greater London Council, where he was responsible for policy on highways, traffic management and transport-related land use planning for the capital, and managed major studies on traffic restraint, parking policy and motorway traffic control.

While at Leeds he has directed the MSc course in Transport Planning and Engineering and the Institute's short course programme and has been awarded over 80 research contracts by the Engineering and Physical Sciences and Economic and Social Science Research Councils, DfT and TRL, the European Community, the Rees Jeffreys Road Fund, and several local authorities. Amongst these have been studies of the transport problems of inner city firms, techniques for monitoring travel, development of dynamic route guidance, the management of congestion at signalised junctions, the most appropriate structure for the organisation of transport functions in the UK conurbations, the design and assessment of road pricing strategies, the development of trip planning systems and awareness campaigns, the combined performance of transport and land use strategies, the impact of integrated transport strategies and their contribution to environmental policy, and the development of guidance on sustainable urban transport and land use policy. He is currently coordinating a major four year research programme on decision support for sustainable urban transport strategies.

Professor May has been a specialist adviser to the House of Commons Transport Committee and the House of Lords Select Committee on Science and Technology, and a consultant to OECD, ECMT, the World Bank, the US Transportation Research Board, the Singapore Land Transport Authority, the New Zealand Ministry of Transport and the Thailand Commission for the Management of Land Transport. He was elected to Fellowship of the Royal Academy of Engineering in 1995 and was awarded the OBE for services to transport engineering in 2004.

EDUCATION

- (i) Pembroke College, Cambridge. Mechanical Sciences Tripos. BA (Hons. First Class)
- (ii) Yale University Bureau of Highway Traffic. Certificate in Highway Traffic
- (iii) Administrative Staff College, Henley. General Management Course.

PROFESSIONAL QUALIFICATIONS

Fellow, Royal Academy of Engineering
Chartered Engineer
Fellow, Institution of Civil Engineers
Member, Institution of Highways and Transportation

EMPLOYMENT RECORD

1998 – 2001	Director, MVA Ltd
1990 – 1998	Director, The MVA Consultancy
1985 – 1990	Consultant to the MVA Group Board
1977 to date	The University of Leeds
1967 – 1977	Greater London Council

OTHER RESPONSIBILITIES

1996 – 2002	Director, University of Leeds Innovations Ltd.
1997 – 2002	Chairman of the Board, University of Leeds Innovations Ltd.
1999 – 2002	Director, Leeds Innovations Centre

EXPERIENCE

1977 to date with the University of Leeds

Until March 1992, Professor May was Director of the MSc course in Transport Planning and Engineering at Leeds, and since 1977 has taught some 800 students from 20 countries. He also established the Institute's short course programme which is marketed to central government, local authorities, consultants and transport operators throughout the UK. He has contributed to teaching at all levels of undergraduate and postgraduate study, and served for two years as champion of the national Transport Planning Skills Initiative led by the Transport Planning Society. He currently chairs the Transport Planning Society Skills Committee, and is a member of the Stakeholder Board of GoSkills, the Sector Skills Council for passenger transport.

While at Leeds he has been awarded over 80 research grants and contracts by the Engineering and Physical Sciences and Economic and Social Science Research Councils, DfT and TRL, the European Community, the Rees Jeffreys Road Fund, and several local authorities. He has also been financed by the British Council to develop continuing academic links with Chulalongkorn University in Bangkok, the University of Indonesia in Jakarta and the University of Sao Paulo. Amongst his research projects have been studies of the transport problems of inner city firms, techniques for monitoring travel, development of dynamic route guidance, the management of congestion at signalised junctions, the most appropriate structure for the organisation of transport functions in the UK conurbations, the design and assessment of road pricing strategies, the development of trip planning systems and awareness campaigns, the combined performance of transport and land use strategies, the impact of integrated transport strategies and their contribution to environmental policy, and the development of guidance on sustainable urban transport and land use policy. He has recently acted as consultant to ECMT for their study of sustainability in urban transport policy, the US TRB for its investigation into road pricing, the World Bank on the role of demand management in Eastern European cities and the Singapore government on its Land Transport Strategy.

His current research focuses on urban transport policy, and specifically the development of integrated transport strategies, the role of demand management and land use measures, and the performance of specific policy measures. He is currently coordinating a major four year research programme on decision support for sustainable urban transport strategies. He is also leading a study into the development of optimal designs for road pricing cordons, and contributing to European research on the development of road pricing and of automated passenger transport.

As Pro-Vice Chancellor he was responsible for the development of the University's research strategy, and oversaw the development of the Faculties of Biological Sciences and of Medicine, Dentistry, Health and Psychology. He pioneered White Rose Research, a consortium of Leeds, Sheffield and York universities, which has attracted over £30M in collaborative research funding.

1985 to 2001 with MVA

As a Director of MVA he was primarily responsible for the development of integrated transport strategies. He was technical adviser to a series of major studies which, between them, have been largely responsible for the development of local government thinking on integrated transport. These included the TASTE study for the London Planning Advisory Committee, the Birmingham Integrated Transport Study, the JATES study of Edinburgh and subsequent studies in Merseyside, Bristol, Luton and Leicester. He also contributed to the development of the Package Approach and the Common Appraisal Framework. Subsequently he was one of two specialist advisers to Clare Short when she was Shadow Secretary of State for Transport. He was a technical adviser to the London Congestion Charging Study, the Hong Kong Road Pricing Study and the South and West Yorkshire Multimodal Study.

1967 - 1977 with the Greater London Council

From 1974 to 1977 he was Group Planner, Roads, with responsibility for research and policy formulation on highway development, traffic management and restraint, and the interaction between land use and transport. Major developments during this period included techniques for the appraisal and selection of highway schemes, studies of the highway requirements of three major sectors of London, the development of traffic management measures to assist bus services and protect the environment, and the completion of a programme of land use/traffic generation studies.

From 1971 to 1974 he was responsible initially for parking policy and latterly for traffic management policy generally. He provided the evidence on parking policy for the Greater London Development Plan Inquiry and directed four major traffic restraint studies into the application of car park licensing, the control of private non-residential parking, the potential of delay-based restraint methods, and the introduction of supplementary licensing. He also provided advice to the World Bank in its appraisal of area licensing in Singapore.

From 1969 to 1971 he was responsible for the development of techniques for the control of traffic on urban motorways, and spent three months on secondment to the Chicago Area Expressway Surveillance Project. He was also responsible at this time for the Council's policy on traffic signing and on speed limits.

From 1967 to 1969 he was involved in the use of the London Transportation Study models for assessment of highway proposals, and in the development of the public transport assignment model.

SELECTED PUBLICATIONS

May A.D. (1970) Traffic control on urban motorways in the United States. *Traffic Engineering and Control* 12 (7).

May A.D. (1975) Supplementary licensing: an evaluation. *Traffic Engineering and Control* 16 (4).

May A.D. (1975) Parking Control: experience and problems in London. *Traffic Engineering and Control* 16 (5).

May A.D. (1982) Transport in London: the case for organisational change. *Public Money* Vol 2, No 3 pp 31-5.

May A.D. and N.S. Patterson (1984) Transport problems as perceived by inner city firms. *Transportation*, Vol 12, pp 225-234.

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May A.D., Montgomery F.O. and Quinn D.J. (1988) Control of congestion in highly congested networks. Proc. Fourth conference on urban transport in developing countries. Jakarta. Paris, CODATU.

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May A.D. and K.E. Gardner (1990) Transport policy for London in 2001: the case for an integrated approach. Transportation 16(3) pp 257-277.

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May A.D. and Hopkinson P.G. (1992) Perceptions of the pedestrian environment, TRRL. Contractor Report 148, Transport and Road Research Laboratory, Crowthorne, 60 pp.

May A.D., Bonsall P.W., Hounsell N.B., McDonald M. and van Vliet D. (1992) Factors affecting the design of dynamic route guidance systems. Proc. Sixth International Conference on Road Traffic Monitoring and Control, London, IEE.

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May A.D., Roberts M. and Mason P., (1992) The development of transport strategies for Edinburgh. Proc. Inst. Civil Engineers, Transport (95).

May A.D., (1994) The potential of next generation technology. In: Curbing Gridlock, Peak-Period Fees to Relieve Traffic Congestion, Volume 2, TRB, National Academy Press, 1994.

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Fowkes, A.S., Bristow, A.L., Bonsall, P.W. and May, A.D. (1998) A shortcut method for optimisation of strategic transport models. Transportation Research Vol 32A, No 2

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Still, B.G., May A.D. and Bristow, A.L. (1999) The assessment of transport impacts on land use. Transport Policy 6 pp 83-98

Barbosa H., May A.D. and Tight, M.R (2000) A model of speed profiles for traffic calmed roads. Transportation Research Vol 34A(2), pp 103-123.

May, A.D., Shepherd, S.P. and Bates, J.J. (2000) Supply curves for urban road networks. Journal of Transport Economics and Policy. Vol 34(3), pp 261-290.

May, A.D., Shepherd, S.P. and Timms, P.M. (2000) Optimal Transport Strategies for European Cities. Transportation 27(3), pp 285-315.

May, A.D. and Milne, D.S. (2000) Effects of alternative road pricing systems on network performance. Transportation Research 34A(6).

- May, A.D., Hodgson, F.C., Jopson, A.F., Milne, D.S. and Tight, M.R. (2000). A comparison of four travel demand management measures. *Traffic Engineering and Control*. Vol 41(10), pp 396-401
- May A.D., Shepherd S. P., Minken H., Markussen T., Emberger G., Pfaffenbichler P. (2001) The use of response surfaces in specifying transport strategies. *Transport Policy*, 8, 267-278.
- May A.D. (2001) Urban traffic flow. *Handbook of Transport Systems and Traffic Control*. pp425-437. Oxford, Pergamon.
- Simmonds D., May A.D., Bates J.J. (2001) A new look at multi-modal modelling. In: *Proceedings of the European Transport Conference 2001* edited by PTRC, London.
- Jaensirisak S., May A.D., Wardman M.R. (2001) Effects of road pricing systems on acceptability. EAST'01 Conference, Hanoi, Vietnam.
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- May A.D., Macgill S.M., and Groves J. (2002) KonSULT: An international knowledgebase on sustainable urban land use and transport. *Transportation Research Board Conference*, Washington.
- May A.D., Liu R., Shepherd S.P. and Sumalee A. (2002) The impact of cordon design on the performance of road pricing schemes. *Transport Policy* 9.
- P.M. Timms, A.D. May, S.P. Shepherd (2002). The sensitivity of optimal transport strategies to specification of objectives. *Transportation Research A* 36 pp 383-401.
- May A.D., Matthews B. and Jarvi-Nykanen T. (2003) Decision making requirements for the formulation of sustainable urban land use - transport strategies. *Proc. 9th World Conference on Transport Research*, Seoul.
- Hills P.J., Liu R., May A.D., Schmoecker J., Shepherd S.P. (2003) Characterising congestion in Urban road networks. *Proc. 9th World Conference on Transport Research*, Seoul.
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- May A D (2004) Singapore: the development of a world class transport system. *Transport Reviews* 24(1)
- May A D (2004) Transport and land use instruments for a better environment. In *Urban transport and the environment: issues and policy options* (eds: Nakamura and Hayashi) Oxford, Elsevier.
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