

Celebrating Richard Allsop

2 May 1940 -
19 January 2024

Preface

Richard Allsop was renowned internationally for his commitment to safe and effective transport systems. He brought his acute mathematical skills, and his clarity of thought and expression to his work as a university professor on a wide range of topics in transport studies. His immense influence extended beyond academia with substantial contributions on road safety with national and international organisations. Richard was known widely for his personal commitment to his work, to his colleagues and to the benefits that they could achieve collectively.

Richard is remembered with great respect and fondness by those who met him for his kind wisdom and thoughtfully expressed expertise. This is reflected in the present collection of tributes and memories of Richard, contributed by some of those who knew him.



Benjamin Heydecker
Emeritus Professor of Transport Studies
UCL

Printed by:

Printed Easy, 1 Meredews, Works Road, Letchworth Garden City, Hertfordshire SG6 1WH

Published by:

Landor LINKS Ltd, Apollo House, 359 Kennington Lane, London SE11 5QY



Richard E Allsop

OBE MA DSc

FREng FICE FCILT FCIHT FRSS

2 May 1940 - 19 January 2024

Derby

Cambridge

Karlsruhe

Newcastle upon Tyne

London

Alnwick

‘A deep personal commitment’

Richard Allsop pursued his career in transport studies with deep personal commitment to the wellbeing of people. His immense influence extended beyond academia with substantial contributions on road safety through his activities with national and international organisations. Richard is remembered with great respect and fondness by those who met him for his kind wisdom and thoughtfully expressed expertise.

Following graduation in mathematics from Cambridge, Richard worked as Scientific Officer at the Road Research Laboratory, where he first worked on road safety. He then joined the recently formed Research Group in Traffic Studies at UCL as Research Fellow to study for a doctorate. In his subsequent appointment as Lecturer in Transport Studies at UCL, Richard worked on a broad range of topics in transport. This led to his recruitment as the founding Director of the Transport Operations Research Group (TORG) at the University of Newcastle upon Tyne.

Richard’s final career move was to return to UCL as Professor of Transport Studies, where he was Director of what became the Centre for Transport Studies. He continued working there, eventually as Emeritus Professor, refusing steadfastly to allow any reference to retirement. Amongst the many ways in which Richard was recognised for the strength and value of his academic contributions, he was awarded the higher doctorate DSc at UCL and elected Fellow of UCL.

The importance and value of Richard’s public service and professional activities was recognised in many prestigious awards and fellowships. Amongst these, he was elected Fellow of the Royal Academy of Engineering, awarded OBE for services to traffic management and road safety, received the Highways and Transportation Award for Professional Distinction, given the Prince Michael Road Safety Award for his review of evidence on the effectiveness of speed cameras, and the Kometani-Sasaki Award for his contributions to the ISTTT.

He was elected Fellow of several professional institutions in the UK: the Institution of Civil Engineers, the Chartered Institute of Logistics and Transport, the Institution of Highways and Transportation, and the Royal Statistical Society.

Richard chose the title “Transport Studies and the Quality of Life” for his inaugural lecture as professor at UCL, in which he summarised his intentions. He explored the benefits to the community of an effective and efficient transport system in providing for personal mobility as well as the delivery of goods and services.

Alongside this, he emphasised the importance of remedying any, possibly severe, detrimental effects for particular individuals and groups, recognising the potential difficulty of this. Throughout his work, he considered how the likely responses of people could affect the balance between benefit and detriment arising from the form and use of transport systems and any changes to them. This broad perspective was reflected in Richard’s aims to make best possible use of existing facilities whilst devising policy and interventions that could achieve well-balanced improvements efficiently and effectively.

Road safety, specifically influences on it and ways in which it could be improved, was a theme that pervaded Richard’s career. In this, he considered both the safety of individuals travelling and that of others in the community. Drawing on his own

research, he influenced policy and practice by presenting rigorously supported conclusions with remarkable clarity. Particularly notable in his early work at the RRL were thorough analyses of the benefits of motorcycle crash helmets and the increase in risk caused by drink-driving, both of which were influential in the formulation of national legislation.

His other analyses of observed data included the effects of changes in public transport pricing on road casualties. He designed and supervised monitoring of urban management experiments to improve the environment in residential areas by reducing traffic there whilst providing for it elsewhere in the network. The conclusions drawn from this are embodied in practical guidance for transport professionals.

Richard's intellectual honesty led him to revisit and improve his analyses in light of emerging evidence, even if this resulted in corrections to his earlier work. On the topic of drink-driving, he drew on accumulated national experience to estimate how a reduction in the legal limit would be likely to affect behaviour and consequent safety. This led him to press a carefully supported case for the safety benefits of strengthening national legislation.

Richard's work extended internationally. He took several appointments that promoted policy on transport safety and scientific research. In the UK, he was Trustee and Director of the Parliamentary Advisory Council for Transport Safety (PACTS), afterwards becoming Special Advisor.

He was a founding member of the board of directors at the European Transport Safety Council (ETSC), where he also led the international Road Safety Performance Index (PIN) comparing performance and progress to identify and promote best national practice. In transport science, he served a long term as convenor of the International Advisory Committee of the International Symposium on Transportation and Traffic Theory (ISTTT) and ensured its continuation as the world-leading forum for research.

Through these and other appointments, Richard influenced academic research as well as policy and practice, and encouraged many transport professionals to achieve similarly high standards in their work.

Following a chance encounter with a senior German colleague, Richard, being fluent in German, founded an annual seminar on technical English. To fit with other academic commitments, these are held during February, when evenings are sufficiently long to accommodate the technical sessions. To limit distractions at those times, the venues are small towns in mountainous regions. The consequent opportunities for the daytime activities that engaged others did not escape Richard's notice: he joined enthusiastically in *langlauf* skiing, dressed correctly in his *gabardine* jacket and tie.

Richard furthered the education of students by designing courses and lecturing in undergraduate and postgraduate programmes, notably in the joint MSc programme with Imperial College London that he co-founded. Students studying for research degrees under his supervision were especially fortunate to be nurtured by his guidance. →

Many students, colleagues and professionals benefitted from his discussions and wise advice, which he invariably framed for each person according to their experience and interests so that they could develop their own strengths. Richard's care for his students and colleagues led to many lifelong friendships, extending even to family members.

Richard Allsop made immense contributions to the quality of life in the community through his work in transport studies that has led to improvements in road safety and welfare. His influence on policy has led to substantial improvements in transport, in provision for those using it and for other members of the public.

His leadership in research and teaching has laid foundations for his colleagues, students, associates as well as other professionals to continue his work. This, then, continues to spread his beneficial influence further.

Very many members of the community have benefited from the improvements that Richard brought about through his work. His personal warmth, and his kind and caring professional approach touched all who met him. While his influence continues, those fortunate to have known him will miss him greatly.

*** This is an extended transcript of a tribute that was delivered at the Service of Thanksgiving for the life of Richard Edward Allsop at St Michael's Church, Alnwick on Thursday 15 February 2024.**



Benjamin Heydecker
Emeritus Professor of Transport Studies
UCL

‘Honouring Richard’s Legacy’

It is with a heavy heart that I reflect on the passing of Professor Richard Allsop, a mentor who significantly influenced both my professional and personal lives. As his last PhD student, I was fortunate to learn about transport, but more importantly, about the values of integrity, empathy and leadership that Richard exemplified.

Richard was a person of remarkable wisdom and discreet strength. His ability to balance rigorous scientific inquiry with deep ethical principles left a lasting impression on me. His meticulous communication and unwavering support, even after I moved to Australia, demonstrated his lifelong dedication to his students.

Our shared birthday, 2nd May, became a special connection between us, symbolising the cyclical nature of life and the passing of wisdom across generations. Although I wish I had more time to learn from him, I will always cherish the conversations and memories we shared.

I am committed to honouring his legacy by dedicating my work to his memory and striving to reflect the authenticity and humanitarianism he so deeply believed in. Beyond the tangible impact of saving lives through his work in Road Safety, Richard’s influence will continue to resonate through the lives he touched.



Silvia Shrubsall
International Advocate for Child Road Safety
Centro de Sistemas Urbanos e Regionais (CESUR), Lisboa

‘Family tribute to Richard Allsop’

Delivered at the Service of Thanksgiving for the life of Richard Edward Allsop at St Michael’s Church, Alnwick on Thursday 15 February 2024.

I was born on Richard’s twentieth birthday - so straight away there was a very special bond between me and Richard.

My father Tony Eggleston - his first cousin, immediately asked Richard to be my godfather as he knew how thoroughly and conscientiously he would fulfil his duties and I believe that he hoped that some of Richard’s mathematical brilliance would rub off on me – alas to no avail.

However as expected, Richard proved to be the most excellent godfather.

I was blessed with the very best start in life and every year on Richard’s birthday and thus my birthday a thoughtful gift would arrive, often a book inscribed in his very distinctive neat black ink handwriting. I still have many of these books and after enjoying them myself I have enjoyed reading them with children and now grandchildren. Amahl and the Night Visitors was a particular favourite.

When Richard travelled overseas for his work, he always brought me back a small but beautiful gift - a dish decorated with iridescent blue butterfly wings or a piece of petrified stone from the Grand Canyon. Again, I have kept many of these treasures all my life and they always signified the wide beautiful world beyond our shores.

Because of his deep Christian faith, Richard took the religious side of his godfathering especially seriously. I remember when he took me for a long walk when I was about ten years old to test how well I was learning at Sunday School and to see if I was ready for confirmation. I don’t think I can have met his high expectations at that point as I was not confirmed for another five years.

Our family was so delighted in 1990 when we had the joy of attending Richard’s wedding to Frances. We were so happy that these two fine people had found each other and we are so happy that they have celebrated thirty three years of marriage.

Richard was a devoted family man. In addition to his devotion to his wife Frances and his excellent godfathering, he was the keeper of both the Allsop and the Tacey family archive and chronicles. The precious recollections he has documented from the extraordinary Tacey siblings – his mother Grace, my Grandmother Janet and their brother Les and sister Jess will mean so much to so many here today. They lost their parents to the Spanish flu of 1918 when they were still children.

Many of you here today will be aware of his assiduous family communications. He paid special attention to the younger generations and would regularly gather us all together at generously hosted events as well as coming to all our family celebrations and commemorations.

I will leave the celebration of Richard’s professional achievements to others. Suffice it to say whenever I drive along a stretch of cement motorway I recall his criticism of cement as a road surface.

Whenever I hear anyone speak about the country of Chile I think of Richard travelling out to Santiago to advise the Government on road safety.

Whenever I see traffic that is still moving slowly long after an accident has been cleared, I think of his work on traffic memory and the complicated maths involved. And we know that in this country and around the world his work on seatbelts and on traffic cameras has saved countless lives.

It is hard to believe that Richard is no longer with us. His work is all around us saving lives. His spirit and his presence are with us still and I know that his and Frances' strong Christian faith means that they both know that they will never be parted.



Harriett Baldwin

‘Devoted service to so many’

Although coming to Civil Engineering from very different backgrounds in engineering and science, Richard and I have enjoyed closely synchronised and remarkably parallel professional career paths. We both arrived at UCL as Research Fellows in the autumn of 1967. Richard, attracted to UCL by his former colleague Professor Ruben Smeed (who had himself been brought to UCL from the Road Research Laboratory by Henry Chilver) from his post at the RRL, and me from the NZ MoW having recently completed my PhD at the University of Canterbury the year before.

The common factor was the influence of Henry Chilver (later Lord Chilver of Cranfield) who as Head of UCL’s Civil Department was strongly committed to the development of a major transport contribution within the UCL activities, along with the strengthening of the structural engineering group. With the Transport Studies Group at the time based at Flaxman Terrace, our paths seldom crossed for the first three years, but upon us both being appointed to newly created lectureships in 1970 we found ourselves sharing a course for new lecturers at ULU, run by the University of London. This gave us a chance to learn more about what we were each doing and to forge a friendship that was to endure for the next 54 years.

From 1970 Richard played a vital part in developing the scope and quality of transport research and teaching at UCL and as a mark of his personal distinction was at an early stage offered the post of Director, Transport Operations Research Group, University of Newcastle upon Tyne.

After this three-year break at Newcastle, and following the retirement of Ruben Smeed, Richard was enticed back to UCL to take on the post of Professor of Transport Studies and Director of UCL’s Transport Studies Group. It was about this time that the intercollegiate relationship with Imperial started to ramp up, and in considerable part it was due to Richard’s reputation and energies that this London Centre for Transport Studies became an internationally recognised focus of transport research and education. Apart from all the demands of these capacities, Richard also took on considerable administrative responsibilities within the wider UCL context.

A two-year stint as Dean of the Engineering Faculty in the mid 80’s was followed by a very long period chairing UCL’s committee responsible for the unenviable job of distributing funds across the diverse range of departments within the college. Certainly not an easy task and one in which Richard and I had to closely collaborate to ensure that Civil Engineering, whose financial state was dire in the early 90’s, could be restored to some sort of health.

Another project for which Richard and I enjoyed a close working relationship was the integration of the Transport Group within the Chadwick Building. I think all of us based within the Chadwick Building felt a loss in not being able to share closer working relationships with our transport colleagues. It had been a long-standing objective of mine to carry out the reconstruction of the Chadwick building to make better use of the building’s volume and of course in the process allow the physical integration of the Transport Group within the Department.

This was all achieved around the start of the new millennium, prior to the government providing extra capital funds for such modernisation programmes, and only became possible when the Provost at the time, Derek Roberts, accepted the

argument that the savings from the release of the rental burden for the Flaxman Terrace property would cover the costs of financing the Chadwick redevelopment. The integration has I believe been a considerable success.

A final collaboration came at the start of the planning for the UK's high-speed rail network. Richard wrote a very perceptive letter, published in the NCE, recommending that the industry pause and with a clean slate carry out a calm reassessment of the holistic needs of the UK transport system. I had been involved with local groups opposed to the choice of a London terminus at Euston – partly because it seemed daft to link a potential UK HS network to that already fairly well developed throughout Europe that would require non-London based passengers to alight and walk down the joys of the Euston Road to complete an international journey.

A meeting at UCL was hosted by the two of us at which it was decided to seek much wider support for a letter to be sent to the then Prime Minister, urging a Government review along the lines of Richard's letter, questioning whether the planned development was the most appropriate.

We managed to garner considerable professional support and a widely supported letter was sent, as it turned out to not just one but eventually two Prime Ministers and with a couple of Chancellors of the Exchequer thrown-in – it was a turbulent time in the Tory Government. A weekend workshop was later organised at York to try to press home the advice. But, alas, Government were not in listening mode and we are all now reaping the results!

It has been gratifying to observe the respect that Richard has received from his peers throughout his life of greatly respected research, policy advice and devoted service to so many. His election to the Fellowship of Engineering in 1996, his receipt of the OBE in 1997 and his Fellowship of UCL in 2000 are but the public face of what has been a widespread reliance by so many on his always very considered, thoughtful and invariably reliable advice.

Having enjoyed such long and productive careers together it seemed appropriate that after retiring at around the same time we should end up sharing the emeritus professors' room within the Department. On the occasions our working visits happened to coincide, it was always a great joy and in a way appropriate to find ourselves actually working together in the same room – keeping up to date with tales of research, professional frustrations and all that was happening in our wider lives. Sadly, these increasingly infrequent meetings are now being greatly missed.



Jim Croll
Emeritus Professor of Civil Engineering
UCL

‘A giant of road safety policy’

We were deeply saddened that our dear friend and colleague Professor Richard Allsop passed away in January after a short illness. Richard was a giant of road safety policy: one of the pioneers in the field of research on the effects of alcohol on driving, an advisor to the British government and a key figure in both the UK’s Parliamentary Advisory Council for Transport Safety (PACTS) and ETSC. He was a friend, confidante and mentor to us, and many in the British and European road safety community.

As a board member, chair and later advisor to our PIN programme, we will remember Richard for his curiosity, keen intellect and incredible eye for detail, but also his kindness, utter dedication and generosity. Richard made an invaluable contribution to every PIN report published by ETSC until the end of last year. He was such a pillar of ETSC for so long that it is hard to believe he is no longer with us.

He was born in 1940 and educated at Bemrose School Derby and Queens’ College Cambridge where he studied Mathematics. There he worked with the UN Association, the Refugees Action Group and War on Want.

From 1973 to 1976 he was Director of The Transport Operations Research Group at Newcastle University before becoming Director of the Centre for Transport Studies at University College London, a post he held for some 20 years. He led the University Transport Studies Group and developed strong links between the group and the UK Department for Transport. He became a Director of the UK Parliamentary Advisory Council for Transport Safety (PACTS), ETSC’s UK member, in 1995 until 2015.

Throughout his career, he built a formidable reputation in the transport safety field through timely and meticulous research in areas such as drink-driving, seatbelts, signal-controlled junctions, risk and choice on roads, the safe system and the impact of the economic recession on traffic deaths. He was a committed researcher, that wanted to see research leading to policy change, not sitting on the shelf. As an academic he was highly regarded: “outstanding” was the view held by many. He became a powerful influence on policy development and the understanding of road safety.

But, beyond his many achievements, recognised by an OBE and his Emeritus Professorship, he possessed many personal qualities which made him much more influential than a dry account of his academic and policy work might suggest. He was always ready to help newcomers and the inexperienced with his kindness and wise counsel, going way beyond the normal courtesies. He may be summed up as an outstanding example of that rare commodity: a true gentleman.

It is no exaggeration to say that many people today owe their lives to Richard’s quiet persistence and rigorous determination in the cause of road safety.



Antonio Avenoso
Executive Director
European Transport Safety Council

‘One of the cornerstones’

My acquaintance with Richard goes back to the late 1960s when we were both PhD students at the Traffic Studies group at UCL, conducting our studies under the supervision of Reuben Smeed. Although our study topics were different, we interacted quite frequently during the daily tea breaks which were sacred. Richard was the one who taught me the delicate science of preparing a proper cup of tea. This was carried out on a rota and I had to be introduced to this ‘science’.

Upon my return to Israel, where I joined the Technion staff and specialized in road safety, our paths somewhat diverged, but rejoined when I returned to UCL for a sabbatical in 1986. At that time a habit had been formed to hold annual ‘winter-seminars’ jointly with the Karlsruhe Institute of Technology under the leadership of Professors Leutzbach and Richard.

The arrangement was to combine leisure during the day with joint English-German discussions on transportation issues in the afternoons and evenings. I participated in two of these events, held in St. Johan am Pongau in Austria, where I learnt to ski and Richard practiced langlauf.

During all this time I followed Richard’s close activities in the field of road safety, where he made some major contributions.

Our next interaction came in 1997, when I invited him to the 4th International conference on safety and the environment in the 21st century. Richard gave a guest-lecture on the topic of “British experience with a National casualty reduction target”.

After the conference, which Richard attended with his wife Frances, I had arranged a quite adventurous 3-day tour of the Negev desert in a land rover Jeep. Our guide took us on a walking trip in a mostly dry small canyon, which had however small pools of water which we had to wade through and some metal ladder sections we had to climb. Richard, properly outfitted in his gabardine jacket took it all in his stride but it made a life-long impression on him, which he mentioned several times in subsequent meetings.

Finally, we met many times during the ETSC annual PIN conferences, of which he was one of the cornerstones and had many interesting conversations. During the years 2000, these included serious discussions on the Swedish Vision Zero, which later became the safe system approach. Richard was strongly opposed to the term Vision Zero, but I believe this was more a semantic issue than an opposition to the concept.

Richard has been a close friend through all these years and he will be sorely missed.



Shalom Hakkert
Associate Professor, Transport and Geo-Information Engineering
Technion - Israel Institute of Technology

‘An esteemed and respected figure’

SC Wong

I am honoured to celebrate the life and achievements of Professor Richard Allsop, a distinguished scholar at University College London and an esteemed and respected figure in the global transportation community.

Throughout his eminent career, Richard’s research, teaching, and advisory work encompassed a wide range of topics, such as road safety, traffic management, and numerous aspects of transport policy and planning. He made groundbreaking contributions to transportation research, particularly through the innovative development of a mathematical programming approach to traffic signal control.

Furthermore, Richard was a steadfast advocate for evidence-based road safety and policy, consistently emphasizing the importance of rigorous research and data-driven decisions.

Richard was a beacon of inspiration for countless individuals throughout his extensive and productive career. Many of his former students have become esteemed scholars and practitioners, making their marks worldwide. I am immensely proud to count myself among his PhD students.

During my academic journey, I had the great fortune of experiencing Richard’s generous and selfless mentorship firsthand. His wisdom, guidance, and unwavering support were instrumental in shaping my academic growth and personal journey. Richard was not merely an academic supervisor to me; he was a mentor and a cherished friend.

I would like to take a moment to share a few anecdotes that exemplify how Richard’s generous and continuous support has been a guiding light in my life over the past four decades.

I first met Richard when he visited the University of Hong Kong in 1988. At the time, I was nearing the completion of my master’s degree in structural engineering, yet I found my interests gravitating toward transportation.

At a critical crossroads in my academic journey, I sought Richard’s advice. I recall feeling incredibly nervous, having only known Richard by reputation as a distinguished professor in the transportation field. Gathering my courage, I knocked on Richard’s door.

To my surprise, Richard welcomed me warmly. After listening attentively to my dilemma, he offered encouragement and advice on transitioning into the field I felt passionate about. I remember how kind and considerate Richard was during our conversation, a renowned professor taking the time to guide a stranger he had just met. This memorable meeting strengthened my determination to shift my research focus from structural to transportation engineering and played an important role in shaping my academic trajectory and personal journey.

In 1989, I was fortunate enough to receive a scholarship to pursue a PhD in transport studies abroad. Without hesitation, I approached Richard, who graciously accepted me as his PhD student at University College London. At the outset, Richard presented me with two potential research topics: traffic signal control and traffic safety. He was open-minded while offering

guidance and advice. Ultimately, I chose traffic signal control, as it aligned more closely with my quantitative background. I recall that Ben was also instrumental in assisting me with this decision.

However, after only a year into my studies, I received devastating news: my mother had been diagnosed with cancer. I made the difficult decision to return to Hong Kong to care for her during this challenging time.

Consequently, I discussed with Richard my intention to abandon my studies, a decision that felt like surrendering my dream. Upon learning of my predicament, Richard expressed his sincere sympathy and suggested that I apply for a suspension of my studies rather than terminating them entirely. This would allow me the opportunity to complete my degree at a later date.

Richard was incredibly supportive, assisting me with the application process despite the considerable paperwork involved and complications on his end, given the uncertainty surrounding when I might resume my studies. However, he never put pressure on me and consistently offered his encouragement to ease my worries. He even reached out to a former student in Hong Kong to see how he could assist me upon my return. Richard always prioritized his students, extending his support beyond academic matters.

In 1991, I was fortunate to receive an offer for an assistant lectureship at the University of Hong Kong.

This opportunity allowed me to resume my PhD studies on a part-time basis and enabled me to visit the UK to conduct my research full-time during the summers. Supervising a student like me, who had taken an extended break and was now studying remotely, was undoubtedly a challenging task. Yet Richard never wavered in his commitment to my academic progress.

In those days, our communication was limited to emails and postal mail, unlike the ease of video conferencing platforms like Zoom available today. Despite these communication hurdles and his demanding schedule, Richard was always prompt in responding to my inquiries, providing support as if he were right beside me.

As I neared the end of my studies, like many students, I drafted several papers based on my research. Richard kindly assisted me in refining these manuscripts. However, when I invited him to serve as a co-author for these papers, he declined. I became anxious, fearing that the quality of my work might be subpar and that Richard did not want to associate his name with these papers.

When I discussed my concerns with Richard, he reassured me that his decision was not based on the quality of my work. Instead, he explained that these papers were fundamentally my work and that having papers with single authorship would be beneficial for my future academic development and career progression.

His foresight proved accurate when I applied for a promotion to a lectureship at my university, as those single-authored papers greatly contributed to my advancement. Richard consistently prioritized the well-being of his students, focusing not only on their immediate academic progress but also on their long-term futures. →

It was nearly 20 years after my graduation that I eventually had a chance to co-author a paper with Richard. Following my PhD studies, I delved into traffic safety research; however, I did not have the opportunity to collaborate with Richard until later. In 2000, Richard emailed me after reading one of my papers on road safety targets, pointing out a flaw in my statistical analysis. He also suggested an improved method to eliminate sample selection bias. Consequently, we decided to reevaluate the statistical analysis together.

This project presented an incredible opportunity for collaboration across three generations of academics: Richard, myself, and my PhD student, Tony, who is now an Associate Professor at Hong Kong Polytechnic University. Together, we addressed the issue based on Richard's insights. After completing our analysis, I sent a draft of the paper to Richard for his review. To my surprise, he essentially rewrote the entire manuscript. Remarkably, this was the only paper in my academic career to be accepted for publication in a top-tier journal without any revisions.

Richard's exceptional knowledge and academic rigor left a lasting impression on me, and I learned a great deal from our collaboration.

His influence continues to impact my research work to this day. This joint publication with Richard was not only a unique and memorable experience but also yielded fruitful results. I deeply treasure our collaboration.

In addition to academia, Richard provided invaluable guidance on community service. In 2003, I was appointed by the Chief Executive of the HKSAR Government as one of three panel members on the Tuen Mun Traffic Incident Independent Expert Panel.

This panel was tasked with investigating an incident in which a double-decker bus had plunged off a bridge in Hong Kong, resulting in 21 fatalities and 20 injuries. At that time, I was inexperienced in such panel work. However, I was able to visit Richard in London while attending a conference and consulted him about this new challenge, a first for me as a young academic.

During our meeting, Richard shared his views on the incident and coached me on the roles of academics in community service. His advice and guidance have proven exceptionally helpful in my subsequent participation in various government and professional committees. His teachings continue to serve as a guiding principle in my community service endeavors.

Richard never hesitated to share his knowledge and experience with younger academics, guiding us on how we can contribute to government policy to improve society.

Richard provided unwavering and invaluable support to colleagues in Hong Kong over the past few decades.

His impact on the Hong Kong community has been immeasurable. Richard actively participated in local activities through the Hong Kong Society for Transportation Studies, various universities, and other channels. He shared his knowledge and

offered guidance in roles such as delivering keynote speeches, conducting lectures and seminars, and serving on conference advisory committees and journal editorships.

Richard is fondly remembered by his Hong Kong colleagues for his clear and engaging presentations. He had a talent for providing concise and timely feedback on the work of both experienced and emerging researchers. His vast intellect and approachable demeanor made him an accessible scholar with whom to discuss contentious public policy issues. Richard's kindness, modesty, and respect for others were evident to all who interacted with him, endearing him to everyone he encountered.

These anecdotes are just a few among countless examples illustrating Richard's deep concern for his students and his selfless support of colleagues and friends. Richard never hesitated to share his invaluable advice, guiding and encouraging students and disseminating his remarkable knowledge and enlightening perspectives to inspire those around him. He was always ready to lend a helping hand whenever it was needed. Richard's scholarly contributions, enduring legacy, and unwavering dedication and commitment to improving the transportation community for the betterment of society will forever be remembered.



Professor SC Wong
Chair of Transportation Engineering
The University of Hong Kong

‘Always positive comments’

Richard was my main mentor at University College London (UCL), and we shared many rich experiences there over a period of nearly thirty years. He was one of the three academics on my interview panel in November 1977, and I joined UCL as a Lecturer in Transport Policy in the Bartlett School of Architecture and Planning in April 1978 – he had only recently been appointed as Professor of Transport Studies in 1976.

In those early days he was always supportive and a source of good advice – trying to widen the scope of transport studies by bringing issues relating to land use, planning and policy into research. Shortly afterwards, I was privileged to help him develop some of his ideas that went into his inaugural lecture¹.

His focus was not just on what can be done, but also to understand how people might respond to change, and how in turn this affects their quality of life. This theme seems to epitomise Richard’s approach to research – one based on sound analysis together with an understanding of the implications on both users and non-users of the transport system.

My second reflection is Richard’s loyalty and commitment to helping others. My father, Michael, set up *Transport Reviews* in 1981, and both Richard and I were founding members of the editorial board. Michael was the editor for 20 years, and I took over in 2001 and continued in that role for a further twenty years, before passing the baton on to the next generation.

Richard and I were the only original editorial board members still engaged with the Journal over this forty-year period. Richard was always actively involved, finding time to review papers and to help direct editorial policy.

Even with the weakest papers, he always found positive comments to make, so that published papers were of a better quality and rejected papers were given hope. The Journal is now one of the best transport journals with a consistently high impact factor.

Richard was a key contributor to that success, and he ‘retired’ from the editorial board in December 2020. We had planned on having a lunch together in London to celebrate, but that never happened as the pandemic intervened.

Richard represented all that is good about academic comradeship, working closely as a colleague and friend, always being honest and encouraging in his advice, and listening to your concerns whether large or small.

Over our time at UCL and more recently, I know that his knowledge, experience and clarity of thought has had a really positive effect on me, and that he has played an influential part of my own career, and those of many others as well. Thank you, Richard.



David Banister
Emeritus Professor of Transport Studies
University of Oxford

‘Mentor and loyal friend’

It is a pleasure for me to contribute to the memento honouring the life of Richard Allsop. I have great memories of Richard over the years, going all the way back to 1968 when I started as a research student at UCL.

I benefitted very much from Richard in his role as a mentor, and later as professor and director of Transport Studies at UCL and as a loyal friend. He was always willing to provide help and offer sound advice based on his expertise and experience, and I learned a great deal from him in both research and teaching. I admired his passion for excellence in everything he did.

I was fortunate to observe early on what exceptional analytical skills Richard had, and how he applied his skills to produce top quality research in a wide range of technical areas. I saw also how effectively he was able to communicate his research work in writing and in presentations, and how carefully he prepared and delivered his lectures when teaching a course.

In his position as a director, he continued to use his analytical skills to think through different strategies before making important decisions. I remember him taking on a lot of responsibilities with the same conscientious level of commitment.

Richard's thorough and careful attention to planning was very much evident in recreational activities as well as his professional work. In our younger years, I enjoyed going on hiking trips with him, and I recall how he would diligently check for landmarks and terrain features against an official ordnance survey map to make sure we were following the correct path (no GPS in those days!).

His professional work and many outside commitments kept him very busy and involved a lot of travel. In spite of being so active, he maintained regular contact with me throughout his life. It was a pleasure in later years to enjoy getting together with Richard and his wife Frances on various visits they made as part of their travels. I was always impressed by their enthusiasm and openness to new experiences.

As a clear thinker, Richard was someone who had much insight and was able to share his ideas in a helpful and practical way. The high standards he set for himself had a big impact on those who had the opportunity to learn from him or work with him.

It was a privilege to have known Richard. He was a real inspiration to me and many others.



Dennis Blumenfeld
Adjunct Assistant Professor
University of Michigan

‘A generous man with a fine sense of humour’

It was September 1968 that Richard and I first met, to share an office in Flaxman Terrace, then home of the recently formed Transport Studies Group under Reuben Smeed. One weekend Richard invited me to lunch at his home in Bracknell and afterwards we went for a walk through Caesar’s Wood near Crowthorne. Because of his lifelong breathing difficulty he could not run to catch a bus, but he could walk for hours. He was a generous man and, when my fiancée Julie and I wanted to go round the country to meet lots of relatives, he kindly offered us the use of his car.

In Newcastle upon Tyne, where we were colleagues at the Transport Operations Research Group (TORG), Richard liked to have play readings. This led to the last play before he left for London in June 1976 with *A Midsummer’s Night’s Dream* in the perfect setting of his back garden. During this period he was developing his cursive style of handwriting, which over time became smaller and smaller almost to the point of illegibility.

He was the only person I know who could write a whole paragraph using only one sentence. In the desk drawer of his office on the 7th floor of Claremont Tower he kept a Mars bar, in case he fancied a mid-afternoon energy boost, but I never saw him eat it or, who knows, ever replace it.

When he caught the train to Euston he sat, whenever possible, with his back to the engine, “so as to reduce the chance of injury in the event of a collision”. He favoured keeping papers together using a punched hole and a treasury tag because, he explained, he had lost too many important documents caught under a paper clip and so no longer used them.

Richard would plan trips around the country calling in on as many friends as he could. He must have had a very large, well organised, address book, as I know of no-one else who kept in touch so well as he did. With his fine sense of humour he was good company and we often find ourselves mentioning him. It was a pleasure to have known him.



Roger Chapman
PhD Graduate of the CTS

‘A committed public intellectual’

Richard Allsop’s studies for PhD came at a time when digital computers were becoming increasingly available to be programmed for user applications. His mathematical analysis of signal-controlled road junctions in his thesis overcame the simplifications and restrictions that had applied previously. He was then able to write his own computer programs (Allsop, 1971; 1972) to optimise capacity and delay at road junctions.

In his programmes, Allsop took care to express the data inputs and the results produced in terminology that was commonly used by practicing engineers, so bridging between his mathematics and practical engineering. This combination of incisive analysis and thoughtful programming laid the foundations for many further developments of this kind since then (Allsop, 1992).

The flows in road networks are regarded as fixed in the design of most traffic control strategies. However, Wardrop (1952) described two principles of route choice that could cause signal timings to affect flows.

These are the equilibrium principle that each traveller uses their own quickest route, and the system optimal principle that the routes used minimise total travel time in the network. Allsop (1974) pointed out the importance of allowing for this effect on route choice when designing signal control strategies. He was the first to specify a network model that included the interactions between traffic signal timings and route choice.

Following this, Dickson (1981) showed that importance of proper respect for route choice when calculating signal timings. There have been many subsequent contributions to this topic that has become known as equilibrium network design: Allsop’s 1974 paper is central among the seeds of this work.

Richard Allsop’s work on these two interrelated topics underpinned my own on distributed signal-control strategies that, along with the resulting route choice, maximise capacity. His personal encouragement for my research fostered my interest and continuing enthusiasm for this work.



Mike Smith
Professor Emeritus
University of York

Dickson, TJ, 1981. A note on traffic assignment and signal timings in a signal-controlled road network. *Transportation Research* 15(B) 267–71

Wardrop, JG, 1952. Some theoretical aspects of road traffic research. *Proceedings of the Institution of Civil Engineers*, 1(2) 325-62

‘The Englischseminar’

If one were to survey those who have been doctoral students in transport studies at German-speaking universities over the past few decades, it is likely that many more would know of Richard Allsop than one might expect from ordinary academic networking. This is because for nearly 50 years, there has been an annual event that Richard helped to establish and long supported: The Englischseminar.

In the 1970s, Richard spent some months at the Institute for Transport Studies at the University of Karlsruhe, building both an academic and personal relationship with his colleague there, Wilhelm Leutzbach. At that time, the globalization of science was still in its infancy, and for many German doctoral students, the English language was a significant barrier to accessing international literature. It is hard to imagine today, but back then, many could not even read an English text aloud.

Thus, the idea was born that the Karlsruhe Institute would spend a week in retreat, learning technical English in transport with Richard. To make the event even more appealing, a ski resort was chosen as the location, and this set the stage for the next 50 years: skiing and hiking during the day, with four hours of English lessons in the evening. The first of these seminars took place in 1978 in Sölden, Austria, organised by doctoral students Peter Mott and Hans Hubschneider.

The seminar program quickly stabilized, initially focusing on translating technical texts between English and German, collecting vocabulary, and a ritual element that persists to this day: the five-minute unaided short presentation in the respective foreign language. Richard insisted that the professors also present, and he himself never missed the chance to deliver his five minutes in German.

Richard’s sensitivity to language was phenomenal, in both English and German. No discussion about the minimal differences in meaning of words was too long for him, nor any query about grammar or style too far-fetched.

For those seminar participants with a passion for language, his insights led to the emphatic realization that one can indeed say exactly what one means, and should do so. In the early seminars, discussions were choppy due to the students’ limited language skills, but today even a de-bate format has been introduced as a training form.

Richard knew how to give pointers for improvement to doctoral students – and professors – at any language level, always kindly, politely, and precisely. And anyone who has seen Richard illuminate the secrets of English comma placement with twinkling eyes will never forget it.

By the mid-90s, the Karlsruhe Institute had become relatively small and although some participants came from England to increase the number of native speakers, the seminar group had also diminished in size.

The then institute director, Dirk Zumkeller, therefore invited a colleague’s institute from the University of Natural Resources and Life Sciences in Vienna to participate in the seminar. Once the door was opened for non-Karlsruhe attendees, other colleagues who had participated as doctoral students and were now professors themselves, such as Fritz Busch, Kay Axhausen, and Martin Fellendorf, expressed interest.

Over time, the group grew larger and today includes seven chairs, with 30-40 participants. Some time after entering retirement in the mid-2000s, Richard handed over the leadership of the Englischseminar to Mike Bell, who in turn passed it on to Jillian Anable in 2014. Whenever possible, Richard and his wife Frances attended later seminars for an extended weekend, and in 2013 he stepped in again as leader, a sign of how much the Englischseminar family meant to him.


Richard was the quintessential Briton to us. I do not know how well that can be conveyed to Britons, but we have certain ideas about how an educated British person behaves and communicates, and Richard interacted with these ideas by both conforming to and shaping them. We learned firsthand what we in Germany call British humour when Richard could make an intelligent, witty remark on any topic, no matter how serious. And who but a Briton would think of appearing for cross-country skiing in a tie?

As British as Richard was, he was also very much a European. During the time around Brexit, we discussed this extensively at the Englischseminar, and it was clear how painful it was for Richard to see his country distancing itself from Europe and to witness false claims being believed by the majority.

I particularly remember asking Richard about the relationship between the UK and France. I meant recent developments around the EU, but Richard's answer started in the 11th century, because he liked to thoroughly understand and explain matters. I believe Richard was the best ambassador for Britain that any country could wish for.

Richard Allsop became a role model for countless doctoral students through his involvement in our Englischseminar, teaching us how to combine authority with humour, how to be clear yet friendly, and how to be both supremely sovereign and accessible. We will always remember him.



 **Peter Vortisch**
Director, Institut für Verkehrswesen
Karlsruher Institut für Technologie

‘Clarity, accuracy and sense of context’

I am fortunate to have had Professor Richard Allsop as my PhD supervisor at the Centre for Transport Studies, UCL.

Richard was a mathematician. His clarity, accuracy and sense of the context in our exchanges always impressed me. I was amazed when I saw his comments about my PhD thesis, so detailed into the sub-subscripts and illustrated the subtleties in the ordering of equations and formulas which I as the author was not aware of.

His quest for clarity and accuracy was also shown in our routine conversations, clear, with little room for misunderstanding and down to the point. This rigour I learned from Richard has accompanied me till this day and benefit me greatly in my later work and research.

I was trained in highly mathematical and physical disciplines and thought transport studies was simply another one when I first came to it. It is not! It did not take long for me to see that it impacts directly to people, society and the environment, a fact that I did not recognize strongly from what I had learned in electronics and computing.

I became attracted to this discipline. With my request, Richard kindly and considerately arranged for me to audit the MSc courses jointly run by UCL and Imperial College London.

Transport infrastructure defines the city, shapes the planet and makes the society function. It serves directly every human being of his intrinsic nature for movement as well as the need for movement. At CTS, I started my transformation from seeing the world as a mechanical existence towards a world of tremendous sophistication, multiplicity, diversity, path dependence, unpredictability and desire and longings.

In my last conversation with Richard, not long before his decease, we talked about the book I edited lately on autonomous vehicles and cities with contributions from several CTS colleagues. I said that that work had prompted my strong interest in trying to understand the relationship between transport and community development and I felt that the current transport provision isolates people and pushes people away from each other.

Richard was happy where I have got and told me that he was a regular church goer. Yes! Transport and mathematics and churches, movement and human nature and communities, these are related! I have come to agreement with Murray Bookchin, the pioneer in social ecology that “nearly all our present ecological problems arise from deep-seated social problems” and that “our present ecological problems cannot be clearly understood, much less resolved, without resolutely dealing with problems within society.” Transport has a huge role to play. I wish Richard could still talk to me in the *paradiso*.



Xu Zhang
Transport Planning Consultant and Modeller
Xu Zhang Consultancy Ltd

‘Intently absorbing everything’

I began my transport career at UCL and was fortunate enough to have Richard as the PI on my first project. And despite being his colleague there for almost 15 years it is my first memory of Richard is one of my favourites.

At my job interview Richard sat in the middle of the panel of three. He looked, in my Kiwi eyes, like the epitome of an English gentleman. But that impression was about to change. About 30 minutes into the interview I became aware that this man in the middle, this English gentleman had turned into a sleeping beauty.

He appeared to have fallen asleep. His head was down and I couldn't see his eyes but as I laboured through a question I became increasingly convinced that he had fallen asleep. He was simply not moving. After nearly five minutes of Richard's silent slumber I was becoming annoyed and resolved myself, interview or not, to say something. And just as I opened my mouth to do so, Richard raised his head and with fully open sparkling eyes and not a trace of sleepiness about him he asked me a question of such relevance to my current answer and ties back to my previous ones that there was no question that he had been intently absorbing everything.

It was a pleasure to have worked alongside Richard. He was, as everyone who knew him instantly ascertained, incredibly smart. But what struck me about Richard as I got to know him was that he was equally generous with that knowledge, offering time and thought to projects, far beyond what he needed to.

Richard was a giant of transport research. I regularly see his work cited in evidence gathered for policy in New Zealand. It always gives me a warmth and pride to see his work continue to be so valued internationally as it will continue to be for years to come.



Roselle Thoreau
Manager, Insights, Data & Evaluation
Ministry of Transport, New Zealand

‘Calm support’

In the early 1970s I was very fortunate to do a PhD at the Centre for Transport Studies at a time when Richard was working there. I particularly remember the calm support that Richard provided as a tutor during that time. He had a sharp mind and was always available and helpful when I needed advice.

I was able to repay this in some small part when helping to dispose of furniture that Richard didn't want when he moved to Newcastle - he reminded me of this in an email only last year!

Richard will be sorely missed by those who knew him.



David Branston
PhD Graduate of the CTS

‘A rigorous approach to research’

I first met Richard Allsop in the 1970s when he was Director of the Transport Operations Research Group (TORG) at the University of Newcastle-upon-Tyne, and I was a researcher at the University of Leeds. There were several meetings between the staff working on the Science Research Council (as it then was) funded transport programmes at the two universities that we were involved in. We also met at UTSG Conferences when we always had useful and interesting catch-up conversations.

I left the University of Leeds in 1985 to take up a post as a lecturer in the then Transport Studies Group (TSG) at UCL led by Richard. Whilst our fields of research were different, which meant that we never had the opportunity to carry out joint research, I learnt a lot from his very rigorous approach to research and he always showed an interest in my research, particularly in the work with a social dimension, such as my projects on the effects of car use by children.

I remember well meetings in Richard’s office at Flaxman Terrace where TSG was housed until 1999. At these, the participants had to try to see one another over the piles of papers on his table which prevented us from being able to put even a small notebook on the table. This reflected Richard’s wish to read through everything that came into TSG and the very small amount of time that he had available for such activities with his large number of commitments with CIHT, UTSG and other professional organisations.

I was pleased to be able to attend Richard’s funeral at Alnwick and was very impressed to hear from the eulogy about the impact that his research has had, particularly on road safety and accident reduction, which I understand has led to saving 100,000s of lives.

Some of Richard’s work was seen as controversial, for example, showing the improvements to safety that speed cameras could make. Fortunately, the statistical rigour underlying Richard’s work meant that he could respond robustly to his critics.

Richard made a huge contribution to research in his chosen field of research and was always supportive of colleagues and students, whom I am sure miss him.



Roger Mackett
Emeritus Professor of Transport Studies
UCL

‘Most famous transport engineering professor’

I first met Richard late in 1980, when I entered the room - at Leeds ITS - where my Viva would take place. I may have seen him earlier at a distance (in a conference or seminar, as he was obviously the most famous transport engineering professor in Britain then), but this was the first time at “close range”.

I will never forget his little notebook where – I later found out – Richard had written about 50 pages in his careful handwriting using a beautiful fountain pen, with comments and questions to my dissertation. Mind you, although he was not an expert in the thesis subject, he was incredibly clever and insightful and helped me enormously to clarify quite a bit of the stuff I had written (which was done in my even poorer “colourful English” – as Peter Bonsall referred to some years ago – than today’s).


After about two hours of questioning and meticulous corrections of incorrect meanings, he pronounced himself satisfied, and with the blessing of my other external, his former colleague at the TRRL – John Tanner – I was a PhD. His mentorship was not just a formality, but a profound influence that shaped my academic journey.

Later, Richard and I would become friends in the beautiful, deep sense that British people associate with the word. We shared many experiences, mostly at work, when I visited UCL for long periods during my sabbaticals with Pilo Willumsen at the end of the 80s and 90s. He was a wonderful guy.

The last time I saw him was in 2019 when I took the opportunity of having been invited to a conference in Edinburgh to visit him and Frances at their lovely house in Alnwick. I came by train, had dinner, and went to bed. The next day, he took me to visit the castle ruins and ate a snack at a pub nearby. I do not recall the subjects of our conversation, but I still rekindle the warm feeling of having shared a lovely time with a wonderful person.

We will miss you, dear Richard, and never forget you. Your influence on my life and career is something I will always cherish and be grateful for.



 **Juan de Dios Ortúzar**
Emeritus Professor
Pontifical Catholic University of Chile

‘Wise and sympathetic counsel’

Richard and I were in that first group of recruits that Reuben Smeed appointed after he had settled in to the Research Group in Traffic Studies, I as a postgraduate student and he as a young lecturer. I remember him with affection and respect and gratitude. I mention three incidents.

The first might seem trivial. In 1967 I and Peter Buckles, the fellow student whose desk faced mine in the first RGTS home in Tottenham Court Road, were having an argument about betting. Peter claimed that you could always win (at roulette, for example) by doubling up every time you lost your whole pot, and I asserted that you’d always lose. We invented a way of simulating a roulette-like game very fast by using the book of statistical tables, including random number tables, that everybody used in those pre-computing days, and played for a halfpenny a game. I lost 17s/8d (about £12 now, allowing for inflation), which I couldn’t accept.

There was no question about who we would ask to be the arbitrator. So, we ran, eager as puppies, to Richard (who I suspect strongly disapproved of gambling). He looked thoughtful, took out his elegant propelling pencil and worked out the statistical formulae – introducing me to the simple statistical truth that I was right but Peter had fairly won, because the probability that I would win, though over 50%, was not 100%. The best statistics tutorial I ever had.

The second experience was more important. I had Smeed and Wardrop as supervisors (what more could a PhD student in traffic studies in the 1960s ask for!) but my thesis was not trouble free, and the first submission was referred back for further work. Richard’s style was to read draft text and make marginal notations (on paper - the equivalent now of comments in tracked changes) and he was unstinting in the detailed attention, with page after page of careful advice.

I felt it right to name him first in the acknowledgment section of the (successful) revised thesis. What I learned – and have thought ever since – was how important it is for research students to have wise and sympathetic counsel from somebody who has the experience and maturity – and time - but are explicitly not their official supervisor.

Three decades later, one of my most important career developments. I had moved from RGTS to the GLC, and from there to Oxford University where I became Director of the Transport Studies Unit, which grew for 15 years and then won the great prize of being awarded the status of an ESRC ‘designated research centre’ (what had formerly been called ‘centre of excellence’) with a ten-year funded programme of research.

Previously the august structures of Oxford University had treated TSU with a sort of benign indifference, which suited me fine, but the status, and the money, and the spotlight, brought with it some arguments and differences about direction. I spoke to Richard – by then Smeed’s successor as Professor and Director of CTS - on the phone about this, for advice and also because I was tentatively wondering whether UCL might be a more appropriate home for TSU than Oxford. He was thoughtful and helpful, and after some discussion said, “leave it with me. I’ll talk to some people”.

Two days later I was in the Provost’s office, and in 24 hours had an offer of a Chair, and commitment – subject to

discussions with the ESRC and with TSU staff – for UCL to become the home for TSU, as an identified group within CTS. Richard was extraordinarily helpful, decisive and effective. Seven of us moved. I gave my inaugural lecture, as the new Professor of Transport Policy, on the 30th anniversary of Smeed's, and was pleased to give special thanks to Richard.

I have one regret in our relationship. We had both enjoyed collaboration with colleagues in research and especially writing papers and reports, but somehow it never happened with us: there is no 'Allsop and Goodwin' in our bibliographies. There was a moment when it was mentioned, after his own Inaugural Lecture, with an analytical approach to safe and sustainable urban traffic management. I wish we had done it.



Phil Goodwin
Emeritus Professor of Transport Policy
UCL

'A colleague and mentor'

Richard played an important role throughout my career as a colleague and mentor. When I graduated with a doctorate in theoretical physics I had no idea what to do next except that I wished to stay in academia. Richard gave me the opportunity to pursue and further develop my passion for research building on the data analysis and modelling skills developed whilst studying theoretical astro-physics. In those early years of my career Richard taught me the skills that I needed to survive fourteen years of temporary research contracts before being appointed in a tenured post at Nottingham.

Richard led by example, was a brilliant mathematician and made ground-breaking contributions to safety research that saved many lives. I admired and respected him as a researcher and leader in his field. At the same time, he was kind, humble, thoughtful, considerate and generous in all respects.

He advised me at key stages in my career and listened - as a friend - at more difficult times. Richard became a valued family friend: he will remain in our thoughts always.



Margaret Bell
Professor of Transport and the Environment
University of Newcastle upon Tyne

‘An inspiring mentor and leader’

I met Richard first as a young researcher in Transport at Leeds ITS; I was impressed by his application of mathematics and statistics to key traffic and road safety problems. Later on, as Lecturer at the Transport Studies Group UCL, I got to know his much wider interests and his remarkable generous personality. He has been an inspiration for my work with others for the rest of my career.

Richard led by example and was always generous with his time. Working alongside him for ten years, I was always impressed by his commitment to quality, whether he was crafting a paper for a prestigious journal or delivering a brief, humorous farewell speech for a colleague moving on to a new opportunity. His ability to combine scientific rigour with warmth and care for others made him an inspiring mentor and leader.

Under Richard’s guidance, I was allowed to develop my own research interests, sometimes quite different from his. His encouragement and advice helped me grow as a researcher and lecturer.

One of the most memorable experiences of my career was when the Queen visited our department. Richard had the opportunity to showcase any project but chose to present my research instead of his own work. This gesture illustrates his belief in the potential of his colleagues and students, and it highlighted his selflessness.

I left academia and moved to the “dark side” of consultancy. Nevertheless, his example continued to guide my work and interaction with co-workers and clients. Richard showed us that there is no excuse for poor work and that we have a duty of care towards colleagues and those we serve.

Richard’s legacy is defined not only by his contributions to transport studies and policy but also by the profound impact he had on the people he worked with and the students he guided. His dedication, kindness, and generosity continue to inspire me and all who had the privilege of knowing him.



Luis (Pilo) G Willumsen
Managing Partner
Nommon Solutions and Technologies

‘An excellent international researcher’

First of all, I would like to express my sincere condolences.

It was a great asset for me to get to know Professor Richard Allsop and other lifelong friends through the international symposium called ISTTT. I think it was around 2007, IAC (International Advisory Committee) of ISTTT tried to define the founders of ISTTT. At that time, Carlos Daganzo was the convenor and asked me to chair of the task force to select founders. (Carlos always gave me a difficult task as he did in my qualifying exam at UC Berkeley.) ISTTT was the first and highest level international symposium on transportation and traffic theory, founded in the 1950s, and its early participants included many well-known researchers.

I was of the generation that studied them as mentors, so I didn't know the specifics of the early ISTTT, and it was a very tough task to select the founders from among them. Richard was apparently quite familiar with the early days of ISTTT and I received a lot of support in the selection process. I analysed statistical data such as the number of early ISTTT participation and the number of presentations.

However, these statistics were not sufficient to know the real contribution to the early ISTTT. At that time, Richard gave me accurate and gentle advice, and eventually the founders were successfully selected. If you go to the ISTTT website, you can see the names of the founders, really great researchers, on the list.

In Japan, we established the ‘Kometani-Sasaki Award for Contribution to ISTTT’ in tribute to noticeable achievement of Prof. Kometani and Prof. Sasaki who contributed to the early days of ISTTT. The award has been given to an excellent international researcher who achieved outstanding research work along the nature of ISTTT and had a significant steering role in determining the scope and scientific tenor of the symposia.

I was one of the members of the selection committee for this award, and presented this award to Richard in 2018. We invited Richard to Kyoto for the award ceremony and he gave an award lecture on his research career, but that was the last time I saw him.

Thank you, Richard! Rest in peace.



Masao Kuwahara
Professor, Graduate School of Information Sciences
Tohoku University

‘Thoughtfulness and tact’

It is with great sadness that I learned about the passing of my esteemed friend and colleague Richard Allsop.

I had known and admired Richard’s work from the time I began my career as an academic in the early 1980’s. I met him in person in the early 1990’s and from then on, developed and maintained both a personal and professional relationship with him. I was very fortunate.

I remember 1992 as a particularly lucky year. Richard was then serving as convenor of the international advisory committee of the ISTTT—a symposium series on transportation science that I deeply admired for the pathbreaking works it had produced. I was lucky because 1992 is the year when Richard, as the de facto leader of ISTTT, asked me if I would join the international advisory committee as a representative of the US. I was deeply honoured by this request, and very grateful.

In my new position I was able to observe how Richard ran ISTTT. He was thoughtful, considerate, a good listener and always full of good ideas. He also put his ego aside when dealing with ISTTT’s bigger issues. Although there were no term limits for convenors, he selflessly decided to step down from the role in 1996 as soon as he achieved his longstanding goal of having attracted to the international advisory board a member from France, which had a history of producing great research not disseminated in the English language.

Many years later, in 2002, I needed Richard’s help as I was then asked to serve as convenor of ISTTT. Because of my admiration for his thoughtfulness and tact, I wanted to model my behaviour after his. Knowing my limitations, I shamelessly and repeatedly sought his advice. He was generous with suggestions, and always so thoughtful, I don’t remember a single instance when I didn’t heed his advice.

During and after my service as convenor, Richard and I continued to meet at many ISTTT meetings, often with our wives. We talked about personal matters and also about diverse transportation research ideas. Our conversations gave me an opportunity to appreciate how curious and keen his mind was.

Although I will miss him, I am also grateful for having known him. Richard’s legacy lives on through his many accomplished disciples and students.

My wife Valery and I wish to extend our deepest sympathies to Frances, the family and Richard’s friends.



Carlos Daganzo
Chancellor Professor of the Graduate School
University of California, Berkeley

‘My grand supervisor’

Prof Allsop was my second supervisor during my PhD studies at the Centre for Transport Studies at University College London. He was also a supervisor of my supervisor, prof Benjamin Heydecker, so I call him my grand supervisor whenever I need to explain him to my students in Korea. It was the last dinner with Richard when we met together at a German restaurant in Kings Cross, in June 2022 while I was in London for my business trip from Korea. They were meeting on that day, I was rather surprised to hear, to discuss a joint study. Richard was continuing his lifelong passion for research.

His study findings are alive in our daily lives as they have been reflected in many road safety policies worldwide. I heard his lecture on Transport Safety and learned about an areawide road safety program that Richard has initiated in the United Kingdom and now spread worldwide including Korea. His research on setting road safety targets continues in the PIN projects of the European Transport Safety Council, which Richard has founded with other experts to monitor the progress. His study on the effect of wearing safety helmets, lowering legal limits on drivers’ blood-alcohol concentration, and installing speed cameras provided scientific evidence of such measures on reducing road casualties.

Richard’s passion for teaching and research will survive eternally. He told me to contribute to the ‘progress’ of my research field at the dinner as I started my new career as a faculty member at Seoul National University. He said he heard the same words from a senior professor when he started his career as a lecturer at UCL. I am working on road safety, and I wish to contribute to reducing road fatalities worldwide as Richard has done. I have no other choice as I have inherited his books on road safety, which authors gave to Richard to show their respect.



He has also emphasized the importance of independence in academic life. As we closed the dinner, I said I would do my best to be a good lecturer, but I cannot be sure if I can do as much as you have done. Then Richard said. “Do not copy me, develop your way.” I am sure Richard will ask us to live our own lives. However, I will also try to be passionate in my work keeping a bright smile on my face as Richard did throughout his entire life.



Sangjin Han
Associate Professor, Department of Environmental Planning / Transportation Studies
Seoul National University

‘A noble character’

I studied at the Centre for Transport Studies in UCL as a visiting scholar for one year from January 1993. Before I visited the CTS, I was the head of Road Safety Division in Korea Transport Institute.

At that time the number of road accident fatalities in Korea reached at the peak number of 13,429 persons in 1991 with the rapid motorization those days. Therefore, the road safety problem became one of the most serious national agendas at that time in Korea. So, I sent a letter to Richard Allsop in September 1992 in order to visit and learn about the road safety systems and policies in UK, and Richard Allsop welcomed me to the CTS as a visiting scholar for one year.

While I studied in the CTS, I took part in the road safety class as a student, and visited many government road safety organizations including the Department for Transport, HQ Traffic, Crown Prosecution Service, Transport Research Laboratory, RoSPA under the guidance of Professor Richard Allsop and Ben Heydecker.

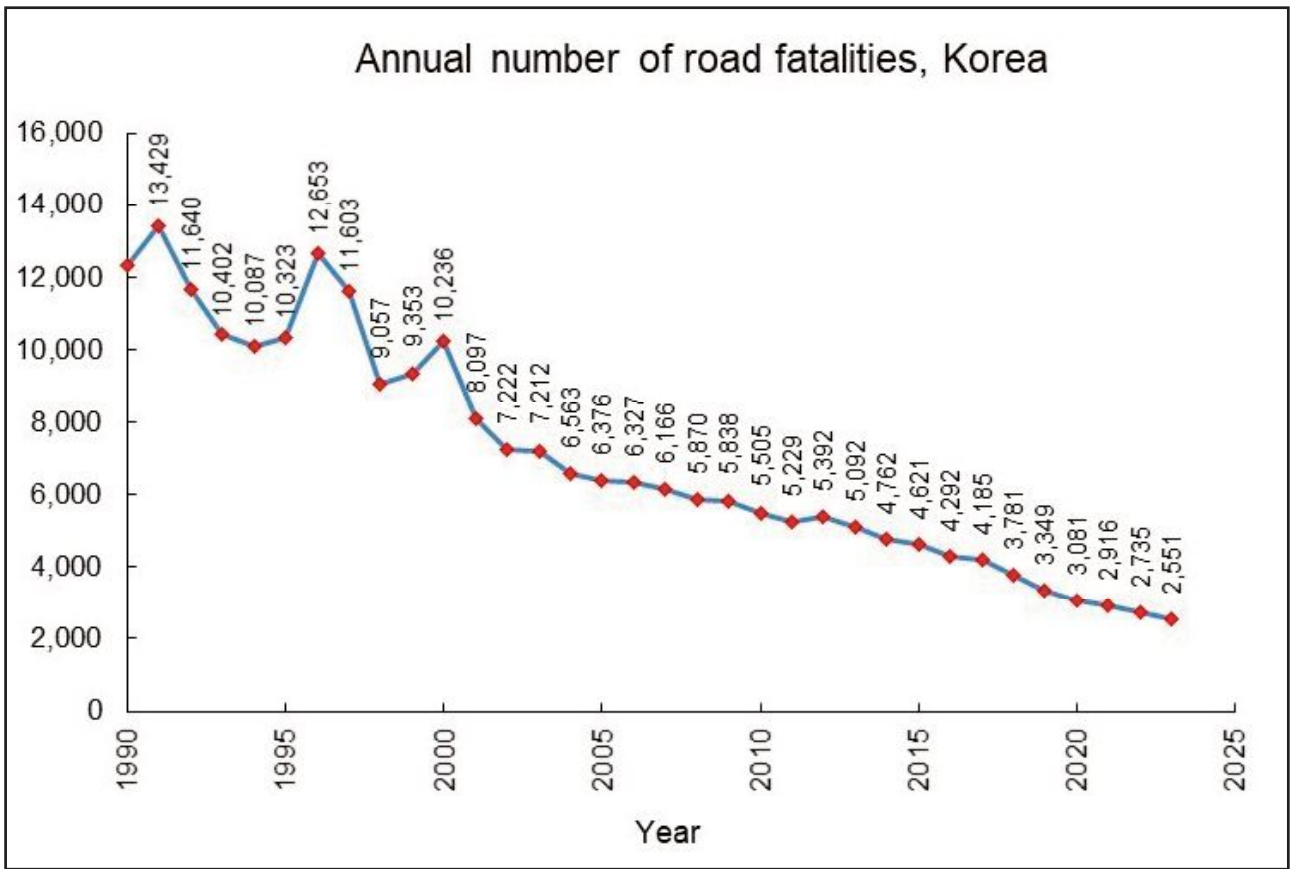
After I came back from the CTS, I worked again as the head of Road Safety Division in the Korea Transport Institute, and also worked as an adviser of the Safety Management Taskforce of the Prime Minister’s Office in Korea. While I was working as a road safety specialist, I planned the National Transportation Safety Master Plan of Korea, and introduced many British road safety measures into Korea including the speed camera system, seat belt regulation, children road safety education, urban speed control, and many other road safety measures.

As the result of such efforts the number of road accident fatalities in Korea was dropped from 13,429 persons in 1991 to 2,551 persons in 2023, and recorded about 81% reduction from the peak number, and more than 10,000 persons save their lives every year in these days compared to the past. According to such achievement the government of Korea awarded me a National Medal for my contribution to the savings of many lives, and I became the vice president of the Korea Transport Institute. Much portion of these results came from the knowledge and instruction of Richard Allsop, and I give my sincere thanks to him in this ‘Celebration of Richard Allsop’.

When I retired from the Korea Transport Institute in 2018 after the 30 years working, the Korea Transport Institute gave me a memorial book for my contribution, and they titled the book as *A Road Safety Preacher in Korea* recognizing the achievements of my work. Now I have a nickname as “a road safety preacher in Korea”, and I can say Richard Allsop is “a teacher of a road safety preacher in Korea”, and I always thank him for his brilliant knowledge of road safety and his noble character as a professor.



Dr Jaehoon Sul
Former Vice President
Korea Transport Institute



'His supervision was meticulous, detailed and thorough'

Suzanne Evans

Andrew first met Richard at the Research Group in Traffic Studies (RGTS) at UCL during the academic year 1967-8. After just one year, Andrew moved on to the University of Sussex: he has always said that the great positive from his short time at UCL was meeting and getting to know Richard. He told Richard this and their subsequent friendship and professional association was lifelong.

I came to Sussex from Australia in October 1969 to do an MSc in Operational Research, followed by a PhD. Andrew was the lecturer in statistics. He also gave an optional course on transport planning models, which I very much enjoyed and wanted to choose as the area for my PhD studies – with Andrew as supervisor. After we became engaged, a change of plan was needed and Andrew suggested to Richard that I might be a suitable candidate for his first PhD student. On one of Richard's visits to Andrew in Brighton, Richard and I had tea together in The Lanes, and informally, Richard agreed to supervise me. A formal interview at UCL with other senior members of the group took place later.

Richard's appointment as a lecturer at UCL turned out to be too new for him to be allowed to supervise a PhD student, so for a year I was nominally supervised by Professor Reuben Smeed. Richard of course did all the actual supervising. Both of us had a pure mathematics background so we were a very good fit from that point of view. I had always thought that I was a perfectionist, but Richard was even more so. His supervision was meticulous, detailed and thorough. He pointed me in the direction of previous theory and work on trip distribution and assignment (I was trying to combine them), and then to his own thesis on the optimisation of traffic signal settings, which provided the model for a major mathematical proof I used in my thesis. We clashed a little on spelling. In my first paper (written in pencil, sent to the typing pool and hand corrected using snopake and pen), I spent a long time (at Richard's behest) changing my z's to s's in optimise, minimise and

maximise. When the proofs of my paper arrived, all s's now changed back to z's because it was an American journal, Richard said he had known this would happen but one had to make a stand for the correct spelling. More alarmingly, I discovered that I had made a mathematical error in one of the theorems and had to provide an altered paragraph. I confessed this to Richard rather nervously. In response he took out a bound copy of his thesis and showed me where several pages had been excised and replaced because he also had found a last-minute mathematical error. Even Homer nods – and it made me feel much better.

After two years, Richard moved up to Newcastle to become Professor and Director of the Transport Operations Research Group (TORG). By then I had completed the minimum 2 years registration at UCL (and had no more scholarship money left) so I started to write my thesis in our flat and Richard continued to read and comment extensively on each chapter. Again, I was writing in pencil, including literal cutting and pasting, and was posting the chapters to Newcastle after retaining a photocopy in London. We had many very long telephone calls and I made a few visits to Newcastle when more extensive discussion was needed. My main memory visiting the university there is of the terrifying paternoster lift, which Richard (and everyone else) managed with great aplomb, but I never got used to. In retrospect, I realise I never fully appreciated the enormous amount of time Richard spent continuing to supervise me while he was dealing with a new and very demanding job, buying a house and establishing himself in Newcastle.

Over the following years, and outside any professional activities, we caught up with Richard as often as possible: theatres and opera in London, walks in the country round Newcastle and a trip to the Farne Islands after fish and chips in Seahouses, visits to Bristol where Andrew and I moved. And 'Uncle' Richard was there with us to see our daughter, Roz, off to her first day at school. We had moved to Australia, though, at the time of the most important event in Richard's life, his marriage to Frances. We were disappointed and sad not to be there, but when eventually we returned to London in 1991, it was a joy to see his very great, new happiness.

Richard and Frances together were a wonderful source of help and support to many people. They were a great source of strength to us when in 2005, our son, Will, went to Edinburgh to do a degree in Mathematics and Philosophy. Will had been diagnosed with schizophrenia 3 years previously and while he threw himself into life in Edinburgh, he often found things difficult and became very stressed. When we drove up to Edinburgh to be with Will, or to give him a break, Richard and Frances were always willing to provide a base for us in Alnwick. On a separate occasion they had Will down from Edinburgh to stay over a weekend, and gave him a happy and peaceful time. When Will died in 2015, Richard came to the funeral and afterwards provided a lovely paragraph for inclusion in the book we and his friends wrote in his memory.

I think most people contributing to these memories will have spoken of Richard's outstanding characteristics of total integrity, a constant drive to use all his gifts of intellect and character for the benefit of the community in general, and his very many friends, colleagues and students in particular. Such people are rare. I have been very fortunate in my life to have been closely associated with more than one and the experience is life changing. Andrew and I will always be grateful for the gift of Richard's friendship.



Suzanne Evans
PhD Supervisee and graduate of the CTS

'Huge support'

Richard was a very special person and influenced me greatly both academically and personally. He was a huge support to me when I was at UCL at a number of levels and I, like very many people, will greatly miss his wisdom and kindness in matters scientific and in matters personal.



Sandy Robertson
PhD Supervisee and graduate of the CTS

'Sound scientific platform'

In 2007 as Bill, Trevor and I put together the plans to create Road Safety Support (RSS), as a private company limited by guarantee to quickly fill the gap that had emerged as a result of government funding cutbacks, the road safety environment was a very different place to today.

The whole idea of automated enforcement was under attack - with vociferous groups lobbying against the idea and using any tactics they could think of.

Whilst none of us were intimidated by the personal threats, there was a constant pushback that safety cameras had no real effect on casualty levels. Richard Allsop was the man who comprehensively defeated the pseudo scientists and created the sound scientific platform on which the UK's road safety partnerships could be built - and his support for the development of RSS allowed us to put our expert witnesses into court knowing that their arguments were validated, not only by physics, but by statistical evidence of their value.

Looking back, without Richard's encouragement and personal support, the birth of RSS would have been even more difficult, and his expertise and reputation helped to convince sceptical Police Chiefs in ACPO of the need for our services.

Richard is greatly missed but his research and learning are as valid today as they ever have been. His legacy is safer roads across the UK.



Med Hughes
Road Safety Support

'A guiding light'

We celebrate and honour the remarkable life of Professor Allsop whose legacy has left an indelible mark on our field.

What initially struck me about Richard was his intellectual curiosity and rigorous research, he consistently pushed the boundaries of knowledge through groundbreaking research papers that have shaped the course of academic inquiry in the fields of road safety and transport.

I remember when I came into road safety in early 2005, it was a field I knew nothing about. My first day on the job, I was the only one who had started in the newly formed partnership. I was shown my bare desk and told to 'crack on'. But with what? I thought I best do a bit of research. I headed to the DfT website and came across some research papers, I also discovered PACTS and one name kept cropping up – Prof. Richard Allsop. His work was inspired, but it also put me off approaching him initially, which is silly really. When I joined RSS in 2013 that was when I actually sat down with Richard and had one-on-one discussions. One particular occasion I remember fondly was when we had afternoon tea. What was meant to be a shortish meeting turned into a few hours as we put the world to rights on all things to do with safety cameras. His passion for road safety, his belief in the course and his brilliant mind for making links and connections had me hooked. His work has contributed so much not just to wider road safety efforts but to furthering the understanding and acceptance of safety cameras, not just in the UK but further afield. I have fond memories of chatting to Richard at PACTS and ETSC events. He came to the Road Safety Support Conferences and honoured us by presenting and writing articles. His dry wit and humour, was always on point.

At our 2016 conference, Richard wrote an article entitled Road Safety in Britain – an upcoming Challenge. In this, he discussed the Safe System and called for a systematic approach to road safety. Back then he said that the

British Road Safety Statement had not shaped interventions to meet chosen long-term road safety goals. This remains the case.

The road safety community is quite close-knit. Over the years, RSS colleagues would meet with Richard. We would talk shop, we would share information, Richard would ask for information if he was working particularly on a safety camera paper such as, for example, the effectiveness of speed cameras in 2010.

His support for our conferences via articles or being on a panel was not just a fixture but a beacon of inspiration. Engaging with colleagues, Richard was always at the forefront, sharing insights that sparked new ideas and fostering a vibrant academic basis but with a practical realism. His enthusiasm and dedication to his work was evident in every presentation, discussion, and paper. We are particularly grateful for the work that he contributed to on the benefits of automated speed enforcement and the support he provided to RSS throughout the years, but particularly when we were in our infancy.

As I reflect on his profound contributions, I also recognise the deep sense of loss we feel. Professor Allsop was not only a distinguished academic but he was a mentor and friend to many. His absence leaves a void that is felt deeply by all who had the privilege to work alongside him

In celebrating his life, we, at RSS, commit to continuing his legacy of intellectual exploration, to share his research papers and his contributions, with the aim of making the roads safer for all. Richard will be dearly missed, but his influence will forever remain a guiding light in our pursuit of casualty reduction.



Emma Kelly
Development, PR and Advocacy Manager
Road Safety Support

'Unfailingly helpful'

I first got to know Richard when I was appointed to the Chair of Transport Engineering at the University of Leeds in 1977. Richard had recently moved from Newcastle to the chair at UCL, and our late colleague Peter Hills from Leeds to the chair at Newcastle. Unlike them, I came new to academic life, after ten years working on transport policy for the Greater London Council. Richard and Peter were both unfailingly helpful to me, in advising me on the development of our Masters' course, introducing me to research funding bodies and, above all, helping me navigate the politics of academia. We were of course in competition for students and for research funding, but Richard gave no sense of that. His main aim was always to strengthen the academic leadership of what was still a new profession.

Richard was a founding member of the Universities Transport Study Group and, at a time when there were no more than a handful of chairs in the subject, always keen to involve up and coming academics in its meetings and in its links with the users of transport research. Regular annual meetings with local government, for example, started under his leadership, and many of today's professors in the subject area will have benefited from his support.

Personally, I was delighted to be able to repay his support for me when he invited me to be the inaugural external examiner for his new joint Masters' programme with Imperial College London. Establishing a new postgraduate programme was never easy, and doing so in collaboration with an institution with a rather different ethos might have been a major challenge. But Richard and his Imperial colleagues made sure that it worked, and the students benefited greatly from the range and depth of expertise which the programme provided.

Richard and I continued to work alongside one another, in differing areas of research, but always aware of the importance of continued research funding, and of the quality of research needed to justify that funding. I was particularly grateful to Richard for his support, through EPSRC, of some of my more esoteric ideas for identifying effective urban transport policies.

My most recent collaboration with Richard, though, was on the practical, professional and political challenges of High Speed 2. It was Richard's letter to *New Civil Engineer* in 2015, arguing that it was time for a review of the project, which led his colleague James Croll, Jonathan Tyler, Richard and me to establish a working group and hold a highly informative review seminar in York in 2016. At the time, few in the profession, and no one in government, appeared to be listening to our resulting recommendations. But Richard again persisted, and in the end the programme was cut. None of us, of course, would claim that it was our arguments which won the day. But I am saddened that I cannot now hear Richard's incisive views on the outcome.



Anthony D May
Emeritus Professor of Transport Engineering
The University of Leeds

'Friendly spirit and British humour'

We have a lot of memories on the remarkable Englischseminar event that Richard supported and influenced significantly with his very friendly spirit and British humour. Together with my fellow doctoral student, Hans Hubschneider, we organised the first of these to take place in Sölden, Austria during the winter of 1978.

Richard supported my career in an unforgettable way as one of the two examiners of my thesis, together with Prof Rainer Wiedemann in 1982/83.



Peter Mott
Solution Director Public Transport
PTV Group

‘Changed the government’s stance’

2010 was a pivotal year in terms of road safety. The country had just had a change of Government and the incoming government had decided that a £34 million cut in the road safety budget would ease its austerity woes. The implications of such a cut had not been thought through. In effect all road safety efforts in reducing trauma on our roads was being brought to a halt. The use of speed cameras as a deterrent would have ended.

At that time Richard was researching the effectiveness of speed cameras in Great Britain on behalf of the RAC Foundation, the last time any study had been undertaken was by the government in 2007 in its four-year report of the national safety camera program, at a time when data was readily available nationally to carry out such a task. 2010 was in a different era, the program had ended in 2007, along with its central governance. “Road Safety Support”, which is a non-for-profit company, was set up in 2007 to fill that gap in the absence of Dft.

As the Analyst for Road safety Support with contact with all forces, Richard asked if I could help him in acquiring the camera data for his research, over a number of weeks and numerous phone calls we managed to collect the information for his research. The end result being the published document entitled “The effectiveness of speed cameras”. It concluded “..‘the consistency of reported reductions in speed and crash outcomes across all studies show that speed cameras are a worthwhile intervention for reducing the number of road traffic injuries and deaths..” That document along with other interventions at the time acted as a catalyst that changed the government’s stance and saved road safety. Many lives have been saved since then because of Richard’s report. His contribution to road safety over the years in the UK and overseas cannot be overstated.



Jan Sjorup
Road Safety Support

'A true visionary'

Over the years there were many academic and personal contacts between the transport studies group at University College London and the Center for Research on Transportation (CRT) of the University of Montreal. It started a long time ago when Reuben Smeed visited Montreal, soon after the creation of the CRT, and provided advice based on his rich experience]. The professional and personal contacts continued when Richard Allsop was named Director of the transport group at UCL. The last contact that I had with Richard was in Hong Kong a few years back, where we had dinner with William Lam of Hong Kong PolyU and other academic friends.

I would like to mention the article that Richard wrote on "Transport networks and their use: how real can modelling get?" which was published in 2008 in the Philosophical Transactions of the Royal Society. Even though it was written some 16 years ago it is still relevant and some of the issues raised by Richard in that paper are still not entirely resolved. In some way Richard was a true visionary. Richard has made significant contributions in the area of traffic safety and other related areas. His contributions were significant both scientifically and personally.

I would like to extend my deepest condolences to Richard's family and to his colleagues. He will be missed by the international community of transport researchers.



Michael Florian
Professor Emeritus and Past Director of the CRT
University of Montreal

‘Very much a people-person’

There is so much that could be said about Richard Edward Allsop – the man, the academic and the campaigner. Others at PACTS have paid their tributes.¹ & ² I would like to add a short note on two aspects: Richard’s work on drink-driving and his contribution to PACTS during my time.

Richard’s contribution to road safety – both academic and its application – was immense. It seemed to me, however, that the issue he cared about most was drink-driving. He was, rightly, very proud of his work at the (then) Road Research Laboratory. In 1966, he built on the US Grand Rapids study and identified the ratio of the collision risk for a drinking driver to the risk that driver would face if they had not been drinking as the appropriate measure to use when looking at drink drive risk.³ This eventually led to the British Government introducing the 80mg BAC limit under the Road Safety Act 1967. I’m sure Richard would have preferred a lower limit, but these were early days and this was the best that could be supported by the evidence. Richard continued his research, writing and campaigning on this issue, with PACTS in the UK and internationally. He persuaded the European Transport Safety Council to advocate a “zero” limit. But he was pragmatic and recognised that in the UK a 50mg limit was the lowest currently achievable. He was very pleased that a lower limit was introduced in Scotland in 2014 and disappointed that a reduction in casualties could not be observed. Fair as ever, he respected the casualty findings but pointed to the positive changes in alcohol consumption and attitudes by many drivers at the lower end of the scale. Richard continued to publish important and heart-felt articles on drink-driving. As attention switched somewhat to drug-driving, especially in the UK, perhaps for political reasons, Richard pointed out the stark truth.⁴

¹ [Richard Allsop obituary | Road safety | The Guardian](#)

² [Remembering Professor Richard Allsop OBE DSc FREng - PACTS](#)

³ Allsop, RE, 1966. Alcohol and Road Accidents. RRL Report No 6

⁴ Allsop, R, [Int J Environ Res Public Health](#). 2020 Dec; 17(24): 9521. [Drink Driving as the Commonest Drug Driving—A Perspective from Europe - PMC \(nih.gov\)](#)

Richard's contribution to PACTS was immense. He became involved from the early days and was a board director and trustee for twenty years. When he stepped down from the board, having found a successor, he became a Special Adviser – which he certainly was. Richard was not only highly intelligent but also very strategic. He planned his roles, contributions and workloads with great care and over long time-scales. Despite his (at times) faltering health, he had an immense output, travelled widely and never let me down. I sometimes felt that I had him on my shoulder, gently but firmly reminding me that “PACTS does not make mistakes”. His assiduous report proof-reading was probably why! But while he would not sanction unsupported claims, he would respect the author and offer a constructive and better alternative.

There were many instances in my time at PACTS when Richard advised me, not only on drink-driving but also on speed cameras, statistics, highway design, policy and targets and more. He always took account of my character and limitations. Richard was no ivory tower professor but very much a people-person. He cared about PACTS staff and supported them thoughtfully and with generosity.

I must mention one other major issue on which Richard advised PACTS – the impact of compulsory seatbelt wearing on casualties. Forty years ago, the late Professor John Adams also of UCL, challenged PACTS and others on the benefits.⁵ Richard disentangled the statistics and helped my predecessor to respond, always with respect. I knew and liked John Adams too and I'm pleased that this was not one of the PACTS battles I had to fight, even with Richard's help!

Most importantly, Richard was a wonderful and remarkable individual. I am lucky and proud to have known him.



David Davies PhD FCIHT

Executive Director

Parliamentary Advisory Council on Transport Safety 2013-23

⁵ John Adams, 1985 [Risk and Freedom \(john-adams.co.uk\)](http://john-adams.co.uk)

‘Incisive analysis and thoughtful programming’

I was appointed Executive Director of the Parliamentary Advisory Council for Transport Safety (PACTS) in May 1994. I think that the trustees took a bit of a risk with me. I had never worked in the transport field – except as a consumer of it. I was an English graduate with limited understanding of statistics. I had been a secondary school teacher and then worked for the largest teaching union, the National Union of Teachers.

I was also an elected member of Milton Keynes Borough Council and at that point the leader of the Labour Group on the council which was a minority administration. Yet they still employed me!

At that point, if memory serves me correctly, Richard was a member of PACTS’ Road Environment Working Party. He provided sound research evidence at the group’s meetings, focussing on what statistics told us and what interventions would be the most effective.

As a newcomer to transport, I was helped by Richard in the complexities of statistics. He pointed out to me that safety was not an absolute. He identified when we debated the benefits of Central European Time that while lives would be saved by lighter evenings, we still had to acknowledge that some lives might be lost due to darker mornings. In assessing the effectiveness of a policy intervention, there would be gains and losses. The first challenge was to achieve improvement overall. The second was to persuade politicians to take (and stick to) the right course of action.

Later, he became a trustee of PACTS, a role that enabled him to ensure adequate and appropriate governance of a charity. He could always be relied upon to look through the annual review and the accounts with a fine toothcomb, pointing out the errors of punctuation or grammar – and doing so with a sense of fairness and humour.

During my years at PACTS, we published a number of substantial research reports. The topics included Technology and Roads Policing, Behavioural Change and Road Safety, Tackling Speeding, and Road Safety After 2010.

Richard was always ready to be a member of the group overseeing these reports and happy to support the research officers employed to write them. He shared his knowledge and expertise with them without any qualms. He always had time to answer their questions and queries and helped to draft any recommendations to ensure that they were both academically sound and politically deliverable.

His other great quality was a willingness to help, no matter how much pressure he may have been under at UCL. As road safety statistics were published, he willingly updated his own assessments of the casualty reduction potential of, for example, lowering the drink drive limit. He was also prepared to help me at very short notice when I suddenly (usually on a Friday afternoon) decided to produce a briefing for MPs and Peers on the benefits of changing the clocks in line with mainland Europe or on the impact of fixed penalties for speeding offences on licence loss.

He was also willing to make the case for interventions that were not always publicly popular. His work on the effectiveness

of speed cameras did not win him friends among the petrol-heads! But it enabled the rest of us to argue for their continued use when some politicians seemed to be backing away from them.

Richard was not an ivory tower professor. He believed strongly that, if research showed that an intervention was effective, academics had a moral duty to persuade politicians to adopt it. He was a committed public intellectual in that regard. It was his role to speak out and to advocate changes that would be effective. There are people alive today because of Richard's contribution.



Robert Gifford
Executive Director
PACTS, 1994 - 2012

'My unfazed supervisor and colleague'

When Richard interviewed me at TRL to become his PhD supervisee, I was on maternity leave. He wasn't fazed at all by the presence of my 3-month old, who along with my prospective second supervisor Heather Ward was present throughout the interview. This founded a lifelong working partnership.

Richard was an old school academic with high expectations - quick to praise and quick to advise as appropriate. In his supervisions, he built on my preparation and encouraged me to develop my thinking. Beyond this, he was supportive crucially in difficult times: when a professional report on inequalities and child pedestrian casualties was embargoed, when it was then leaked to the press, and especially through the subsequent investigation. He also supported me through challenges in my personal life, including the death of my father and the expectation of my fourth child, both of which occurred before I had completed my PhD.

I am eternally grateful for Richard's wisdom and kindness. He followed my career, congratulating me on presentations and publications, and encouraged me to apply for my current position, in which I will continue my work in support of the tradition of road safety work.



Nicola Christie
Professor of Transport Safety
UCL

‘A life-long interest in road safety’

Dear Richard

You and I were colleagues, not close friends. We did not meet all that often, corresponded when professionally necessary, occasionally adding a few personal lines. Why then the unusual sadness I felt, still feel to some extent?

It is difficult to explain. A part of it is respect. I respected what you said, the way you said it, what you wrote, what you did, the way you behaved. There was an aura of soundness surrounding your persona. Another part is that we shared a life-long interest in road safety; that bound us. We both were caregivers to our spouses; that bound us too.

When I think of a life well lived, you come to mind.



Ezra Hauer
Emeritus Professor of Civil Engineering
University of Toronto

‘Constant and generous support’

Richard was an early mentor for me, alongside Professor Murray Mackay and Barry Sheerman MP, as we formally established PACTS in the early 1980s. Each provided every encouragement and practical help as I made the transition as a young researcher at the Accident Research Unit, Birmingham University to working in a Parliamentary and policy setting.

For example, Richard secured the first funding grant for PACTS from the IHT (now CIHT) and the Rees Jeffreys Road Fund. We worked closely on many issues during the first decade of PACTS and ETSC - the European Transport Safety Council - respectively.

Helping to bring about a specific allocation of resources for local safety schemes in Britain was one successful example. Working for a broad consensus of ETSC experts on infrastructure and speed issues was another.

I will remember Richard mostly for his constant and generous support for PACTS and ETSC in assisting these organisations with identifying and promoting many research-based solutions to preventing and reducing road deaths and serious injuries. There can be no doubt that his passing represents a significant loss to our road safety community.



Jeanne Breen
First Executive Director of PACTS
First Executive Director of ETSC

‘Dedication, integrity and honesty’

Professor Richard Allsop was my supervisor during 1995-1998 at the Centre for Transport Studies, UCL for PhD studies and became my life long benchmark. Deeply inspired by his dedication, integrity and honesty to his career and students in college life, I continue to explore the duty charged me in life. I am now and therefore would like to express my appreciation again to his kindness, generosity and knowledge, making me ready steer lifelong course toward the world of academics.

I cited two verse from the New Testament: John 12:24 and 2 Timothy 4:7-8 in celebrating him and memorizing him for those days.



Suh-Wen Chiou
Professor of Information Management
National Dong Hwa University

‘Also a godfather’

Richard was not only a valued colleague and our dear friend, he was also godfather to one of our daughters.



John Ferguson
Colleague at TORG

‘Natural politeness’

I have known Richard slightly for over 20 years, and very much better over the last few months of his life, especially on the car journeys between Alnwick and hospital.

I was keenly aware of his experience of road safety, but his natural politeness prevented him from commenting on my driving, or the state of the car, except in very rare instances.

In later months it was a delight and privilege to share with Richard and Frances in Holy Communion at their house.



Sue Allen
Reverend Canon
St Michael’s Church, Alnwick

‘Future Travel patterns’

It was Richard who invited me to be a visiting Professor, which I was able to fulfil until a potential conflict of interest arose when I took over at TRL. Richard was active until the end of his life and I was probably the co-author of the last paper he ever wrote. As the Covid restrictions ended we decided future travel patterns could be affected and published a joint paper, ‘Future Travel Patterns Need a Rethink’, in CIHT’s journal ‘Transportation Professional’ at the beginning of 2022.



John Wooton
Past President of CIHT
Past Chief Executive of TRL

‘What he thought to be right’

Richard was such a brilliant and kind person, and I know how much I personally owe to him. He was the one who, in 1990 in Japan when he was the convenor of ISTTT IAC, insisted to have France to organise the 1996 symposium.

During the preparation of this one, which was a quite difficult period for me as a somehow newcomer, he was a great help and a constant adviser to me (I remember how he helped me to solve a conflict with an aspiring author about one of his papers which we rejected!).

His friendship all over these years has been of the highest value to me, and I was particularly attached to what we could call the “Richard’s way”, a mix of deep attention to others, constant kindness, always using the right words to say even difficult things, and altogether strongly keeping the line of what he thought to be right. I also remember with some emotion the occasions when we went to London and the way we were welcomed there.



Jean-Baptiste Lesort
Pôle Recherche et Innovation
Fédération Habitat & Humanisme

‘The true purpose of research’

Richard was one of the first colleagues I met when I moved to CTS at UCL. He kindly invited me to his office, which looked like the quintessential professor's lair—books and papers stacked everywhere. With a flourish, he swept aside the pile of books and papers from a chair, sending a big cloud of dust into the air. During our fascinating conversation about transport and economics, he was clearly more interested in our discussion than in mundane concerns about his health.

We continued our conversation, with a clear understanding that Richard's brilliant mind didn't have much time for these types of practicalities for which often we waste so much time in our work. Throughout my time working with him, I admired his enthusiasm, passion, curiosity, and genuine geniality. He was humble in the truest sense of the word, like a real intellectual scholar.

One episode that particularly stands out is his love for his wife, Frances. When we met, I was single and on the brink of becoming a classic academic spinster. Richard told me his story and assured me that love comes in unexpected ways. I asked him how a man with a mathematical brain could be so romantic. He said, "My greatest asset in academia isn't my brain—it's my heart. The heart allows us to fight courageous battles, seek the true purpose of our research, and find love in unexpected places."

Richard, thank you. You have been one of my role models.



Francesca Romana Medda, FICE
Professor of Applied Economics & Finance
University College London

‘Commanding and yet unassuming authority’

I remember as a young academic being at a UTSG conference. The chair asked everyone to keep their hand up if they had been to the previous conference, the one before that and so on – hands gradually fell away until only one was left – Richard’s.

He was a man at the heart of transport studies. When I was later Chair of UTSG we were celebrating our 40th anniversary and it could only have been Richard who was asked to reflect on four decades of our community sharing its research. He did so with his usual commanding and yet unassuming authority.

For that celebratory conference I asked all the professors to provide a then and now photo of themselves so that people could have a little fun with guessing who was who across the span of the years.

At a personal level, Richard provided me with his advice at key junctures in my career and was my go-to person for being a referee for job applications on more than one occasion. We also had a shared involvement with the Chartered Institution of Highways and Transportation and the Transport Planning Professional Qualification.

Richard was integral to the formation of the qualification and a decade later I had the honour of undertaking the Ten Year Review exercise.

It was such a privilege to have known Richard, to be inspired and shaped by his values and experience, and to have benefitted from the UTSG community that he was so central to. It still seems hard to believe he is no longer with us and yet his influence will live on.

On 19 June this year that young academic who Richard had offered his support and encouragement to over the years was inaugurated as the new CIHT President. When I was putting the finishing touches to my inaugural speech it was only fitting that I commemorated Richard on my opening slide.



Glenn Lyons
Mott MacDonald Professor of Future Mobility
University of the West of England

‘A remarkable man’

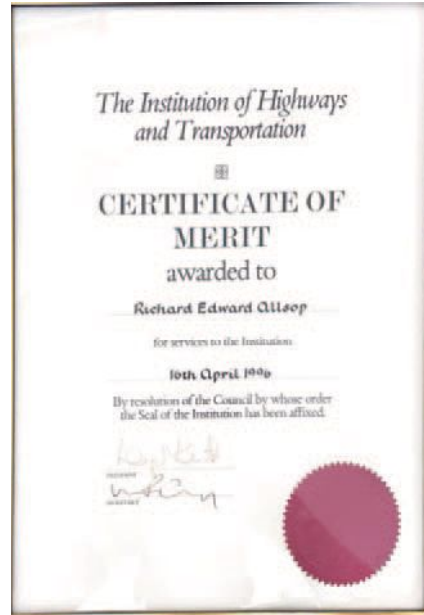
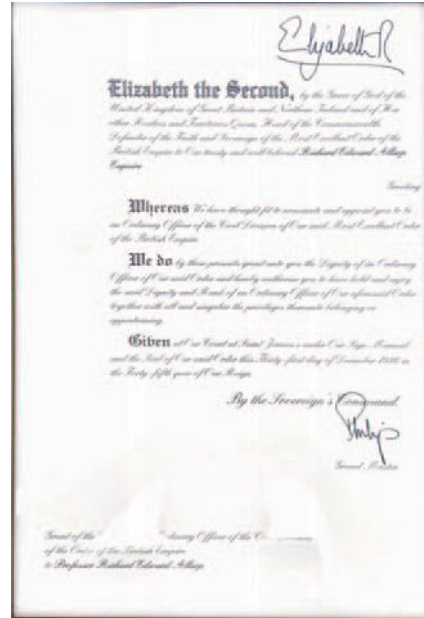
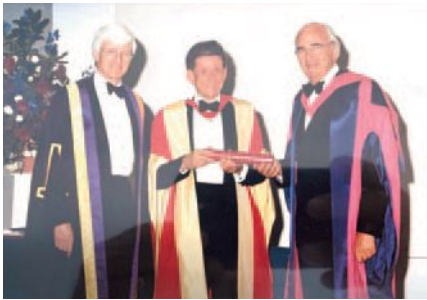
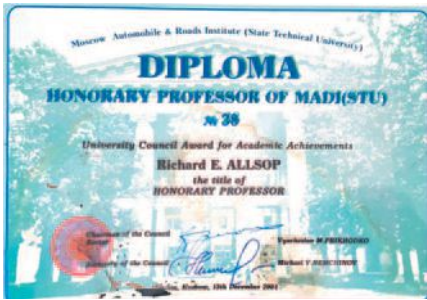
Richard Allsop’s legacy will live on, not just in our memories but in the very practical improvements in world-wide road safety inspired by his research and rigour. He will be very much missed but will truly go on saving lives. He was a remarkable man.

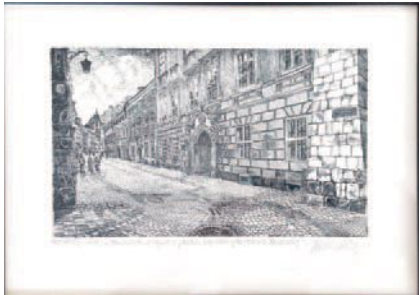


Dr Michael Spence AC
President and Provost
University College London

Richard Allsop timeline

Born:	2 May 1940, Derby	Parents: Edward James Allsop, Grace Ada Allsop (née Tacey)
Schools:	1945 - 1948	Friargate House School, Derby
	1948 - 1951	Ashgate School, Derby Scorer for school cricket team
	1951 - 1958	Bemrose School, Derby Debating Society committee United Nations Society committee School plays House tennis captain
University:	1959 - 1963	Queens' College Cambridge College Representative CUUNA College Organiser for War on Want Secretary of Refugee Adoption Association
	1962	Graduated BA (Mathematical Tripos, Wrangler - First Class honours)
	1963	Mathematical Tripos Part III: Honours with Distinction
	1964 - 1966	Scientific Officer, Traffic and Safety Division of the Road Research Laboratory
	1967 - 1969	Research Fellow, Research Group in Traffic Studies, UCL
	1970	Awarded PhD (Applicable Mathematics), University of London
Employment:	1970 - 1972	Lecturer in Transport Studies, UCL
	1973 - 1976	Director, Transport Operations Research Group, University of Newcastle upon Tyne
	1976 - 2005	Professor of Transport Studies, Director of Centre for Transport Studies, UCL
	1978	Leader, annual Englishseminar joint with Technical Universität Karlsruhe
	1981 - 1996	Convenor of the IAC for the ISTTT
	1995	Awarded DSc (Engineering), University of London
	1995 - 2015	Director, Parliamentary Advisory Council for Transport Safety
	1996	Elected Fellow of the Royal Academy of Engineering
	1997	OBE for services to traffic management and road safety
	1997	Visiting Erskine Fellow, University of Canterbury, Christchurch
	1997	Highways and Transportation Award for Professional Distinction
	2000	Elected Fellow of UCL
	2000	Honorary Professor at Polytechnika Krakowska
	2001	Honorary Professor at Moscow Automobile and Roads Institute (MADI)
	2005 - 2020	Board Member, European Transport Safety Council
	2018	Awarded Kometani-Sasaki Prize for contribution to the ISTTT
	2005 - 2024	Emeritus Professor of Transport Studies, UCL





Richard E. Allsop
 with appreciation and gratitude for
 many years of leadership and dedication
 the
 International Advisory Committee
 for the
 Symposium on Traffic and Transportation Theory.
 Lyon, July 1996



UNIVERSITY OF LONDON
 Richard Edward Allsop
 has this day been admitted by the Senate
 to the Degree of
 DOCTOR OF SCIENCE (ENGINEERING)
 A. R. Allsop
 Vice-Chancellor
 23 June 1995

THE ROYAL ACADEMY
 OF ENGINEERING
 In accordance
 with the Royal Charter & Statutes
 Richard Edward Allsop
 was elected
 Fellow
 of The Royal Academy of Engineering
 on the tenth day of July 1996

UCL
 University College London
 By resolution of
 the College Council
 RICHARD EDWARD ALLSOP
 was admitted to
 Fellowship of the College
 on
 10 May 2000
 Chairman of Council
 Peter and President

賞状
 第十四回 米谷 佐佐木 賞
 ISTTT 賞状
 Richard Allsop 殿
 貴殿は米谷佐佐木二位佐木鋼榮賞に
 由るISTTT賞状を以て
 第十四回米谷佐佐木賞を贈り
 平成二十年十月十二日
 理事長 米谷 佐佐木 賞状
 会 長 竹内 新一
 米谷 佐佐木 賞状 委員会 長
 米谷 佐佐木 賞状 委員会

Honorary Certificate
 The 14th Kometani-Sasaki Award
 for contribution to ISTTT
 Richard Allsop
 We are pleased to confer the
 Kometani-Sasaki Award
 for your outstanding
 contribution to the ISTTT,
 which was established in
 close connection with
 Professor Eiji Kometani and
 Professor Tsuna Sasaki
 30 November 2018
 Shinichi Takeuchi, President
 Institute of Systems Science Research
 Masao Kuwahara, Chair
 Kometani-Sasaki Prize Committee

PROFESSOR MAGNIFICUS
 OF POLITECHNIKA KRAKOWSKA
 IN ACCORDANCE WITH THE DECISION OF THE SENATE
 UNDER RESOLUTION OF THE 30. 2000
 HONORARY PROFESSOR
 PROFESSOR
 RICHARD E. ALLSOP
 EXPERT IN TRANSPORT STUDIES
 IN THE CENTRE FOR TRANSPORT STUDIES
 UNIVERSITY COLLEGE LONDON
 GREAT BRITAIN
 AN HONORARY PROFESSOR
 OF POLITECHNIKA KRAKOWSKA
 POLAND
 Great Britain (London) International
 Krakow, June 1, 2000

Publications by Richard Allsop

(Selected from over 250 publications 1965 - 2022)

Alcohol and road accidents. Ministry of Transport, Road Research Laboratory *Report* 6, 1966

Delay minimising settings for fixed time traffic signals at a single junction. *Journal of the Institute of Mathematics and its Applications* 8(2), 164–85, 1971

SIGSET: a computer program for calculating traffic signal settings. *Traffic Engineering and Control* 13(2) 58-60, 1971

Delay at fixed-time traffic signals - I. Theoretical analysis. *Transportation Science* 6(3) 260-85, 1972

Some possibilities for using traffic control to influence trip distribution and route choice. *Transportation and Traffic Theory (Proceedings of the 6th International Symposium on Transportation and Traffic Theory)* 345-74, Elsevier, Amsterdam, 1974

SIGCAP: a computer program for assessing the traffic capacity of signal-controlled road junctions. *Traffic Engineering and Control* 17(8/9) 338-41, 1976

Transport studies and the quality of life. *Environment & Planning A* 12, 339-56, 1980

Network models in traffic management and control. *Transport Reviews* 3(2), 157-82, 1983

Fares and road casualties in London. In: *Fares and Road Casualties in London*. London: Greater London Council, 1983

Modelling local area traffic management – some principles and practicalities. *Australian Road Research* 15(1) 3-8, 1985

Jointly with DJ Banister, DJ Holden, J Bird and HE Downe. A methodology for assessing social considerations in transport of low and intermediate level radioactive waste. *Department of the Environment Report DOE/RW/86 020*, 1986

Jointly with PJ Hills, AH Rhodes and working team. *Roads and traffic in urban areas*. Institution of Highways and Transportation and Department of Transport. HMSO, 1987

Jointly with W Leutzbach and others. Vergleich der Verkehrssicherheit in der Bundesrepublik Deutschland und Grossbritannien. *Forschungsberichte der Bundesanstalt fuer Strassenwesen, Bereich Unfallforschung* 183, 1988

As Chairman of IHT Working Party. *Guidelines for Urban Safety Management*. The Institution of Highways and Transportation, 1990

Jointly with M Tracz. *Skrzyzowania z Sygnalizacja Swietlna (Intersections with Traffic Signals)*. Wydawnictwa Komunikacji i Lacznosci, Warsaw, 1990

Evolving application of mathematical optimisation in design and operation of individual signal controlled road junctions. In: *Mathematics in Transport Planning and Control* (ed. JD Griffiths) 1-24. Oxford: OUP, 1992

Agenda for Safe Access in a Stable Environment. Issues for decision makers as identified at ISIRT Round Tables, 1989
1991. Tokyo: IATSS, 1993

Jointly with SA Robertson. Road casualties in London in relation to public transport policy. *Journal of Transport Economics and Policy* 28(1) 61-82, 1994

Jointly with H Ward, J Cave, A Morrison, A Evans, C Kuiper and L Willumsen. Pedestrian Activity and Accident Risk. Basingstoke: AA Foundation for Road Safety Research, 1994

As Chairman of the ETSC Road Infrastructure Working Party and jointly with its Road User Behaviour Working Party. Reducing traffic injuries resulting from excess and inappropriate speed. Brussels: European Transport Safety Council (ETSC), 1995

Jointly with PH Bly, PB Hunt, G Maycock, CGB Mitchell and J Porter. Future scenarios for inland surface transport – an examination of future research needs. *TRL Report* 130, 1995

The national casualty reduction target: Where are we now? PACTS Conference Targets 2001: Where do we go from here? London, October 1995

Towards a road safety strategy for the European Union. ETSC Briefing. Brussels: European Transport Safety Council, 1996

How road infrastructure can help people to use the roads more safely. In: How safe? foundations for the future. AA Foundation for Road Safety Research 10th Anniversary Conference, Birmingham September 1996, 55-63

As Chairman of the ETSC Road Infrastructure Working Party. Low cost road and traffic engineering measures for casualty reduction. Brussels: European Transport Safety Council, 1996

Jointly with staff and Main Council members of the ETSC. A strategic road safety plan for the European Union. Brussels: European Transport Safety Council, 1997

Editor: Special Issue – Parallel Computing in Transport Research. *Transportation Research* 5C(2) 73-152, 1997

Edited jointly with IHT Steering Group. Transport in the Urban Environment. London: Institution of Highways and Transportation, 1997

As Chairman of the ETSC Road Infrastructure Working Party. Road safety audit and safety impact assessment. Brussels: European Transport Safety Council, 1997

As Chairman of a special group of the IHT. Developing an Integrated Transport Policy: the IHT Contribution. London: Institution of Highways and Transportation, 1997

British experience with a national road casualty reduction target. *Proceedings* of 4th International Conference on Safety and the Environment, Tel Aviv, November 1997, 665-77

Analysis of traffic conditions at congested roundabouts. In: Mathematics in Transport Planning and control - Proceedings of the Third IMA International Conference on Mathematics in Transport Planning and Control, Cardiff, April 1998 (ed. JD Griffiths) 1-16. Oxford: Pergamon, 1998

Constructing targets. PACTS Seminar Road Safety Strategy to 2010 - How do we get there? Westminster, July 1998

Safer use of the roads through strategy and action. *Proceedings of the Road Safety Conference - Research, Policing, Education*, Wellington, November 1998 1, 1-5

Understanding the impacts of speed. PACTS Conference - Speed: Whose Business is it? London, February 1999

Society's expectations for urban traffic in the 21st century. In: A Better Urban Transportation for the New Century - *Proceedings of the '99 Shanghai International Symposium on Urban Transportation*, November 1999 (ed. Shanghai Institute of Traffic Engineering) 3-8

As editor for an ETSC Working Party. Safety of pedestrians and cyclists in urban areas. Brussels: European Transport Safety Council, 1999

Jointly with J Broughton, DA Lynam and CM McMahon. The numerical context for setting national casualty reduction targets. *TRL Report* 382, 2000

Road safety in Great Britain: experience since the 1980s and prospects to 2010. 70th Anniversary *Proceedings of the Moscow State Automobile and Road Engineering Institute*, 2001

Road safety - willing the end and willing the means. TRF Fellowship Lecture, University College London, June 2001. Crowthorne: Transport Research Foundation, 2001

Modelling the provision of transport with planned or market-determined public transport services. *Journal of Advanced Transportation* 35(2) 97-104, 2001

Road safety - Britain in Europe. 12th Westminster Lecture on Transport Safety, London, December 2001. London: Parliamentary Advisory Council for Transport Safety, 2002

Jointly with D Zumkeller. Kleines Fachwörterbuch Verkehrswesen: Englisch-Deutsch, Deutsch-Englisch. Stuttgart: Ernst Klett Sprachen, 2003

As Chairman of ETSC Working Party. Assessing risk and setting targets in transport safety programmes. Brussels: European Transport Safety Council, 2003

Halving road deaths: a challenge to change minds and work together. Kick-Off Meeting for Halving Road Deaths, Tokyo, November 2003. Tokyo: Cabinet Office of Japan and International Association of Traffic and Safety Sciences, 195-206

Strassenverkehrssicherheit - aus dem finsternen Mittelalter in Richtung der Aufklärung? In: Berger, WJ (ed) *Unde venis Verkehr quo vadis?* Schriftenreihe 34 des Instituts fuer Verkehrswesen, Universitaet fuer Bodenkultur Wien, 115-9, 2004

Impact of speed cameras on safety. *Traffic Engineering and Control*, 45(11) 384, 2004

Speed management: Why, how and what role for speed limits and their enforcement? *Proceedings of the Roadsafe Expert Meeting - Speed*, London, January 2004

Some traffic safety implications of movement of goods by road. *Transportmetrica* 1(1) 3-12, 2005

Travel survey data required to inform transport safety policy and practice. *Transportmetrica*, 1(3) 241-5, 2005

How many deaths are we prepared to accept? ÖVG Spezial 68a: The future of mobility in Europe - putting passenger and goods transport to the test. Proceedings of the 4th European Congress on Traffic of the European Platform of Transport Sciences, Salzburg, June 2005. Vienna: Österreichische Verkehrswissenschaftliche Gesellschaft
http://eprints.ucl.ac.uk/1423/1/REA_SALZLFE.pdf

Review of Road Accident Statistics: Dissemination of and Access to the Data. National Statistics Quality Review NSQR45. London: Department for Transport, 2006
<http://www.statistics.gov.uk/about/data/methodology/quality/reviews/downloads/NSQR45.pdf>

Edited jointly with MGH Bell and BG Heydecker. Transportation and Traffic Theory 2007. Proceedings of the 17th International Symposium on Transportation and Traffic Theory. Oxford: Elsevier 2007

Transport networks and their use: how real can modelling get? *Philosophical Transactions of the Royal Society A* 366, 1879-92, 2008

Jointly with O Carsten, A Evans and R Gifford. Seat belt laws: why we should keep them. *Significance* 5(2) 84-6, 2008

Speed management in Great Britain and the use of safety cameras. In: R Delorme and S Lassarre eds, Les régimes français et britannique de régulation du risque routier. Synthèse INRETS 57, Chapter 6, 119-37. Arcueil Cedex: INRETS, 2008

Britain's 11-year road safety strategy beyond midterm and in a European context. *International Journal of Sustainable Transportation* 3(3) 141-59, 2009

Jointly with J Broughton, B Johnson, I Knight, B Lawton, D Lynam, P Whitfield and O Carsten. Road Safety Strategy Beyond 2010: A Scoping Study. Road Safety Research Report 105. London: Department for Transport, 2009

Written evidence from Professor Richard Allsop. In: Drink and drug driving law. House of Commons Transport Committee, First Report of Session 2010-11, HC 460, 1, Ev46-Ev53. London: TSO, 2010

The Effectiveness of Speed Cameras: A review of evidence. London: RAC Foundation, 2010

Jointly with NN Sze and SC Wong. An update on the association between setting quantified road safety targets and road fatality reduction. *Accident Analysis and Prevention* 43, 1279-83, 2011

Jointly with G Jost, M Popolizio and M Steriu. 2010 Road Safety Target Outcome: 100,000 fewer deaths since 2001. 5th Road Safety PIN Report. Brussels: European Transport Safety Council, 2011

ZEUS beyond Poland: some issues for wider European application of the ZEUS concept. In R Krystek ed, An integrated system of transport safety – synthesis. Warsaw: Wydawnictwa Komunikacji i Łączności and Institut Transportu Samochodowego, 2012

Jointly with G Jost, and M Steriu. A Challenging Start towards the EU 2020 Road Safety Target. 6th Road Safety PIN Report. Brussels: European Transport Safety Council, 2012

Jointly with S Helman, NAD Kinnear, FP McKenna and MS Horswill. Changes in self-reported driving intentions and attitudes while learning to drive in Great Britain. *Accident Analysis and Prevention* 59, 425-31, 2013

Jointly with G Jost, and M Steriu. Back on track to reach the EU 2020 Road Safety Target? 7th Road Safety PIN Report. Brussels: European Transport Safety Council, 2013

Guidance on use of speed camera transparency data, first issued June 2013, and updated November 2013 and March 2019. London: RAC Foundation, 2013 https://www.racfoundation.org/wp-content/uploads/revise_d_guidance_on_use_of_speed_camera_transparency_data_with_March_2019_addendum_Allsop.pdf

Jointly with CGB Mitchell. Projections of road casualties in Great Britain to 2030. London: Parliamentary Advisory Council for Transport Safety, 2014

Jointly with G Jost. Ranking EU Progress on Road Safety. 8th Road Safety PIN Report. Brussels: European Transport Safety Council, 2014

Jointly with D Adminaite and G Jost. Ranking EU progress on road safety. 9th Road Safety Performance Index Report. Brussels: European Transport Safety Council, 2015

Chapter 1: Overview. In: Why does Road Safety Improve When Economic Times Are Hard? Paris: International Transport Forum, 2015, 13-21

Saving lives by lowering the legal drink drive limit. London: RAC Foundation for Motoring and PACTS, 2015

Vision Zero is flawed, but we should harness its spirit to keep driving down deaths. *Local Transport Today* 704, 18, 2016

Jointly with R Owen and G Ursachi. The Effectiveness of Average Speed Cameras in Great Britain. London: RAC Foundation for Motoring, 2016

Jointly with F Wegman, C Antoniou, R Bergel-Hayat, R Elvik, S Lassarre, D Lloyd and W Wijnen. How did the economic recession (2008–2010) influence traffic fatalities in OECD-countries? *Accident Analysis and Prevention* 102, 51–59, 2017

Vision and realism in the safe system approach to reducing risk in society from use of the roads. Presented at 22HKSTS Conference, Hong Kong, December 2017

Advancing safe system: The need for realistic goals. In: Proceedings of the XXIII International Conference on Living and Walking in Cities (LWC 2017). Town and Infrastructure Planning for Safety and Urban Quality, 43-6, 2018

Risk and choice on roads and in their use. *Transport Reviews* 39(2) 175-180, 2019

Drink driving as the commonest drug driving – a perspective from Europe. *International Journal of Environmental Research and Public Health* 17(24) 9521, 2020

Jointly with John Wootton. Future travel needs a rethink. *Transportation Professional*, January 2022, 16-7

From the will of Richard Allsop:

**“I further desire that my body be cremated
and my ashes scattered from above Corby’s Crag Northumberland”**



Collected appreciations from
family members, friends and colleagues

Laying the foundations for others to build upon