



Celebrating Richard Allsop

2 May 1940 -
19 January 2024

Further collected tributes and appreciations

Good afternoon – to those present just now

Hello to those watching in another time zone

About a year ago when I had a Care Package which involved visits from Carers who called in at our flat, one of them who had recently met Richard asked me ‘if he was famous?’ Not being sure what her purpose was I answered cautiously ‘well it all depends what you mean by famous’. ‘Well’, she replied, ‘he’s on the Internet’ so I suppose she had googled him. I said it wasn’t difficult to be on the internet these days – in fact most of us here would probably qualify if that were the criterion for being ‘famous’!

However, I have told this little story to illustrate what a slippery concept ‘fame’ is likely to be. I don’t know how you would each define it, but what I am sure about is that Richard inspired the great admiration and affection of his colleagues and friends, as is shown by the interest and participation in both the celebration event held at UCL this September and the written contributions in this booklet, and this is far more significant than any degree of so-called fame.

I have written at greater length about Richard as a person rather than as an academic, and this should be among the other papers you will be receiving from this meeting. It is wonderful for me to see the names of so many people with whom I have enjoyed knowing over so many years and who have often been so hospitable to me as well as to Richard. Thank you all so much for being part of this event and of both our lives.’



Frances Allsop
September 2024

'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

'An elder, wise man and mentor'

Although I read papers by Professor Richard Allsop when I was a master's student, I actually met him in the spring of 1996. I remember the papers were about traffic lights and road capacity. I completed my master's thesis in 1987 and my doctoral thesis in 1992, both in Beihang University, Beijing. In February 1996, I went to Newcastle University as a visiting scholar for one year, and my co-supervisor was Professor Mike Bell. At that time, the Transport Operations Research Group of Newcastle University and the group of UCL held regular seminars together, one in Newcastle and the next in London. Mike was the head of the Newcastle TORG. Each time, the young people would report on their research progress and then the senior scholars would pose questions and guide us. What impressed me most was that Richard liked to ask specific and profound questions, full of rich research experience and wisdom.

After I left Newcastle and returned to Beijing, I met him many more times, all at international academic conferences, mainly ISTTT. He was present at every ISTTT conference and was just as inquisitive and active as ever.

In a flash, time flies, from 1996 to now is almost 30 years. Time is long, but there are always some people and things that will be remembered by us. Richard and his story is one of them. He is our elder and mentor; we will always respect him and miss him!



Hai-Jun Huang
Professor and Vice President of Beihang University

'An honourable and inspiring man'

As one of Richard's PhD students, I learnt many aspects and techniques of research, statistics, mathematical modelling, technical writing and the workings of government at different levels. I am extremely grateful for all those lessons. However, the deepest and most long-lasting impressions that I have of Richard were his humanity, his drive to contribute to an improvement in the condition of humankind and his willingness to lend his ear to all viewpoints before making his own pronouncements on the issue at hand.

I cannot claim to live by or up to those standards and drives set by Richard, but they have remained with me as the lasting impressions of an honourable and inspiring man.



Martin Mowforth
PhD Graduate of the CTS

'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

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

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

² [Remembering Professor Richard Allsop OBE DSc FEng - 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 \(nih.gov\)](#)

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

‘Richard’s quiet, kind, tolerant and creative personality’

Mike Bell

I first met Richard when I joined the then Transport Studies Group in Flaxman Terrace in mid 1979 as his Research Assistant. It was a turbulent time in my life. I was 26, had just completed three years as a PhD student in the Institute for Transport Studies at Leeds University, and had almost completed my thesis. It would be true to say that I didn’t know what I would do in life only that I was not finished learning and felt pulled to the transport field. Richard took me on to complete a two-year Research Council project initiated I believe by Dr Timothy Paul Hutchinson on analysing injury severity for single vehicle accidents by latent class analysis using GLIM. Incidentally I unexpectedly met Paul Hutchinson many years later in Adelaide, where he was publishing until as recently as 2021, according to the University of Adelaide website.

It was a steep learning curve for me as I had never looked at accident data or come across GLIM before, but amazingly this turned out to be the missing methodological link in my thesis, which was actually about modelling trans-Pennine road freight distribution. I learnt then the valuable lesson that quite often ideas, methods and models from one field can work well in another seemingly unrelated field.

The Transport Studies Group at that time I arrived was a vibrant place with an eclectic mix of memorable characters. People I met while I was there between 1979 and 1982 included (in no particular order) Ben, John Wardrop, Pilo Willumsen, Saskia Fry, Steve Gallivan, John Landrock, Mike Brennan, Marian Monas, Dieneke Furgeson, Martin Mogridge, David Holden, Heather Ward, Martin Mowforth, Mike Tate, Jon Nicholl and Nick Tyler, many like Richard sadly no longer with us. My apologies to those I have forgotten to list.

The Transport Studies Group at that time in many ways reflected Richard’s quiet, kind, tolerant and creative personality, which permeated the Group from his corner office in Flaxman Terrace. It is easy to forget that he was only 39 in 1979 and yet he had built up a world leading research group. I recall with fondness the 11:00 morning tea ritual, often with Richard, and occasional evening meets in Mabel’s at the end of Flaxman Terrace, usually without Richard. Another

important life lesson learnt at that time is never to code anything after visiting the pub, a message which I think would resonate with Richard, given his work on the perils of drinking and driving.

After one year on Richard’s project I moved across to a second Research Council project with Pilo Willumsen, which was much closer to my PhD research and I guess kicked off my academic career. 1981 was a momentous year for me. I not only finally finished my PhD early that year but also, with Richard’s encouragement, successfully submitted my first paper to the International Symposium on Transportation and Traffic Theory, ISTTT for short, in Toronto, Canada. It was there that I met all the greats of the transport field at that time, including Professor Wilhelm Leutzbach of the Institute für Verkehrswesen at the Technical University of Karlsruhe, a good friend of Richard’s. It was at about this time that I began to believe that I could make a career as an academic in the transport field.

Richard and Wilhelm Leutzbach together initiated the annual Anglo-German “Englischseminar”, which still continues today. Ben and I were introduced to the seminar in early 1982. It was also in 1982 when I applied for and got a two-year Alexander von Humboldt postdoctoral research fellowship to visit Leutzbach’s Institute. This kicked off in the autumn of 1982 with two months of intensive German language instruction in the Mannheim Goethe Institut, where coincidentally Reiko was six months later. This was about enough to get my O-Level German up to a usable level. I subsequently met Reiko through Cäcilia Nauderer of the Alexander von Humboldt Foundation, who took it upon herself to bring the group of Humboldt Fellows she was responsible for together socially.

Following two glorious years in Karlsruhe, culminating in my second ISTTT paper, this time in the Hague in 1984, I took up a New Blood Lectureship in the Transport Operations Research Group, TORG for short, at the University of Newcastle. This was the research group Richard set up before moving to UCL. There I continued to work closely with Ben and Richard on a series of Research Council projects related to traffic signal control, a topic of deep interest to both of them and me at that time. I think Richard in particular valued the opportunity to visit Newcastle and keep in touch with Peter Hills, his successor as Director of TORG.

I continued to participate in the annual Englischseminar, at some point taking over the leadership of the language sessions from Richard until I emigrated to Australia in 2012 and participation was no longer practical. At that point Jillian Anabel took over. Richard and I shared an interest in reading and speaking German and keeping in touch with the German transport academic scene.

In 2002 I moved from Newcastle University to Imperial College and then in 2012 I moved again to my current post at the University of Sydney. At all important junctures in my life and career Richard was there with calm, objective and helpful advice. The last time was 29 November 2023 when I was preparing my speech for the Award of the Kometani-Sasaki Prize in Kyoto on 1 December 2023, the Prize which Richard himself had been awarded in 2018 and Mike Smith in 2021. This prize is awarded every two years for contributions to the International Symposium on Transportation and Traffic Theory. I did not realise then that Richard would pass away less than two months later. I owe so much to my late mentor and friend. I think it is important for Francis to know that without Richard, for me there would have been no Transport Studies Group formative experience, no Alexander von Humboldt postdoc fellowship in Karlsruhe, no Englischseminar, no International Symposium on Transportation and Traffic Theory, no Kometani-Sasaki prize, and indeed no Reiko Ohnishi-Bell!



Mike Bell
Chair of Ports and Maritime Logistics, University of Sydney

The Road Traffic Law Review Report

Department of Transport, Home Office, 1988

Appointment

The Road Traffic Law Review was set up on 31 January 1985 by the Secretaries of State for Transport and the Home Department, with the agreement of the Secretary of State for Scotland. It was established just after the publication of the report on road safety made by the Transport Committee of the House of Commons which examined ways of reducing further the number of road casualties (First Report from the Transport Committee, Session 1984/85, HC103-1-2-3). Among a wide range of recommendations, the Committee recognised the role of road traffic law as one of the factors influencing road user behaviour and recommended that measures to simplify the law should be investigated.

Membership

The membership of the Review is:

Dr Peter North (Chairman), Principal, Jesus College, Oxford
Professor Richard Allsop, Professor of Transport Studies,
University College London
Graham Ange, Home Office
Tom Hall, formerly Department of Transport
David Smith, Department of Transport
Paul Harris, Home Office (until September 1985)
Steven Davidson, Home Office (from October 1985)

Report and recommendations

The report is unanimous. All the members of the Review concur both in the detailed recommendations and in the conclusions expressed in the body of the report.

The 350-page report includes several informative appendixes and makes 137 separate recommendations.

Greetings from Alnwick in Northumberland

To everyone reading this booklet 'Celebrating Richard Allsop'

- whether on paper or on-line.

I am very sorry that I was not able to be with you in person at the celebration event that was held at UCL this September because of my difficulty in travelling long distances due to my health issues. It would be invidious to thank specific individuals, but I am extremely grateful to all those who worked hard to organise this event itself, and, in particular, for all the work that Ben Heydecker has undertaken in order to fulfil his role as Richard's 'Literary Executor'.

I was overwhelmed by the many cards and letters I received from all over the World following Richard's sudden death in January this year, and I am really sorry that various continuing communication problems, as well as the sheer volume of these messages made it impossible to send responses to most individuals and organisations, I hope that as Christmas approaches I may be able to contact at least some of the people who took so much trouble to let me know of their admiration and love for Richard, and, in many cases, their concern for me.

As many people will be aware, Richard and I married somewhat late in life. We were each aged 50 in 1990, both single and had lived alone for more than 20 years. Given this background it seems amazing in hindsight that we were able to create, what I at any rate think, was such a good situation. When we met new people, they were often curious about how we met and Richard liked to respond by mentioning our 'Whirlwind courtship' of 17 years! Again, with hindsight, it was important that we were longstanding friends each with a strong wish to get and stay married. I think that those who knew Richard well, will recognise his capacity for friendship and that is borne out in the messages I have received, and in the interest in today's event. We actually met in a play reading group, which has been in existence for over 60 years now, without any formal structure. In fact, although Richard and I might have seemed unlikely partners, our relationship was based on a common value basis, as, although we had quite different fields of work, we both believed in social justice and wanted to leave situations in which we worked in a better state than those in which we had found them. We both identified as Anglicans and have supported the parish church wherever we have lived.

It may not be known to many how generous Richard was in supporting church development. On at least two occasions his ready offer of financial help, enabled schemes to go ahead regardless of a need for fundraising which would have held them up for a long time. He also supported several charities connected with homelessness and World Development, and I know he would have been really pleased at the outcome of the General Election this year, and the way in which principles and integrity are now considered to be back on the national agenda.

Although we did not expect to have children of our own, Richard was always very interested in the children of his colleagues and friends as many here would testify. In some senses his work projects were like his children. Initially, I would like him to have developed a better work/life balance, but I can now understand why it was so important for him to be so devoted to the work. I think he would hope the through the activity of others, his work will be carried on and extended further, particularly in the area of European Road safety. Richard was probably the most fair-minded person most of us are likely to meet: within my own relationships, his is a hard act to follow, as I think you may also perhaps have found.

Thank you.



Frances Allsop
Summer 2024

From the will of Richard Allsop:

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



Further collected tributes and appreciations from
family members, friends and colleagues

Laying the foundations for other to build upon