

Why Register



Read what Andrew Ramsay, CEO of the Engineering Council, says about registration:

"We are often told by engineers that the principal reason for becoming registered as EngTech, IEng or CEng is the status and recognition associated with having letters after their name. As well as boosting their confidence, this identifies them as possessing the competences that employers value and indicates that these competences, together with their commitment to professionalism, are recognised as meeting the highest standards both in the UK and internationally.

Evidence of employing registered engineering professionals is a frequent requirement for the award of contracts both in the UK and internationally.

Therefore, it is hardly surprising that registrants generally find it easier than non-registrants to gain promotion or a new job. In fact, many employers place such a high importance on registration that they are happy to pay the fees on their employees' behalf.

Surveys have repeatedly shown that registered engineers rapidly achieve higher earnings than their non-registered counterparts, which in itself provides a very good reason for gaining professional registration.

With significantly improving job security and career prospects, EC registration is open to any competent practising engineer, with different levels and pathways available."

The best way to find out about IHE's new routes and realise your ambitions, is to attend a Preparing for Review Course. The 2010 dates are listed here

IHE Professional Reviews: new for 2010

IHE has streamlined its Professional Review paperwork to encourage more applicants to apply earlier in their careers in line with Engineering Council's policy of improved access.

From the next closing date for Review submissions, 2 March 2010, applicants are asked

- to describe their relevant experience on 16 Professional Development Forms (thus combining the old Evidence Summary Forms and the Professional Review Report)
- to summarise on a page, one or two schemes to discuss at the review interview to demonstrate they meet the broad competence requirements.
- to compile a portfolio of documents substantiating their competence.

If you have started on the 2009 procedures, you are welcome to submit in this style or to switch to the new routes.

The Technical Report option remains as before but the second interview follows the new format.

The Technician Review has also been updated and is now open to technicians from a wider variety of backgrounds, including those who are qualified by experience. The only requirement is that you prove competence at the required level.

www.theihe.org.uk/membership

Attend	If you want
1 July, Sheffield 5 October, London	CEng
1 July, Sheffield	CEng & IEng non-standard routes
14 April, London 19 May, Taunton	General coverage, CEng, IEng & EngTech

News in brief

- CSS has published guidance on **commuted sums**. The new recommendations are for a transparent, more flexible process with collected funds ring fenced. Future maintenance burdens are cautioned.
- **SUDS** is gaining ground in England: Cambridge City has joined Oxford in publishing local guidance.
- **Making smarter choices** is a new publication from Act Travelwise and IHT. A series of factsheets will follow.
- DfT has amended its guidance to allow **20mph zones** without traffic calming measures.
- **Speed limit reviews** of rural roads need to be completed by 2011. Key different approaches have been reported from Norfolk, Surrey and Warwickshire.
- DfT's good practice guide for Councils and utilities advises on how better to communicate about **streetworks** and offers greater control over works. Utility fines are increased to £25,000 maximum daily charge and lane rental is proposed for busy roads.
- The **Exhibition Road** shared space scheme has passed its safety audit. A GuideDogs challenge failed in the High Court, but they have not given up the campaign.
- UCL research on the effectiveness of delineators has found that the traditional **warning corduroy tactile** is the best performing of the delineator profiles being tested on its PAMELA simulator.
- Sheffield City's draft **pedestrian strategy** supports home zones, on which the Council has published guidance (www.homezones.org.uk), but is more cautious about shared space.
- **Creating healthy environments** is a toolkit prepared for Scottish local authorities to improve walkability www.livingstreets.org.uk/scotland
- Cambridge CC is installing **SPECS3** on a rural road in the Fens.
- **TEC December 2009** included a couple of helpful articles on 'forgiving roads' for **motorcycling**.
- TRL and Savoy have launched new software linking Autotrack and ARCADY to reduce the time to **design roundabouts**.
- Read IHE's response to the DfT's consultation on 2010 **amendments to the TSRGD** in www.theihe.org/knowledge-network/



contacts and links

www.theihe.org

www.ihe-southern.org.uk

www.homezones.org.uk

www.motorcycleguidelines.org.uk

Sign up for Discussion groups

<http://uk.groups.yahoo.com/group/ukhighwaydevcon/> - Development Control Group moderated by IHIE

<http://groups.yahoo.com/group/homezones-discuss-1/> - An independent Home Zones site

<http://www.theihe.org/tsgforum/> - CSS Traffic Signals Forum

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