

The Future of Motoring in the UK

Transport Infrastructure
the Spending Review
and other initiatives

Stephen Glaister
Director RAC Foundation

Keoghs Motor Claims Conference 23 November 2010

A confused situation!

Spending Review

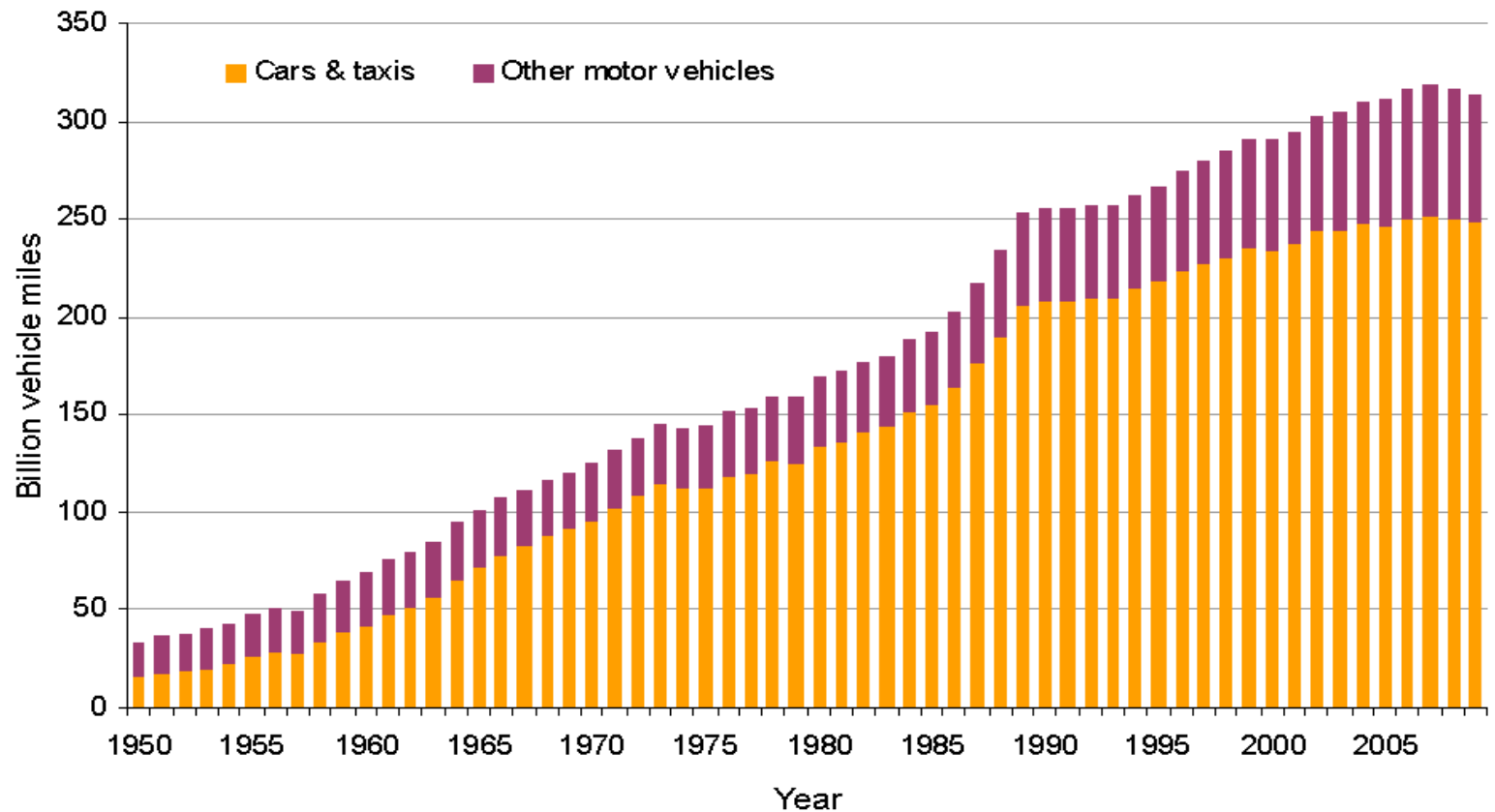
National Rail and Highways Agency

Local government

National Infrastructure Plan 2010

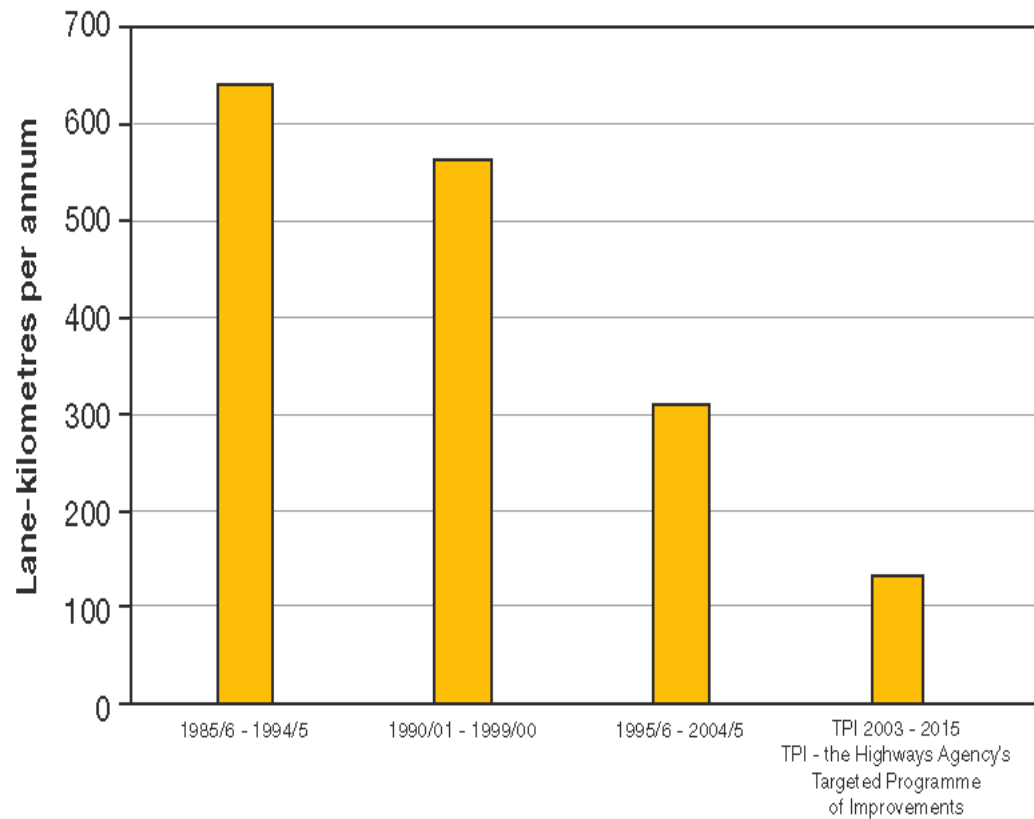
Localism Bill

All motor vehicle traffic, Great Britain, 1950 - 2009



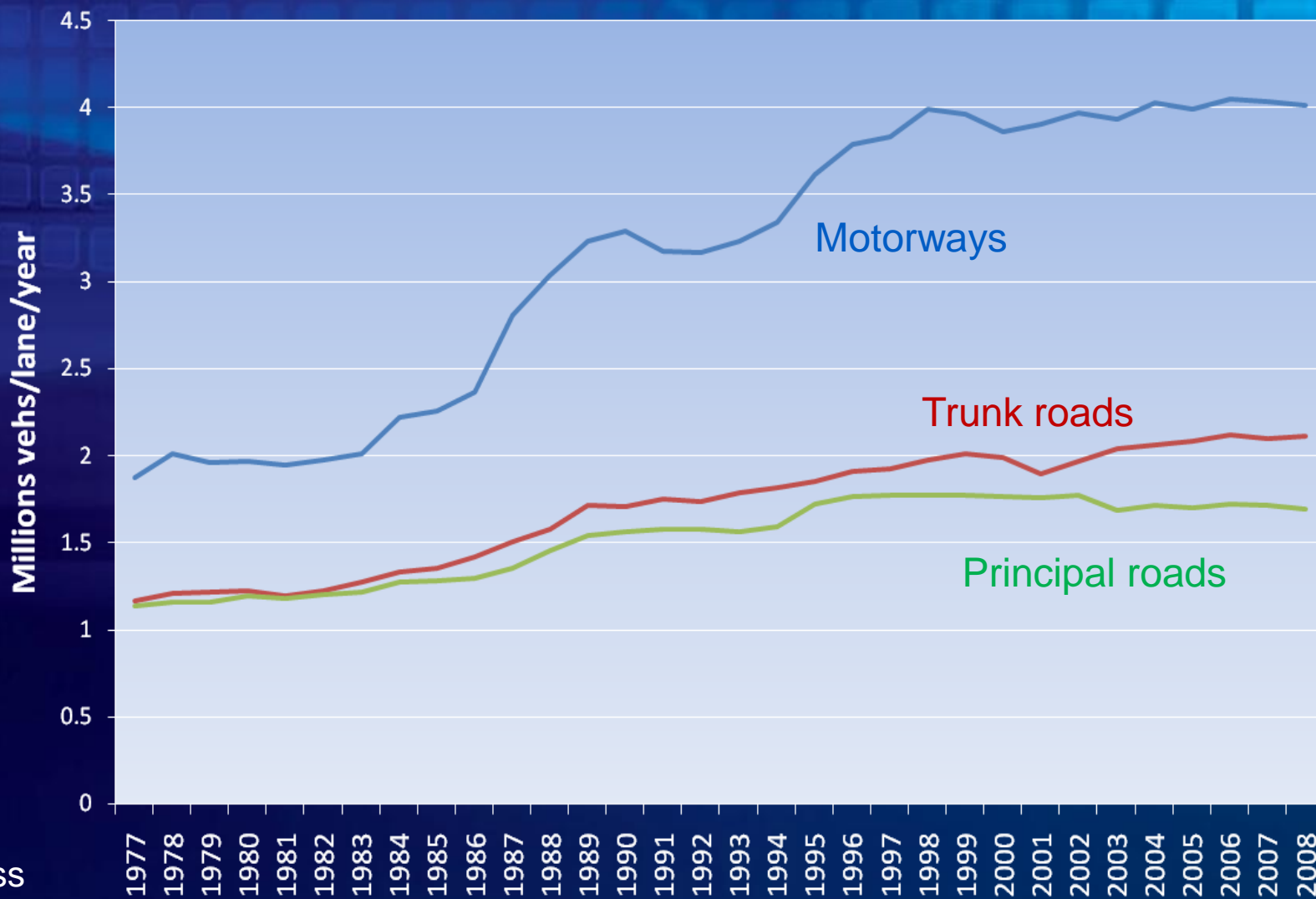
Congestion and unreliability

Figure 6.1: Actual and proposed rates of English trunk road construction



Source: Banks et al. (2007), Figure 2, p.12

Main road traffic densities 1977 - 2008



Source:

David Bayliss

Population growth

Region	%
North East	7
North West	10
Yorkshire and Humberside	19
East Midlands	21
West Midlands	12
East	20
London	14
South East	16
South West	20
All England	16

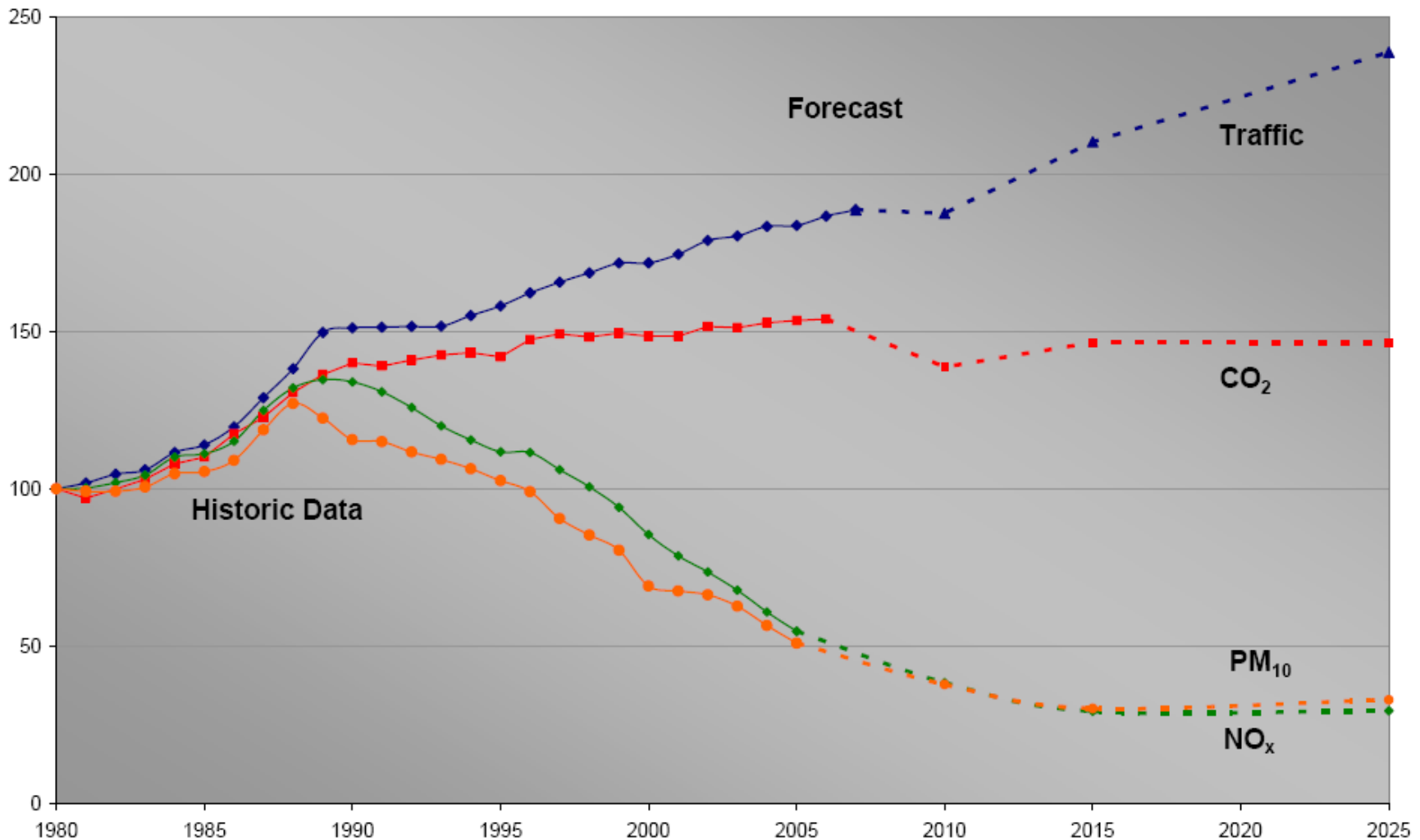
Source: OPCS (Office for National Statistics, 2006)

2010 – 2031

20% more people in some
Regions over next two
decades!

National Traffic Forecast (DfT, 2008)

Figure 1: Road Traffic and Road Transport Emissions, Past and Forecast



Source: Historic traffic data from DfT (2007); Historic emissions data from DECC (2007); forecasts from the NTM

Traffic Stress

2005 volumes
+ 40%

Source:
Highways Agency and
RAC Foundation



Rail carries 7% of passenger miles

Bus carries 7% of passenger miles

The rest is by road

Similarly for freight

Spending Review

Department for Transport

	£ billion				
	2010-11	2011-12	2012-13	2013-14	2014-15
Resource DEL ¹	5.1	5.3	5.0	5.0	4.4
Capital DEL	7.7	7.7	8.1	7.5	7.5
Total DEL	12.8	13.0	13.1	12.5	12.0

In this table, Resource DEL excludes depreciation

Transport capital “protected” (11% real cut)

ANNEX G - Indicative Analysis of Budgets
DfT Capital and Resource Budgets
Major Programme Areas

	Baseline 2010-11 Capital ¹	2011-12 Capital	2012-13 Capital	2013-14 Capital	2014-15 Capital
£m nominal expenditure					
National Roads (Highways Agency)	1,571	1,244	921	877	1,040
Rail (including net rail income)	3,778	4,109	4,896	4,662	4,532
Local government funding	1,618	1,554	1,503	1,465	1,664
<i>o/w Local Sustainable Transport Fund</i>	<i>n/a</i>	<i>30</i>	<i>40</i>	<i>60</i>	<i>80</i>
<i>o/w maintenance</i>	<i>871</i>	<i>806</i>	<i>779</i>	<i>750</i>	<i>707</i>
<i>o/w Integrated Transport Block grant</i>	<i>450</i>	<i>300</i>	<i>320</i>	<i>320</i>	<i>450</i>
<i>o/w Major local enhancement schemes</i>	<i>199</i>	<i>418</i>	<i>364</i>	<i>335</i>	<i>427</i>
London transport grants	n/a	424	352	184	0
Other programmes	719	400	410	292	281
<i>o/w Regional Growth Fund</i>	<i>n/a</i>	<i>165</i>	<i>100</i>	<i>-</i>	<i>-</i>
TOTAL	7,686	7,731	8,082	7,480	7,517

Rail increase

£750 m for High Speed Rail

Highways Agency cut by over 45% real

DfT Resource

£m nominal expenditure	Baseline					2014-15
	2010-11	2011-12	2012-13	2013-14	2014-15	% Reduction ²
National Roads (Highways Agency)	1,124	1,118	1,016	998	947	-23%
Rail (including net rail income)	-337	-87	-247	-483	-435	n/a
Local government funding ³	473	378	401	413	420	-28%
<i>o/w Local Sustainable Transport Fund</i>	<i>n/a</i>	<i>50</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>n/a</i>
<i>o/w transferred to CLG formula grants³</i>	<i>n/a</i>	<i>303</i>	<i>276</i>	<i>288</i>	<i>295</i>	<i>n/a</i>
Local PFI ⁴	170	195	239	311	320	71%
London transport grants	2,764	2,804	2,803	2,699	2,404	-21%
<i>o/w General TfL grant</i>	<i>1,934</i>	<i>1,943</i>	<i>1,922</i>	<i>1,795</i>	<i>1,517</i>	<i>-28%</i>
<i>o/w Investment grant</i>	<i>892</i>	<i>861</i>	<i>881</i>	<i>904</i>	<i>928</i>	<i>n/a</i>
Other programmes	1,091	1,007	907	1,131	884	-27%
<i>o/w Regional Growth Fund</i>	<i>n/a</i>	<i>-</i>	<i>-</i>	<i>200</i>	<i>-</i>	<i>n/a</i>
<i>o/w Departmental Administration</i>	<i>295</i>	<i>272</i>	<i>252</i>	<i>233</i>	<i>216</i>	<i>-33%</i>
VED Collection & Enforcement ⁵	191	189	190	191	191	-9%
TOTAL	5,141	5,299	5,033	4,971	4,436	-21%

HA Schemes continuing

Continuing Schemes

1.	M1 Junctions 10 – 13	5.	A1 Dishforth to Leeming
2.	M1 Junction 19 Catthorpe Viaduct Replacement	6.	A3 Hindhead
3.	M25 Junctions 16 – 23	7.	A421 Bedford to M1
4.	M25 Junctions 27 – 30	8.	A46 Newark to Widmerpool

Schemes starting work before 2015

A.	M1 Junctions 28 – 31	H.	M60 Junctions 8 – 12
B.	M1 Junctions 32 – 35a	I.	M60 Junctions 12 – 15
C.	M1 Junctions 39 – 42	J.	M62 Junctions 18 – 20
D.	M25 Junctions 5 – 6/7	K.	M62 Junctions 25 – 30
E.	M25 Junctions 23 – 27	L.	A11 Fiveways – Thetford
F.	M4 Junctions 19 – 20 and M5 Junctions 15-17	M.	A23 Handcross – Warninglid
G.	M6 Junctions 5 – 8	N.	A556 Knutsford – Bowdon

- 37.** The 14 schemes confirmed today will make a major contribution to the development of Britain's economy. For every pound invested, there will be over six pounds worth of public benefits. On some schemes, this figure will be higher than ten. Overall, these schemes will create more than £13bn of public value when completed.

So what was the return on

the other approved transport investments?

the road schemes not approved?

Schemes starting work post 2015

a.	M1/M6 Junction 19 Improvement	h.	A21 Tonbridge – Pembury
b.	M25 Junction 30	i.	A27 Chichester Bypass
c.	M6 Junctions 10a – 13	j.	A38 Derby Junctions
d.	A14 Kettering Bypass	k.	A45/A46 Tollbar End
e.	A160/A180 Immingham	l.	A453 Widening
f.	A19 Testos	m.	A5-M1 Link Road
g.	A19/A1058 Coast Road Junction	n.	A63 Castle Street

Schemes under review

w.	M20 Junction 10a	y.	M4 Junctions 3 – 12
x.	M3 Junctions 2 – 4a	z.	M54 to M6/M6 Toll link road

Cancelled schemes

A1 Leeming to Barton	A21 Flimwell to Robertsbridge
A19 Seaton Burn Interchange	A21 Baldslow
A19 Moor Farm	A47 Blofield to North Burlingham
A21 Kippings Cross	

A14 Ellington – Fen Ditton
Traffic officers??
Managed Motorway schemes?

Many delayed local schemes are roads

Schemes with Conditional Approval

To be considered for progression to Full Approval on a case by case basis

Scheme	Promoter
Walton Bridge	Surrey
Reading Station Highway Works	Reading
Isles of Scilly Link	Cornwall

Schemes in the Supported Pool

Will be funded subject to revised funding bids from Local Authorities. Funding to be confirmed in January following receipt of bids.

Scheme	Promoter
Thornton to Switch Island Link	Sefton
Taunton Northern Inner Distributor Road	Somerset
Heysham to M6 Link Road	Lancashire
Leeds Station Southern Access	Metro
East of Exeter	Devon
A57 M1 to Todwick Crossroads	Rotherham
Mansfield Public Transport Interchange	Nottinghamshire
Ipswich Fit for the 21st Century	Suffolk
Mersey Gateway Bridge	Halton
Midland Metro Extension	Centro

Schemes in the Development Pool
 Value for money confirmed but not all will be affordable. Subject to consultation and revised funding offers from Local Authorities. Details of 2011 on which of these will be funded.

Scheme	Promoter
Waverley Link Road	
Beverley Integrated Transport Plan	
A684 Bedale-Aiskew-Leeming Bar Bypass	
Norwich Northern Distributor Road	
Bus Rapid Transit Ashton Vale to Temple Meads	
Loughborough Town Centre Transport Scheme	
Leeds Rail Growth Package	
Nottingham Ring Road	
Access York Park & Ride	
Weston Super Mare package	
Bath Transportation Package	
A6182 White Rose Way Improvement Scheme	
Rochdale Interchange	
Crewe Green Link Southern Section	
Sunderland Strategic Corridor	
A18-A180 Link	
Manchester Cross City Bus	
Pennine Reach (East Lancs Rapid Transit)	
Supertram Additional Vehicles	
Hucknall Town Centre Improvement Scheme	
Leeds New Generation Transport (trial)	
Bexhill to Hastings Link Road	

Schemes in the Pre-Qualification Pool
 Value for money not clear. Subject to preliminary assessment before decisions in January 2011 on which of these can join the Development Pool.

Scheme	Promoter
A509 Isham Bypass	Northamptonshire
Watford Junction Interchange	Hertfordshire
A43 Corby Link Road	Northamptonshire
A1056 Northern Gateway	North Tyneside
Luton Town Centre Transport Scheme	Luton
Sunderland Central Route	Sunderland
Darlaston Strategic Development Area scheme	Walsall
Camborne-Pool-Redruth Transport Package	Cornwall
Castleford Town Centre Integrated Transport Scheme	Metro
A24 Ashington to Southwater	West Sussex
A164 Humber Bridge to Beverley improvements	East Riding
Northern Road Bridge	Portsmouth
Kingskerswell By-pass	Devon
South Bristol Link Phases 1&2	Bristol
Worcester Integrated Transport Strategy	Worcestershire
Chester Road	Lincolnshire
Lincoln Eastern Bypass	SYPT
South Yorkshire Bus Rapid Transit Phase 1 (Northern Route)	Northumberland
Morpeth Northern Bypass	Portsmouth
Tipner Interchange	Coventry/Warwickshire
Coventry-Nuneaton Rail Upgrade	Sheffield
A61 Penistone Road Smart Route (including QBC)	Essex/Thurrock/Southend
South Essex Rapid Transit	Bristol
Bus Rapid Transit North Fringe to Hengrove Package	Hertfordshire
Croxley Rail Link	Staffordshire
Stafford Western Access Improvements	Gloucestershire
Elmbridge Transport	Nexus
Bus Corridor Improvement Scheme - Orpheus Bus Phase 1	Dorset
A338 Bournemouth Spur Road maintenance	Worcestershire
Evesham Bridge Maintenance	Solihull
A45 Westbound Bridge	Birmingham
A38(M) Tame Viaduct	Derby
London Road Bridge	
Leeds Inner Ring Road	

Motor insurance market: some implications

The number of vehicles requiring motor insurance
will continue to grow

On current plans traffic densities will rise rapidly

This will affect accident risk per vehicle mile

Other demographic changes will affect risk:

E. g. we are all living longer

Road safety policy

Previous Gvt's road safety targets ran out in 2010

Previous Gvt's consultation "A safer way" has been lost

Coalition Gvt. has abandoned road safety targets

Road safety policy

Safety policy could achieve a significant reduction in risk:

Gvt. response to North Review of alcohol and drugs?

Improvement in road infrastructure

eg removal of hazards:

63% of all fatal and serious collisions occur
on single carriageways

Speed reduction is crucial

Frequency of personal injury collisions is proportional to square of average speed

Frequency of killed or seriously injury collisions is proportional to cube of average speed

Speed cameras ARE effective!

RAC Foundation review of the evidence by
Professor Richard Allsop

Published on 24th November 2010

If all speed cameras were decommissioned
there would be an increase of about 800
in killed or seriously injured a year

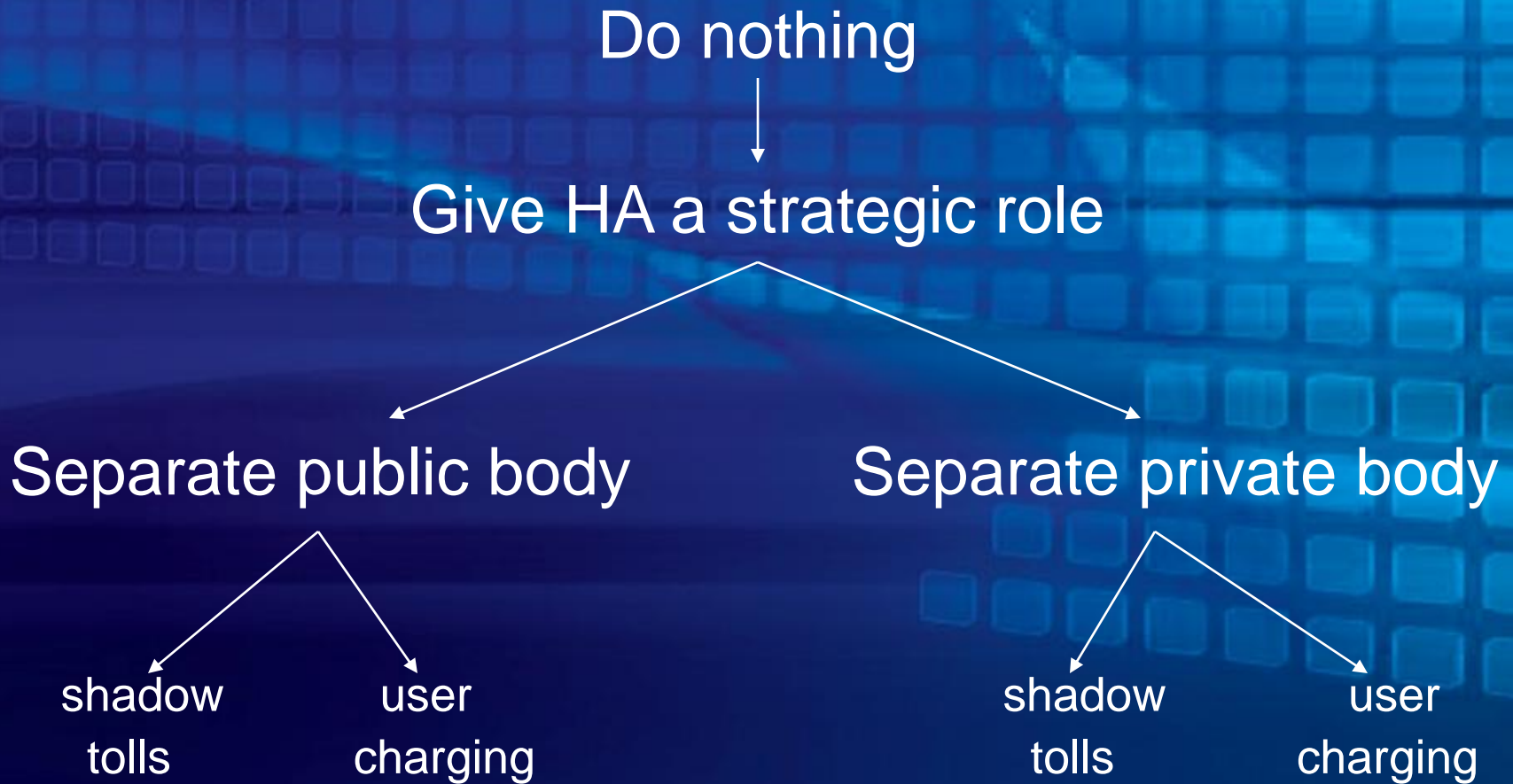
How can we get the
Funding for
an adequate, safe
road system??

Governing and Paying for England's Roads



Stephen Glaister
July 2010

The range of options



We need a realistic national roads strategy
and
a road safety policy based on the evidence