



## FREIGHT TRANSPORT ASSOCIATION

### 10 YEAR PLAN REVIEW: 17 DECEMBER 2002 MEMBER BRIEFING NOTE

Yesterday (Tuesday 17<sup>th</sup> December), Transport Secretary, Alastair Darling launched the first report on progress towards the delivery of the ten year plan. This member briefing paper summarises the key features in the report relating to freight transport. The full report is available at: [www.dft.gov.uk/trans2010/progress/index.htm](http://www.dft.gov.uk/trans2010/progress/index.htm)

#### Overview

The report sets out what has been achieved since the ten year plan came into effect in April 2001. Much of the 184 page document focuses on improvements to the transport network and public transport over the last eighteen months. The report also confirms the Government's intention to update and roll forward the plan to 2015 to coincide with the next public expenditure review in 2004.

#### Congestion

The report revises congestion forecasts upward. The latest analysis of traffic data suggests that there was more traffic in 2000 than had been thought. That, coupled with more upbeat projects for economic growth has meant rather than congestion falling, congestion levels on all roads will continue to rise.

#### Road Traffic Congestion in 2010

	<u>July 2000 plan</u>		<u>December 2002 plan review</u>	
	<u>Congestion without The Plan</u>	<u>Congestion with The Plan</u>	<u>Congestion without The Plan</u>	<u>Congestion with The Plan</u>
All roads	+15%	-6%	+27% to +32%	+11% to
+20%				
Strategic roads	+28%	-5%	+52% to +67%	+1% to
+15%				
Urban roads	+15%	-8%	+25% to +30%	-9% to -20%

#### Spending Totals

Total public and private spending over the ten year plan period (£180.6 billion) is slightly higher than the original plan (£179.6 billion). Spending for 2001/02 is expected to be close to that forecast in July 2002. The additional spending identified in the 2002 review will be spent between 2002/03 and 2005/06, together with £0.9 billion originally earmarked for spending in the second half of the plan.

The review outlines how spending on the railways will increase over the next few years - rising from £2.1bn in 2001/02 to £4.3bn in 2005/06. This is £312m less for the SRA over the coming three years than was forecast earlier this year.

#### 2005 landmarks identified in ten year plan review

##### Strategic roads

- New M6 toll and up to 25 other major schemes open to traffic;
- expansion of Targeted Programme of Improvements;
- further speeding up of road scheme delivery, incorporating modernised planning inquiry procedures;
- work started on a further 30 major improvement schemes;
- work underway or completed at all 92 junction priority sites;
- highways Agency Traffic Control Centre completed and operating;
- traffic information highway established to provide a common pool of traffic data;
- network maintained in optimum condition (defined as holding the proportion of the network requiring maintenance at between 7% and 8%);
- variable message signs at all strategic points on the network;

- active traffic management pilot scheme in full operation;
- quieter surfacing installed on over 20% of the core network;

#### Railways

- Significant improvements in punctuality and reliability;
- section 1 of the Channel Tunnel Link in operation;
- implementation of SRA Capacity Utilisation Strategy from 2004/05.

#### Local transport

- Second Local Transport Plans (setting out policies for 2006/7 to 2010/11) to be submitted by summer 2005;
- up to 50 major local authority road schemes, including bypasses and relief roads;
- 15,000 traffic management and traffic calming schemes in place to tackle congestion and reduce traffic impacts;
- significant improvement in the condition of local roads.

#### Ports and airports

- A34 North of Southampton multi-modal study to commence Spring 2003 to consider links between the ports of Poole, Portsmouth and Southampton and the South Midlands;
- new Trinity Container Terminal at Felixstowe operational;
- upgrading of rail links from Felixstowe to remove loading gauge constraints.

#### Sustainable transport

- Reductions in CO<sub>2</sub> and key air pollutants from road transport;
- CNG available in all major cities, with at least 1,000 buses and trucks using this fuel;
- 150,000 LPG vehicles in UK.

#### Sustainable freight distribution

- Adoption of best practice methods to deliver greater fuel efficiency and CO<sub>2</sub> savings;
- wider use of clean vehicle technologies (including natural gas and particulate traps);
- expansion of logistic efficiency sector benchmarking surveys;
- increase in the number of Freight Quality Partnerships;
- dissemination of advice and practical management techniques to help companies build resilient supply chains;
- extension of the Freight Facilities Grant scheme to support water freight operating costs, alongside the existing grants for capital expenditure.

#### Transport sector skills

- Sector Skills Councils established for the transport sector.

#### Dealing with government

- A substantially complete computerised MOT system;
- electronic services for registration and regenerating vehicles;
- electronic driver licence service;
- internet booking of driving tests;
- commercial vehicle operators using electronic links for all their main transactions including the booking of HGV tests.

#### **FTA Comment**

The Freight Transport Association has welcomed that Transport Secretary's commitment to pursuing the objectives of the ten year plan. The bringing forward of investment scheduled for later in the plan has been a key demand in FTA's discussions with ministers.

However, FTA continues to have grave doubts about the adequacy of planned investment and the speed at which results can be delivered – particularly as this is the blueprint on which industry relies when planning its own investment. The upward revision on congestion suggest the Government has still has a long way to go in getting to grips with the increasing transport demand of a growing economy.

#### **Contact for Further Information**

Simon Chapman, Chief Economist

Email: [schapman@fta.co.uk](mailto:schapman@fta.co.uk)