



FREIGHT TRANSPORT ASSOCIATION

## TEN YEAR PLAN FOR TRANSPORT

### FTA's Analysis of Government Delivery as at June 2002

**The Government published its Ten Year Plan for Transport in July 2000. FTA closely monitors the delivery of the Plan against the key freight issues. The Government's record to date is shown against each issue.**

#### **The Ten Year Plan PROMISED ...**

##### **Cleaner vehicles**

Doubling annual spend on cleaner vehicle initiatives by 2003/04. Strengthen Powershift and Cleaner Vehicles Programme.

##### **Congestion charging**

No schemes before 2003/2003.  
12 Councils interested, allows for  
8 schemes to be established generating £2.6bn  
over the life of the plan, to be hypothecated.  
One of the first schemes to be in London.  
Possible £5-£7.50 charge for entering area  
bounded by Euston Road and Elephant and  
Castle. Decision on inter-urban charging pending  
Multi Modal Studies.

##### **Congestion levels**

5% reduction in inter-urban congestion compared  
to current levels by 2010.  
8% reduction in congestion in large urban areas  
by 2010.

##### **Fuel prices**

Long run sustainable price of crude oil expected  
to fall from \$28 to \$16 a barrel by 2010 (at 1999  
prices). Fuel duty decision will be taken on a  
Budget by Budget basis. Hypothecation of fuel  
duty revenues remains the Chancellor's domain  
for the future.

#### **The Government has DELIVERED ...**

Road Haulage Modernisation Fund includes £15  
million for Powershift and Clean Up  
programmes. VED discounts reduced from  
£1000 to £500.

No schemes yet introduced. London scheme to  
be introduced from 17 February 2003  
@£5/vehicle/day. Edinburgh currently  
consulting. 30 other Councils considering.  
Government guidance sent back to drawing  
board. Charging schemes to be dropped from  
Multi Modal Studies. No charging on inter  
urban roads until 2010.

Traffic levels up by 3 % on inter urban roads,  
1% in urban areas in 2001. FTA predicts  
journey times to increase by 30% by 2010  
without promised improvements.

Crude oil: \$24 a barrel. Fuel duty set on Budget  
by Budget basis. Fuel Duty to be replaced by  
Distance-based Road User Charge.

### **Local road maintenance and bridge strengthening**

£30bn over 10 years. Local Authorities to end the decline in local road conditions by 2004, and end backlog by 2010.

Local Transport Plan settlement included:  
Local road condition improved by 1.4 points in 2001, the first improvement since 1995.

### **Lorry weights**

44 tonnes for general operation from February 2001, for Euro II vehicles only (concessions for multi modal vehicles)

Done. 28,300 44-tonne trucks registered as at March 2002.

### **Planning process/project delivery**

Aim to reduce process by 3 –8 years by earlier consultation, parallel working, better procurement.

Government consulting on stream-lining major infrastructure planning process. Regional planning bodies told to speed up Multi Modal Studies.

### **Railway network**

£50bn to be provided for rail over 10 years. Expected to deliver:

- Channel Tunnel Rail Link to St Pancras
- Upgrade of East Coast, West Coast and Great Western main line
- Thameslink 2002
- Trans-Pennine capacity
- Freight routes to major ports (Felixstowe and Channel Tunnel)
- West Midlands bottlenecks
- Manchester bottlenecks

CTRL and WCML upgrade under construction; Others schemes delayed pending creation of Railtrack-successor and implementation of SRA strategic plan.

### **Rail freight**

An 80% increase in volume by 2010, giving 10% market share. £4bn investment including guage enhancements, capacity enhancements, new terminals and rolling stock.. SRA to work with Railtrack to develop freight priority routes, eliminate bottlenecks, allow 9ft 6ins containers to be carried. Operators' performance and efficiency must be improved.

Rail freight traffic grew 9% in 2001. Market confidence dented by Hatfield accident and Railtrack administration. International traffic down 40% due to asylum seekers and inadequate security at Calais freight terminal. SRA plan delayed by Railtrack. Reliability levels in Q2 2002 were a 1% improvement of pre-Hatfield levels.

### **Regional transport strategies**

A region by region analysis of investment schemes that can now be progressed with new funding.

Only 6 out of 32 strategies have been published. Decisions have been announced on 3.

## Roads – strategic and local networks

£59bn over 10 years to be expected to deliver:

- Multi Modal Study (MMS) outcomes
- Extra lane on 360 miles of motorway:
  - M6 Birmingham and Manchester
  - Key sections of M1, M25, A1, M42
  - A1 west of Newcastle
  - M62 between Manchester and Leeds
  - M60 Junctions 10-18
- Up to 80 major trunk road schemes
- Up to 100 bypasses
- Up to 130 other local road improvements

## Road prices

No proposals in the 10 year Plan for inter urban road pricing.

## Technology for roads

Traffic control centre by 2002. 30% of motorway network to have hold up warnings by 2004.

Variable message signing at all key intersections by 2003. 200 more motorway cameras by 2004.

## Investment

The Government promised £180bn invested over 10 years.

Investment Summary to 2010			
	Public Investment	Private Investment	Total Investment
Rail	£26bn	£34bn	£60bn
Strategic Roads	£18.5bn	£2.5bn	£21bn
Local Transport	£50bn	£9bn	£59bn
London	£15bn	£10bn	£25bn
Congestion Charging & other revenues eg. car park charges	-	-	£15bn
	<b>£109.5bn</b>	<b>£55.5bn</b>	<b>£180bn</b>

Only 6 studies have reported out of 32.

Not started; subject to MMS

Not started; subject to MMS

Not started

Not started

Not started

53 schemes in Highways Agency programme of which contracts for 7 were let in 2001/2.

75 local schemes approved

Distance-based charging proposed for lorries from 2006. No plans for cars before 2010.

No traffic control centres yet opened. Target date 2003. 280 variable message signs installed.

Actual spending to date.

Investment Summary 2001/02		
	Planned	Outturn
Rail	£1.6bn	1.6bn
Strategic Roads	£1.6bn	£1.8bn
Local Transport	£4.1bn	£3.3bn
London	£1.2bn	£1.2bn
Other	£0.2bn	£0.2bn
	<b>£8.7bn</b>	<b>£8.2bn</b>