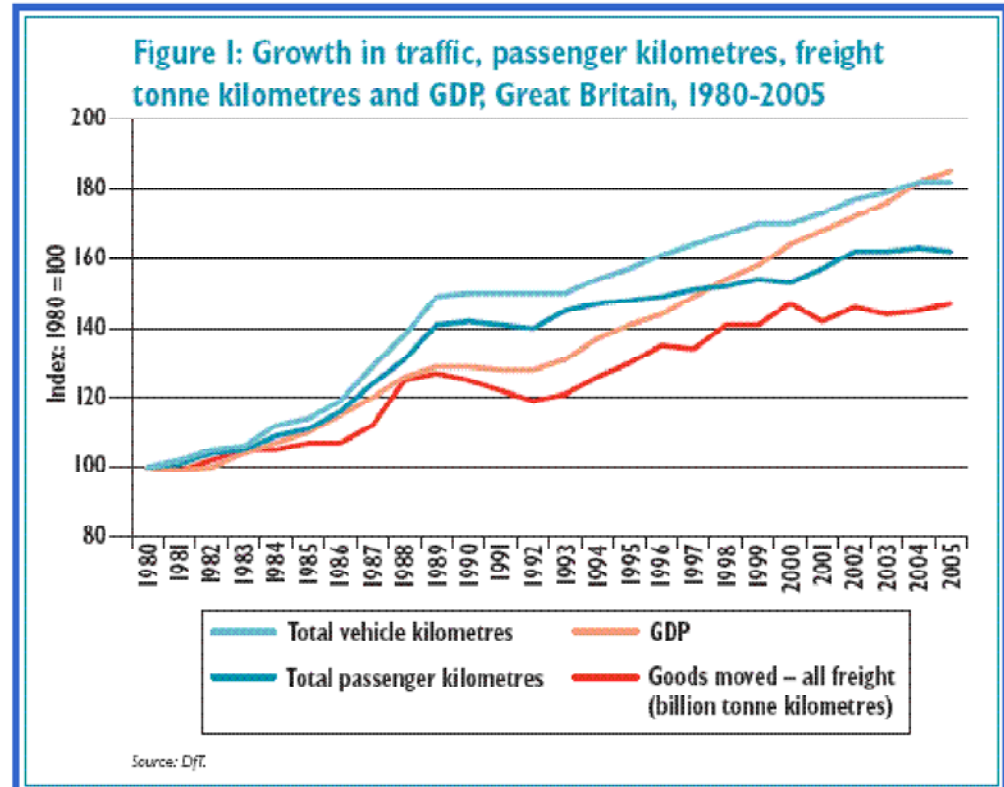


The UK context: growing pressures...

- Extensive modal networks in place for >100yrs
- Day to day management of the networks stable
- Sustained growth in demand since the 1950s
- Since 1980:
 - Average length of commute up 50%
 - International aviation trips tripled
 - 138% increase in sea container traffic and 182% in Ro-Ro ferry traffic



- 61 billion trips
- 250 billion tonne/kilometres of freight
- Over 1,000 trips per resident
- International trade 28% of UK GDP
- 25% of trade by value by air

Sources: Eddington Transport Study

...which led to a major review of transport policy:

- ➔ Growing pressure on the network = growing issues & problems:
 - ➔ Congestion, reliability, crowding, capacity constraints
- Clear that existing approach to transport policy was failing users
- Climate change impacts of transport rising up the (economic) agenda
- UK Government therefore commissioned Sir Rod Eddington to advise on...

“...the long-term links between transport and the UK’s economic productivity, growth and stability in the context of sustainable development.”

And we wrote a very different transport report:

- Different type of customer: UK Treasury and Department for Transport
 - No modal chapters and not a wish list of schemes
 - Not a transport focused approach (modes, projects, providers, etc)
 - Instead a new blue print for future transport decision-making:
 - Sharp focus on achieving actual goals: economic growth, environmental protection, safety – not specific transport problems or modal favourites
 - Primacy of economic analysis in decision making, looking at full range of impacts, including environmental: “Listen to the numbers” - not simply maximising capacity or expenditure
- ➔ **A new “paradigm” - this was an economic policy report, not a transport policy report**