

MACQUARIE MOTORWAY GROUP

CANVAS OF THE NATIONAL REPORT TO BE PRESENTED BY EACH DELEGATION DURING THE ASECAP STUDY AND INFORMATION DAYS KRAKOW, 24 – 27 MAY 2009

Network length

Indicate the length of the tolled Motorways network in 2008, as well as the growth of the network in 2008 compared with 2007. Eventually precise the length of the non-tolled network in 2008 and its foreseen growth in 2009. **42km**

Openings in 2009

Indicate the foreseen openings for 2009 (beginning, end and number of kilometres of each section). **Nil**

Investments

Indicate the amount of the investments in Euros for 2008; give the foreseeable amount for 2009, also indicating, if possible:

- new sections **Nil**
- investments on the motorways in service (expansion, rest areas, new facilities, etc.) **Consideration to expanding MSA cost £2.5million**

Indicate the number of kilometres of the building sites in operation as for the 31.12.2008 as well as the number of kilometres of the **new** building sites to be opened in 2009. **Nil**

Financing

Indicate the origin of the financing system (loans, State and local authorities grants, self-financing).

Loans – refinanced August 2008

Traffic

Indicate the GDP (gross domestic product) growth in 2008 (in comparison to 2007) in your country, to be compared with the traffic growth on the motorways during the year 2008 (in comparison to 2007).

Average daily traffic

2007	2008
45,898	40,512

In order to calculate the traffic growth, you should take into account the average kilometric intensity registered over a “stable network”, i.e. on the motorways network in service (as for the 31.12.2008) since more than three years.

If another *ratio* is indicated, you will precise which ratio we are talking about (either average kilometric intensity on the existing network, either all the travels expressed in km/vehicles).

Tolls

Indicate the value of the average tariff per kilometre in Euro as for the 31.12.2008:

- for light vehicles **commercially sensitive information**

- for heavy loads of 5 axles and more **commercially sensitive information**

Indicate, for each of the above mentioned categories, the toll growth, during the year 2008, in percentage, in comparison with the toll previously in force (indicating as well since when that toll was in force at the moment of its rise) and in which period of the year this rise occurred.

Toll Rate	2007	2008	2009	Growth
Light vehicle	£4.00	£4.50	£4.70	4.2%
Heavy vehicle	£8.00	£9.00	£ 9.40	4.2%

Indicate also the cost of living growth (variation of the price index) in 2008. **Increase in RPI = 3.0%**

Revenues

Indicate the revenue received in 2008, in Euro (or national currency if your country does not belong to Euroland, indicating the exchange rate with the Euro) providing just the main revenue, i. e. the toll product, all taxes deducted.

	2007	2008
GBP	60 million	60 million
Rate	1.305	1.24 (average 2008)
Euro	78 million	74 million

Indicate the increasing percentage in the national currency of this revenue between 2007 and 2008. **Nil increase**

Comment the registered trend.

Safety

Indicate the following main *ratios*:

	In number for one billion kilometres travelled in 2008	Variation in % in 2007/2008
Personal injury rate	49.96	-1.18%
Fatal accident rate	1.78	N/A
Rate of dead	1.78	N/A

Eventually comment the registered trend.

Long-term forecasts and tendencies

Indicate the official long-term forecasts (within 15 years) for the development of the motorways tolled and non-tolled network.

The UK Government have all but abandoned motorway expansion. The plans evolve around the extension of the use of the hard shoulder running across the motorway network.

The improvements will add more than 837 lane kilometres to the strategic road network of which more than 547 lane kilometres will be added via hard shoulder running schemes.

Other improvements included widening, but in conjunction with hard shoulder running specifically the on the M1 M25 M6, M62, the M3 and M4 approaching the capital city. No plans for additional tolling. Possible extension of the M6Toll to be a link to the M54 under consideration.

Indicate the actual tendencies concerning the above mentioned development, expressing also the relations with the other transport modes (namely the rail transport).

The Government are now converted to plan for a high speed rail link between London and Birmingham.

Significant actions already started (and/or to be achieved in 2008) and foreseen for 2009.

Indicate the two or three main elements on which the motorways action has been focused in 2008 (or will focus in 2009), (for instance: teletoll collection, tariff's liberalisation, urban motorways, public and decisions makers sensibilization, environment,

The plans for enhancing tolling or congestion charging in the UK have been set back. Manchester has decided against and London is reconsidering the options. There are no plans to toll motorways as of yet although the Government has been looking at the example of Minnesota in the USA , HOV and HOT Lanes - No decision.

MAIN ASECAP KEY FIGURES

Country:	2008
Network length	42km
2 x 2 lanes	0.5km
2 x 3 lanes	38km
2 x 4 lanes.....	3km
2 x 5 lanes	0.5km
2 x 6 lanes	0.15km
No. of km in construction	Nil
Forecasts of opening motorways section	Nil
Annual toll revenue	€74 million
Permanent staff	142
Average daily traffic (LV)	37,536
Average daily traffic (HV)	2,976
Average daily traffic (LV+HV)	40,512
Total number of accidents	136
No. of personal injury accidents	28
No. of dead	1
Km travelled (10 ⁶ x km)	560.41
No. of toll plazas	6
No. of lanes	45
No. of teletoll equipped lanes	40
No. of teletoll subscribers	35,360
No. of rest areas (with stations services)	1
No. of rest areas	1
No. of restaurants	1
No. of hotels	1