MACQUARIE MOTORWAY GROUP

CANVAS OF THE NATIONAL REPORT
TO BE PRESENTED BY EACH DELEGATION
DURING THE ASECAP STUDY AND INFORMATION DAYS
BRUSSELS, 29 - 31 MAY 2011

Network length

Indicate the length of the tolled Motorways network in 2010, as well as the growth of the network in 2010 compared with 2009. Eventually, please precise the length of the non-tolled network in 2010 and its foreseen growth in 2011. **42km**

Openings in 2011

Indicate the foreseen openings for 2011 (beginning, end and number of kilometres of each section). **Nil**

Investments

Indicate the amount of the investments in Euros for 2010; give the foreseeable amount for 2011, also indicating, if possible:

- new sections **Nil**
- investments on the motorways in service (expansion, rest areas, new facilities, etc.)

Planning consent achieved to expand MSA

Indicate the number of kilometres of the building sites in operation as for the 31.12.2010 as well as the number of kilometres of the **new** building sites to be opened in 2011. **Nil**

Financing

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

Traffic

Indicate the GDP (gross domestic product) growth in 2010 (in comparison to 2009) in your country, to be compared with the traffic growth on the motorways during the year 2010 (in comparison to 2009).

Average daily traffic

2009	**2010**
38,541	**39,791**

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 31.12.2010) since more than 3 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 31.12.2010:

- 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 2010, 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 (date from)	**1/1/09**	**1/3/10**	**1/3/11**	**Growth 2010**
Light vehicle	**£4.70**	**£5.00**	**£5.30**	**6.0%**
Heavy vehicle	**£9.40**	**£10.00**	**£10.60**	**6.0%**

Indicate also the cost of living growth (variation of the price index) in 2010.

Increase in RPI = 4.8%

Revenues

Indicate the revenue received in 2010, 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.

	2009	**2010**
GBP	**58,500,000**	**60,097,000**
Rate	**1.1736**	**1.1663**
Euro	**68,700,000**	**70,100,000**

Indicate the increasing percentage in the national currency of this revenue between 2009 and 2010. **+2.7%**

Comment the registered trend.

Safety

Indicate the following main *ratios*:

	In number for one billion kilometres travelled in 2010	Variation in % in 2009/2010
Personal injury rate	**39.14**	**+16.23%**
Fatal accident rate	**0.971**	**-48.07%**
Rate of dead	**1.779**	**-52.43%**

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.

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

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

motorway network have been delayed. Only limited management motorways schemes will be forthcoming.

Other improvements included widening, but in conjunction with hard shoulder running specifically on the M1, M25, M6, M62, M3 and M4 approaching the capital city. No plans for additional tolling.

Possible extension of the M6toll to be a link to the M54 is likely to be abandoned.

Significant actions already started (and/or to be achieved in 2010) and foreseen for 2011.

Indicate the 2 or 3 main elements on which the motorways action has been focused in 2010 (or will focus in 2011), (for instance: teletoll collection, tariff's liberalisation, urban motorways, public and decisions makers sensibilization, environment, etc….).

Road pricing is unlikely to be considered within the next Parliament.

MAIN ASECAP KEY FIGURES

Country: …………………………………	2010
Network length ……………… 2 x 2 lanes ………………………… 2 x 3 lanes ………………………… 2 x 4 lanes………………………… 2 x 5 lanes………………………… 2 x 6 lanes…………………………	**42km** **0.5km** **38km** **3km** **0.5km** **0.15km**
No. of km in construction	**Nil**
Forecasts of opening motorways section	**Nil**
Annual toll revenue	**€70,100,000**
Permanent staff	**136**
Average daily traffic (LV)	**36,220**
Average daily traffic (HV)	**3,571**
Average daily traffic (LV+HV)	**39,791**
Total number of accidents	**103**
No. of personal injury accidents	**22**
No. of dead	**1**
Km travelled (10^6 x km)	**562.07**
No. of toll plazas	**6**
No. of lanes	**45**
No. of teletoll equipped lanes	**40**
No. of teletoll subscribers	**38,972**
No. of rest areas (with stations services)	**1**
No. of rest areas	**1**
No. of restaurants	**1**
No. of hotels	**1**