

Future of Transport assumptions - Summary of key inputs

	2010	2000-15	2000-25
<i>Population</i>	3.4% overall growth	5.2% overall growth	8.8% overall growth
<i>Employment</i>	8.4% growth in jobs	10.9% growth in jobs	12.2% growth in jobs
<i>Household income growth</i>	different weights applied to FES2000 sample data to capture variation in demographic characteristics across time and across spatial zones		
<i>GDP</i>	28.8%	45.2%	79.1%
<i>Values of time</i>	VoT increases at 50% of rate of income growth for trips in the course of work, and at 40% for all other trip purposes		
<i>Fuel costs</i>	29% reduction (composed of a 17% reduction in fuel prices and a 15% improvement in fuel efficiency)	35% reduction (composed of a 15% reduction in fuel prices and a 24% improvement in fuel efficiency)	44% reduction (composed of a 13% reduction in fuel prices and a 36% improvement in fuel efficiency)
<i>Car purchase costs</i>	12% fall	15% fall	19% fall
<i>Driver licence holding</i>	Grows from 70% in 2000 to 75% in 2010	grows to 77%	grows to 81%
<i>Highways Agency Roads</i>	An additional 1409 lane kms in total	an additional 2432 lane kms in total	an additional 4032 lane kms in total
<i>Local Roads</i>	£2.1bn investment corresponding to 196 lane km of additional capacity	In addition to investment up to 2010, a further £360m p.a.	£5.3bn