

## **TRANSPORT CORRIDOR PRINCIPLE/PRINCIPAL**

### **History and the Proposal**

Historically our transport infrastructure began when the piston engine emerged.

This amazing feat of engineering was responsible for 'Stevenson's Rocket and Henry Fords Model T'.

Our Victorian forbears build our transport infrastructure based upon the national railway network, seen clearly in India, between India's major Cities superceding the rural road, where the average speed was less.

These engineering triumphs are our forbears for the railway gauge and the width of the road, yet their dimensions were ultimately derived from the width of the cart or stagecoach the same being true for the width of the road.

A formula to remain constant today.

It is that basic infrastructure that determines the width of our Highways, High Streets and other associated furniture.

Sustainable transport system's remained the key to the successful logistics solution.

Developing new systems for infrastructure unable to cope with the technology explosion placed the system ahead of the infrastructure.

In its 160 year History the infrastructure has changed to meet the demands of the growing population, seeing the 'Urban' sprawl increase emulating the historic infrastructure.

As the Urban Heartland emerged the gap between the property and transport planners exploded like the technology.

### **The Transport Corridor Principle/Principal Proposal**

#### **Introduction**

The TCPP proposal paints a transport corridor where any Principal performs their function to deliver their application to their customer. They are obliged to follow local Principles set out as regulations, sometimes captured in Laws or Restrictions

The Principal can only use Applications manufactured and sold to deliver the solution required by the Customer.

Do we therefore recognise and undertake to determine why and where the customer has elected to be located, in our delivery selection process?

Or have we from the practice of the Manufacturers own sustainability lost site of the customer's location?

Have we not ignore our basic infrastructure's limitations whilst allowing our Planners to develop systems that follow the new Information Technology advancements that can only conceptualise new processes in an electronic environment. When in reality, our towns and cities buildings often change their shape, whilst the roads or rail width/gauge remain constant.

A Solution maybe akin to 'Just – in – time, combined with different integrated transport interchanges, able to correlate the local fixed infrastructure and using the new I.T. advances could reengineer congestion and the environment?

We have set out a programme where in partnership with Principals from the Commercial Sector and Academia for the next generation of planners and designers to explore reusing the infrastructure long forgotten in use today?

Our team will provide 4 independent pilot schemes in the UK, France, Germany and Spain to examine equipment to combine the infrastructure into an alternative solution for distribution and storage.

Using and considering the available modern materials used in all sectors we aim to manufacture container's that offer an ambient conditions as standard and be common across the main transport zones.

Containers that will operate anywhere in the retail sector for the road, rail, sea or air haulage operator.

The team today includes:  
Volkswagen for the vehicle  
Box3 for the Container  
Coventry University for Academia  
FOCAL for the integrated transport liaison  
Railfast for integrated transport solutions in transit  
Blue 8, 3<sup>rd</sup> Planet Solutions, Benton Limited for the IT interface.

We have invited 3<sup>rd</sup> Party Logistics Companies and their customers and await their review of our comprehensive document.

An approach to London Underground in the UK and GART in France has yet to be concluded.

Discussions with Ministers in the UK and their counterparts in the EU have begun.

It is our intention to present our programme to the Ministers in DTT and SNCF later in October 2001.

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