

# Chris Riley

Associate

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Languages: English



## Expertise

- Public Policy and Impact Assessment

## Sectors

- Transport

## Profile

Chris specialises in transport, the environment, macroeconomics and public policy. A former UK government Chief Economist with 35 years' experience of strategic policy analysis and advice, initially in the Treasury but latterly in successive Departments of Environment and Transport, Chris started working with Oxera in mid-2005. He has extensive experience of both structural and macroeconomic issues, including monetary and fiscal policy, taxation, the environment, housing and local government, land-use planning, regeneration and regional development, and transport. He is experienced in both national and international issues, working with international organisations, including the IMF, the OECD and the European Commission.

In government, Chris worked on various transport White Papers, and he coordinated transport and environment policy inputs to successive Energy Reviews. He has worked on a range of tax policies, including the development of new taxes such as the Climate Change Levy, the Aggregates Levy and the shipping Tonnage Tax, and has advised on government environmental programmes including Climate Change, Air Quality and Sustainable Development. Chris has overseen extensive technical work on economic appraisal, evaluation and modelling in these areas and on major transport projects such as the Channel Tunnel Rail Link and Crossrail. This experience, and his earlier work in the Treasury on macroeconomic modelling and economic policy, have underpinned his work with Oxera.

## Selected professional experience

- Advice on a framework for forecasting infrastructure cost and price inflation (2021–)
- Advice on inflation measures back to 1900 for use in regulation (2019–20)
- Advice on the benefits of bus franchising in Greater Manchester (2018–19)
- Advice on fiscal incentives for independent healthcare (2017)

- Report for Network Rail on the economic impact of increased rail capacity (2016)
- Report for RSSB on the economic impact of a rail centre of excellence (2016)
- Reports for a bus company on the economic implications of a proposed business case (2015) and the Bus Services Bill (2016–17)
- Report for Gatwick Airport on the economic impact of a new runway in South East England, and a range of subsequent economic advice (2014–20)
- • Advised Stagecoach in its submission on the business case for a Quality Contracts Scheme in Tyne & Wear (2014–15)
- • Reports for the Rail Delivery Group on the contribution of GB rail to the economy (2014) and the benefits of network expansion (2017–18)
- • Assisted in developing the economic case for a new railway line in Eastern Europe (2013–14)
- Assessment of the economic impact of a large UK port (2013–14)
- Advice on economic issues for the development of two international airports (2013)
- Report for the Transport Select Committee on the commercial case for a new hub airport (2012–13)
- Report for the ORR on options for rail fares regulation (2012)
- Advice to a bus company on the DfT methodology for concessionary fares reimbursement, including econometric analysis (2012)
- Report for a UK port on tariff indexation (2011)
- Report for the Transport Select Committee on the government's High Speed Rail Programme (2011)
- Advice to a train operator on rail fares regulation (2010–11)
- Advice on incentives and interfaces in the UK rail industry (2010)
- Report on the theory, measurement and implications of international connectivity (2010)
- Advice on revisiting the Rail Passenger Demand Forecasting Handbook elasticity-based framework (2009–10)
- Report on the sustainability of High Speed Rail (2009)
- Report for the AOA on the contribution of aviation to the UK economy (2009)
- Report for the Local Government Association on the value of bus subsidy (2009)
- Advice on the economic effects of raising charges at an airport (2008)
- Application of real option valuation techniques to transport appraisal (2008)
- Advice to an airline on a compensation case (2008)
- Advice to a small island on development land requirements (2008)
- Advice to a ROSCO in relation to the Competition Commission's ROSCO inquiry (2008)
- Impact on rail freight and the wider economy of introducing Longer Heavier Vehicles (2007)
- Treatment of rail crowding in appraisal and modelling (2006–07)
- Advice to companies bidding for train operating franchises (2005–07)
- Impact assessment for the European Commission of legitimising secondary slot trading at Community airports (2005–06)

## Selected publications

- Bates M., Meaney, A. and Riley, C. (2018), 'Connected and autonomous vehicles: implications for rail appraisal and demand forecasting', Papers and Proceedings of the European Transport Conference, Dublin.

- Riley, C. (2011), written evidence (Ev 237) to the Transport Select Committee for its report on Transport and the Economy, HC 473, February.
- Riley, C. (2011), 'Reducing the value of small travel time savings is not the way to improve appraisal', Local Transport Today, Viewpoint, 562, 14 January.
- Cartea, Á., Meaney, A., Oxley, P., Riley, C., Worsley, T. and Zamani, H. (2008), 'How should real transport options be measured?' Papers and Proceedings of the European Transport Conference, Leeuwenhorst.
- Riley, C. (2008), 'Discounting and risky transport schemes', Papers and Proceedings of the Conference on Transport Appraisals, March.
- Meaney, A., Riley, C., Holt, D., Noble, R. and Oxley, P. (2007), 'Assessing the Welfare Impact of the Introduction of Secondary Slot Trading at Community Airports', Papers and Proceedings of the European Transport Conference, Leeuwenhorst.

## Qualifications

- MA Mathematics, University of Oxford, UK
- MA Economics, University of East Anglia, UK