

Philip Dilley
Chairman, Arup Group



Philip Dilley is Chairman of Arup Group, a global trust-owned firm of consulting engineers, designers, and planners with a high reputation for sustainable design. Arup is the creative force at the heart of many of the world's most prominent buildings and infrastructure projects in the built environment and across industry, and have probably had a more extensive impact on London's real estate and infrastructure than any other professional services firm.

Current roles:

Chairman of Arup Group

Member of the Prime Minister's Business Advisory Group.

Chairman of Governors of the Infrastructure and Urban Development Community at the World Economic Forum.

Member of the Professional and Business Services Advisory Group reporting to BIS

Member of the Council of Imperial College,

[Osborne's cuts will strengthen Britain's economy by allowing the private sector to generate more jobs](#), Telegraph, October 2010

Dilley was one of the business leaders who backed the Coalition's cuts in public spending in a letter to the telegraph, writing that anything less would result in £100 billion of additional debt, a rise in interest rates and further tax rises.

[Tube cuts will damage economy](#), say City chiefs, Evening Standard, July 2010

Philip Dilley was one of the 100 business figures today who urged Transport Secretary Philip Hammond to protect vital investment in the Tube in a London First letter.

[Arup calls for climate change action](#), September 24, 2009

Arup Chairman Philip Dilley says: "Cities account for over 75% of global greenhouse gas emissions, and...while positive measures to reduce carbon emissions are already underway, even greater results could be achieved with a more coordinated approach to low-carbon city development."

[Business calls for action on 'oil crunch' threat](#), Feb 2010

Part of the Industry Taskforce on Peak Oil and Energy Security (ITPOES), their report recommends Government support should be boosted for alternative technological solutions and associated infrastructure, such as electric vehicles; that policies and fiscal measures to support and incentivise a shift from the traditional car to more fuel- and carbon-efficient modes of transport should be established; and that Government investment in public transport must be maintained

[Arup's Heathrow Hub](#), Dec 2009

Consultants Arup suggest in that a 200-acre (0.81 km²) site at Iver, north-east of the intersection of the M25 and M4, could house a railway station of 12 or more platforms, as well as a coach and bus station and an airport terminal. Under this proposal, the high-speed line would then follow a different route to Birmingham, running parallel to existing motorways

and railways as with HS1 in Kent. Arup's proposal was supported by the Conservatives in their 2009 policy paper, which envisaged connections to cities on the Great Western main line (Bristol and Cardiff) as well as high-speed connections both to the new high-speed line to the north and to the Channel Tunnel Rail Link and continental Europe.