
Updated Major Roads Report Key Messages

Updated draft January 2018



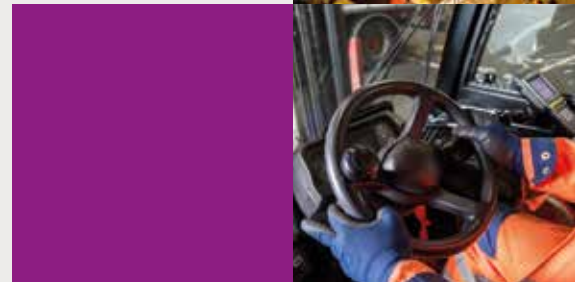


“Our vision is of a thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life.”

Transport for the North is a partnership of civic and business leaders from across the North of England. Over the next thirty years, our plans for sustainable development will transform our road, rail, sea and air connections to help drive long-term economic growth.

Our Major Roads Report is a key part of the evidence base for our long-term Strategic Transport Plan for the North. The report is the result of collaboration between Transport for the North, national and local partners and has been updated following engagement with industry and business stakeholders during summer 2017. This guide will give you an overview of the findings of our Major Roads Report and our priorities for road investment in the North.

The Major Roads Report will enable us to set out a comprehensive decision-making framework and a consistent and coordinated approach for strategic planning on the North's major roads, and will complement our rail priorities and investments. We will use evidence from this report to work with partners to determine requirements for future studies and business case development, to investigate how interventions can be funded and to decide who is best placed to deliver them.





The economic prize

The North is a rich, diverse region and home to around 16 million people. In 2014 the North's economy was worth £304 billion, similar to the whole of Belgium, and accounted for 19% of UK output. However, from an economic perspective the North is underachieving. The economic value per person in the North (GVA) is 25% below England's average and our income per person is £7,500 less.

The Northern Powerhouse Independent Economic Review identified four prime capabilities, with which the North can compete on a global stage: advanced manufacturing, digital, energy and health innovation. It demonstrated that the North's economy could be transformed by 2050, leading to 850,000 additional jobs and nearly £100 billion extra GVA.



Existing devolution agreements, City Deals, funding investments and the Government's Industrial Strategy are enabling the North to make progress. Yet transformative economic growth depends on the ability of the North's transport network including its major roads to help both:

- **Rebalance the economy:** economic growth in the North needs to be at least as high as the rest of the country, to complement and act as a balance to the economic weight of London and the South East.

- **Create a single economy in the North of England:** a world class transport system must better link up the individual cities and towns in the North, to allow them to function as a single economy and be stronger than the sum of their parts.

At the same time, we recognise the importance of environmental, safety and equality objectives, so that the economy grows in a balanced and efficient way to ensure that decisions taken now support the lives of generations to come.



Why a Major Road Network

Much of the North's economy depends on the performance of the North's Major Road Network. Improving road connectivity would support growth from many of our assets including:

- The North's ports and airports; supporting imports, exports and the visitor economy
- Industry clusters of the North's prime capabilities: advanced manufacturing, digital, energy and health innovation
- Important economic centres
- Major centres of tourism, including the North's five National Parks

There's a direct link between better connectivity to these assets and allowing the North's economy to realise its potential. For the North's major roads to fulfil this role they must in combination:

Enable international connectivity
by improving access to ports and airports



Support agglomeration economies
by providing more rapid and reliable journeys to bring businesses closer together



Release growth in key employment and housing sites



Increase the resilience of the economy
to outside opportunities and threats



Enable the most efficient journeys
across multiple transport modes



Improve access to opportunities
for the citizens of the North

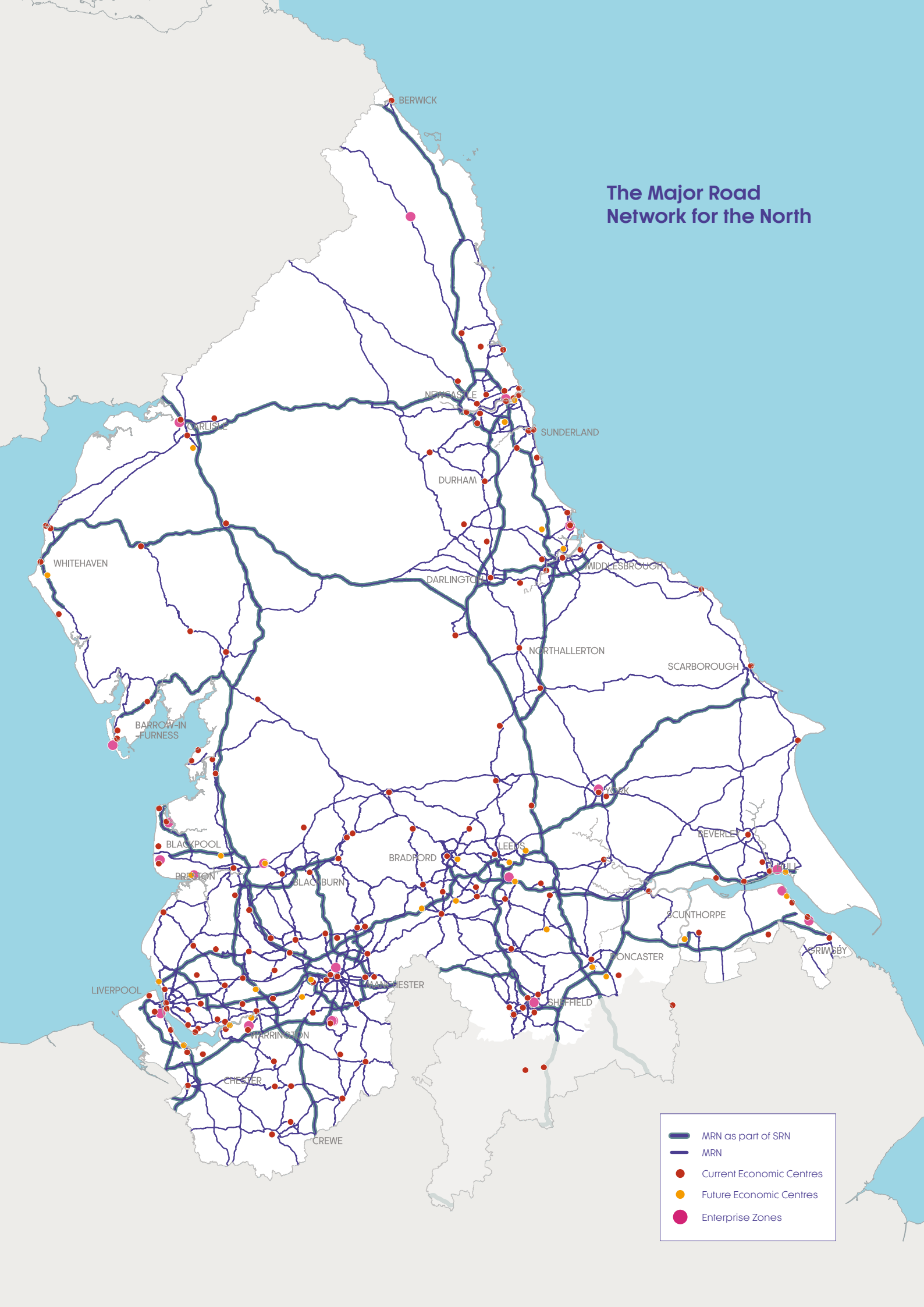


The Strategic Road Network only accounts for 2% of the road network in the North. For many of the North's economic assets it is the rest of the transport network that does the 'door-to-door' job, including those first and last miles of a journey that can make all the difference as to whether goods or people make it in time and as efficiently as possible. A focus on our existing Strategic Road Network alone will not allow the Northern Powerhouse to achieve transformational economic growth.

Transport for the North has worked closely with its partners across the North of England to identify and map a Major Road Network for the North. This network, which includes both strategic and important local roads, represents about 7% of the roads in the North of England and connects approximately 200 important economic centres, including cities, towns, ports, airports, enterprise zones, universities and other key employment sites.

Whilst we have mapped and agreed upon the current Major Road Network, we expect this to evolve as the North's economy progresses and develops. The Department for Transport is currently developing a Major Road Network for the whole of England, and we will be working with them to ensure that the agreed Major Road Network of the North is reflected in their plans.

The Major Road Network for the North



- MRN as part of SRN
- MRN
- Current Economic Centres
- Future Economic Centres
- Enterprise Zones

Prioritising investment using the Major Road Network

'Conditional outputs' are a useful way to provide a vision for what the road network of the North needs to deliver. Rather than focusing on the performance of individual roads or routes, they allow us to benchmark the network against the outcomes that are vital for economic growth.

Working with our partners, we have identified four vital conditional outputs that we need our Major Road Network to deliver:

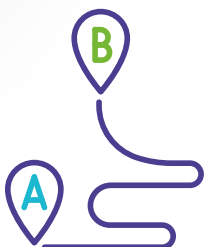
1. **Journey reliability**
2. **Network efficiency** including a measure of average delay, enhanced use of technology and vehicle occupancy as a proxy for people's behavioural change
3. **Network resilience**
4. **Journey quality** including information provision and asset condition

We have identified five strategic gaps as particularly relevant to the current and future delivery of the conditional outputs:

North-South Connectivity and East-West Connectivity:

Our Major Road Network is like a ladder that only provides the requisite strength for transformational growth where both axes perform. The M62 is the only continuous east-west dual carriageway road across the North, carrying half of all trans-Pennine traffic. The ability of the Northern Powerhouse to work together as one and generate the benefits for the whole of the UK is currently heavily dependent on the successful operation of just one road. Even where north-south links have helped establish a recognisable economic spine (such as the M1 and A1/A19) pressures in terms of efficiency, reliability and resilience are evident, and constraining potential growth.

International Connectivity to and from the North's ports and airports to get business and leisure passengers and freight to time sensitive locations as efficiently as possible, enabling inward investment and trade. International airports such as Manchester, Newcastle, Liverpool, Leeds-Bradford and ports such as Liverpool, Tyne, Teesport and the Humber Ports, amongst others, can make an essential contribution if the first and last mile(s) and strategic pan-Northern network is to function effectively.



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Future access to help deliver Nationally Significant Infrastructure Projects, major employment and major local development approvals are all key to the achievement of the UK's energy policy, Industrial Strategy and housing needs.



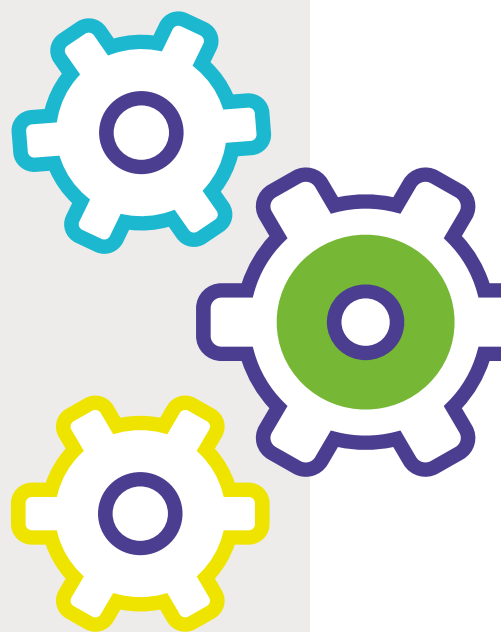
Connectivity of the North's economic hinterlands

(Scotland, Wales and the Midlands) plays a critical role in realising the economic potential of the North's border areas and its neighbours.

More touch points with rail stations will provide greater multi-modal travel opportunities, supported by ongoing Integrated and Smart travel initiatives.

Identifying these strategic gaps has helped us to define an initial portfolio of strategic connectivity priorities. This portfolio has informed both the seven **Strategic Development Corridors** identified in our Strategic Transport Plan and the recommendations we are making to Highways England and the Department for Transport for investment in our road network.

This Major Roads Report for the North and its constituent Major Road Network is a first – it has been developed through a strong collaborative partnership with a consistent focus on delivering economic growth. Importantly it enables the North to speak with 'one voice' on strategic highway issues with partners, stakeholder and customers.



Download the updated Major Roads Report
transportforthenorth.com/reports 



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