



Initial Major Roads Report

Transport for the North (TfN) has developed an Initial Major Roads Report which introduces the proposal of a Major Road Network for the North. The report:

- Sets out the importance of strategic road connectivity in delivering transformational economic growth
- Builds on local and industry partner evidence to identify connectivity requirements
- Outlines how transport forecasting within a transformed Northern economy affects passenger and freight demand in the North
- Develops a specific network of economically important roads, a Major Road Network for the North (MRN)
- Identifies associated outcomes (Conditional Outputs) and performance measures, with recommendations for further work on developing a baseline and the future monitoring of the Major Road Network
- Sets out a Portfolio of Connectivity Priorities that will inform the Strategic Transport Plan and the identification of Strategic Development Corridors



Key findings

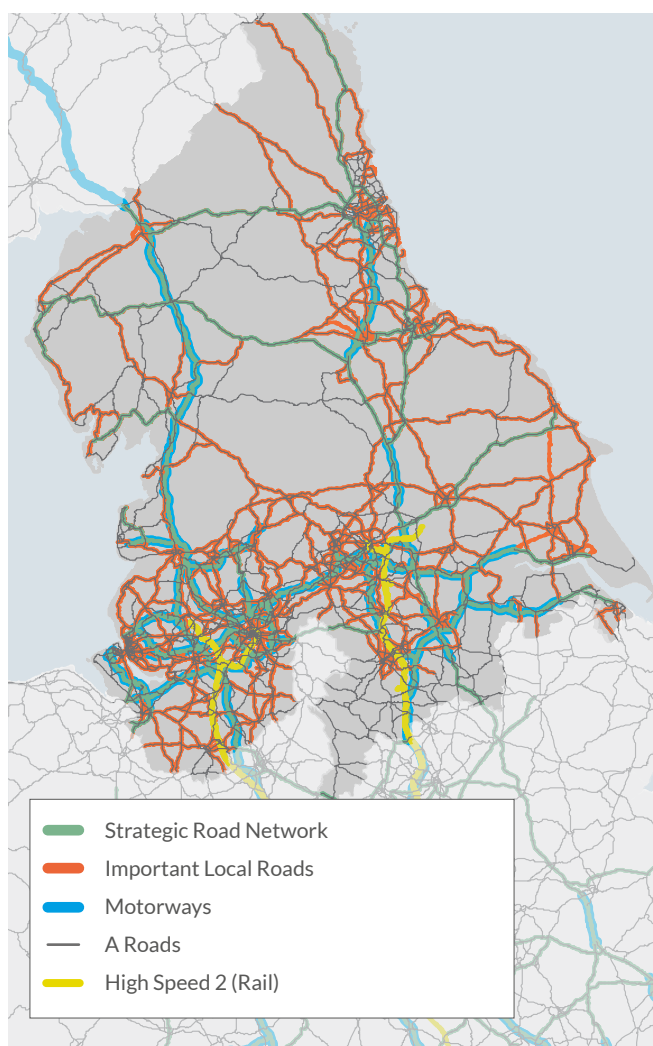
Importance of roads to the Northern economy

The North's road network is crucial to its economy. Sectors heavily dependent on the Strategic Road Network UK-wide employ 7.4 million people and contribute £314 billion in Gross Value Added (GVA) to England's economy. These sectors are logistics and freight, manufacturing, retail, and leisure and tourism.

Advanced manufacturing, logistics and freight are recognised as key growth sectors in the Northern Powerhouse Independent Economic Review. In the North, these sectors combined generate £77 billion GVA and employ 2.13 million people. Highways England's Strategic Road Network only accounts for 2% of the network, and for many of the North's economic centres, it is the rest of the transport network that provides the door-to-door, first and last mile journeys.

Growth in the North's economic centres and assets is crucially dependent on the road network adding value to the North's economy. Delivering a step change in productivity and economic growth requires a more connected transport network that can link the key economic centres across the North.

Major Roads Network



Performance of the Major Roads Network

Fundamental to TfN's vision is a resilient Major Road Network offering improved, more reliable journey times, linked seamlessly to local networks and important economic centres. The Initial Major Roads Report identifies four conditional outputs that TfN will monitor, and which are central to delivering a fit for purpose road network:

- Journey reliability
- Network efficiency, including a measure of average delay, enhanced use of technology and vehicle occupancy as a proxy for monitoring levels of car sharing
- Network resilience
- Journey quality, including information provision and asset condition

Strategic gaps and priorities for improved connectivity

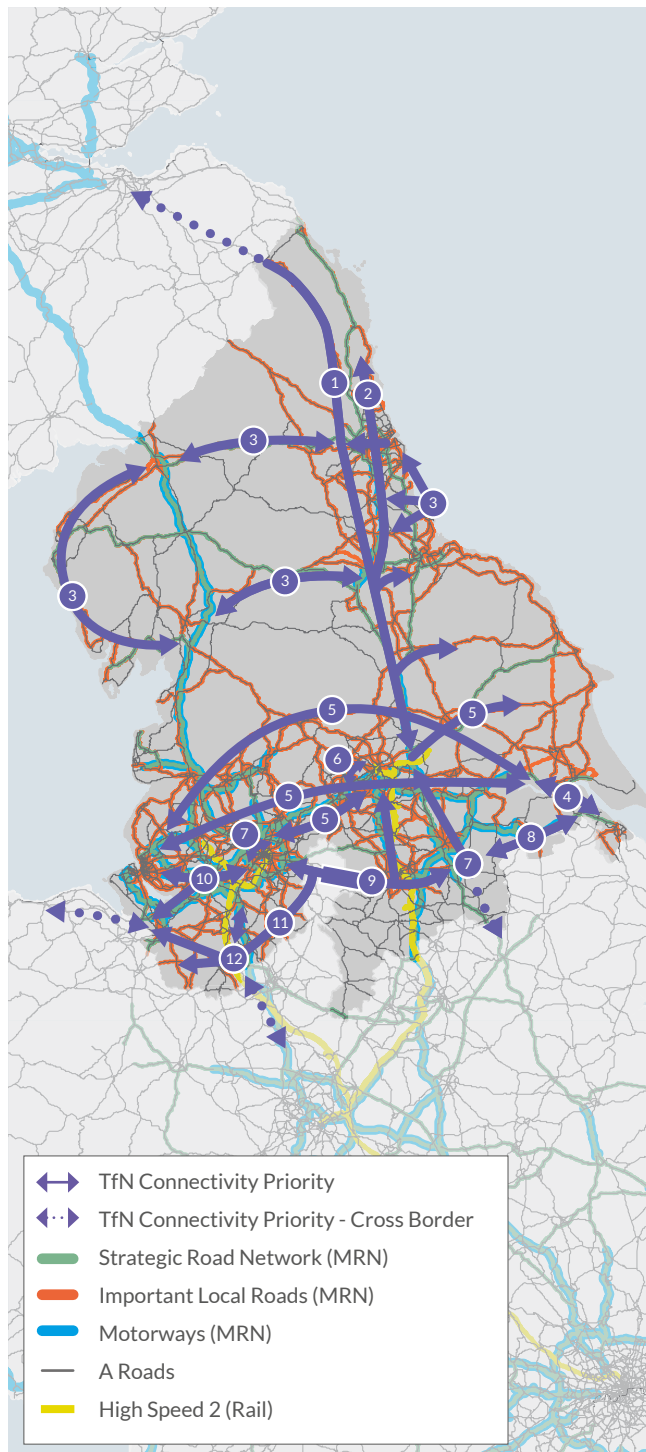
The Initial Major Roads Report identifies a series of strategic gaps, in terms of the Major Road Network for the North, based on baseline performance, future transport demands and current investment.

- **East-West Connectivity and North-South Connectivity**
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 as one and generate benefits for the whole of the UK is currently heavily dependent on just one road, the M62. Even where north-south links have helped establish recognisable economic spines such as the M1 and A1/A19, current and emerging pressures in terms of efficiency, reliability and resilience are evident, and constraining potential growth.
- **International Connectivity** from the North's ports and airports to transport passengers and freight to places on time as efficiently as possible, thereby enabling inward investment and trade. Airports such as Manchester, Newcastle, Liverpool, Leeds-Bradford and ports such as Liverpool, Tyne, Teesport and the Humber Ports among others can make an essential contribution if the first and last mile(s) journeys and wider strategic road links across the North function effectively.
- **Connectivity with the North's bordering areas** (Scotland, Wales and the Midlands) plays a critical role in realising the economic potential of the North and its neighbours.
- **Future access to the Major Roads Network** 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.
- **More touch points with rail stations** will provide greater multi-modal travel opportunities, supported by ongoing Integrated and Smart Travel initiatives.



Portfolio of Road Connectivity Priorities

The analysis of the Major Road Network's baseline performance, alongside existing committed and proposed interventions provides a clear narrative of the gaps across the North in realising the economic prize. The Initial Major Roads Report identifies 13 connectivity priorities for subsequent development and sequencing, alongside those identified within the Initial Integrated Rail Report, through the Strategic Transport Plan.



The map below illustrates an overall summary of 12 of the 13 Connectivity Priorities and how these interface with major international and multi-modal economic assets, such as ports and airports and potential HS2 stations. Priority 13 is to identify a programme for multi-modal interchange to maximise use of public transport, freight distribution parks and inland ports for strategic journeys. This is in addition to Integrated and Smart Travel.

- 1 A1 Scotch Corner to Scotland
- 2 A19 Expressway
- 3 (Nuclear and Wind) Energy Coasts Access Improvements
- 4 Port of Hull (A63) to A1 (M) / M1 and westwards
- 5 Central Trans-Pennine Corridor Connectivity
- 6 Leeds City Region NW Quadrant
- 7 A1 Improvements (Doncaster to Sheffield, West Yorkshire and Nottinghamshire)
- 8 South Humber Trans-Pennine Connectivity
- 9 Short to medium term Trans-Pennine improvements
- 10 Cheshire Science Corridor and Atlantic Gateway
- 11 Manchester Airport HS2 to North Wales Arc
- 12 Crewe HS2 Northern Gateway
- 13 Strategic Multi-Modal Opportunities
- Integrated and Smart Travel (Pan-Northern TfN Programme)



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