



# Transforming journeys in the North

The case for  
investment in roads

THE **Keighley** BUS COMPANY

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## Foreword

**Roads are an integral part of the way we travel in the North. Almost all journeys start and finish on local roads and they play a major part in everyone's life, whether as a pedestrian, cyclist, bus passenger, freight operator, driver or passenger.**

**It is these first and last miles that can make all the difference as to whether goods or people make it to their destination efficiently and on time, which is why investing in our road network can deliver wide reaching improvements and benefits us in more ways than we may think.**

The North is home to more than 15 million people and 1.1 million businesses, so when these roads aren't offering a reliable, efficient and practical way to move around, there's a considerable impact.

Strategic investment to improve the reliability and resilience of our economically important local roads is vital to support growth in employment and housing, improve business-to-business connectivity, enhance productivity, and open up access to more jobs. By enabling the adoption of new technologies, such as smart networks, autonomous and low-carbon vehicles, and enabling active travel through enhanced cycling and walking provision, investing in our roads can also support sustainability and health and wellbeing goals.

The Department for Transport's National Roads Fund (NRF) is an opportunity for the North to make our case for investment in our most significant roads – those with the potential to make a considerable difference to the way people and goods move within our local towns and cities, through our region, and beyond.



As the Sub-national Transport Body for the North, Transport for the North has submitted a pan-regional bid to the NRF, totalling £700 million across 16 schemes (12 Major Road Network and 4 Large Local Majors). These schemes have been chosen in partnership with our 20 Local Transport Authority Members, with consideration for how the proposed improvements will address the challenges the North faces, the readiness of the schemes to be started within the next five years, value for money, and how they align to wider objectives for transport improvements across the region.

We believe this investment in the North's road network is essential and will enable more efficient, sustainable, safe, reliable and resilient multi-modal journeys for the benefit of the millions of people and businesses across our regions.

**Peter Molyneux**  
Major Roads Director



## About our roads

**We all rely on a well-functioning road network to access jobs, goods and services. Investment in and better management of our roads has a vital role to play in providing a sustainable transport system.**

- With a clear vision and objectives, supported by a strong evidence base, investment in roads helps to unlock economic growth, deliver new homes, support active travel, and improve public transport.
- Years of underinvestment in the local network of major roads has led to slow journey times and poor reliability. This means our towns and cities struggle to work as one connected Northern economy, and our people and businesses are held back.
- East-West road connectivity is particularly poor, with only one motorway or dual carriageway route linking the East and West of the country between Stoke-on-Trent and Glasgow; a stretch of 250 miles.
- Transport is entering a period of significant change, with emerging technologies such as connected and autonomous vehicles, and electric and hydrogen-powered vehicles, and a new era of digitally connected networks.
- Our plans for the road network are integrated with our plans for rail and smart ticketing to transform the way people travel in the North.



# 80%

of distance travelled in the North is by car



# 66%

of all trips in the North are made by car



# 76%

of car trips are three miles or less.

It is these short trips where there is most often the greatest opportunity to encourage active travel or use of local public transport.



**Walking, bus and cycle trips make up 22%, 7% and around 2% of trips.**

These are all travel modes which also use the local road network.



**Depending on locality, between 70% and 80% of commuting trips are by car, and 87% of freight movements use the road network in the North.**

This equates to more than 120.4 billion km travelled across the North's road network every year.



# About Transport for the North

## We are the voice of the North of England for transport.

Transport for the North is a statutory body of elected leaders from the 20 Local Transport Authorities (LTAs) and a partnership of business leaders from the 11 Local Enterprise Partnerships (LEPs) who collectively represent all of our region's 15 million people.

Under the Local Transport Act 2008, amended by the Cities and Local Government Devolution Act 2016, we became the first Sub-national Transport Body in England in April 2018.



## Strategic Transport Plan

The Strategic Transport Plan (STP) was approved by our Members and launched in February 2019. It outlines how up to £70 billion of investment could contribute towards an additional £100 billion in economic growth and 850,000 new jobs to 2050.

Our plan would rebalance decades of underinvestment and transform the lives of people in the North.

The STP marked the first time our civic and business leaders have spoken as one North to outline our vision for the future.

## Northern Infrastructure Pipeline

Alongside the STP we have developed and published our Investment Programme, which includes a pipeline of transport interventions to better connect the whole of the North in the short, medium and long-term.

It contains a number of key programmes such as Northern Powerhouse Rail; upgraded and new major roads; enhancements to the existing rail network; and the continued roll-out of smart ticketing – all aimed at transforming connectivity for people and businesses across the North.



# The case for investment in roads

Although our major cities are in relative proximity to each other, moving between them is not always practical or cost-effective.

The congested connections between the North's towns, cities and beyond restrict growth and opportunities for the people and businesses of the region.

Improved transport links can help boost productivity, enable access to more job opportunities, and deliver a stronger Northern and UK economy.

Roads are an integral part of the North's transport network, enabling people and businesses to get where they need to be. Investment in the roads outlined in this bid will improve journey times and reliability, reduce congestion and improve the quality of life for people living in the North. Furthermore, these schemes complement ongoing improvements in rail and ticketing to ensure the North is better connected.

However, investment in roads is about more than getting people and goods from A to B. Investment can also support economic growth by making travel more efficient and bringing our towns and cities closer together. The right road investments can also support the much-needed delivery of housing by providing access to new homes and nearby amenities.

Investment in roads is also not just about improving journeys by motor vehicle – it can improve public transport by making trips by bus more efficient and connecting people to new routes. With investment in the right projects, roads can also be used to encourage walking and cycling, by improving provisions for active travel.



## Commuting trips made in numbers<sup>1</sup>



4.9  
days  


The estimated time wasted by traffic delays per person in the UK in 2016 was 4.9 days.<sup>2</sup>

62%  


The percentage of trips made by car, either as a driver or passenger.<sup>1</sup>

£307  
billion  


The cost to the British economy by 2030 of congestion on England's Strategic Road Network.<sup>2</sup>

# Sustainability

Transport has a significant role to play in reducing greenhouse gas emissions, particularly carbon. It is the largest greenhouse gas-emitting sector, accounting for 28% of all UK greenhouse gas emissions in 2017.<sup>3</sup>



The transport network must be decarbonised to support a shift to a low carbon economy. Transport for the North does not currently have the powers to enforce targets and policies on carbon reduction, but this is a key consideration for us and our Partners.

Transport for the North aims to assume a leadership role in developing a transport network that is sustainable. By working together with delivery partners we will ensure that strategic transport infrastructure is designed and constructed in a sustainable way.

The principles below build on the objectives set out in our Strategic Transport Plan and outline how the Investment Programme, including investment in the Major Road Network, becomes an exemplar in how it:

- Defines a broad set of infrastructure requirements that seek to provide high-quality travel with high-quality environmental mitigation. This will create an attractive, inclusive, and accessible environment for people to live, work and invest in
- Adopts future transport technologies, enabling environmentally-friendly and efficient travel that contributes to the Government's target to reduce carbon emissions
- Ensures that improvements to the strategic transport network support inclusive growth, reduce social isolation, have health and wellbeing benefits, and provide affordable access to key opportunities
- Promotes confidence in businesses to invest in a skilled labour market to deliver the transport infrastructure required
- Explores opportunities for green and blue infrastructure to enhance landscapes, ecosystems, and habitats, and support a net gain in biodiversity



# The National Roads Fund

In the Autumn 2018 statement, the Chancellor announced that there would be £3.5 billion in funding over the period 2020-2025, set aside in the National Roads Fund (NRF), for investment in the Department for Transport's (DfT) Major Road Network (MRN).

In November 2018, the DfT published Investment Planning Guidance for the MRN and Large Local Majors (LLM) programmes, which outlined that Sub-national Transport Bodies (STBs) will be responsible for coordinating the development of their region's Regional Evidence Base (REB), working with their partners and constituent members.

## The guidance details five central objectives for the MRN to support:

- A reduction in congestion
- Economic growth and rebalancing
- Housing delivery
- All road users
- The Strategic Road Network



## Major Road Network

Working with our partners, we have identified the Major Road Network (MRN) for the North.

This network identifies the roads critical to connecting the important economic centres and major transport hubs, which support economic activity and the growth and prosperity of our economy.

Highways England's Strategic Road Network, which includes motorways and the majority of major 'A' roads, covers just 2% of the road network in the North. Although this accounts for a significant amount of traffic flow and economic value, it is the whole road network in the North that can make all the difference as to whether people or goods arrive safely and on time.

## Large Local Majors

While the MRN includes specific projects that will better connect the North, there are other local schemes that will have a significant impact on a pan-Northern level.

These are known as Large Local Major (LLM) roads and, where appropriate, Transport for the North can advocate for these projects.

LLM schemes have a value of more than £50 million.





# Prioritising bid proposals

Transport for the North and Partners, our 20 Local Transport Authorities and 50 Highway Authorities, have worked together to develop and agree the North's recommendations for MRN and LLM schemes, which we believe should be supported by the Government's National Roads Fund.



Transport for the North's assessment of proposed schemes has considered alignment with DfT's MRN objectives, with our STP objectives, and with local strategies, including plans to support public transport, walking and cycling.

Critically, the viability of the proposal as a scheme ready to take forward into construction during the period 2020-2025 has been carefully considered.

Transport for the North's constituent local and transport authority partners submitted 27 proposed MRN and 11 proposed LLM schemes.

**Through engagement with our partners these 38 schemes have been refined to 12 MRN and 4 LLM projects.**

Transport for the North's role has been to prioritise projects with our Partners to help provide a pipeline of investment in roads across the North, increasing the chances of securing funding. Transport for the North will coordinate a Programme Board to oversee the delivery of the MRN and LLM schemes.



## Shortlisting criteria:

- MRN schemes seeking **between £20-£50 million** of funding and on the DfT MRN
- LLM schemes **above £50 million** on any road network
- **15% match funding**
- Start of construction between **2020 - 2025**
- **Alignment** with DfT's MRN, Transport for the North's STP and local objectives
- **Value for money**
- **Deliverability** - considerations included land-requirements, environmental and technical challenges, interdependencies, stakeholder views and political support

# The projects

The shortlisted proposals are a key part in delivering our wider goal of a transformational improvement to the region's transport network.

While the schemes are important locally, they also have wider benefits in connecting the North as a whole.

## East-West and North-South connectivity

Moving people and goods East-West across the North reliably is a real constraint to the region's development, so many schemes will help to address this.

Other schemes enhance North-South connections within local areas and across our region. Whilst doing this they also provide greater network resilience to the MRN and SRN.

## Ports and airports

**Ports and airports are critical to international trade and tourism, with good surface access essential in encouraging increased passenger and freight movements through the North's international gateways.**

The road schemes proposed are important in providing the last miles of haulage from key freight gateways to warehousing and distribution centres, as well as enhancing passenger connectivity via road and rail.

## Active travel and public transport

**Thirteen of the proposed schemes include delivery of improved active travel and/or public transport infrastructure.**

The design of facilities for pedestrians, cyclists and public transport users has been carefully considered in these schemes.

## Housing and jobs

Homes for the North analysis shows that around **50,000 additional homes will be needed each year in the period to 2027, rising to around 70,000 homes per year between 2027 and 2050.**

Strategically developed transport plans are a vital element of sustainable urban planning, contributing to the creation of inclusive, healthy and productive spaces and places where people want to live and work.

## Intra-city travel

**With the local ends of journeys being the most susceptible to heavy congestion, road improvements can make a significant improvement to journey times at these points.**

The knock-on effects of congestion and delays can be widely felt and last longer on connecting roads, so it is not only road users on the schemes proposed that will benefit, but many others in the immediate area too.

## Environmental impact

**Transport has a significant role to play in meeting commitments to improve air quality and reduce greenhouse gas emissions.**

The majority of proposed schemes directly improve options for sustainable transport, and through reduced levels of congestion, re-allocation of road space and re-routing of traffic schemes, are expected to have a positive impact on air quality and reduce carbon emissions.

## The schemes



### Map and schemes



- 1 **A595 Improvement Scheme (Bothel)**  
Cumbria County Council – MRN
- 2 **A1079 Improvement Scheme**  
East Riding of Yorkshire Council – MRN
- 3 **A582 Dualling**  
Lancashire County Council – MRN
- 4 **Tyne Bridge & Central Motorway**  
North of Tyne Combined Authority/North East Combined Authority – MRN
- 5 **Durham Northern Relief Road**  
North of Tyne Combined Authority/North East Combined Authority – MRN
- 6 **Sunderland Transport Corridor**  
North of Tyne Combined Authority/North East Combined Authority – MRN
- 7 **Blyth Relief Road**  
North of Tyne Combined Authority/North East Combined Authority – MRN

- 8 **Shalesmoor Gateway**  
Sheffield City Region – MRN
- 9 **A34 Cheadle**  
Greater Manchester Combined Authority – MRN
- 10 **A689 Corridor Improvements**  
Tees Valley Combined Authority – MRN
- 11 **A650 Tong Street**  
West Yorkshire Combined Authority – MRN
- 12 **Dawsons Corner Junction & Stanningley Bypass**  
West Yorkshire Combined Authority – MRN
- 13 **Kendal Northern Access Route**  
Cumbria County Council – LLM
- 14 **Wigan East-West**  
Greater Manchester Combined Authority – LLM
- 15 **A1237 Phase 2 Dualling**  
City of York Council – LLM
- 16 **The Rocket Junction**  
Liverpool City Region – LLM

## The Major Road Network schemes

### A595 Improvement Scheme, Bothel Cumbria County Council

#### The proposal

Upgrade to section of A595 including climbing lanes South-West of Bothel, improved alignment, a series of junction improvements including reconfiguration of the A595/A592 junction and carriageway improvements.

#### Benefits

- Improved journey reliability and times between west and north Cumbria
- Supports advanced manufacturing, energy and nuclear sectors and associated supply chain growth
- Improved local access and junction improvements
- Enhanced access to services, education and employment opportunities between west and north Cumbria
- Supports housing growth – 8,400 new homes in Carlisle; 8,800 new homes in Allerdale and Copeland
- Supports inward investment and housing development
- Improved resilience of the A595 corridor and the SRN it supports



Proposed start of construction:  
**2023/24**

### A1079 Improvement Scheme, Wilberfoss East Riding of Yorkshire Council

#### The proposal

A new 2.2km section of dual carriageway on the A1079 at Wilberfoss, new junction to improve access from Wilberfoss on to a key strategic route, footway/cycle provision, safe drop off/pick up point for bus passengers.

#### Benefits

- Journey time savings and improved reliability
- Supports freight movements to/from Humber Ports (18% of port traffic uses A1079, also a defined abnormal loads route used for transporting offshore infrastructure)
- Supports high commuter flows into York and from York to/from East Riding and Hull
- Supports housing growth – 13,900 new homes alongside A1079 corridor
- Supports growth in jobs, with 5,000 jobs forecast in York, East Riding and Hull
- Improvements for pedestrians, cyclists and public transport users
- Improves safety, provides a safe overtaking facility



Proposed start of construction:  
**2024**



#### Key



Improved journey time, reliability, reduced congestion



Supports economic growth



Supports housing delivery



Supports walking/cycling

## A582 Upgrade, Preston

### Lancashire County Council

#### The proposal

Upgrade section of the A582 to dual carriageway, upgrade the remaining junctions, new bridge over the West Coast Mainline parallel to the existing bridge, off-road foot and cycleway and scope to improve public transport.



#### Benefits

- Commuting journey time savings and improved reliability - monetised journey time savings amount to £27.9 million
- Supports Preston, South Ribble and Lancashire City Deal and strong economic growth including 20,000 net new private sector jobs, £1 billion GVA growth and £2.3 billion in leveraged commercial investment
- Supports housing growth – 2,700+ new homes
- Supports measures to introduce public transport priority measures in Preston & South Ribble and to deliver improved cycle and pedestrian infrastructure
- Improvements to air quality and noise from traffic within the Preston & South Ribble urban area

Proposed start of construction:  
**2021**



## Blyth Relief Road, Northumberland

### North East Combined Authority and North of Tyne Combined Authority

#### The proposal

A new East-West relief road between A189 and A193 to relieve capacity constraints on the A193 and A1061, and improve NMU facilities.



#### Benefits

- Improves journey times and reliability
- Improves access to Blyth Estuary Strategic Employment Area
- Supports delivery of new homes
- Improves road connectivity to proposed rail stations
- Improves access to Blyth Estuary Strategic Employment Area (220 ha of land) and EZ (17 ha)

Proposed start of construction:  
**2022**



## Durham Northern Relief Road, Durham

### North East Combined Authority and North of Tyne Combined Authority

#### The proposal

New relief road to the North of Durham City linking A690 towards J62 A1(M), new roundabouts and a new vehicular overbridge over the East Coast Main Line, and a box girder bridge carrying the relief road over the River Wear.



#### Benefits

- Journey time and reliability improvements
- Reduces traffic and congestion in Durham City (up to 11% traffic reduction on A690)
- Provides greater resilience and reduces potential for queuing onto the SRN (A1(M) J62)
- Improves air quality in Durham City
- Reduces impact of traffic on historic city

Proposed start of construction:  
**2021/22**

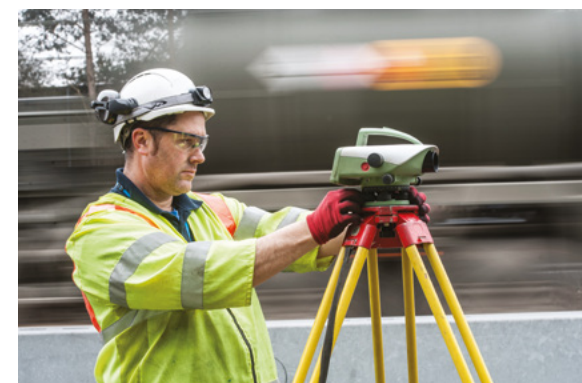


## Sunderland Strategic Transport Corridor, Sunderland

### North East Combined Authority and North of Tyne Combined Authority

#### The proposal

Improvements to 4.5km stretch of A1231 at the junction with the A19, replacing existing roundabouts with traffic signals, new links for pedestrians and cyclists including off-road routes.



#### Benefits

- Journey time savings
- Reduces congestion
- Regeneration
- Enhances road safety
- Reduces severance
- Increases provision for cycling and walking

Proposed start of construction:  
**2021**



Supports improved public transport



Supports environmental objectives



Supports the Strategic Road Network

Key



Improved journey time, reliability, reduced congestion



Supports economic growth



Supports housing delivery



Supports walking/cycling



## Tyne Bridge & Central Motorway, Newcastle & Gateshead

North East Combined Authority and North of Tyne Combined Authority

### The proposal

Upgrade 1.6km of Tong Street to dual carriageway, new cycle route, upgrade crossing and junctions to toucan crossing facilities, and green infrastructure improvements. Major maintenance and improvements to Tyne Bridge, and major maintenance and improvements to Central Motorway up to Town Moor.



### Benefits

- Improves journey reliability
- Reduces congestion
- Improves the SRN's alternative strategic access
- Supports housing delivery
- Provides access to HS2
- Prevents an increase in NOx and PM 2.5/10
- Improves active travel provisions

Proposed start of construction:  
**2022**



## Shalesmoor Gateway, Sheffield

Sheffield City Region

### The proposal

Replacement of Shalesmoor Roundabout with signal-controlled junction, improvements to Penistone Road/Rutland Road junction, associated carriageway widening, new public spaces, and pedestrian and cycling provisions.



### Benefits

- Improves capacity (15-20%) and reliability
- Reduces severance and improves safety for pedestrians and cyclists
- Supports citywide housing growth of 40-46k new homes
- Supports 25k new jobs in the city centre by improving access

Proposed start of construction:  
**2022**



## A689 Corridor Improvement, Tees Valley

Tees Valley Combined Authority

### The proposal

The scheme will deliver a package of improvement measures along the A689 corridor in County Durham, Stockton-on-Tees and Hartlepool to improve capacity, journey time reliability and facilitate housing and business growth.

### The scheme package includes:

- Strategic junction improvements to four current roundabouts on the A689 in the Wynyard Area
- A capacity improvement on the A19/A689 interchange
- Pedestrian and cycle bridge crossings of the A19 (just to the north of A689 interchange) and A689 to improve NMU accessibility between Wynyard, Billingham and Hartlepool
- Localised junction and safety improvements in the Hartlepool urban area
- A cycle route link between Hartlepool and Wolviston parallel to the A689
- Provision of ITS signs at appropriate locations along the A689 corridor

### Benefits

- Journey time and reliability improvements for all traffic
- Supports delivery of 4,000 new homes
- Supports traffic flows on A19 (SRN)
- Provides safer pedestrian and cycle access to a major housing and employment area
- Strengthens East-West connectivity on the A689, linking the A1(M) and A19

Proposed start of construction:  
**2020**



## A34 Cheadle, Stockport

Greater Manchester Combined Authority

### The proposal

Upgrade four roundabouts and signal junction, provide segregated walking and cycling route, provide pedestrian and cycle crossings and upgrade pedestrian/cycle subway, supports Handforth Garden Village and GMSF site.

### Benefits

- Improves active mode uptake through the corridor
- Supports housing growth - 2,350 homes
- Improves access to and supports the SRN
- Decreases congestion and improves reliability
- Facilitates development of c.22,000sq m of business floor space at Handforth

Proposed start of construction:  
**2022**



Supports improved public transport



Supports environmental objectives



Supports the Strategic Road Network

Key



Improved journey time, reliability, reduced congestion



Supports economic growth



Supports housing delivery



Supports walking/cycling



## A650 Tong Street, Bradford

### West Yorkshire Combined Authority

#### The proposal

Corridor improvements on 1.6km of Tong Street to increase capacity and provide new cycle routes, upgraded crossing and junctions to toucan crossing facilities, and green infrastructure improvements.



#### Benefits

- Improves journey time reliability
- Reduces journey times for all road users along Tong Street
- Increases highway capacity on Tong Street
- Supports housing growth - 2,000 new homes.
- Reduces the rate of traffic collisions along the Tong Street corridor
- Improves air quality
- Supports sustainable transport facilities, public realm and green infrastructure features

Proposed start of construction:  
**2022**



## Dawsons Corner Junction and Stanningley Bypass, Leeds

### West Yorkshire Combined Authority

#### The proposal

Bus priority lanes on East and West approaches to junction, structural upgrade of Wood Nook Tunnel to facilitate three lanes in each direction, enhancements to pedestrian and cyclist facilities around the junction - providing better and safer connections to New Pudsey Station and Priesthorpe School, landscaping and other Green Streets design features, plus 4.5km structural renewal of Stanningley Bypass in the concrete carriageway and provision of average speed cameras.



#### Benefits

- Improves capacity, flexibility and reliability at key intersection junction
- Provides bus priority infrastructure to support wider committed investment on the adjacent arterial corridor between Leeds-Bradford
- Reduces severance and improves safety for pedestrians and cyclists
- Removes significant maintenance liability, and associated highway disruption associated with current condition of Stanningley Bypass
- Directly supports housing growth c.900 new homes, additionally supporting development in the wider area by creating improved network capacity and management
- Supports creation of new jobs by improving access to Leeds City Region (54 jobs forecast to be directly created)

Proposed start of construction:  
**2020/21**



## The schemes: Local Large Majors

## Kendal Northern Access Route , Kendal

### Cumbria County Council

#### The proposal

A new single carriageway link road connecting the A591 to the A6 North of Kendal (with a cycleway), either to the North or South of Burneside.



#### Benefits

- Reductions in congestion and improvements in air quality
- Improved journey times for road users around Kendal
- Creates opportunities to improve the character of town centre and to promote active/sustainable travel
- Improves SRN and local network resilience including during road incidents and flooding
- Supports future growth of Kendal including new housing and employment land
- Supports the operation of major employment sites to the North of the town
- Improves movement across Kendal and to wider strategic networks for residents and businesses alike

Proposed start of construction:  
**2023/24**



## Rocket Junction, Liverpool

### Liverpool City Region

#### The proposal

Upgrade the Rocket Junction and road layout with a through-about, demolish Queens Drive flyover, reconfigure signalised junction, off-road foot and cycleway and scope to improve public transport.

#### Benefits

- 15% decrease in travel time and 10% decrease in variability
- 30% increase in weekday peak traffic flow volume
- 20% decrease in weekday peak through parallel junctions
- 10% decrease in personal injury accidents within 200m
- 10% decrease in CO2 within 500m
- 50% increase in active pedestrian/cyclist movement

Proposed start of construction:  
**2022**



Supports improved public transport



Supports environmental objectives



Supports the Strategic Road Network

Key



Improved journey time, reliability, reduced congestion



Supports economic growth



Supports housing delivery



Supports walking/cycling



## Wigan East-West, Greater Manchester

### Greater Manchester Combined Authority

#### The proposal

New East-West strategic route connecting the M6 J26 and M58 with the A579 and providing an alternative link to the M61 J5 via the A58 (MRN) and A577.



#### Benefits

- Significantly reduces congestion
- Supports local housing developments
- Enables public and active travel
- Improves East-West links
- Reduces air quality issues
- Improves resilience, particularly for HGVs
- Improves road safety
- Promotes confidence and encourages investment in the borough and wider region
- Facilitates Streets for All initiatives on parallel/adjacent routes



Proposed start of construction:  
**2021**

## A1237 Dualling (Phase 2), York

### City of York Council

#### The proposal

Upgrade the single carriageway A1237 (Wetherby Rd -A19 section) to dual carriageway standard including a cycle path over the River Ouse and the East Coast Mainline.



#### Benefits

- Journey time and reliability improvements
- Supports unlocking of substantial housing growth
- Supports jobs growth in York and at new development sites
- Relieves traffic pressure on York city centre
- Delivers an enhanced cycle crossing of the River Ouse and the East Coast Main Line to support sustainable transport



Proposed start of construction:  
**2022**



Supports improved public transport



Supports environmental objectives



Supports the Strategic Road Network







## Manchester

Transport for the North  
2nd Floor, 4 Piccadilly Place,  
Manchester, M1 3BN



0161 244 0888



[engagement@transportfornorth.com](mailto:engagement@transportfornorth.com)



## Leeds

Transport for the North  
Ground Floor, West Gate,  
Grace Street, Leeds, LS1 2RP



[transportfornorth.com](http://transportfornorth.com)

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