



Department
for Transport

Northern Trans-Pennine Strategic Study Stakeholder Reference Group

22nd July 2015





What the Road Investment Strategy says:

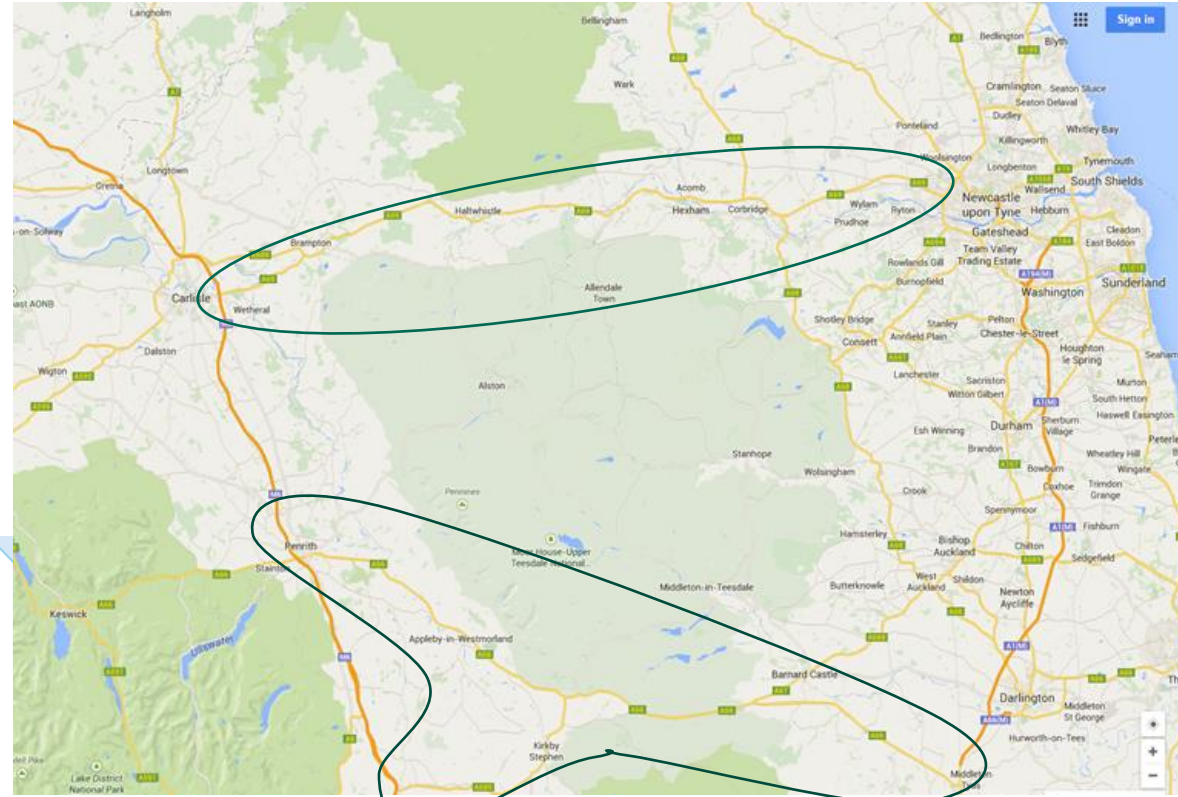
“This study will examine the case for dualling one or both of these roads and making other improvements along their length. In doing this, we would further help the development of a northern powerhouse.”

Investment Plan: December 2014





Road Investment Strategy Study 1: Northern Trans – Pennine





Northern Trans-Pennine Strategic Study: Objectives

- ▶ Review previous study work, other relevant data, and current investment plans
- ▶ Identify the options for improving existing road links between the A1(M) and M6 using the route of either or both of the A66 and A69. Understand the operational and technical feasibility, and user benefits and challenges, including weather related resilience, of the different options.
- ▶ Understand the benefits and impacts resulting from the creation of a new strategic corridor in the region - including the benefits and impacts accruing on the M62 and other existing Trans-Pennine routes, including local roads
- ▶ Understand the benefits and impacts resulting from additional capacity
- ▶ Understand how options impact on the local and regional economy
- ▶ Understand how different options impact on the Northern Transport area including Manchester, Leeds and Liverpool through the A1M/M60/M62.





Northern Trans-Pennine Study linked closely to a number of other studies



- Trans-Pennine Tunnel
- Manchester North West Quadrant

- TfN Freight study – potential expansion of ports and change in distribution centres
- Freight is an integral part of road studies
- Road studies will feed into freight study

- Rail – how do we speed up journeys across the North
- City centre to city centre + commute
- Relationship of road and rail needs to be spelt out

All studies report to similar timescales but interdependencies do create need to look across analysis





- ▶ Top three issues from each table
 - ▶ Network reliability
 - ▶ Environment
 - ▶ Safety
 - ▶ Resilience
 - ▶ Other

- ▶ What should vision for Northern Trans-Pennine in 2040 look like?



Transport for the North: Creating the Northern Powerhouse

Northern Trans-Pennine Study - A66/A69

Policy Context

- One economy, worth £290bn GVA with 15m residents
- Northern Transport Strategy (2015) proposes transformational multimodal investment
- Plans by northern transport authorities include:
 - Developing new east-west road connections
 - Cutting journey times between major northern cities with investment in high speed rail
 - Introducing simplified integrated smart ticketing and enhanced travel information across the north
- Rebalance transport spend in the north (see right)

Total planned spend per head on transport infrastructure from 2014/15



Overview and Opportunity

- Creating one single economy could generate £44 billion (or £1,600 per individual)
- Rebalancing growth to the North and adding value to UK companies
- A vision of a North as a network of modern city regions, rich in job opportunities for all.
- Driven by activity over a 20 year investment period.



Commuting Patterns in the North: commuter flows between the city regions are limited

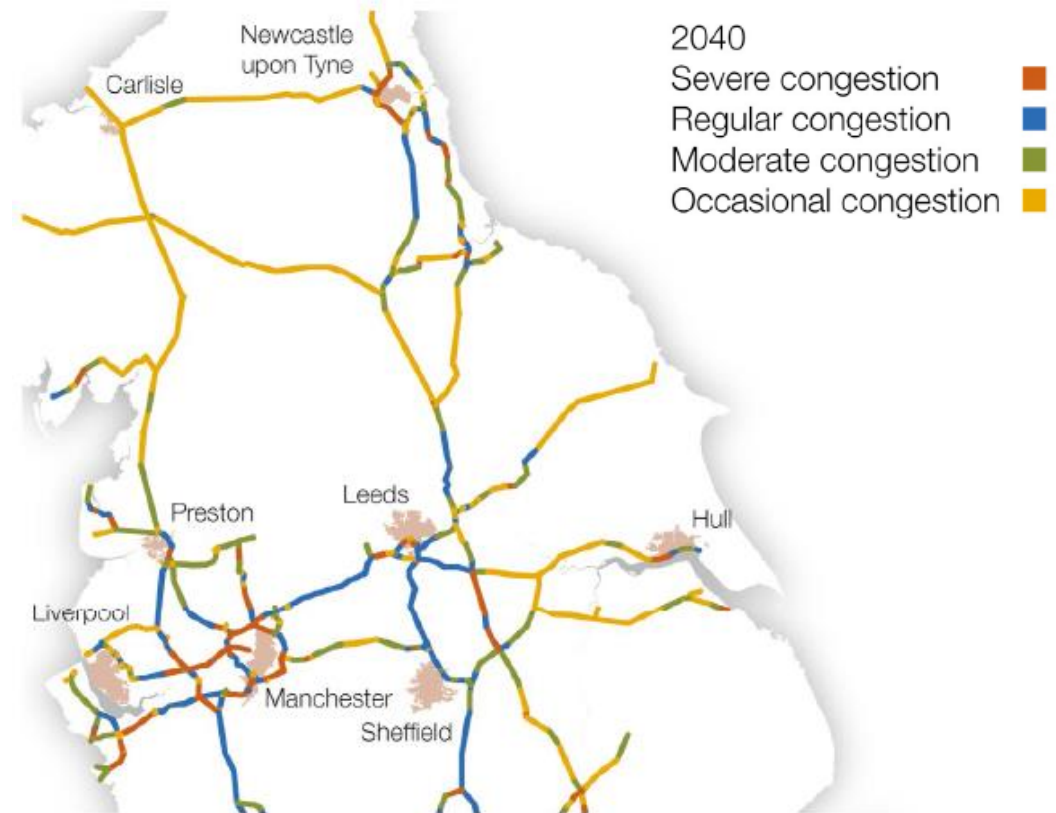
Source: Alasdair Rao, Sheffield University

Transport Objectives

- Better connections between economic centres stimulating agglomeration
- Better commuting opportunities allowing:
 - businesses to access wider labour markets;
 - people to access the job opportunities they need to prosper;
 - communities across the North to retain & attract talented people
- Better capacity and reliability for freight and logistics
- Multiplying the benefits offered by infrastructure through better travel information and ticketing systems

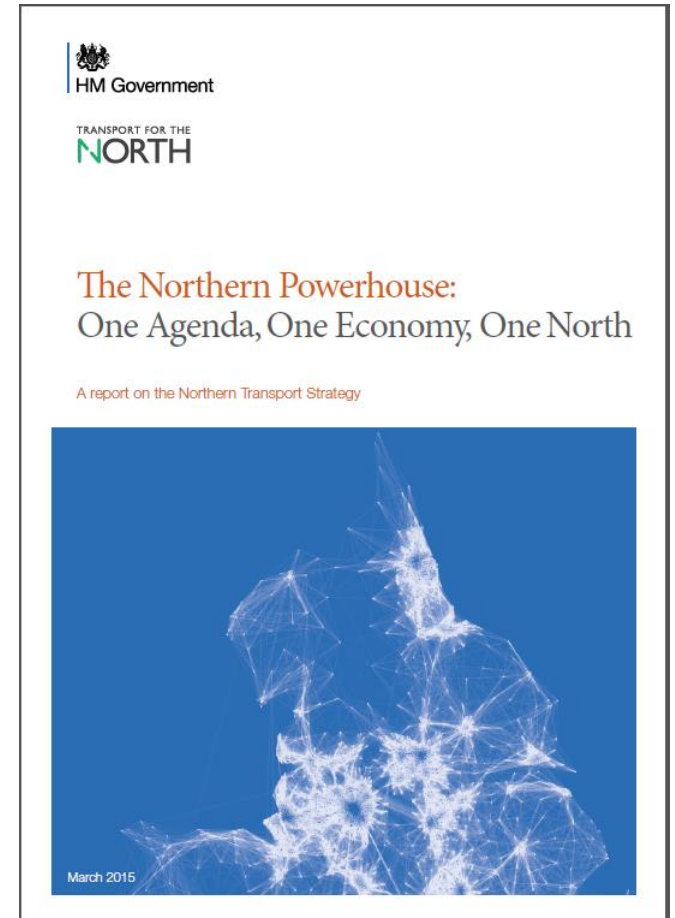
How will we do this?

- Reliability and resilience of the strategic highway network in the longer-term
- Achievable faster rail journey times between 6 city centres
- Increase in commuting capacity for each of the cities
- A reduction in the North's trading costs through investment in freight and logistics



Northern Transport Strategy

- Update to Northern Transport Strategy in **Spring 2016**.
The updated strategy will cover:
 - The outcomes from work completed on rail, road, freight and smart options;
 - Prioritised investment across all modes; and
 - Appraisal and analytical assurance methodologies.
- Together, this will re-state the role of transport in delivering a transformed Northern economy



Road

- TfN is working with Highways England on the three northern Strategic Studies as part of the Road Investment Strategy (RIS) process.
- Trans-Pennine Tunnel Study between Manchester and Sheffield (and considering the synergy with new rail options through the Pennines)
- **Northern Trans-Pennine Study - A66/A69**
- M60 North West Quadrant Study

As with the other workstreams, these studies will inform the update of the NTS in Spring 16 and the TfN Partnership Board submission to the development of RIS2



Links to other workstreams

- A multimodal approach and aims to further develop the TransNorth network for passengers and freight services;
 - Rail – a priority to enhance rail services between the northern cities, including improved trans-Pennine connectivity
 - Freight – improvements to the North’s freight network will be investigated by the Northern Freight Strategy
 - Strategic Economic Case – A holistic approach to appraisal to understand growth expectations and prioritise transport schemes



Expectations for the Northern Trans-Pennine Study A66/69

- Thorough exploration of the options of road investment across the Pennines
- Need to develop a solution which provides resilience to the A57, A628 and M62
- We need a commitment to invest in East-West connections and develop the next generation road network
- Improve road links to the major ports, Manchester Airport and enable easier transportation of freight
- We need a solution to which all Stakeholders can support





Aim

- Ensure that stakeholder views are understood and properly considered during the study process. It will provide a forum for dialogue between the Study Sponsors and project managers and the principal stakeholders with interests in the project.

Governance

- Chaired by Transport for the North (TfN) Stakeholder list will be maintained by DfT





Stakeholder Reference Group: Role

- Consider the scope and terms of reference for the study
- Provide advice and opinion on the proposed objectives, impacts and benefits
- Support the study team in identifying regional sources of information and analysis
- Facilitate wider representation from local and regional bodies
- Communicate information
- Review and provide feedback on the interim and final study outputs
- Discuss and recommend changes in the Stakeholder Reference Group membership
- Ensure that there is a “regional voice” to the study





Stakeholder Reference Group: Composition

- ▶ Study Sponsors & Project Managers

Transport for the North, Department for Transport, Highways England, Project Consultants

- ▶ Local Authorities

Authorities directly affected by improvements to the corridor

- ▶ Transport Executives

- ▶ Local Enterprise Partnerships

- ▶ Statutory Bodies

- ▶ Other Transport Operators

Network Rail, North East Ports

- ▶ Road Users

Freight Groups, Road Users, Motoring Associations

- ▶ Trade and Industry

Business associations

- ▶ Environment and amenity groups



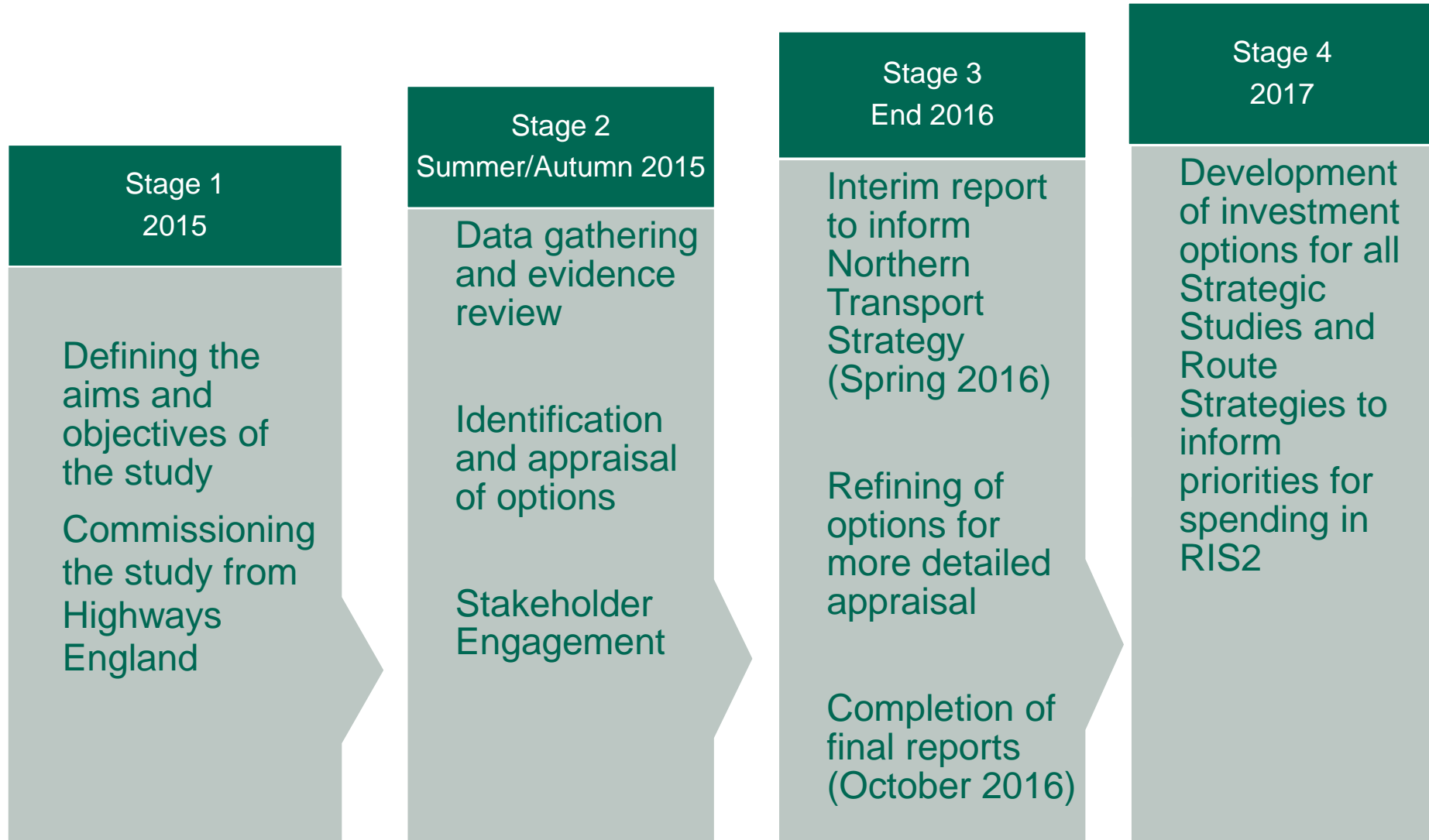


- ▶ Strategic study should not choose the A66 or A69 but instead decide which one will be upgraded first as they both need improvements
- ▶ Strategic Study needed to take into consideration the bottleneck for east – west traffic created by Darlington
- ▶ Stakeholder engagement needed to reflect ANOB status of corridors
- ▶ Road safety on the A66 and A69 needed to be considered within scope of review in order to improve accident record of roads and tackle knock-on implications for journey time
- ▶ The amount of freight traffic on the A69 is increasing because of the Port of Tyne. There is little likelihood of large-scale rail improvements to the area so the study should be road-focussed
- ▶ Winter resilience on the A66 is a particular problem leading to the closure of the road





Provisional Timescales





November 2015

Review of the initial report which sets out the strategic case for improving the A66 and/ or the A69

February 2016

Review of update to Northern Transport Strategy on interim findings for further assessment

September 2016

Review of final study report on Northern Trans-Pennine including assessment of transport and socio-economic benefits and impacts





- ▶ A report that:
 - ▶ Has clear and concise conclusions
 - ▶ Whose analysis is relevant, robust and trusted
 - ▶ Will gain the confidence of Ministers and Transport for the North
 - ▶ Is timely and within budget
 - ▶ Recognises and is consistent with the other northern strategic studies

