



Department
for Transport

Manchester North West Quadrant Strategic Study Stakeholder Reference Group

21st July 2015





What the Road Investment Strategy says:

“The study will look at the options for improving the transport network around the north-west quadrant (of Manchester). It will need to consider a range of different modal options, to make sure that the local road network and public transport play their part.”

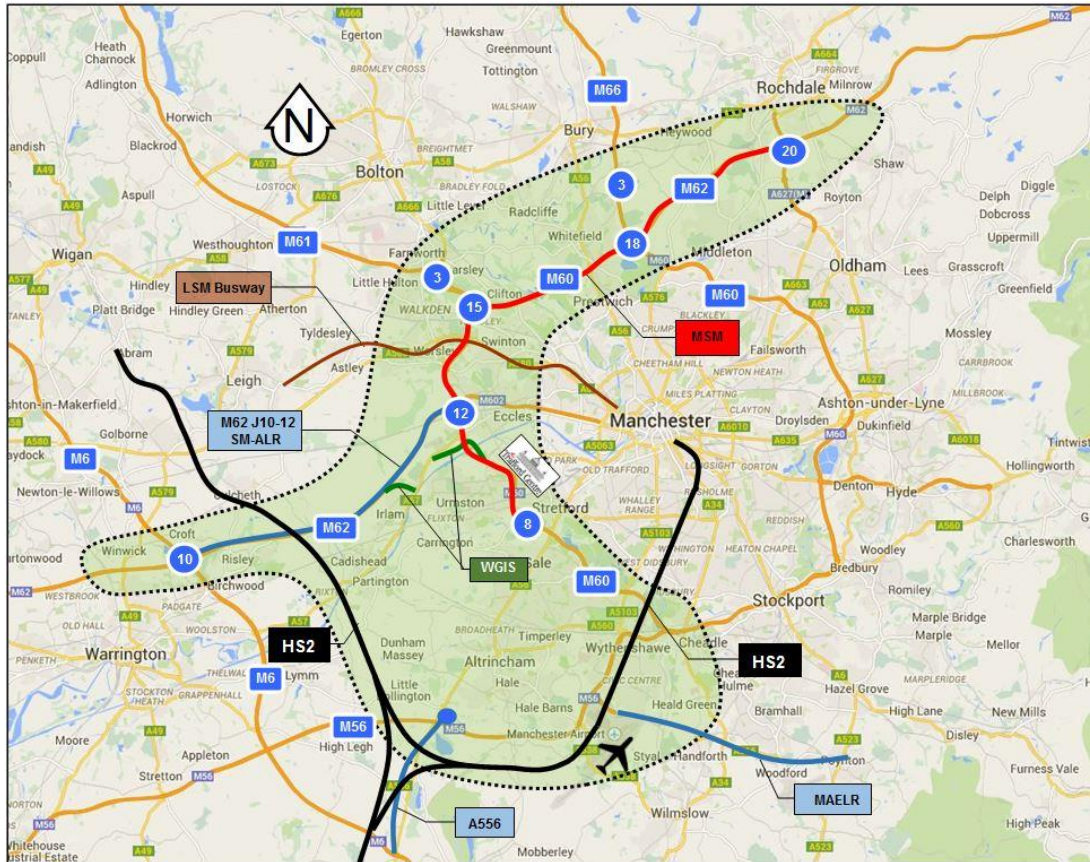
Investment Plan: December 2014





Department
for Transport

Manchester North-West Quadrant Strategic Study: Geographic Scope



Average speed at peak times (mph)
(April 2012 – March 2013)
Peak times are Monday to Friday 7-10am and 4-7pm

- █ Less than 20mph
- █ 21 – 30mph
- █ 31 – 40mph
- █ 41 – 50mph
- █ 51 – 60mph
- █ 61 – 70mph
- █ No data available
- Key junction capacity issue





Manchester North-West Quadrant Strategic Study: Objectives

- ▶ Review previous study work, other relevant data, and current investment plans
- ▶ Identify the options for increasing capacity and resilience on this part of the network across all surface transport modes.
- ▶ 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.





Manchester North West Quadrant Study Linked Closely to a Number of Other Studies



- Trans-Pennine Tunnel
- A66/A69 potential dualling



- 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 North West Quadrant of M60 in 2040 look like?



Transport for the North: Creating the Northern Powerhouse

M60 Northwest Quadrant Stakeholders

Reference Group

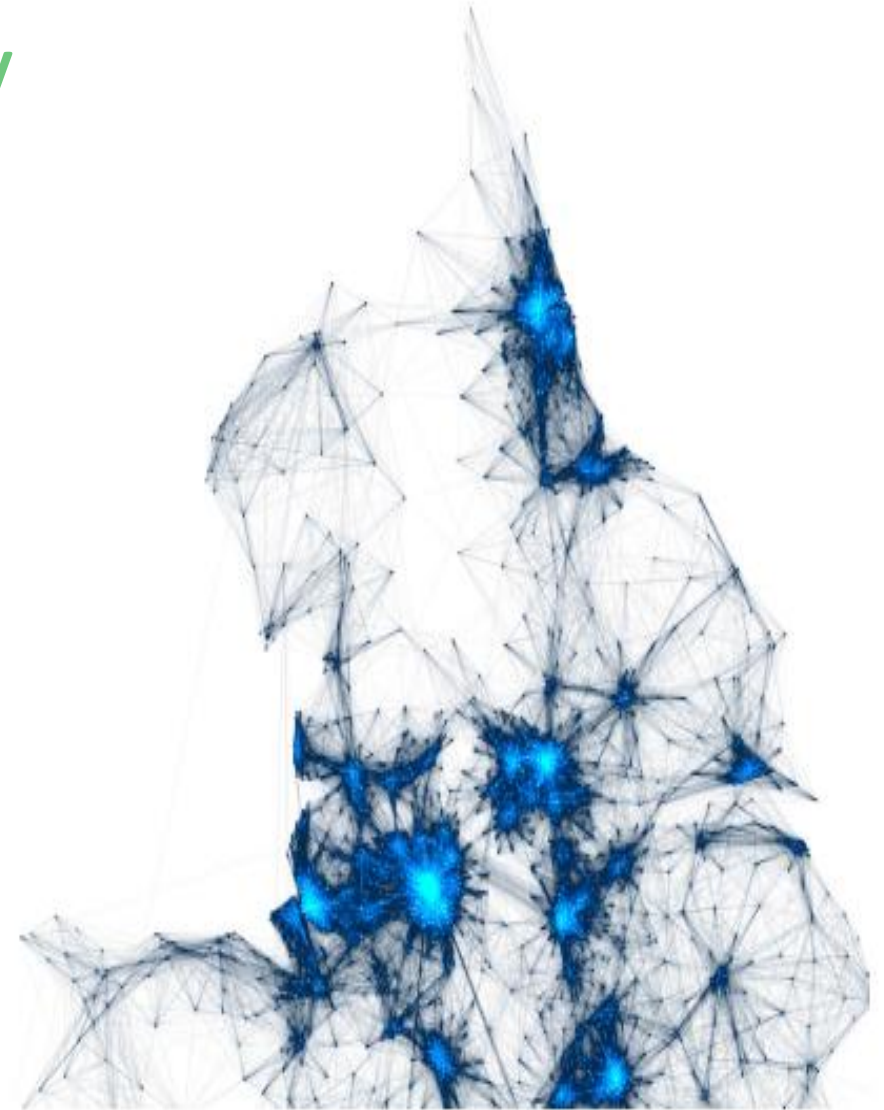
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What is Transport for the North?

- **A unique partnership** - The Northern city region authorities, Government and the national transport agencies.
- **A shared ambition** - To create a 'Northern Powerhouse' driven by a flourishing private sector and supported by innovative local government.
- **A Vision** – To build the Northern Powerhouse by transforming connectivity with a high-speed TransNorth rail system, a revitalised highways network and a host of other transport improvements.

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.



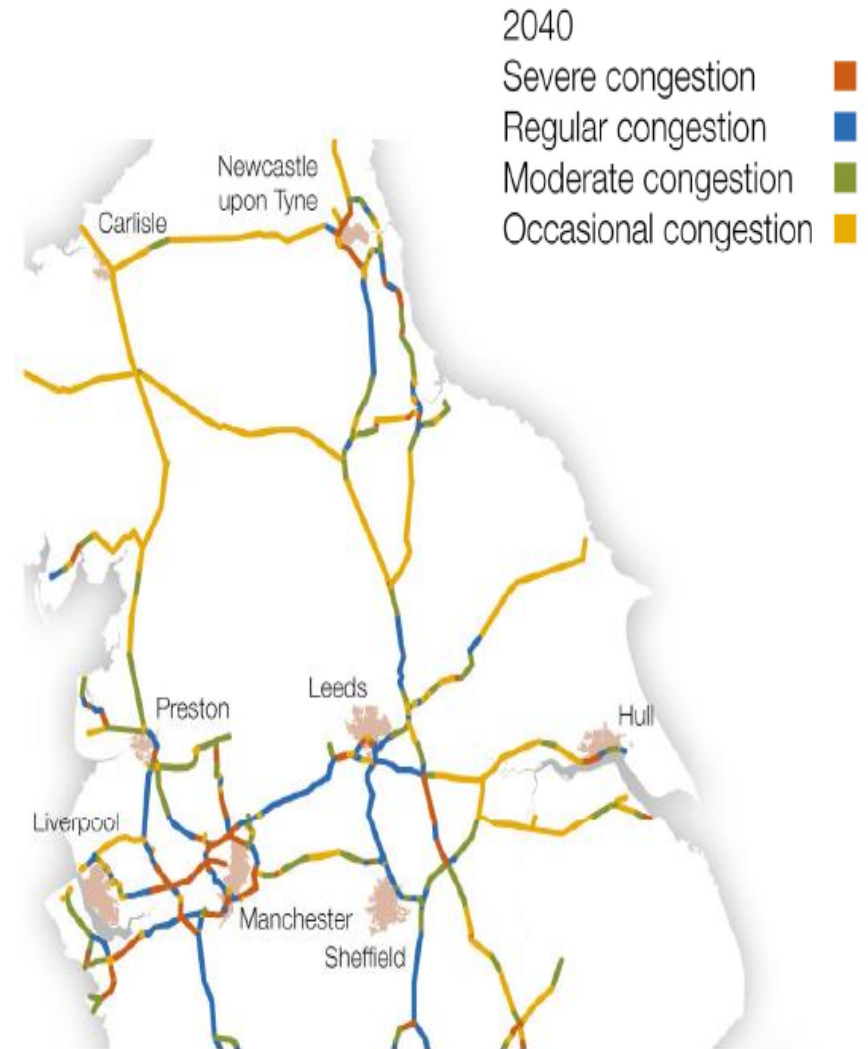
Commuting Patterns in the North: commuter flows between the city regions are limited

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?

- Increase reliability and resilience of the strategic highway network in the longer-term
- Achievable faster rail journey times between six 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



Road Strategy Development

TfN is working with DfT / Highways England on the 3 northern Strategic Studies within the Road Investment Strategy process:

- **M60 North West Quadrant Study covering M60 from Junctions 8 to 18 and M62 from Junction 9 to 12 and Junctions 18 to 20**
- Trans-Pennine Tunnel Study between Manchester & Sheffield
- Northern Trans-Pennine Study - A66/A69

These studies will inform the update of the NTS in Spring 16 and then TfN Partnership Board submission to the development of RIS2.



Links to other workstreams

- A multimodal approach aims to further develop the northern networks for passengers and freight services;
 - **Rail** – a priority to enhance rail services between the northern cities, including improved trans-Pennine connectivity
 - **Freight** – development of a Northern Freight Strategy to guide investment
 - **Strategic Economic Case** – a holistic approach to appraisal to understand growth expectations and prioritise transport schemes



Expectations for M60 Northwest Quadrant

“The study will look at the options for improving the transport network around the north-west quadrant (of Manchester). It will need to consider a range of different modal options, to make sure that the local road network and public transport play their part.”

RIS, 2014

Expectations for Northwest Quadrant Study

- Incorporate a thorough exploration of the ‘ask’ for transport in the northwest quadrant – what are the issues?
- Develop interventions which provide long-term resilience on the M60 and M62 and recognise the mix of demands on the SRN in the area – strategic **and** local
- Examines opportunities to improve interaction between the SRN and the GM Key Route Network, and identifies the role which other modes can play in relieving pressures on the SRN
- Improves connectivity to the major ports across the north, the Atlantic Gateway and Manchester Airport
- Provide solutions which Stakeholders can support

The Outcomes

- **For Global Connectivity:**
 - Access to Airports – Manchester, Leeds-Bradford, Liverpool
 - Access to Ports – Humber and Mersey Ports, Port Salford
- **For City-to-City Connectivity:**
 - Liverpool-Manchester-Leeds-Hull - and beyond via M1 & M6
- **For Travel Across the Wider City Region & Local Connectivity**
 - Improved connectivity between communities across the Pennines, the wider Northwest and Greater Manchester, and
 - Key employment growth areas;
 - Educational opportunities and health care; and
 - Transport interchanges

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NWQ Study Outputs

- Autumn '15: initial report to the Programme Board to confirm the high-level strategic case for improved connectivity
- Spring '16: publication of an interim report setting out the strategic case for a new link, the technical and operational feasibility of the options considered and an initial assessment of economic costs and benefits
- Autumn '16: report to the Programme Board, full assessment of the benefits of the options considered in study

TfN and the Summer Budget 2015

“The government is committed to transforming transport in the North as part of building a Northern Powerhouse, by:

- establishing TfN as a **statutory body with statutory duties**, underpinned by £30 million of additional funding over 3 years
- appointing an interim Chief Executive and executive team for TfN by the autumn and a Chair by the end of the year, to accelerate TfN’s work programme
- working with TfN to advance the introduction of Oyster-style smart and integrated ticketing across bus, tram, metro and rail services throughout the region, making this one of the top priorities for TfN’s newly accelerated work programme
- working with TfN to push forward plans to transform east-west rail and road connections via TransNorth and options for a new TransPennine Tunnel, with **a prioritised list of scheme options to be produced by Budget 2016**, and an **interim report in time for the Spending Review later in 2015** “



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 and indirectly affected (M62 corridor, Merseyside)

- ▶ Transport Executives

- ▶ Local Enterprise Partnerships

- ▶ Statutory Bodies

- ▶ Other Transport Operators

Network Rail, MAG, Peel Ports

- ▶ Road Users

Freight Groups, Road Users, Motoring Associations

- ▶ Trade and Industry

Business associations

- ▶ Environment and amenity groups



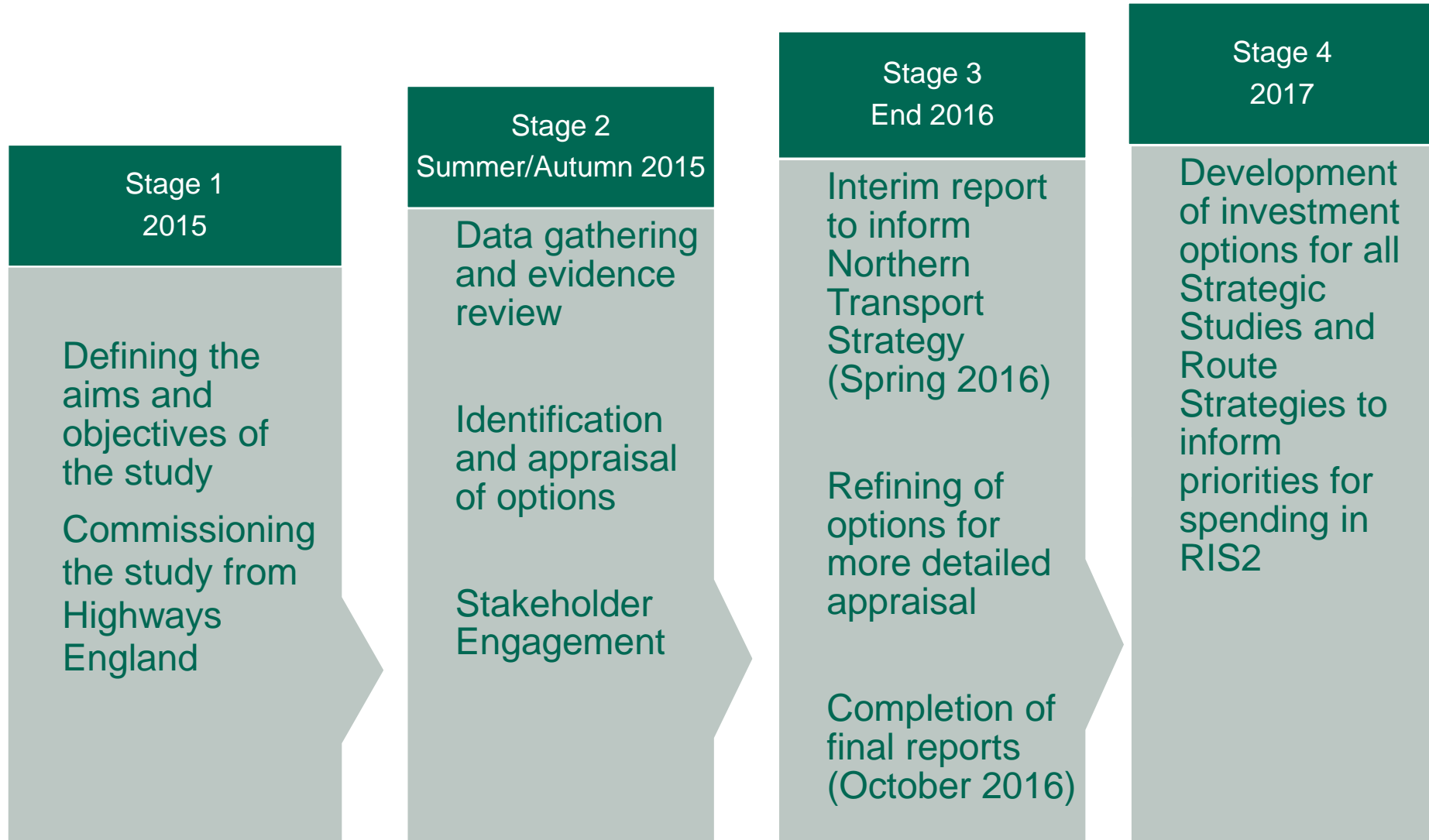


- ▶ People are sceptical about smart motorways and the Department for Transport / Highways England need to work harder to show how they are smart, that they can affect driver behaviour and the feel of travel.
- ▶ The study needs to look into air quality, which is degraded by roads
- ▶ The study needs to consider long term future commercial opportunities in the area e.g. Carrington business park / residential development.
- ▶ Impacts on traffic growth linked to Manchester Airport and future HS2 stations need to be considered
- ▶ The study should take account of the option a Manchester metro link 'circle line'





Provisional Timescales





November 2015

Review of the initial report which sets out the strategic case for improving the transport network around the north and west of Manchester

February 2016

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

September 2016

Review of final study report on Manchester North West Quadrant 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 studies

