TRANSPORT FOR THE NORTH

Nicola Detheridge

Joint Northern Studies - Stakeholder Reference Group

Partner Engagement Manager, Transport for the North

Housekeeping

Have we all signed in?

Fire alarms and exits

Phones

Toilets

Agenda

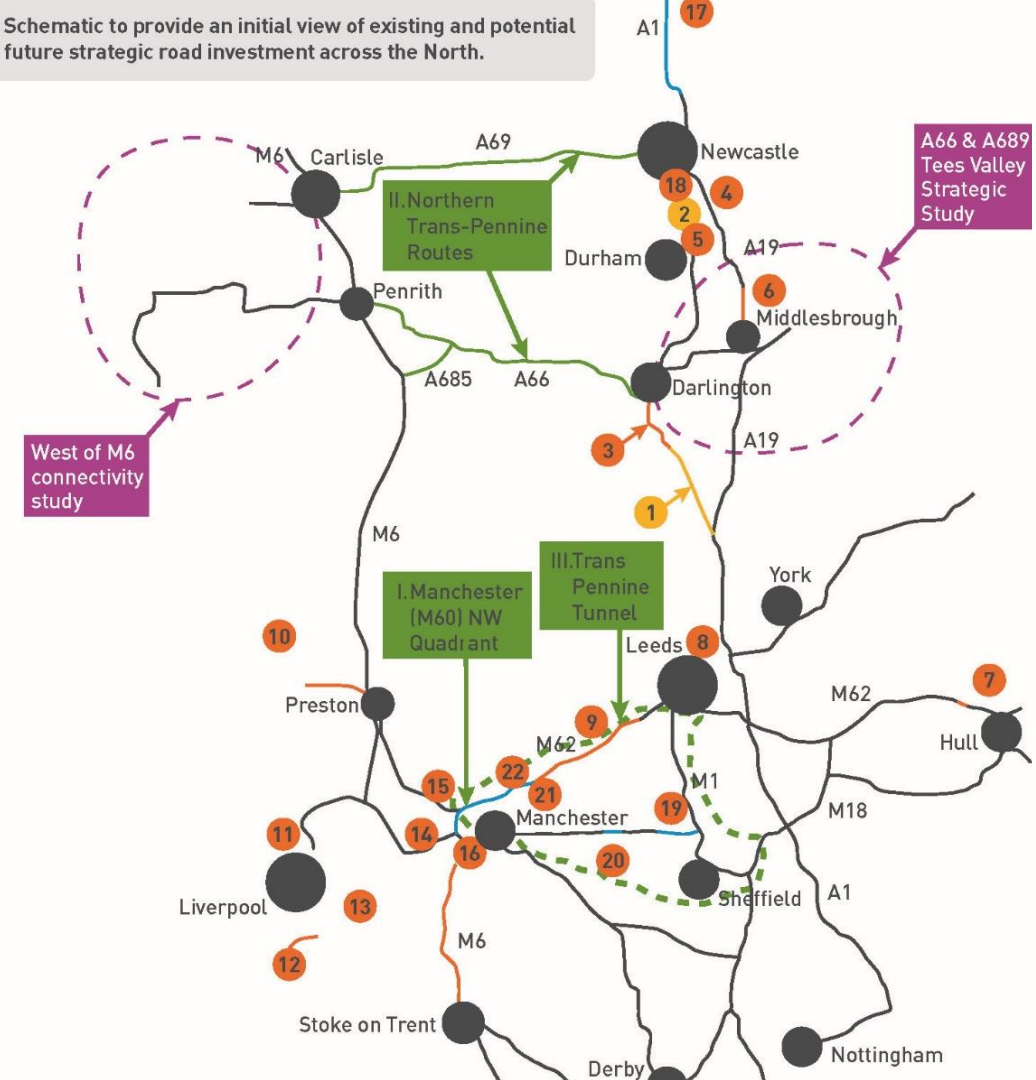
What we'll cover today
Welcome, introductions and objective for the day – Department for Transport
TfN's role and progress – Transport for the North
Overview RIS2 – Highways England
Panel Forum
Coffee/tea break
Northern Strategic Study Updates
Wider Transport Connectivity Assessment Study
Panel Forum
Lunch
Wider Transport Connectivity Assessment Study Workshop

Department for Transport

Northern Strategic Studies:

Philip Andrews: Deputy Director, Future Roads

Schematic to provide an initial view of existing and potential future strategic road investment across the North.



DfT/ Highways England Strategic Studies

I. Manchester (M60) North West Quadrant
II. Northern Trans-Pennine Routes
III. Trans-Pennine Tunnel

Recently Completed

1. A1 Dishforth to Leeming
2. A1 Coal House to Metrocentre

RIS 1 Planned Schemes

3. A1 Leeming to Barton
4. A19 Testos Roundabout & Down Hill June improvement
5. A1 & A19 Technology enhancements
6. A19 Norton -Wynyard
7. Castle Street - A63
8. Ml J45 improvement, M621 Jl -J7 improvements, M62/M606 Chain Bar
9. M62 J20-J25
10. Preston A585
11. A5036 Access to Port of Liverpool
12. M53 JS -Jll
13. M56 JllA
14. M6 J22 Upgrade
15. M62 J10 to J12
16. M56 J6-J8 & M6 J19
17. A1 north of Ellingham & A1 Morpeth to Ellingham
18. A1 Scotswood to North Brunton & A1 Birtley to Coal House
19. A61 dualling
20. A628 climbing lane
21. Mottram Moor link Rd
22. A57(T) - A57 link Rd

Department for Transport

Autumn Statement 2016

- We have published **stage 3 reports** for the strategic studies (with the exception of the M25 study, which started later)
- We are progressing the Manchester M60 NWQ study to the next phase, **Options Development**
- We have committed to **dualling the A66** from the A1 to the M6, creating the first new dual carriageway across the Pennines since 1971
- We are bringing forward **junction improvements on the A69**, which should be complete by 2020. This will mean that every roundabout on the A69 between Hexham and the A1 at Newcastle will be grade separated, allowing motorists a free-flowing journey
- The Trans-Pennine Tunnel study requires **further analysis of user benefits** in order to make a case for change

Department for Transport

Current Focus

- Further analysis will be undertaken on each Strategic Study to produce robust SOBC's
- We are working with Highways England to design and procure the next packages of work
- TfN has commissioned a study, the Wider Transport Connectivity Assessment (WTCA), to investigate improvement options between Manchester, Sheffield and other key economic centres

Department for Transport

The RIS 2 Investment Plan

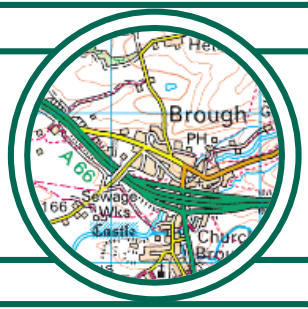
RIS 1 Schemes

Projects started in RIS1 will need to be completed. Schemes identified for development for RIS2 will also be brought forward so they can start work soon after 2020.

Strategic Studies

Six studies looking in detail at large scale and transformational projects.

- Northern Trans-Pennine Routes
- Manchester NW Quadrant
- Trans-Pennine Tunnel
- A1 East of England
- Oxford to Cambridge Expressway
- M25 SW Quadrant

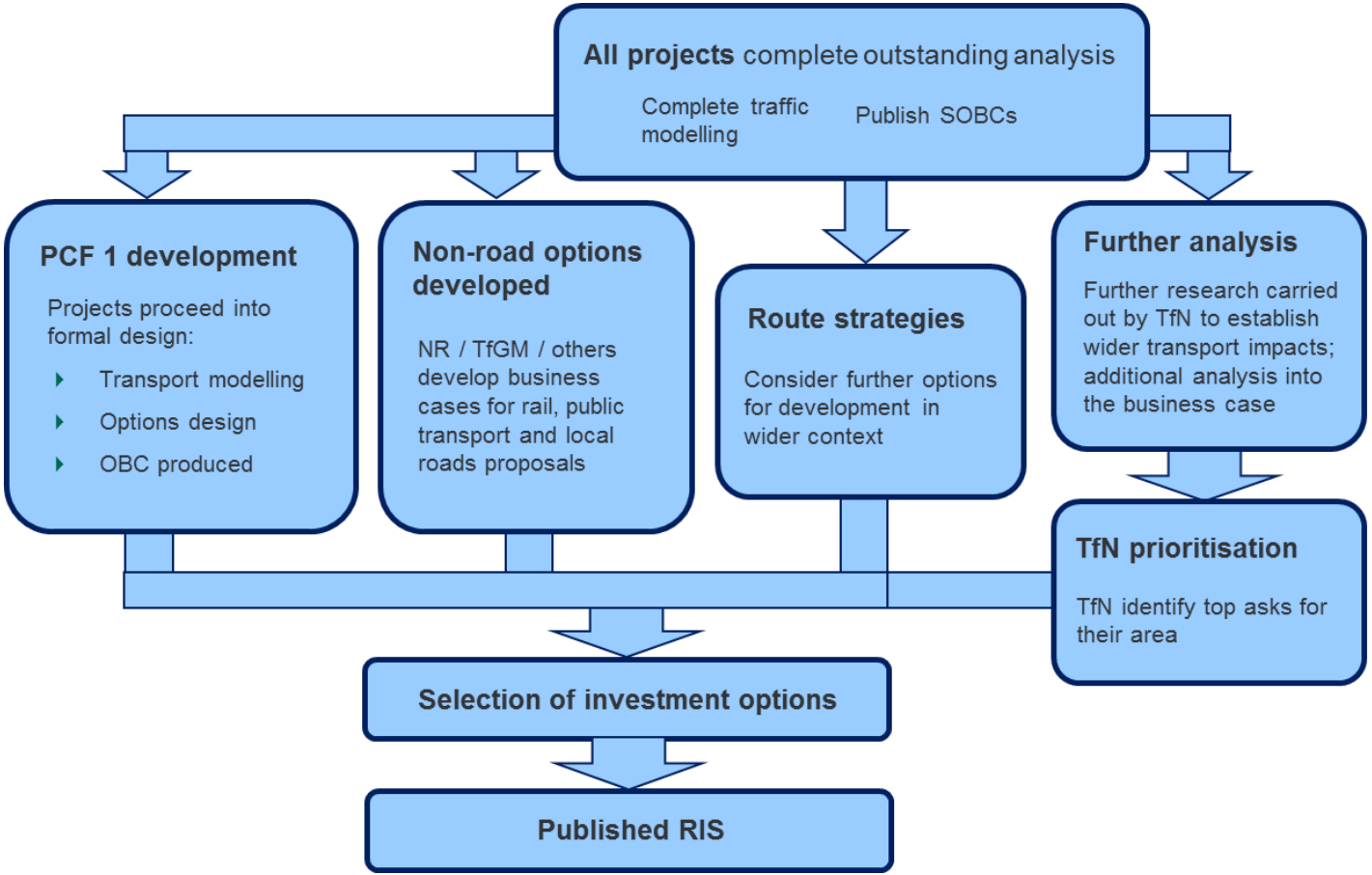


Route Strategies

These carry out an audit of pressures, needs and opportunities across the whole of the network, and identify the places where action is most urgently needed.

Department for Transport

Next Steps



TRANSPORT FOR THE NORTH

Peter Molyneux

Joint Northern Studies - Stakeholder Reference Group

Strategic Road Network Director, Transport for the North

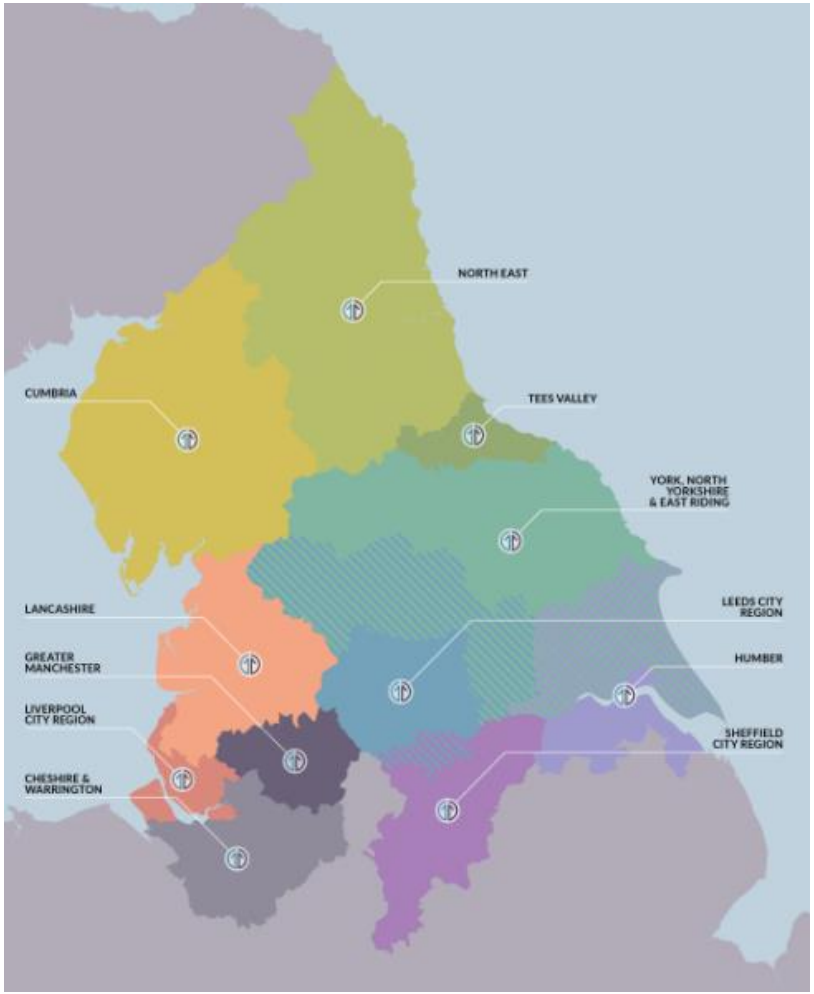
Transport for the North

11
Local Enterprise Partners

4
Development partners

19
Local Government partners

Cross boundary work with Scotland, Wales and the Midlands



NORTHERN POWERHOUSE
INDEPENDENT ECONOMIC REVIEW

A ‘transformational’ growth scenario by 2050 could generate:

£97 billion GVA
increase to the Northern economy

850,000 more jobs
than ‘business as usual’

NORTHERN POWERHOUSE
INDEPENDENT ECONOMIC REVIEW

TRANSPORT FOR THE NORTH

Four prime capabilities:

- Advanced manufacturing
- Digital
- Energy
- Health innovation

Three enabling capabilities:

- Financial & Professional Services
- Education (particularly Higher Education)
- Logistics

Underpinned by **excellent quality of life**

Sub-National Transport Body status

- Develop a **Strategy Transport Plan (STP)**, co-ordinating investment and work across the region to drive economic growth.
- Co-ordinate and deliver one **smart, integrating ticketing system across the North**.
- **Set objectives in the region for Network Rail and Highways England** to ensure that their priorities are driven by the needs of the North.
- **Share responsibilities for running the Trans-Pennine Express and Northern rail franchises** with DfT, with an emphasis on investment and long term planning.

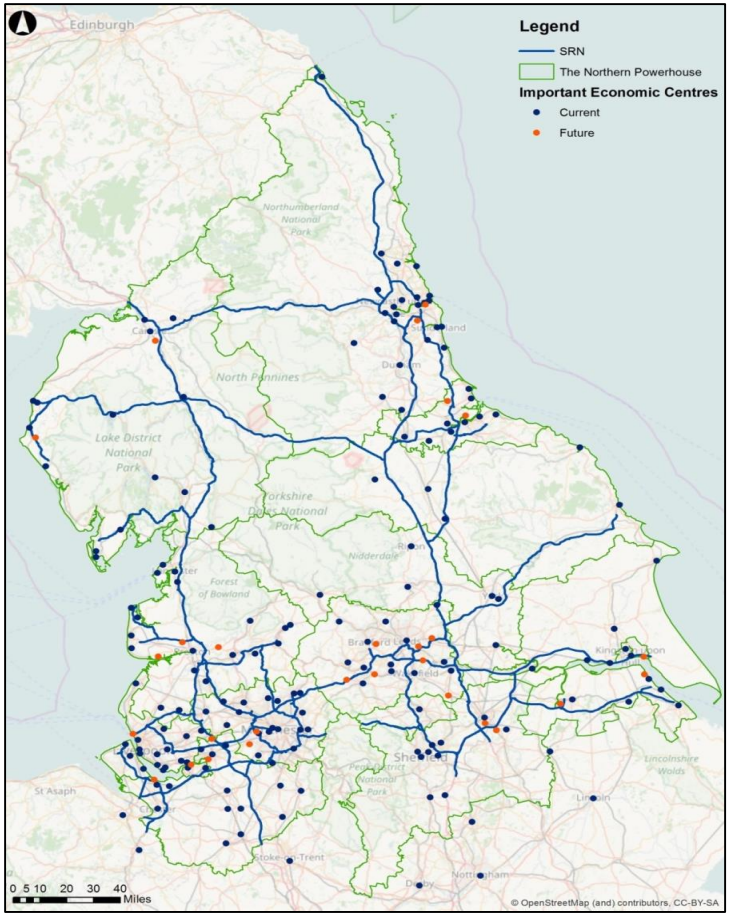
TfN Strategic Transport Plan (STP)

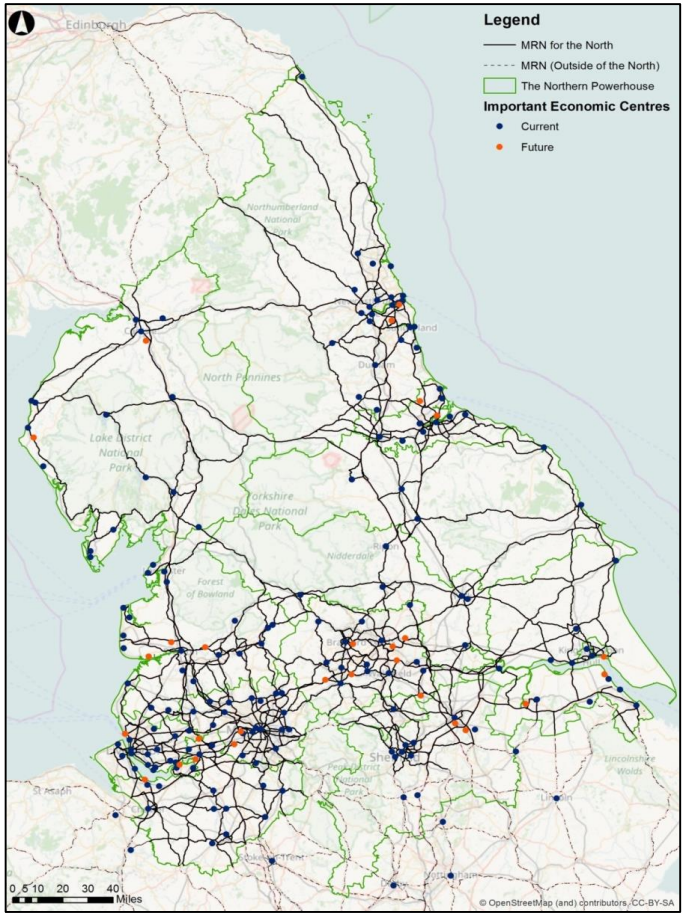
Long term, multi-modal plan	Sequenced investment and delivery programme	Adding value
Pursuit of transformational economic growth	Public facing, publicly supported plan	A living, evolving document

Major Roads Network for the North

Identifying and implementing the improvements needed to the Northern road network to keep people and goods moving

Strategic Road Network (SRN) v Major Road Network (MRN)



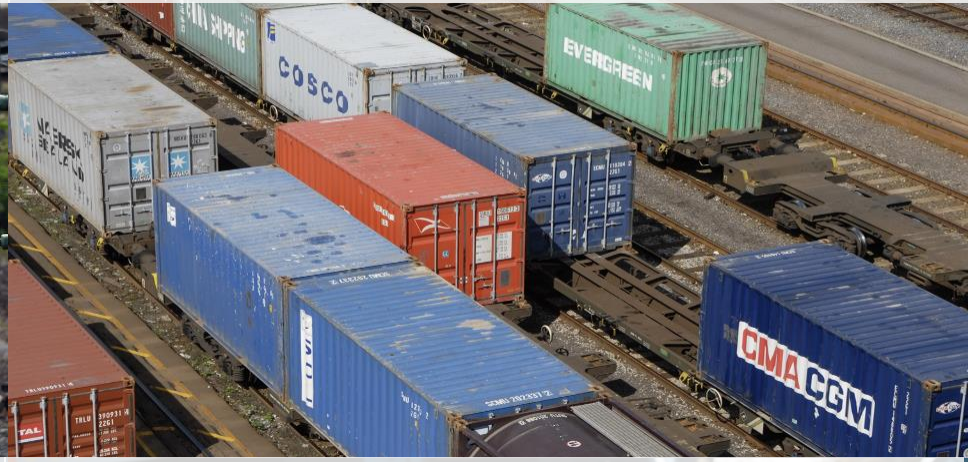


The benefits of investment in the Major Road Network for the North

- Support agglomeration
- Reduce the North's economic productivity gap
- Better Connect Current and future Important Economic Centres to road and rail networks
- Reduce the costs of exporting goods to national and international markets
- Increased resilience, reliability and efficiency for all users' journeys

Integrated Rail Report

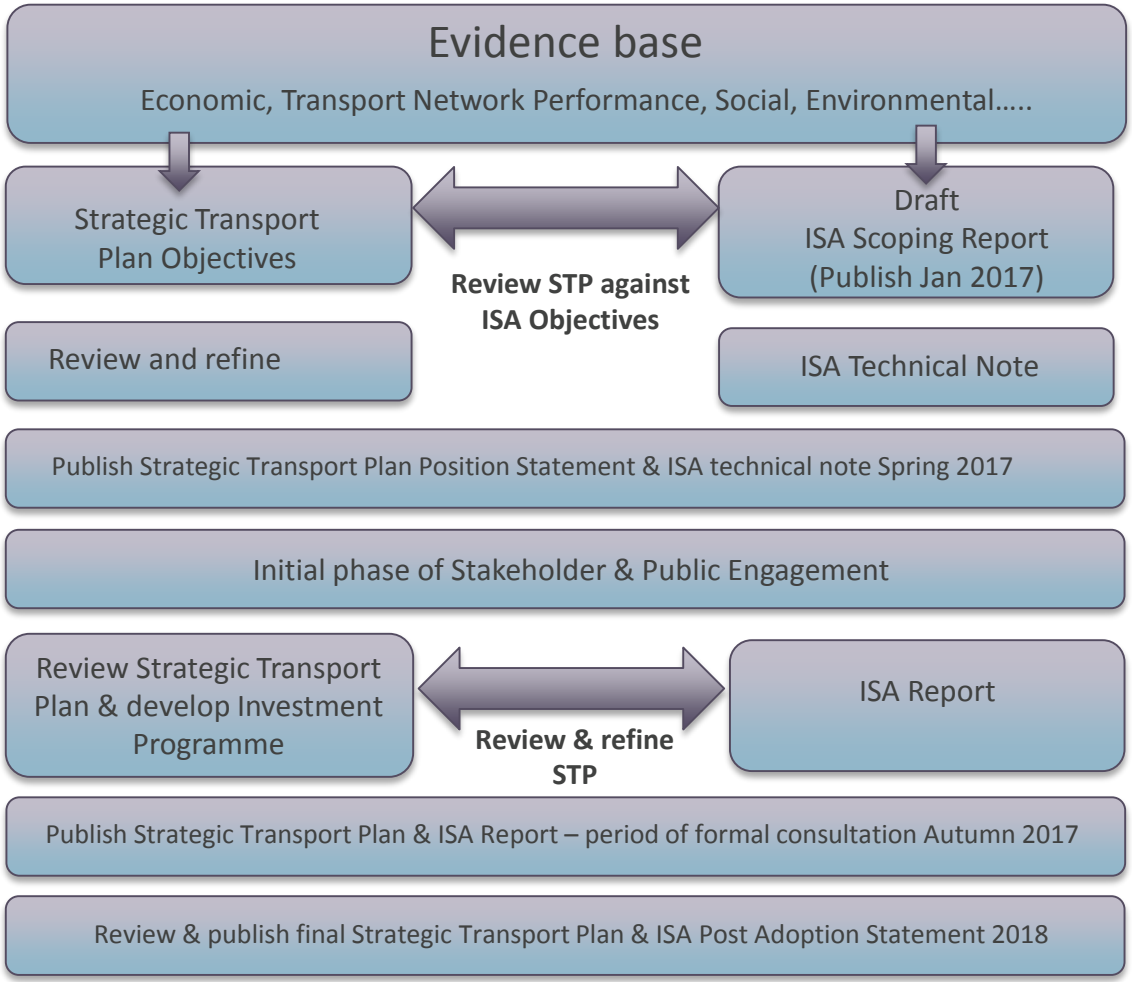
Freight and Logistics



International Connectivity

Smart and Integrated Travel

Integrated Sustainability Appraisal



Strategic Transport Plan Development Timescales

Spring 2017

Engagement on Evidence Base

Publication of a Position Statement on the Strategic Transport Plan
Publication of Initial Integrated Rail and Initial Major Roads Reports, and Integrated Sustainability Statement

Autumn 2017

Formal Public Consultation

Publication of Draft Strategic Transport Plan, Updated Integrated Rail and Major Roads Reports, and Integrated Sustainability Appraisal

Winter 2017

Public Consultation on the Draft Strategic Transport Plan

Summer 2018

Publication of the Final Strategic Transport Plan and Integrated Sustainability Appraisal

TRANSPORT FOR THE NORTH

www.transportforthenorth.com

@transport4north

Transport for the North (TfN)

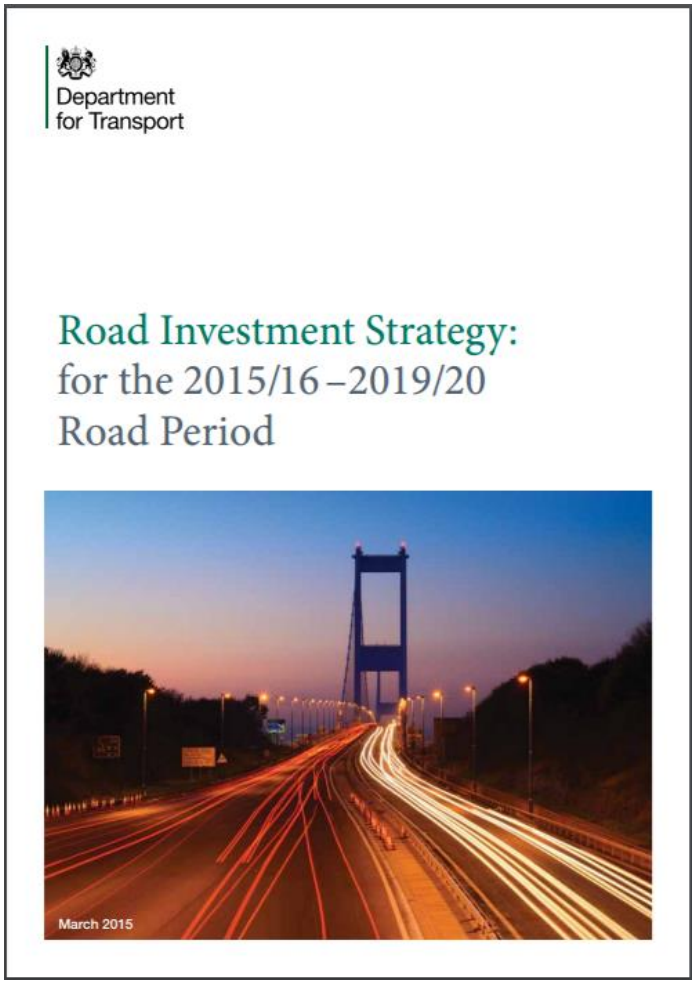
Joint Northern Studies

Stakeholder Reference Group

28th February 2017

RIS2 Update

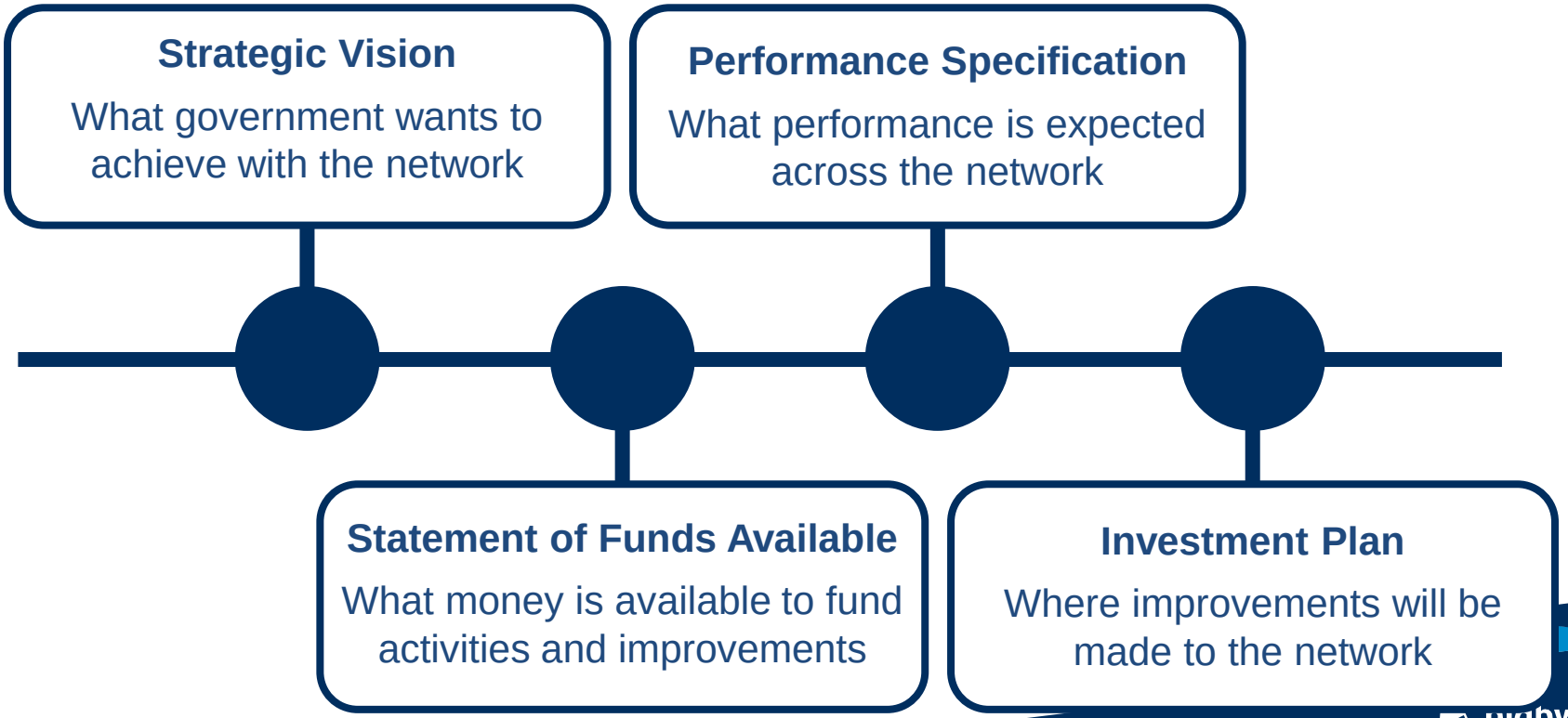
Elise Lewis – Highways England



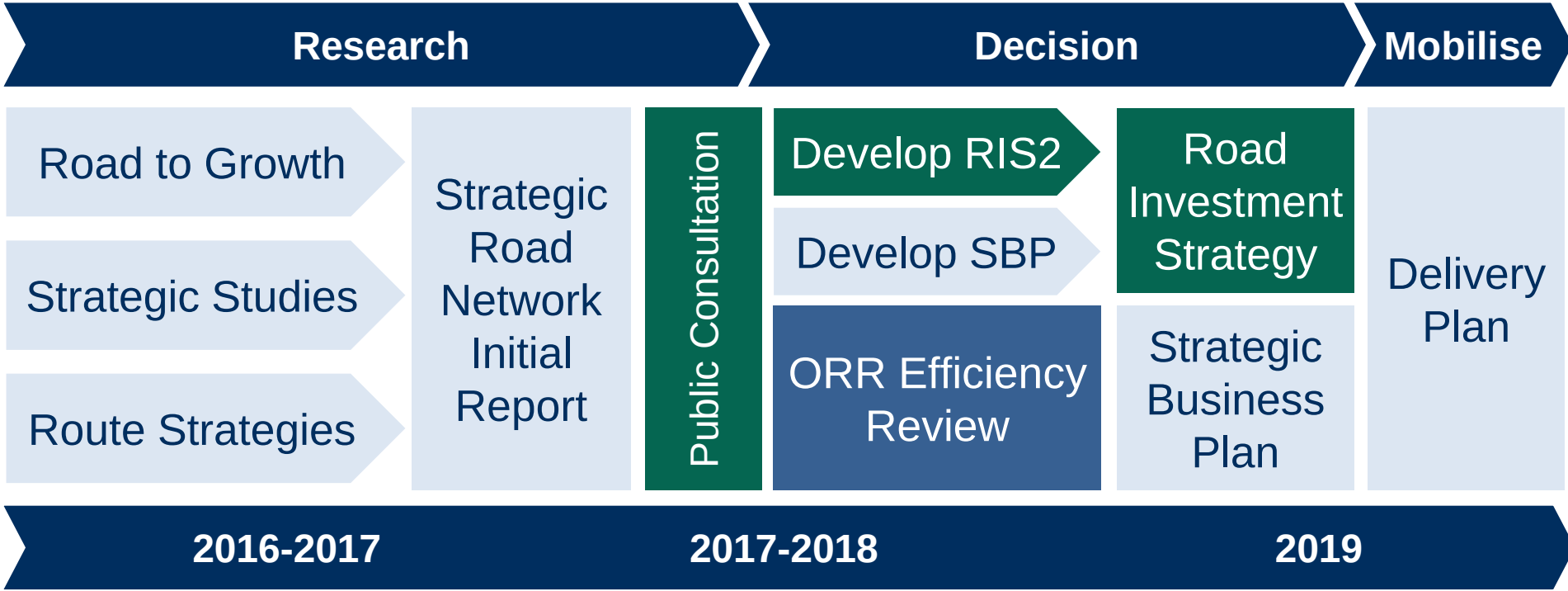
Regional Investment Strategy

highways england

What is in RIS?

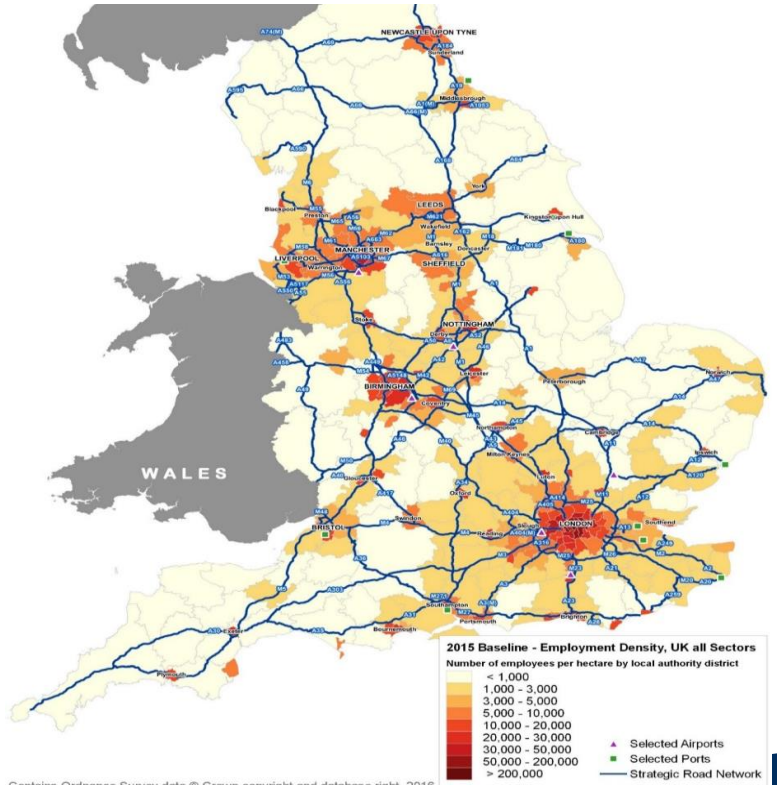


RIS 2 Development



highways england

The Road to Growth
(Strategic Economic Growth Plan)

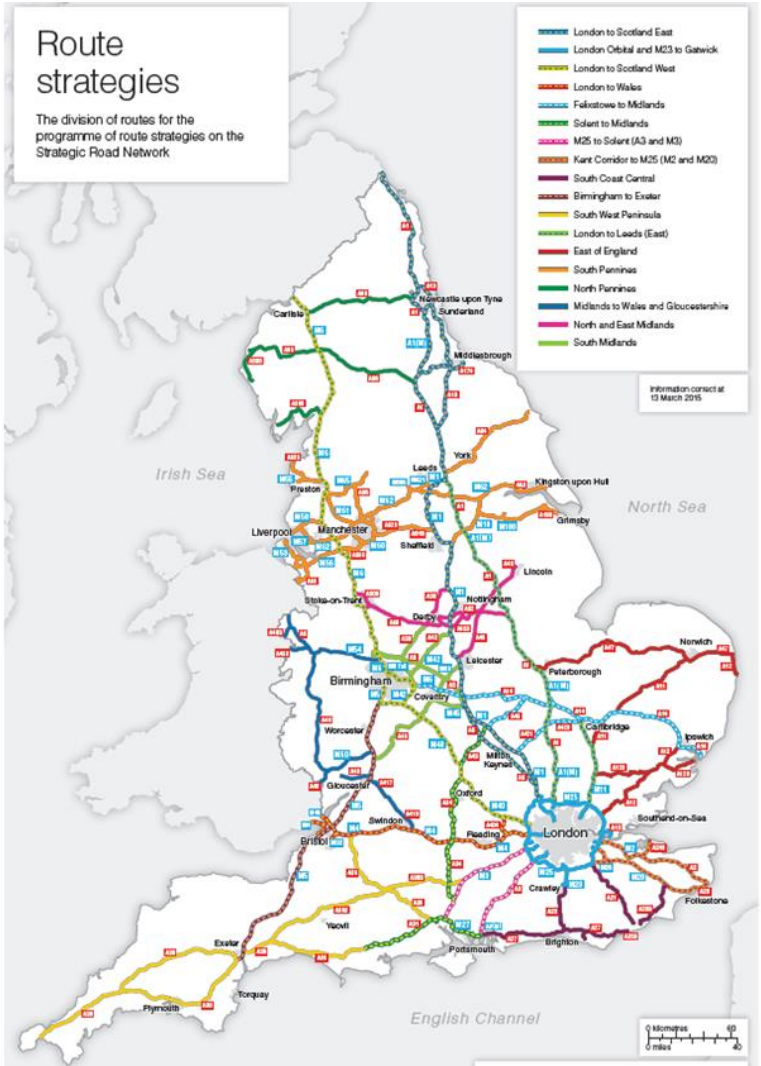


- Sectors dependent on the SRN contribute **£314bn to England's economy**
- **91% businesses** in England are located within 15km of SRN

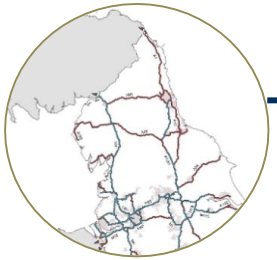
highways england

Route Strategies

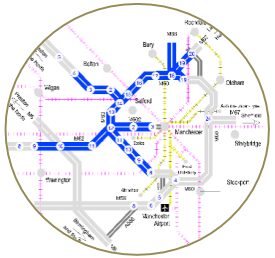
- 18 route strategies describing condition of the road and issues affecting them
- Comprehensive assessment link by link and junction by junction



Strategic Studies



Northern Trans-Pennine route



Manchester NW quadrant

Trans-Pennine Tunnel

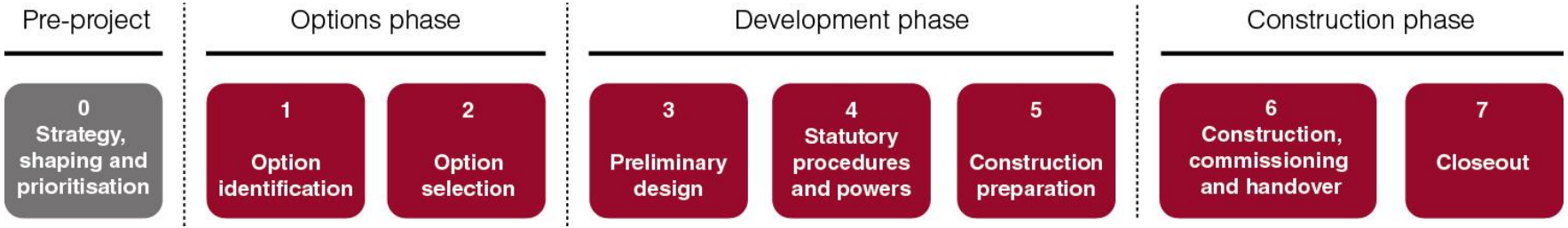
Oxford to Cambridge Expressway

M25 SW Quadrant

A1 East of England

highways england

Highways England – Project Control Framework



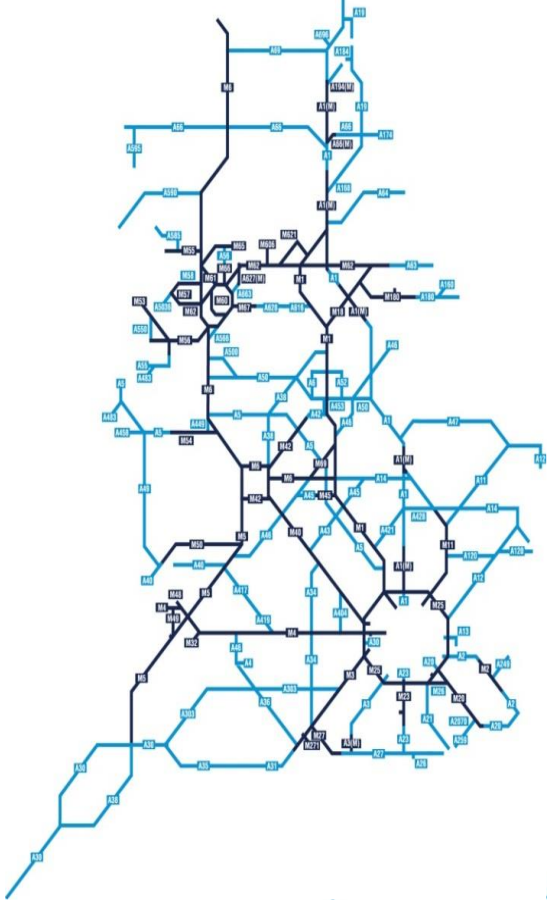
Core principles

- Entry into each phase is subject to the approval of DfT and ministers
- Funding for the project will be provided by DfT and ministers on a phase by phase basis
- Projects may drop out of the lifecycle at any point up to the commitment to invest if they fail value for money, affordability or other criteria

highways england

SRN Initial Report

- An assessment of the current state of the network and user needs
- Potential maintenance and enhancement priorities
- Future developmental needs and prospects
- Submitted to DfT at the end of 2017, and will be the subject of public consultation

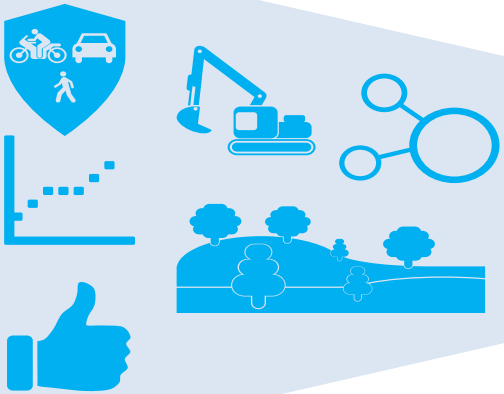


highways england

Prioritising investment

Gather evidence, *including:*

- Route Strategies
- Environ-mental context
- Strategic Studies
- Demand Forecasting
- Road to Growth
- Stakeholder views
- Business Performance



Consider impacts of proposals against factors including stakeholder views, safety, environment, economic growth, supply chain capability, and connectivity

Secretary of State

Secretary of State decides strategic vision, funds available, performance specification and investment plan

Delivery Plan

highways england

Outcomes

Safe and serviceable network

Supporting economic growth

More free-flowing network

Improved environment

Accessible and integrated

highways england

Joint Northern Studies

Stakeholder Reference Group

28th February 2017

Study Updates

Tim Lund – Northern Trans-Pennine

Northern Trans-Pennine Routes Study

highways england

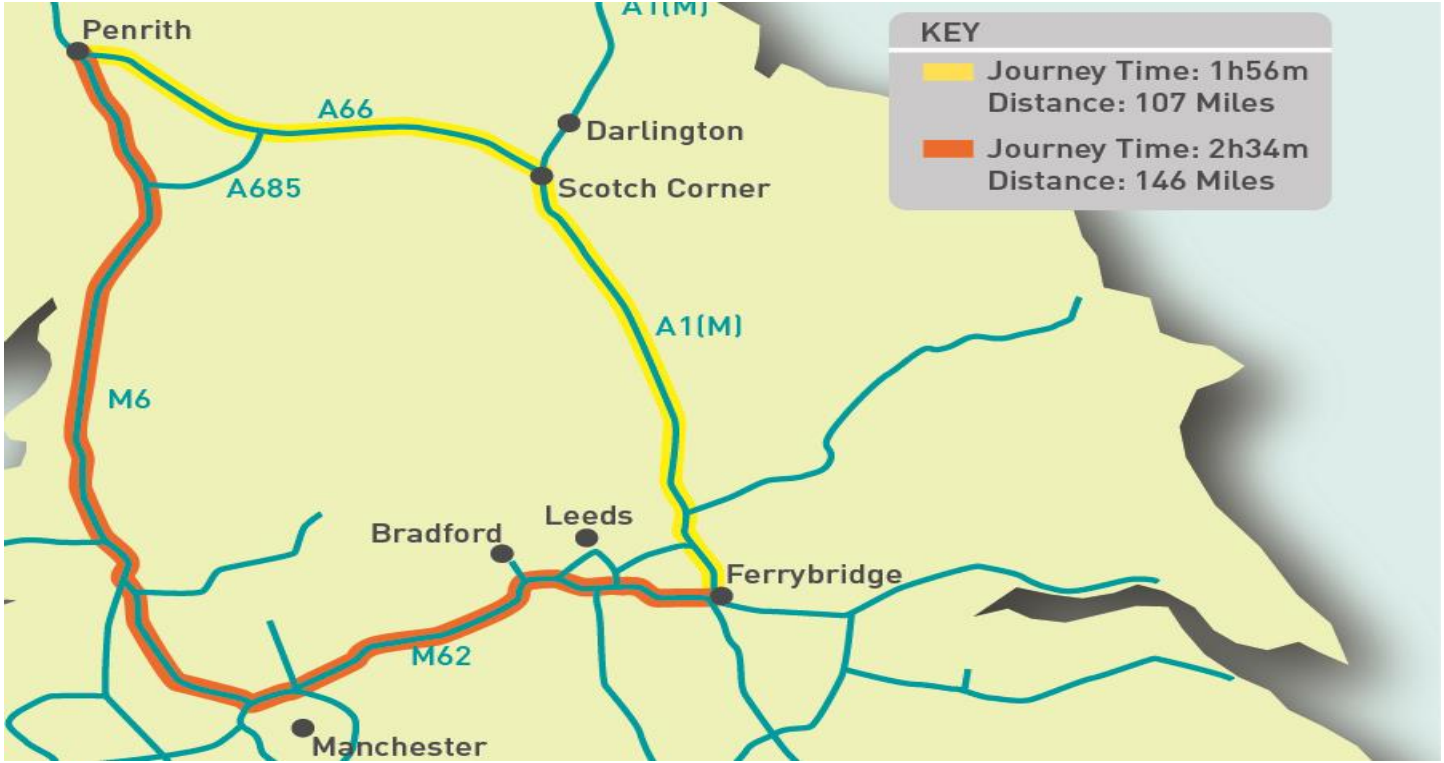
Strategic Context

- The strategic objective is to improve Trans-Pennine connectivity in Northern England
- Between Leeds and Manchester in the south, Edinburgh and Glasgow in the north, currently there is no complete dual carriageway link between the east and west of the country
- Objective aligns with TfN's aspirations for improved connectivity and findings of the Northern Powerhouse Independent Economic Review (IER)
- Fits with other connectivity improvements eg A1 Leeming to Barton and A66 studies

Key Findings – A66/A685

- The A66 is a key national and regional strategic link for a range of south north and east west movements, particularly for freight
- It is a more direct route than the M62 between many regions eg West Yorkshire and Glasgow
- It is underutilised due to the mix of road standards which affect the reliability, resilience, safety and attractiveness of the route

A1/A66 or M62/M6?

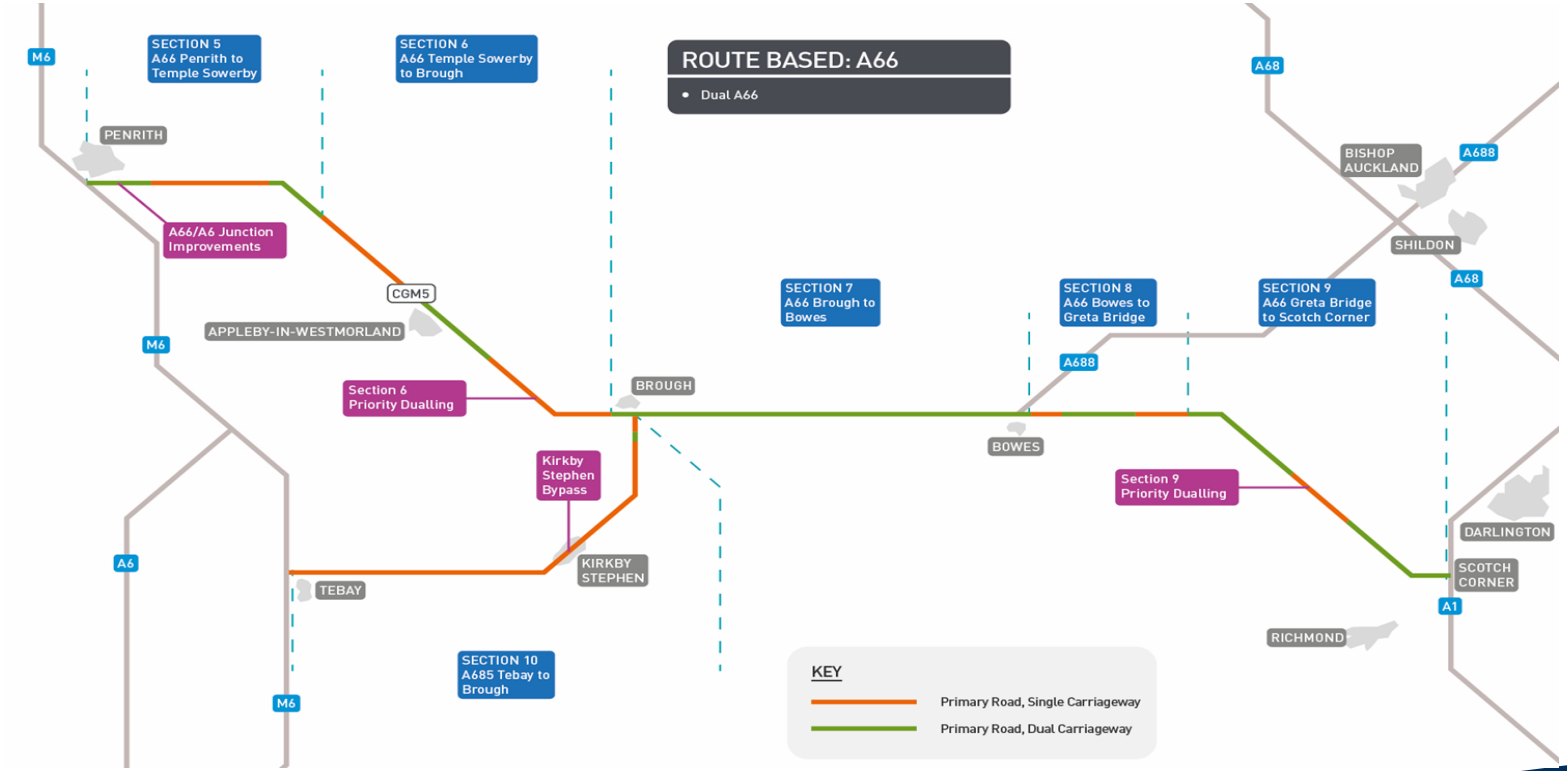


highways england

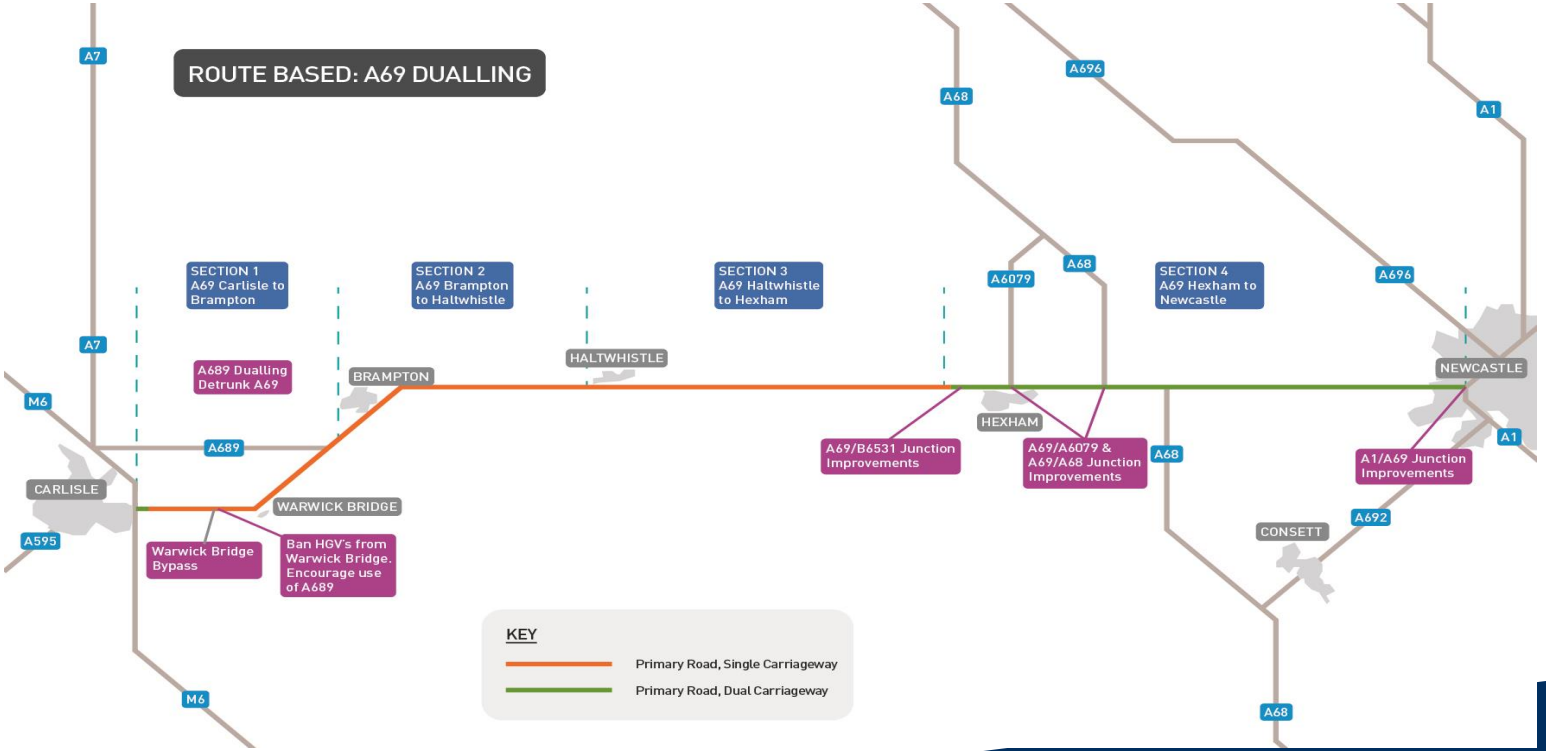
Key Findings – A69

- A69 is a key regional link for east west traffic; links between Tyne Valley communities and Tyne and Wear/north Cumbria and access to key tourist attractions eg Hadrians Wall
- On the long single carriageway section between Hexham and Carlisle there are variable journey times, delays and a high incident rate
- Journey times are increased at grade junctions on the dualled section between Hexham & Newcastle

Potential Options – A66/A685



Potential Options – A69



highways england

Next Steps

- Study has identified options which could feasibly be constructed and have positive economic and operational impacts but…..
- Further detailed appraisal work needed on:
  - Interaction with other routes (traffic model)
  - Wider economic benefits (land use model)
  - Environmental impacts

Joint Northern Studies

Stakeholder Reference Group

28th February 2017

Study Updates

Darren Oldham/Stuart Robinson – Manchester North West Quadrant

Strategic Context

- M60 no further than 6 miles from city centre
- Network has insufficient capacity
- Poor journey time reliability
- Average speeds as low as 15mph
- Worst 10% for vehicle hours delay

Strategic Context

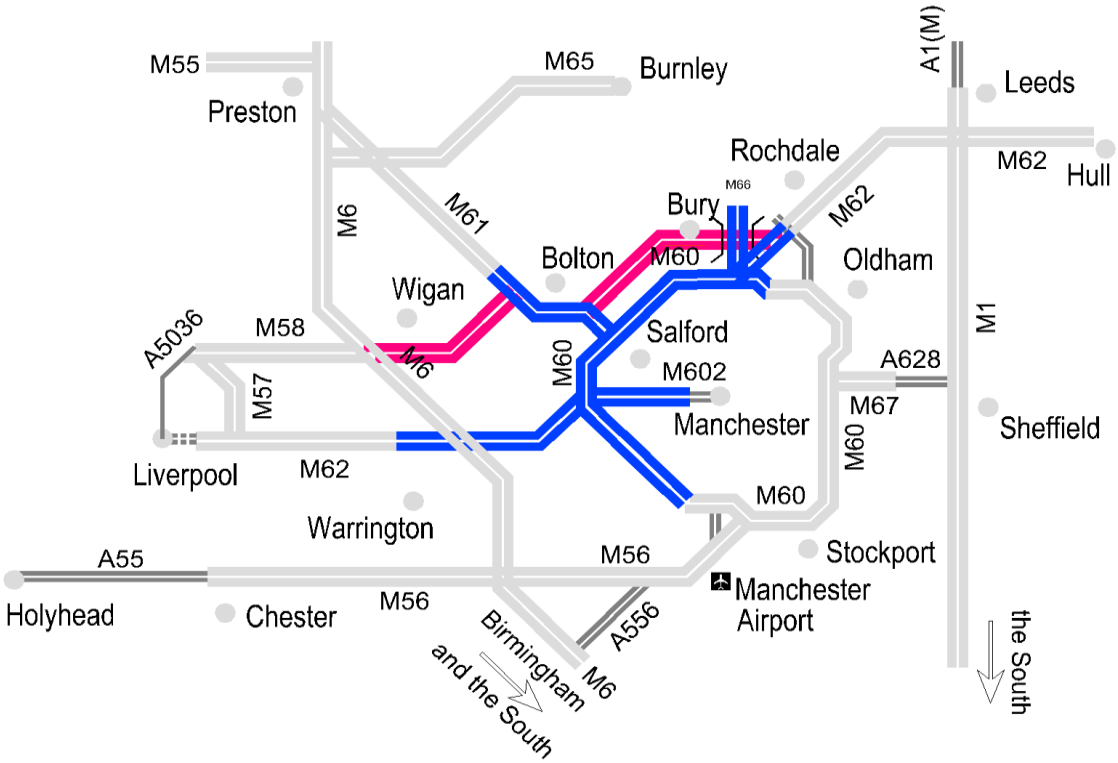
- Air quality & noise have been a barrier to development
- Rail routes some of the most crowded
- Future developments impact on network
- Transport problems are a barrier to growth

Option Development

- Intervention specific objectives developed
- Radical and transformational solutions required
- Spatial approach developed

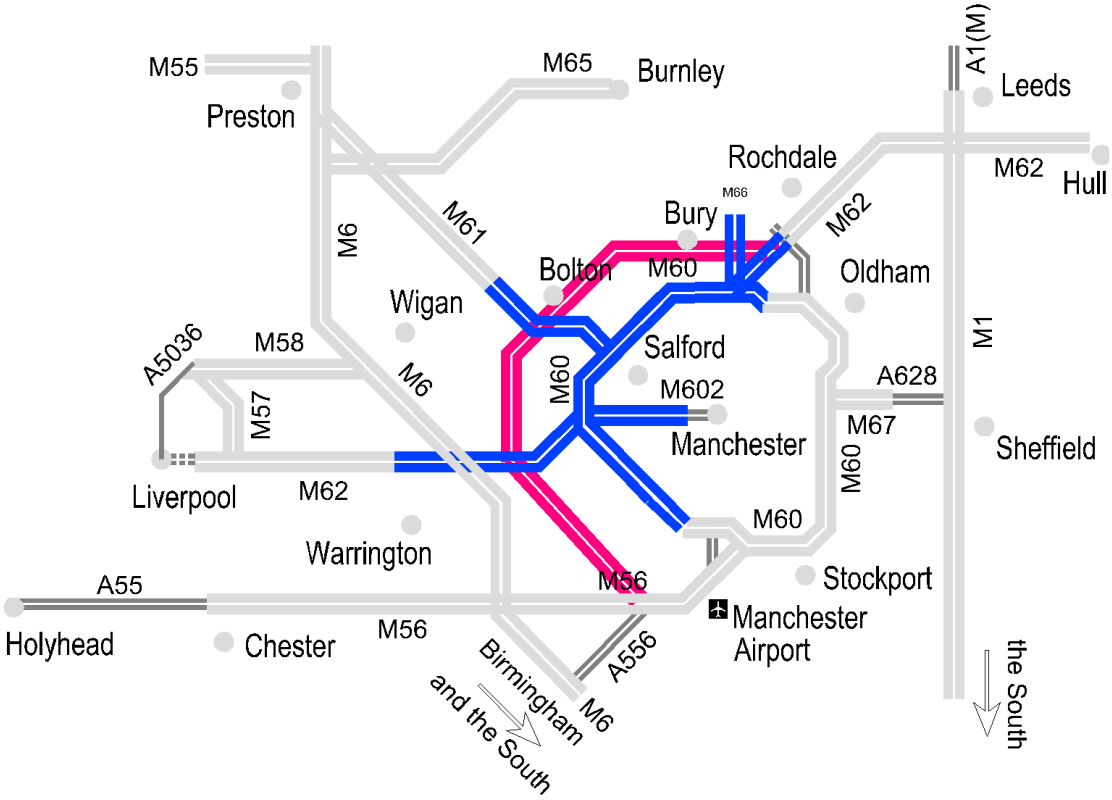
Objective	Category
To facilitate and support the delivery of the Northern Powerhouse by ensuring the Manchester M60 North West Quadrant enables transformational growth in employment, housing and the economic output of the North	Growth
To improve journey times, reliability, safety and resilience across the study area	Network Performance
To improve connectivity for all users to they are able to access education, employment, business and opportunities	Connectivity
Minimise adverse impacts on the environment and maximise opportunities for a net improvement to the environment particularly to air quality and noise across the study area	Environment

Northern Corridor



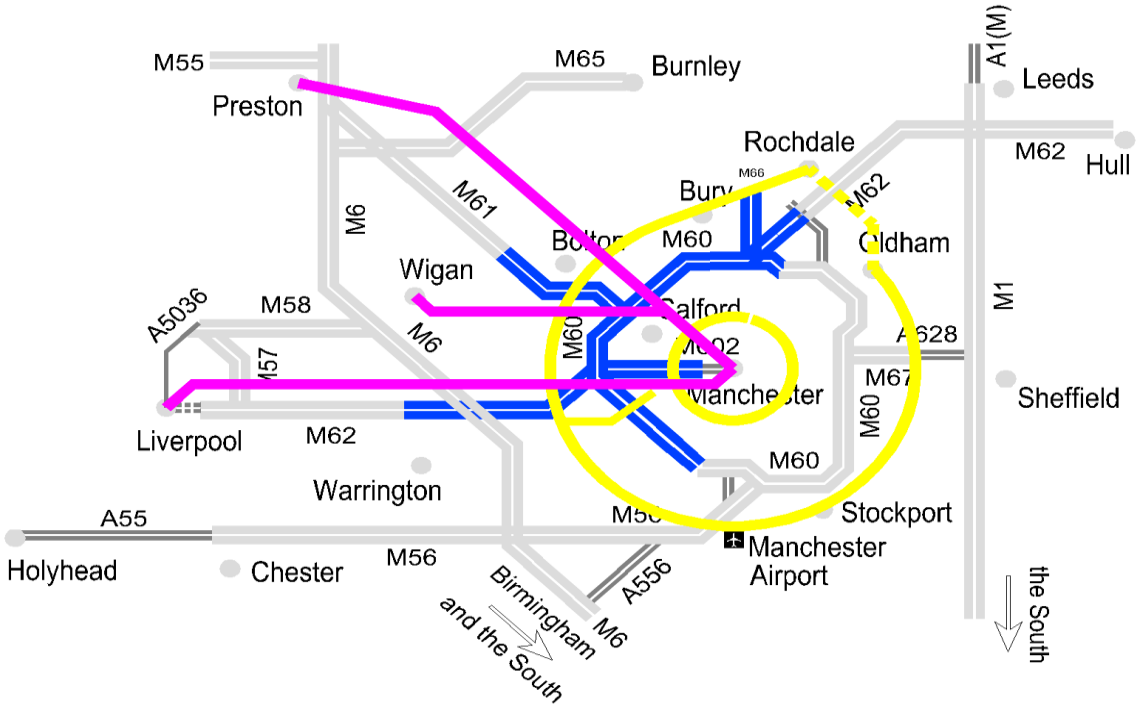
highways england

Outer Orbital Corridor

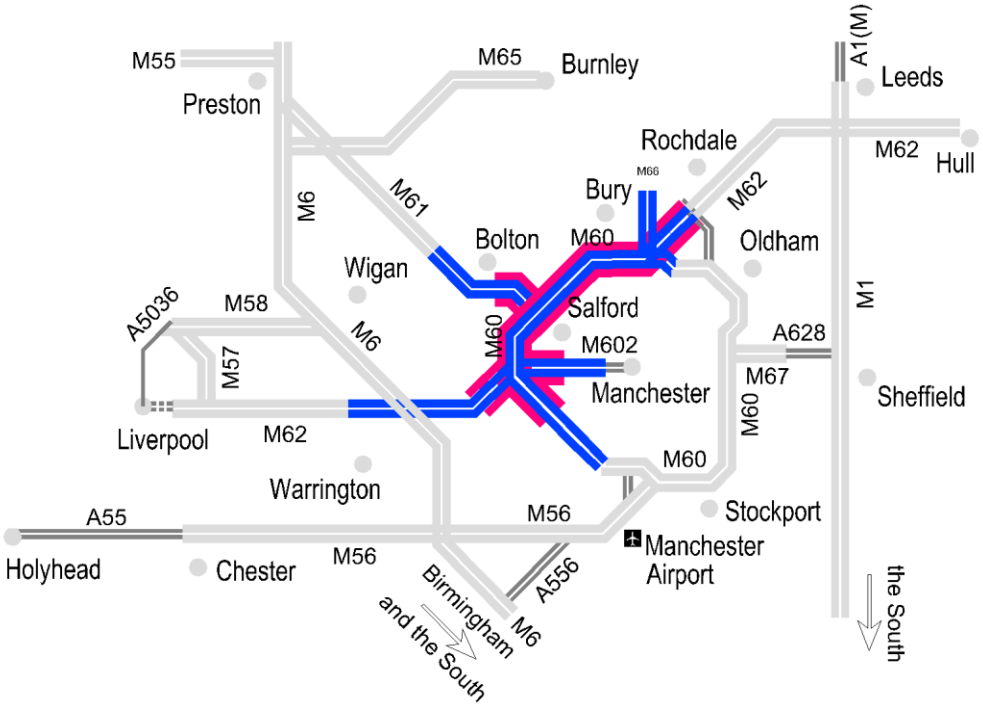


highways england

Public Transport Max (PTMax)



In-Corridor



highways england

Key Findings (1)

- Significant journey time and resilience improvements from:
  - Northern Corridor package
  - Outer Orbital package
  - In-Corridor package
- PTMax should not be considered further

Key Findings (2)

- Potential for further improvements to packages
- Benefits not only within study area but to the North of England

Next Steps

- Northern, Orbital and in-corridor packages are further refined
- Further work to develop an optimal performing package

Joint Northern Studies

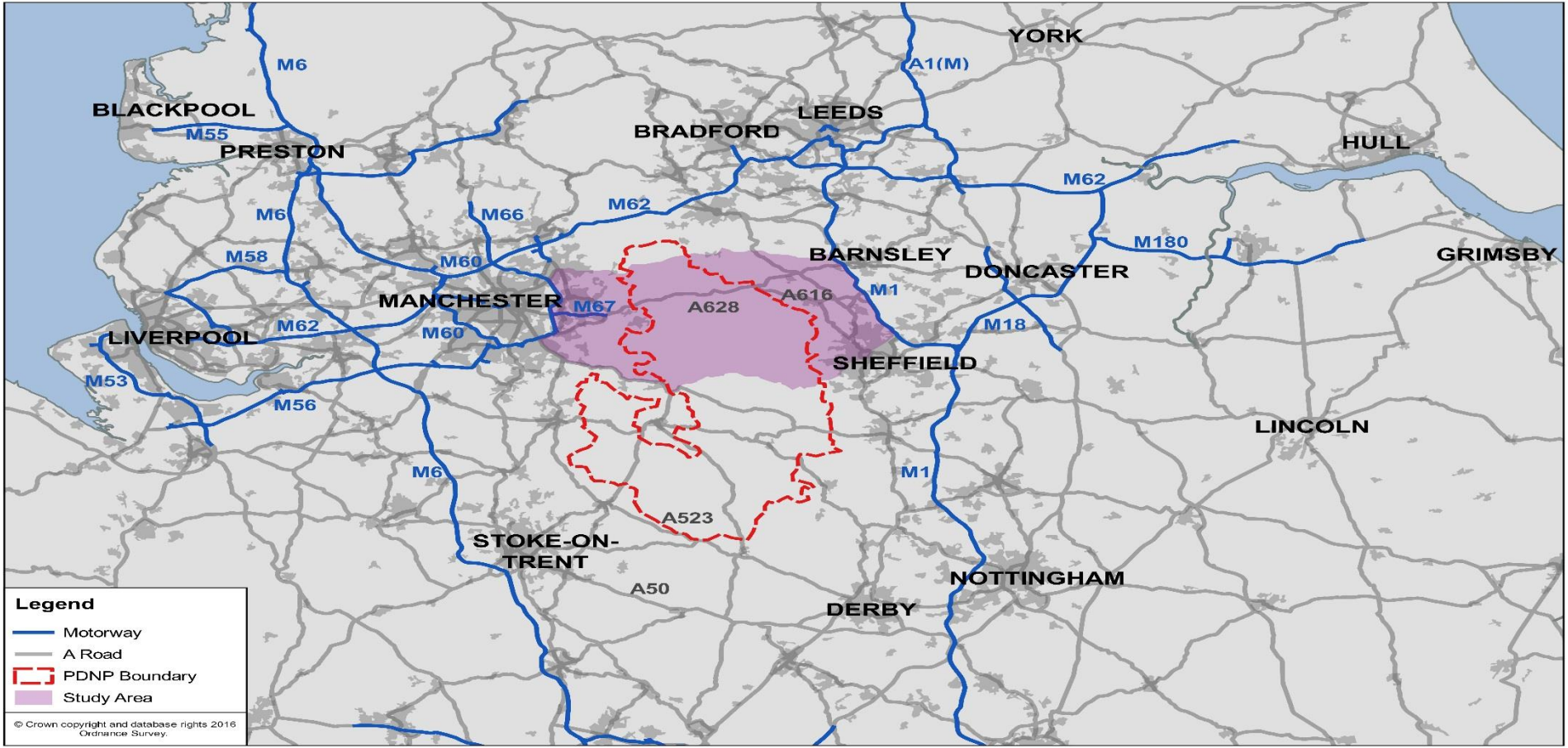
Stakeholder Reference Group

28th February 2017

Study Updates

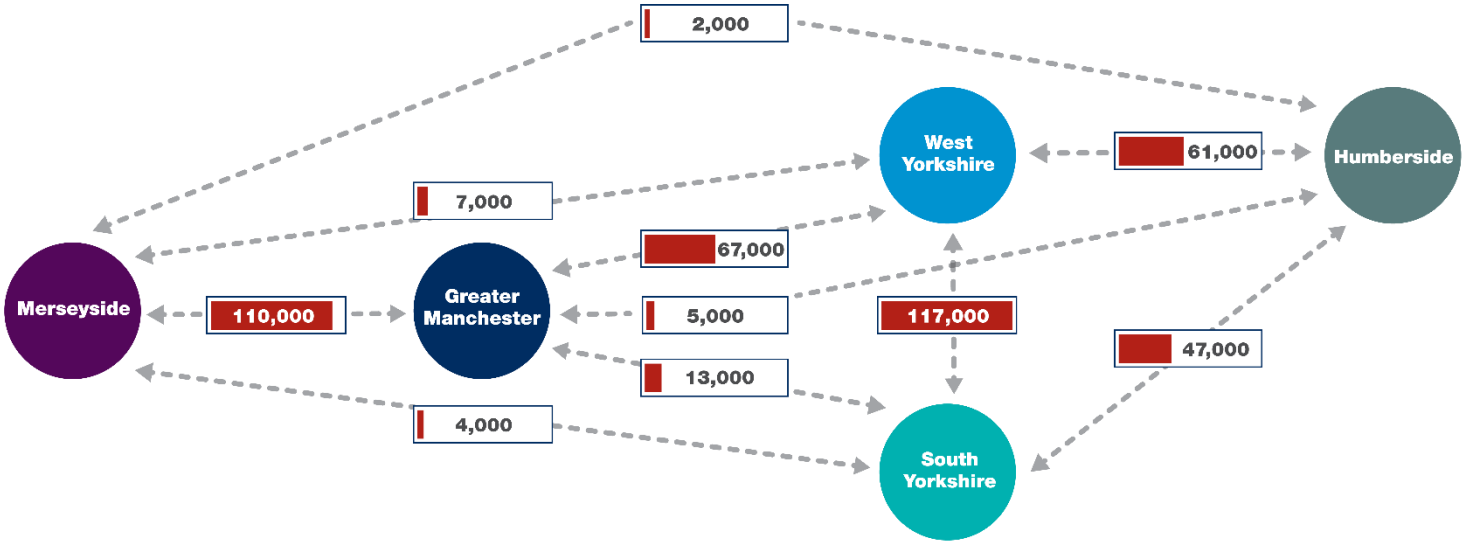
Darren Oldham – Trans-Pennine Tunnel

Study area


YORK
A1(M)
M6
BLACKPOOL
M55
PRESTON
LEEDS
BRADFORD
HULL
M62
M6
M66
M62
M58
M60
BARNSLEY
M180
GRIMSBY
DONCASTER
MANCHESTER
M67
A628
A616
M1
M62
M60
M18
LIVERPOOL
SHEFFIELD
M53
M56
LINCOLN
M6
M1
A523
STOKE-ON-
TRENT
A50
NOTTINGHAM
DERBY
Legend
Motorway
A Road
PDNP Boundary
Study Area
© Crown copyright and database rights 2016
Ordnance Survey.

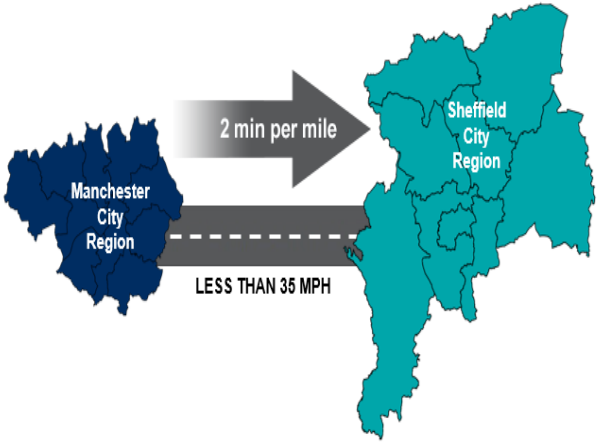
Strategic Context

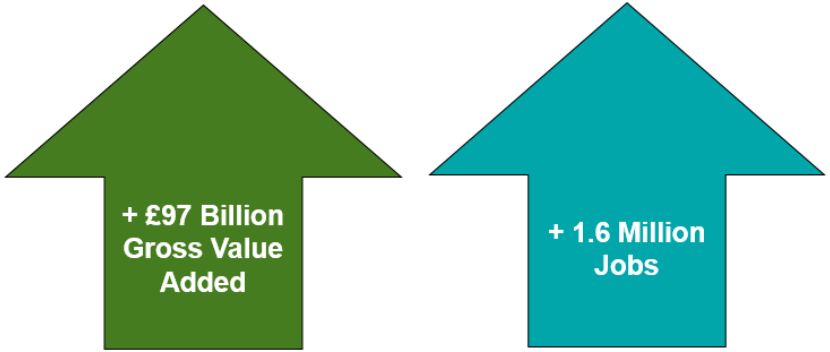
- Movements between Sheffield and Manchester are far lower than those between Manchester and Leeds or between Leeds and Sheffield



Strategic Context

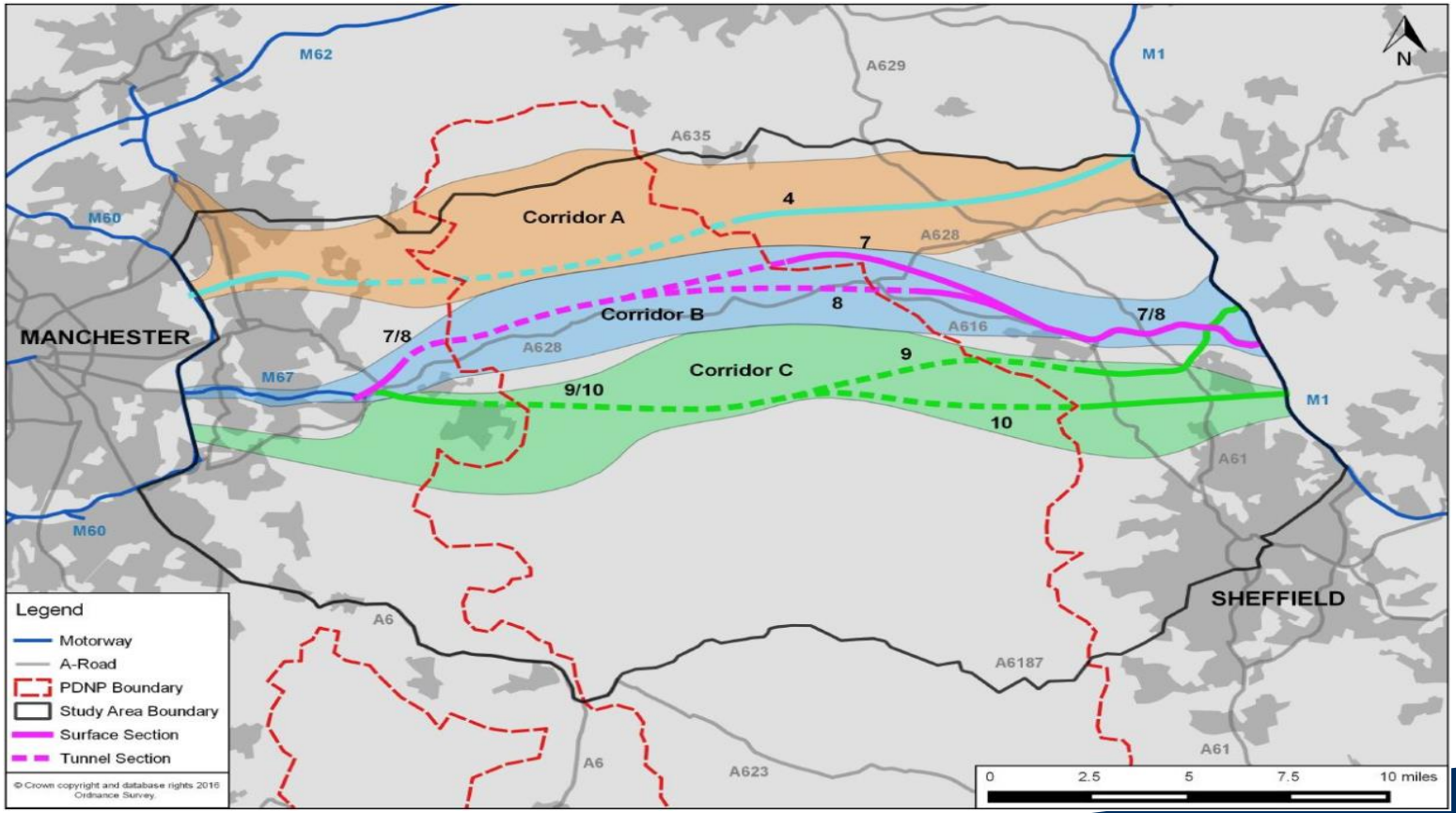
- Sheffield and Manchester are one of the poorest connected city region pairs in the UK
- M62 is the only motorway standard dual carriageway east/west route in the North
- NPIER demonstrates potential for transformational uplift in economic growth – highlights better interconnectivity between city regions as a key ingredient
- Both city regions have ambitions for boosting economic growth





highways england

Potential Options



highways england

Key Findings

- Clear strategic case for the scheme, aligned with central and sub-national Government policy
- The scale of the wider economic benefits has yet to be established but initial analysis shows that these could be significant
- Construction of a new strategic route between Manchester and Sheffield is technically feasible (with some significant challenges)
- Predicted increases in traffic movements on M1 and M67/M60 are as expected, with decreases on M62 and existing cross Pennine routes
- Average journey time savings of approx. 30 mins, plus increased resilience.
- Improved environmental benefits for Peak District National Park

Provisional Tunnel Assumptions

- Anticipated that a pre-construction design development phase of 10 years followed by construction 7-9 years would be a sensible assumption
- New strategic link will open 20 - 25 years from now and tunnel will be designed for an operational life of 120 years
- Tunnel length – between 12 and 20 miles
- Operating speed for the strategic road would be 60mph
- Annual average weekly traffic flows of 34,000 - 37,000 vehicles
- Cross section - dual carriageway, minimum of 2 lanes in each direction
- Would be the longest tunnel in UK and one of longest road tunnels in Europe

Next Steps

- Additional modelling using the new Regional Transport Models to provide more robust assurance and understand the quantum of wider economic benefits

- Further refinement of options, costs and benefits, including relationship with other studies

- Publish full SOBC in 2017

Nasar Malik

Joint Northern Studies - Stakeholder Reference Group
Wider Transport Connectivity Study

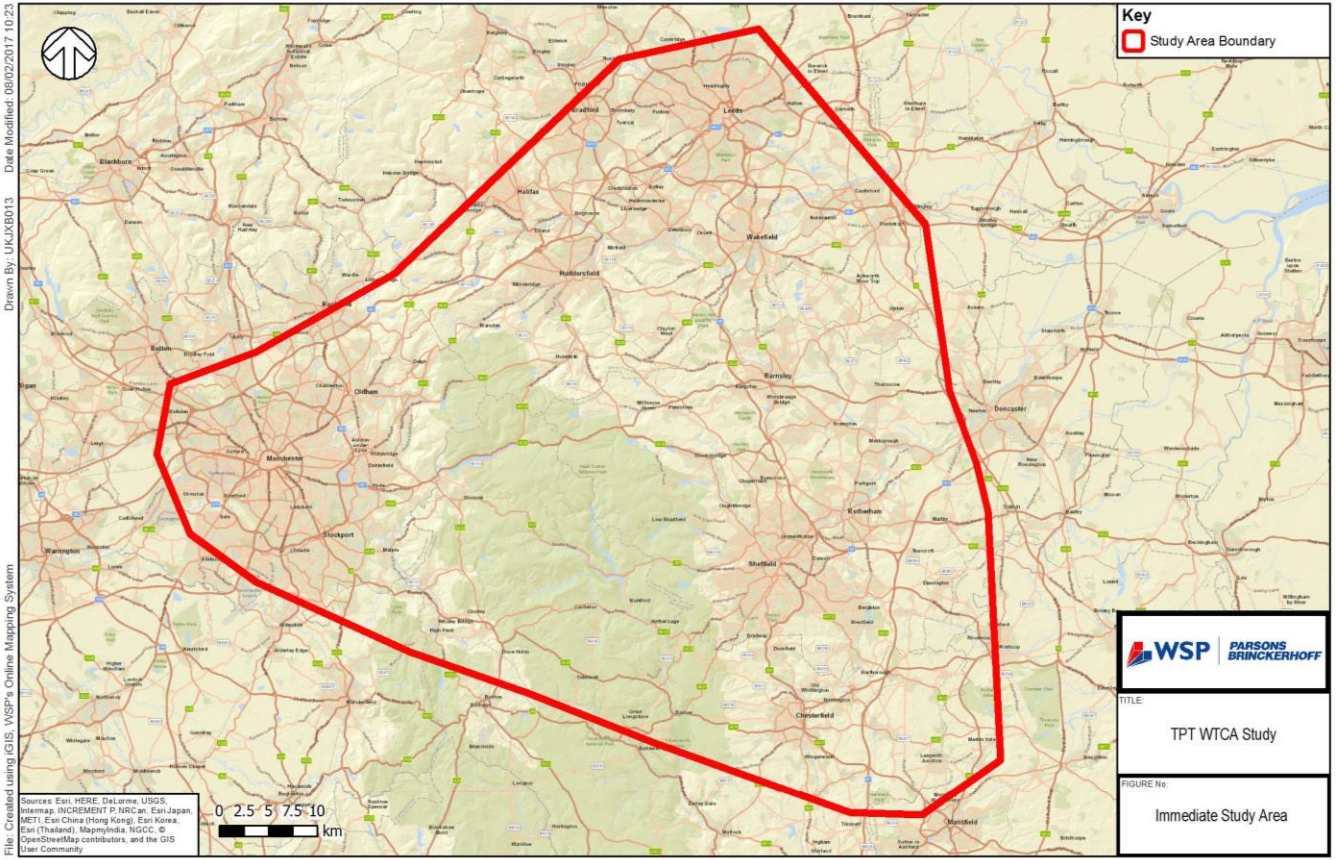
Study Scope

- Understand the impact of the Trans-Pennine Tunnel options on the wider road network

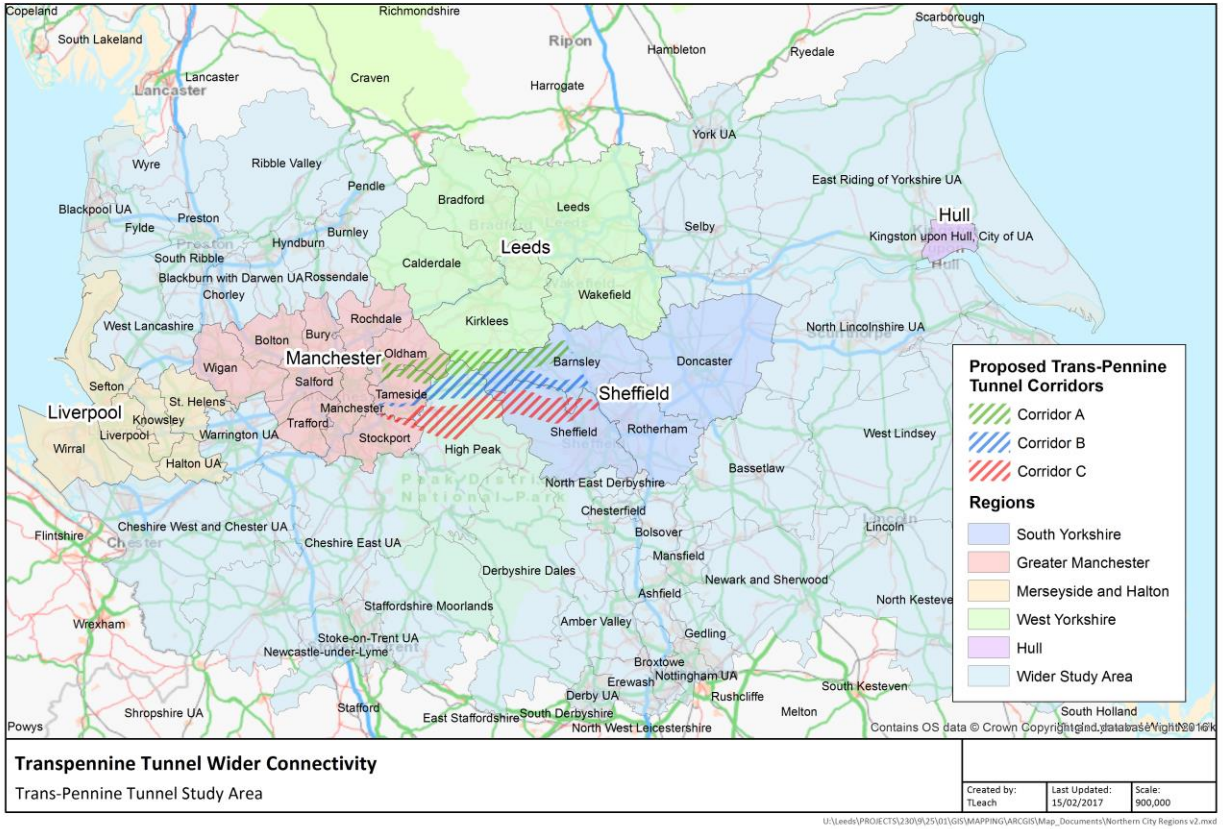
- Identify transport improvements to mitigate any adverse impacts on the highway network

- Consider investment options to ensure benefits of the Trans-Pennine Tunnel are maximised across a much wider area

Immediate Study Area



Wider Study Area



Outline of Work

- Consider key strategic and local road networks, as well as growth areas and urban centres
- Identify options for changes to known proposed schemes
- Consider impact on schemes outside of main study area
- Consider impact on public transport networks / active travel modes
- Incorporate findings of other studies e.g. M60 NW Quadrant

Outline of Work

- Interventions to reduce delays and improve journey time reliability
- Take account of wider TfN Transport Strategy, local transport and spatial strategies
- Make use of the Regional Transport Model
- Incorporate findings of DfT land use / transport interaction modelling
- Understand the wider economic impacts of any investment

Study Stages

Stage 1	• Review previous study work and carry out further transport analysis
Stage 2	• Identify potential intervention options
Stage 3	• Assess identified options • Short list options and appraise costs and benefits

Study Progress

- Stage 1 complete
- Study Objectives developed (draft)
- Initial Long-List of Interventions
- High-Level sift undertaken
- Interventions to be packaged

Joint Northern Studies SRG

Lunch & Close of AM Session