

# Public Attitudes to Roads in England

Wave 2

March 2014

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# Background

In June 2013, the Department for Transport (DfT) commissioned a study to investigate people's attitudes towards roads and specifically the Strategic Road Network (SRN). The study comprised 18 questions developed by DfT which were administered via the TNS in-home Omnibus survey over two waves, between 5-11 June 2013.

This report documents the findings from a follow-up survey commissioned by the DfT in September 2013 to update the Department's evidence base relating to roads. The report tracks changes in attitudes towards investment in roads using the data collected in June 2013 as a baseline. This should enable the DfT to assess whether recent government communications about the future of England's roads have resulted in any changes in public attitudes.

A sample of 3,492 respondents was interviewed between 4–10 September and the survey data was weighted to ensure that this sample was representative of the English adult population in terms of key demographic characteristics – including gender, age group, working status, region of residence and social grade. A copy of the questions used in the survey is attached to this report as an Appendix as well as details of the sampling procedure applied to the Omnibus survey.

The questions were part of a wider range of questions asked on the Omnibus on a variety of subjects. The TNS UK Omnibus uses a random location sampling methodology.

## 1.1 Sampling Method

Random location is a quota sampling approach where interviewers are given very little choice in the selection of respondents. Respondents in each interviewer assignment are drawn from a small set of homogenous streets. Quotas are set in terms of characteristics which are known to have a bearing on individuals' probabilities of being at home and so available for interview. This minimizes any bias introduced as a result of interviewers focusing on groups that are more likely to be at home. Rules are also given which govern the spacing between addresses and timing of interviews.

Each week, a varying number of sampling points are issued depending on the length of the questionnaire. Census small area statistics and the Postcode Address File (PAF) are used to define sampling points. Sampling points are areas of similar population sizes formed by the combination of wards, with the constraint that each point must be contained within a single Government Office Region (GOR).

The addresses are issued to achieve an adult sample of between 13 and 18 interviews in provincial areas and 12 and 15 in London. Assignments are conducted over two days of fieldwork and carried out on weekdays between 2pm and 8pm and at the weekend. Interviews are conducted by computer assisted personal interviewing (CAPI). Approximately 2,000 UK interviews are conducted with adults aged 16+ on the Omnibus each week.

## **1.2 Sample Profile**

Within the sample, consistent with the surveys in June 2013, the profile of users of the Strategic Road Network (SRN) in England was as follows:

- 85% (84% in June survey waves) had travelled on the SRN in the last 12 months – either as a driver and/or as a passenger,
- 34% (35% in June) were classified as frequent users (twice a week or more),
- 28% (27% in June) were regular users (between once a week and once a month),
- 23% (22% in June) were infrequent users (less than once a month within the past 12 months),
- 14% (equal to June) were non-users (had not used the SRN within the past 12 months or had never done so).

## **1.3 Data Analysis Considerations**

Normal confidence intervals and standard errors assume that the survey data has been derived from a Simple Random Sample (SRS). In such a sample, every individual in the population has an equal chance of being included in the survey sample. The sampling approach followed in the TNS Omnibus survey – the application of demographic quota controls at a series of sampling points throughout England - means that the survey sample is not a SRS. Consequently, any references within the report to the statistical accuracy of the survey data have to be regarded as indicative. Further

details of the sampling approach used for the TNS Omnibus survey are outlined in the Appendices.

When reviewing the data featured in tables and charts, please note the following points:

- As a result of weighting the data to national proportions, there may be some instances in the report where the total percentage of all responses does not add up to 100% due to rounding.
- Where questions in the report are referred to as 'single coded', respondents were able to select one answer only from the response categories provided.
- For some questions, respondents were able to select multiple answers - these are referred to in the report as 'multi coded'.

Due to small sample sizes and to facilitate analysis at the regional level, the data from the two survey waves has been combined. Consequently, much of the regional analysis is based on an overview of the combined data rather than a comparison between the two survey waves. It should be noted that the demographic quota controls are designed to produce a representative sample at the national level. Consequently, any analysis undertaken at the regional level should recognise that there may be considerable variations in the profile of the regional sample between different survey waves.

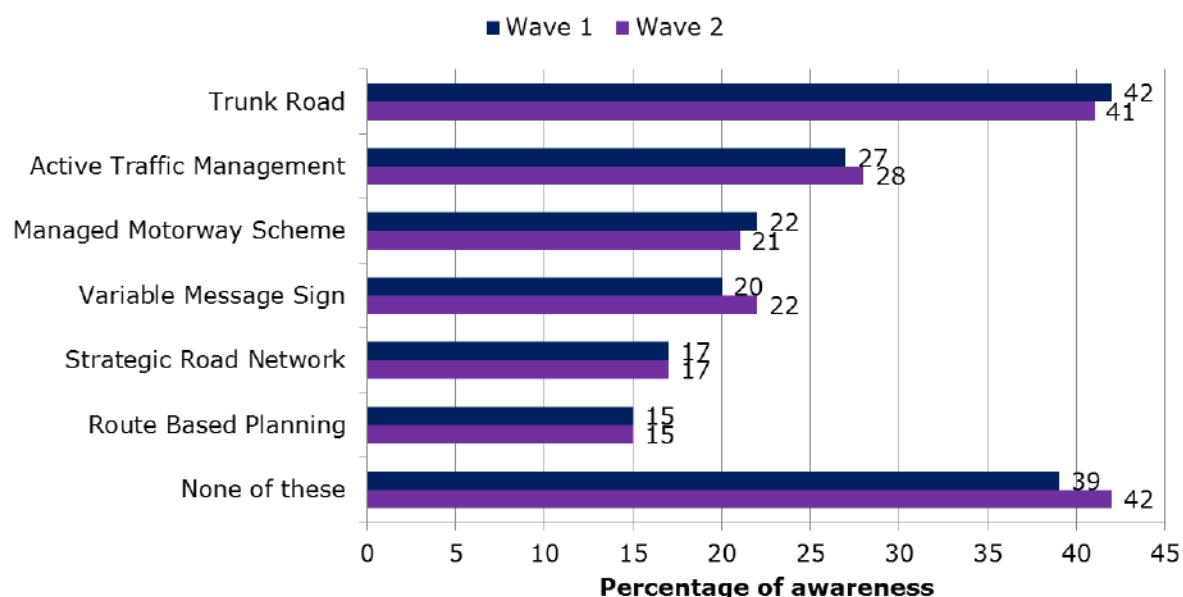
# Awareness of the SRN

## 2.1 Awareness of SRN and Trunk roads

Levels of awareness of the term 'Strategic Road Network' was consistent with the last wave; recognised by about 1 in 5 (17%). Recognition of the other terms was also consistent with levels recorded in June 2013.

### Q4. Which of the following have you heard of?

(Base: Wave 1 - 3,512 / Wave 2 - 3,492). Multi coded

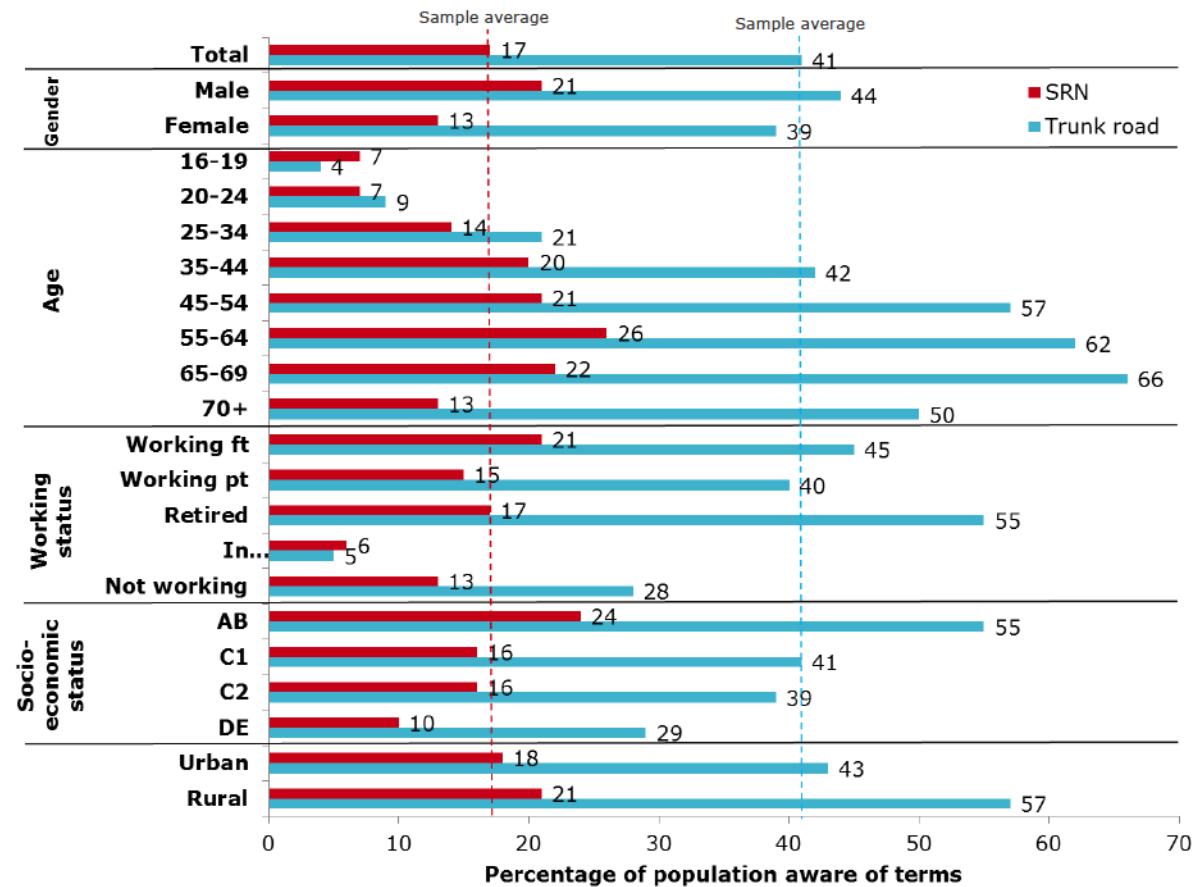


As observed previously, claimed awareness of the term 'Strategic Road Network' increased with age, peaking in the 55-64 age group at 26% (increase of one percentage point) and was higher amongst men (21% - consistent with June) and those in the AB socio-economic grades (24% - consistent). As would be expected, awareness also increased with frequency of use – 24% of frequent users (increase of one percentage point) and 17% of regular users (consistent with June) said they were aware of the term.

In contrast, there were much higher levels of awareness of the term 'Trunk Road' (41% - one percentage point lower than June), especially in the 35+ age groups, peaking in the 65-69 age group at 66%. There was a higher level of awareness of 'Trunk Road' amongst respondents living in rural areas rather than urban areas.

#### **Q4. SRN and Trunk Road awareness – wave 2**

(Base: Wave 2 – 3,492). Multi coded



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As evident from the following tables, there were some regional variations in awareness of the terms 'Strategic Road Network' and 'Trunk Road'.

Of particular significance, awareness of 'Strategic Road Network' was lower amongst those living in the North West (four percentage points below the average) and in London (three percentage points below the average).

In contrast, two regions with above average levels of awareness of the SRN were the South West and the West Midlands. The South West is the region with the highest level of awareness (six points above average).

**Q4. All respondents aware of the SRN by region**

(Base: Combined waves- 7,004; North East 369, North West 931, Yorkshire and the Humber 709, East Midlands 583, West Midlands 731, East of England 770, London 1025, South East 1173, South West 713)

	% Aware of SRN Waves 1 & 2	Difference from national average
<b>Average</b>	<b>17</b>	-
North East	19	+2
North West	13*	-4
Yorkshire and the Humber	16	-1
East Midlands	15	-2
West Midlands	20*	+3
East of England	19	+2
London	14*	-3
South East	16	-1
South West	23*	+6

\*Significant difference to average at 95% level

Similarly, for Trunk Roads, higher levels of awareness were observed in the South West (18 percentage points above the average), as well as in the North East (12 percentage points above the average). Meanwhile awareness levels in London and the North West were the lowest. Although overall awareness of the term Trunk Road was generally higher than awareness of the SRN, these two regions were ranked at the bottom for both terms. The very different age profiles between these two regions would suggest that age was not a significant factor.

**Q4. All respondents aware of Trunk Roads by region**

(Base: Combined waves- 7,004; North East 369, North West 931, Yorkshire and the Humber 709, East Midlands 583, West Midlands 731, East of England 770, London 1025, South East 1173, South West 713)

	% Aware of trunk roads Waves 1 & 2	Difference from national average
<b>Average</b>	41	-
North East	53*	+12
North West	37*	-4
Yorkshire and the Humber	44	+3
East Midlands	40	-1
West Midlands	42	+1
East of England	43	+2
London	27*	-14
South East	40	-1
South West	59*	+18

*\*Significant difference to average at 95% level*

# Funding and Investment for Roads

## 3.1 The current level of investment

The overriding opinion continued to be that there was a need for more money to be spent on maintaining and managing England's roads, with 75% (down two percentage points) agreeing with this statement. About a fifth (19% - up two percentage points) believed that the current level of investment was sufficient and 2% (up one percentage point) thought that less investment was needed. Frequent and regular users of the SRN were most likely to suggest that more investment was needed, 79% and 78%, respectively (compared to 82% and 80%, respectively in June). Nevertheless, even among non-users, over two thirds (68% - up two points) considered that more investment was needed.

As is evident in the following table, there was a significant difference between residents of London and elsewhere in England with regard to investment in the road network – 63% of respondents in London (13 percentage points below the national average) thought that there was a need for more investment, which was considerably lower than most of the other regions.

### Q1. Respondents who think more investment is required by region

(Base: Combined waves- 7,004; North East 369, North West 931, Yorkshire and the Humber 709, East Midlands 583, West Midlands 731, East of England 770, London 1025, South East 1173, South West 713)

	'More investment is required' (%)	Difference from national average
<b>Total</b>	76	-
North East	77	+1
North West	80*	+4
Yorkshire and the Humber	82*	+6
East Midlands	76	0
West Midlands	83*	+7
East of England	74	-2
London	63*	-13
South East	71*	-5
South West	82*	+6

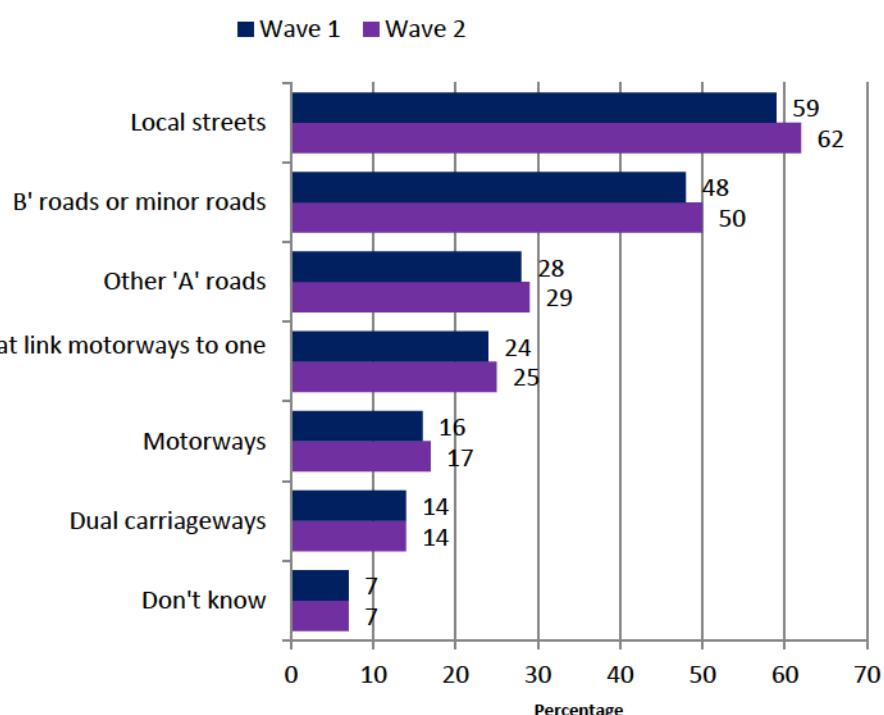
\*Significant difference to average at 95% level

### 3.2 Where to invest

There was a significant increase in the proportion of the population who attached a higher priority for greater investment to be directed towards local streets (62% - up three percentage points). Preference for investment in minor roads also increased, but not significantly (up two percentage points to 50%).

#### Q2. Which types of roads would you say require greater investment?

(Base: Wave 1 - 3,512 / Wave 2 - 3,492). Multi coded



As previously observed, priorities for investment in different types of roads did not vary significantly by frequency of SRN use. Investment in local streets was the main priority across the general population. Opinion across the population was less consistent however for investment in 'A' roads, motorways and dual carriageways, with non-users significantly less likely to prioritise investment in these roads than was the case with frequent SRN users.

**Q2. Which type of roads would you say require greater investment?**

(Base: Wave 1 - 3,512 / Wave 2 - 3,492)

Frequent user (1,150/1,064), Regular user (914/920), Infrequent user (790/813), Non user (589/626). Multi-coded

**Frequency of use of SRN**

	<b>Frequent (%)</b>	<b>Regular (%)</b>	<b>Infrequent (%)</b>	<b>Non user (%)</b>
<b>Local streets</b>	<b>58</b>	<b>64</b>	<b>66</b>	<b>65</b>
Wave 1	54	61	63	64
<b>Minor or 'B' roads</b>	<b>54</b>	<b>52</b>	<b>51</b>	<b>40</b>
Wave 1	52	52	47	38
<b>Other 'A' roads</b>	<b>37</b>	<b>29</b>	<b>26</b>	<b>17</b>
Wave 1	34	28	25	17
<b>Linking Major 'A' roads</b>	<b>34</b>	<b>26</b>	<b>21</b>	<b>13</b>
Wave 1	31	23	19	15
<b>Motorways</b>	<b>22</b>	<b>15</b>	<b>15</b>	<b>13</b>
Wave 1	19	15	13	15
<b>Dual carriageways</b>	<b>19</b>	<b>12</b>	<b>12</b>	<b>10</b>
Wave 1	17	13	11	11
<b>Don't know</b>	<b>4</b>	<b>5</b>	<b>8</b>	<b>15</b>
Wave 1	3	5	7	14

*Note: no significant differences from Wave 1*

There were minor changes between this survey wave and the previous one in June, by age group. In this current wave, a larger proportion of respondents in the 25-34 and the 55-64 age groups agreed that investment should be channelled towards a number of the various types of roads – 'A' roads for the younger age group and local streets and 'B' roads for the older age group.

**Q2. Which type of roads would you say require greater investment?**

(Base: Wave 1 - 3,512 / Wave 2 - 3,492: 16-24 (477/479), 25-34 (580/576), 35-44 (560/529), 45-54 (517/516), 55-64 (459/486), 65+ (919/906). *Multi-coded*

**Age Group**

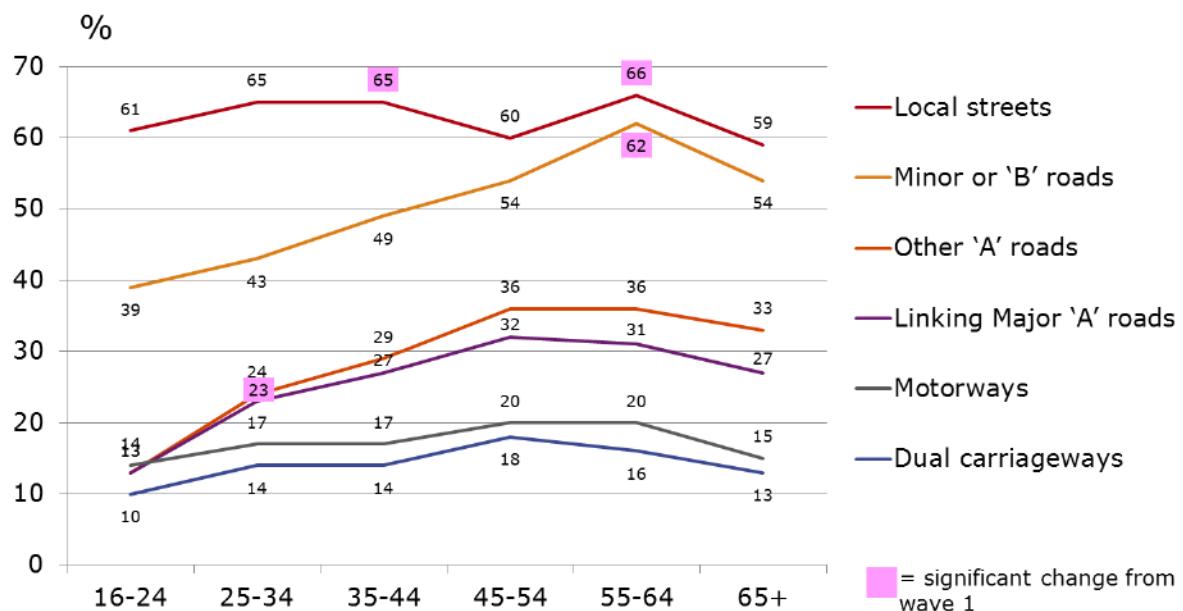
	16-24 (%)	25-34 (%)	35-44 (%)	45-54 (%)	55-64 (%)	65+ (%)
<b>Local streets</b>	<b>61</b>	<b>65</b>	<b>65*</b>	<b>60</b>	<b>66*</b>	<b>59</b>
Wave 1	59	62	58	60	57	57
<b>Minor or 'B' roads</b>	<b>39</b>	<b>43</b>	<b>49</b>	<b>54</b>	<b>62*</b>	<b>54</b>
Wave 1	34	47	45	55	49	56
<b>Other 'A' roads</b>	<b>13</b>	<b>24</b>	<b>29</b>	<b>36</b>	<b>36</b>	<b>33</b>
Wave 1	16	20	28	37	32	32
<b>Linking Major 'A' roads</b>	<b>13</b>	<b>23*</b>	<b>27</b>	<b>32</b>	<b>31</b>	<b>27</b>
Wave 1	12	13	25	32	30	28
<b>Motorways</b>	<b>14</b>	<b>17</b>	<b>17</b>	<b>20</b>	<b>20</b>	<b>15</b>
Wave 1	13	14	16	21	17	14
<b>Dual carriageways</b>	<b>10</b>	<b>14</b>	<b>14</b>	<b>18</b>	<b>16</b>	<b>13</b>
Wave 1	9	12	14	18	14	14
<b>Don't know</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>9</b>
Wave 1	13	8	6	3	4	6

\*Significant difference to Wave 1 at 95% level

**Q2. Which type of roads would you say require greater investment?**

(Base: Wave 2 - 3,492: 16-24 (479), 25-34 (576), 35-44 (529), 45-54 (516), 55-64 (486), 65+ (906). Multi-coded)

**Age Group**

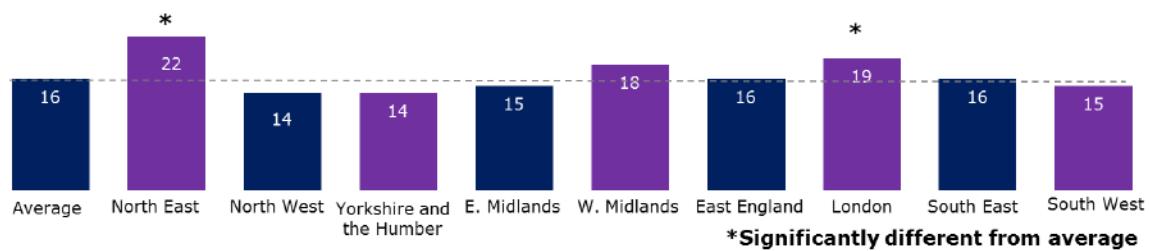


On a regional basis, respondents in the North East were more likely to prioritise investment in motorways and dual carriageways. Londoners were also more likely to prioritise investment in motorways - as outlined in the chart overleaf. The proportion of respondents who would like to see increased investment going towards Linking Major 'A' roads was significantly higher in the West Midlands and the South West.

## **Q2. Which types of roads would you say require greater investment?**

(Base: Combined waves- 7,004; North East 369, North West 931, Yorkshire and the Humber 709, East Midlands 583, West Midlands 731, East of England 770, London 1025, South East 1173, South West 713). *Multi coded*

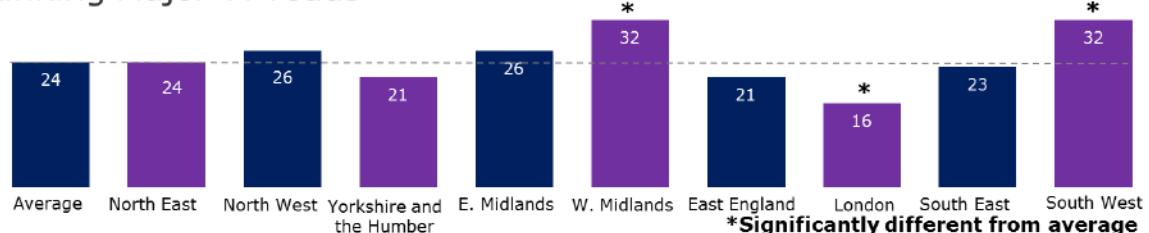
### **SRN roads**



### **Dual carriageways**



### **Linking Major 'A' roads**



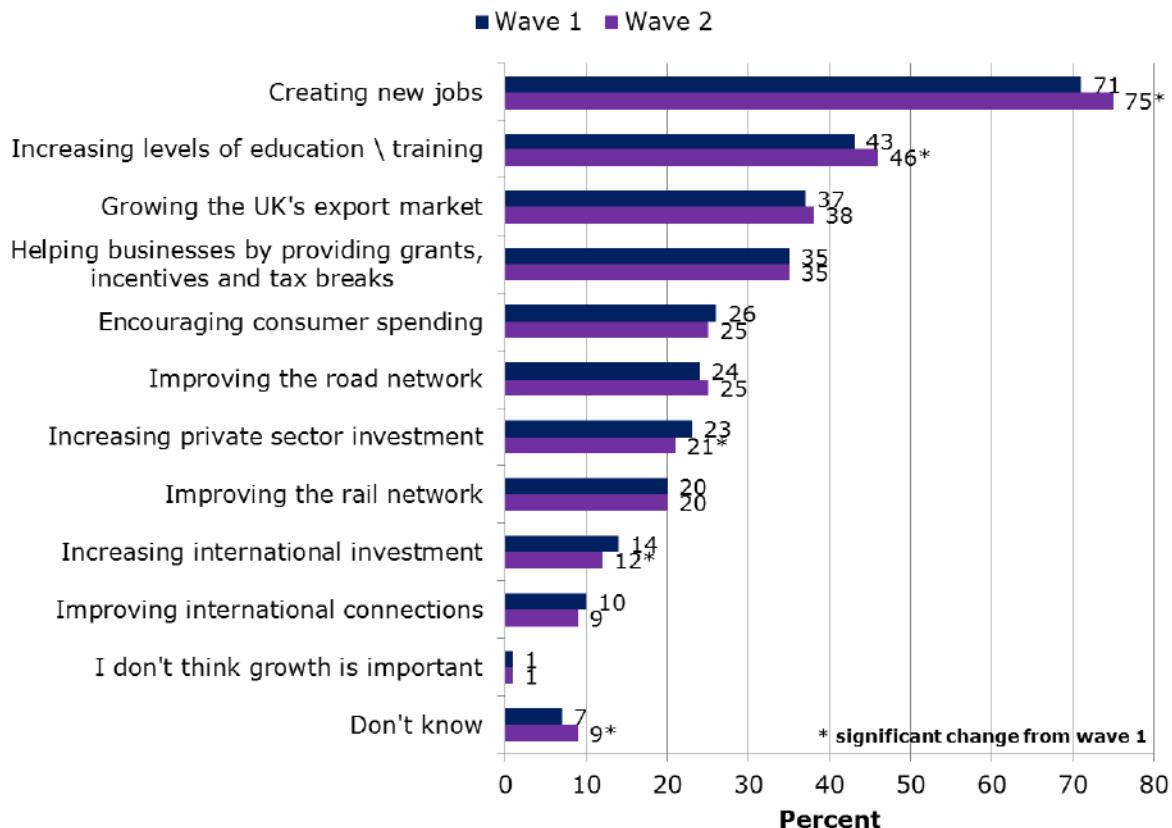
# Economic growth

To avoid any possible bias in the responses, a question to identify the perceived drivers of economic growth in the UK was asked in an earlier section of the survey questionnaire, separate from the remaining questions which focussed on roads.

A net increase was observed in comparison to the previous wave across all of the featured drivers of economic growth. As in June, job creation was seen as being the primary driver – mentioned by 75% (a significant increase from 71%). This was followed by:

- Increasing levels of education - 46% (a significant increase from 43%)
- Growing the export market - 38% (up from 37%)
- Helping businesses via grants, incentives etc -35% (stable)

**Q16. Which of the following do you think are most important in driving growth?**  
(Base: Wave 1 - 3,512 / Wave 2 - 3,492). Multi-coded

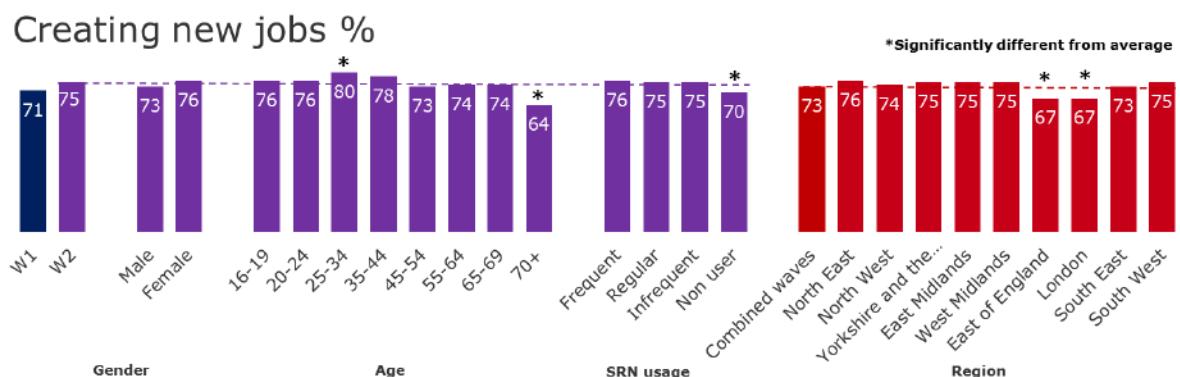


'Creating new jobs' was regarded as being of primary importance across all demographic groups – in terms of gender, age group and socio-economic grade. Although agreement with this was high across all regions, significantly fewer respondents in East England and London regarded 'creating new jobs' as being important in driving growth. Indeed, Londoners were significantly less likely than average to agree that 'creating new jobs', increasing levels of education/ training', 'growing the UK's export market' and 'helping businesses by providing grants' were important drivers of economic growth, and significantly more Londoners than average prioritised 'increasing international investment' (17%).

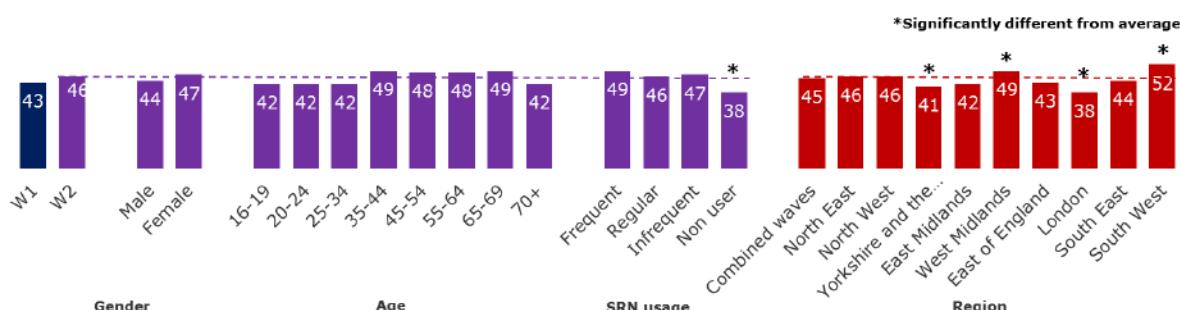
Overall, around 1 in 4 (25% - up one percentage point) considered 'improving the road network' a means of driving economic growth in the UK. However a significant difference was apparent in London and the South East where fewer respondents agreed that improving the road network may positively impact economic growth. Around 1 in 5 (20%, equivalent to the June figure) regarded investment to 'improve the rail network' as being important, although there was a significant decrease in the proportion of respondents in Yorkshire and the Humber and the East Midlands who agreed with this statement. Improving international connections was more favourable in the South East and South West.

#### **Q16. Which of the following do you think are most important in driving growth?**

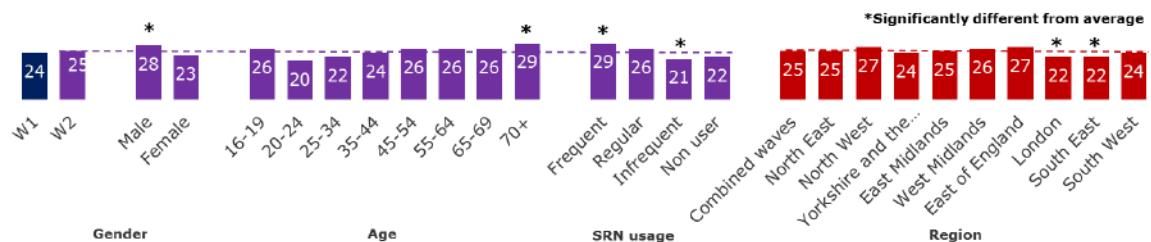
(Base: Wave 1 - 3,512 (blue) / Wave 2 - 3,492 (purple). Regional data combined 7,004 (red))



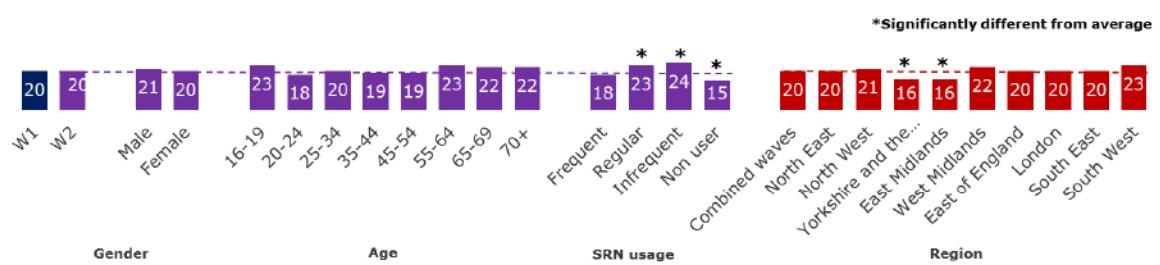
**Increasing levels of education / training %**



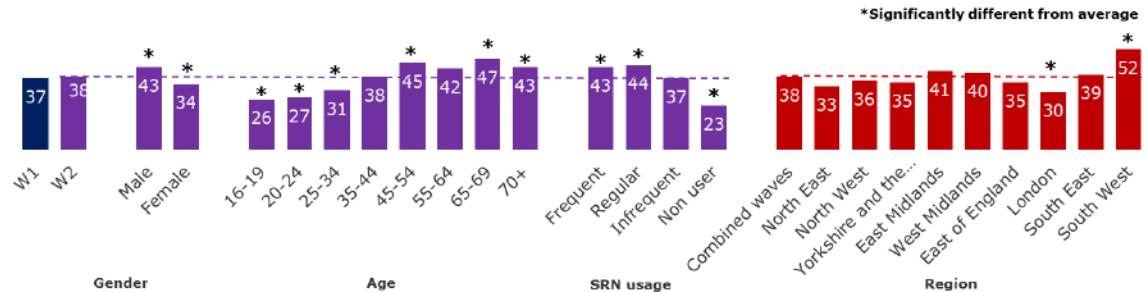
## Improving the road network %



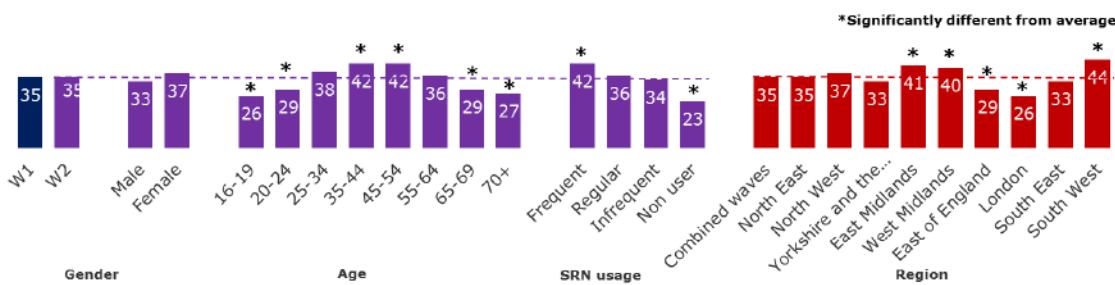
## Improving the rail network %



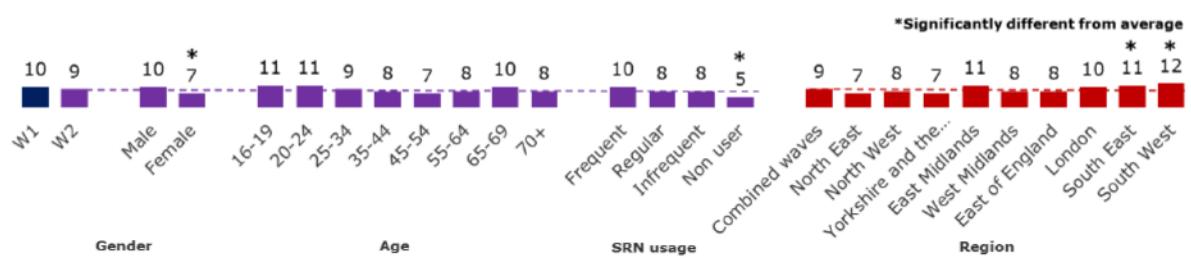
## Growing the UK's export market %



## Helping businesses by providing grants, incentives and tax breaks %



## Improving international connections %



# Conclusions

1. As evident in the previous report, there continues to be a considerable disconnect between the actual use made of the Strategic Road Network and the public's awareness of the term. There have been no significant changes in the levels of awareness between the two survey waves.

The variations in levels of awareness of the SRN across the different regions continue to be a feature of this analysis – ranging from a low of 12% in Yorkshire and the Humber to a high of 22% in the South West.

2. The majority of respondents consider more investment in roads is required. This conclusion from the initial survey waves in June has been confirmed in this latest wave with 3 in 4 of the population expressing an opinion that more investment in managing and maintaining England's roads is required. This was considered to be less of a priority for London residents than elsewhere in England.
3. The 'local' focus on investment in roads which was identified in the initial survey waves has been maintained with a small increase in the proportion of the population identifying local streets and minor 'B' roads as being a priority for investment rather than major roads. As in the earlier analysis, these opinions were consistent across the population, irrespective of the levels of use of the SRN.
4. There were some regional variations in these priorities for investment – the data from the two survey waves was combined to facilitate analysis at the regional level. Residents of the North East were significantly more likely to identify the need for greater investment in both SRN roads and in dual carriageways specifically. London residents were also more likely to support the need for such investment in SRN roads but were less likely to see the need for greater investment in linking major 'A' roads. Residents of the West Midlands and the South West were much more likely to support the need for greater investment in linking major 'A' roads. Whilst residents of the North West were much less likely to support the need for greater investment in dual carriageways.

5. Creating jobs continues to be regarded as the main driver of economic growth in the UK and a statistically significant higher proportion of the population were of this opinion in September than in June (75% compared to 71%). Around 1 in 4 considered 'improving the road network' as being a driver of economic growth and 1 in 5 expressed this opinion for 'improving the rail network' – both figures being very similar to those featured in the previous report. Additionally, increasing international connections (airports and ports) remained stable between waves, with 1 in 10 considering this to be an important factor.

## **Appendix A – TNS Omnibus Sampling Details**

Two face-to-face omnibus surveys are operated by TNS, one with a weekly fieldwork period from Wednesday to Sunday inclusive, the other with a fieldwork period from Friday to Tuesday inclusive. In every wave, representative samples of 2,000 UK adults aged 16 years and over – a total of 4,000 interviews per week – are achieved. Both surveys use the latest in Computer Assisted Personal Interviewing (CAPI) software and PEN PCs.

The TNS in-home Omnibus Survey uses a computerised sampling system which integrates the Post Office Address (PAF) file with the 2001 Census small area data at output area level. This enables replicated waves of multi-stage stratified samples to be drawn with accurate and up to date address selection using PPS methods (probability proportional to size). This is explained in greater detail below.

The TNS in-home Omnibus Survey has Random Location Sampling as its sampling basis and a unique sampling system has been developed for this purpose. Utilising 2001 UK Census small area statistics and the Post Office Address File (PAF), Great Britain - south of the Caledonian Canal has been divided into 600 areas of equal population. From these 600 areas, a master sampling frame of 300 sample points has been selected to reflect the country's geographical and socio-economic profile. The areas within each Standard Region are stratified into population density bands and within band, in descending order by percentage of the population in socio-economic Grade I and II.

To maximise the statistical accuracy of the sampling, sequential waves of fieldwork are allocated systematically across the sampling frame to ensure maximum geographical dispersion. The 300 primary sampling units are allocated to 12 sub-samples of 25 points each, with each sub-sample in itself being a representative drawing from the frame. For each wave of fieldwork, a set of sub-samples is selected in order to provide the number of sample points required (typically c. 139 for 2,000 interviews). Across sequential waves of fieldwork all sub-samples are systematically worked, thereby reducing the clustering effects on questionnaires asked for two or more consecutive weeks.

Each primary sampling unit is divided into two geographically distinct segments, both containing, as far as possible, equal populations. The segments comprise aggregations of complete postcode sectors. Within each half (known as the A and B halves) postcode sectors have been sorted by the percentage of the population in socio-economic groups I and II. One postcode sector from each primary sampling unit is selected for each survey wave, alternating on successive selections between the A and B halves of the primary sampling unit, again to reduce clustering effects. For each wave of interviewing, each interviewer is supplied with two blocks of 70 addresses, drawn from different parts of the sector.

To ensure a balanced sample of adults within the effective contacted addresses, a quota is set by sex (male, female housewife, female non-housewife); within the female housewife quota, presence of children and working status and within the male quota, working status. In each weekly wave of the survey, a target of 2,000 interviews is set and the survey data is weighted to ensure that the sample is representative of the UK population in terms of the standard demographic characteristics.

In each weekly wave, at least 1,600 interviews are undertaken in England.

Within each sample point, only one interview is undertaken per household and a minimum of three households is left between each successful interview. This procedure ensures that interviewing in each sample point is not restricted to a small geographic area containing individuals with similar demographic and lifestyle characteristics thereby further minimising the effects of clustering within the sample.

# Appendix B – Questionnaire

QS8950 Roads Omnibus Study

Filter: All adults in England

SCRIPTER: ANSWER LISTS TO BE ROTATED UNLESS STATED

I would now like to ask you some questions about roads in England. It does not matter whether or not you drive, it is your opinions we are interested in.

Filter: All adults in England

SHOW SCREEN

Q.1 Thinking about the amount of money spent on maintaining and managing England's roads, would you say...

- 1: ...More investment is required
- 2: ...There is sufficient investment
- 3: ...Less investment is needed
- : DK (BUTTON)

Filter: All adults in England

SHOW SCREEN - MULTICHOICE

Q.2 Which types of roads would you say require greater investment? PROBE: Which others?

DO NOT INVERT

- 1: Motorways
- 2: Dual carriageways
- 3: Major 'A' roads that link motorways to one another and to cities
- 4: Other 'A' roads
- 5: 'B' roads or minor roads
- 6: Local streets
- : DK (BUTTON)

Q.4 Which of the following, if any, have you heard of? PROBE: Which others?

- 1: Variable Message Sign
- 2: Strategic Road Network
- 3: Route Based Planning
- 4: Managed Motorway Scheme
- 5: Active Traffic Management
- 6: Trunk Road
- 7: None of these (FIX AT END – MUTUALLY EXCLUSIVE)

Filter: All adults in England - See Map and list of roads in Appendix C

SHOW SCREEN

Q.5 How often in the last 12 months have you used any of these strategic roads as either a driver or passenger? INTERVIEWER: IF RESPONDENT IS UNSURE, PROBE FOR BEST ESTIMATE

DO NOT INVERT

- 1: Twice a week or more
- 2: Between once a week and once a month
- 3: Less than once a month but more than once a year
- 4: Less than once a year
- 5: I never travel on these strategic roads
- : DK (BUTTON)

Q.16 Thinking about the UK economy, which of the following do you think are most important in driving growth? You may select up to five answers.

INTERVIEWER: PLEASE ALLOW RESPONDENT TIME TO READ LIST.

SCRIPTER: MAX 5 ANSWERS

ROTATE ANSWER LIST

- 1: A. Increasing private sector investment
- 2: B. Increasing international investment
- 3: C. Growing the UK's export market
- 4: D. Improving the rail network
- 5: E. Improving the road network
- 6: F. Improving international connections (airports and ports)
- 7: G. Creating new jobs
- 8: H. Increasing levels of education \ training
- 9: I. Helping businesses by providing grants, incentives and tax breaks
- 10: J. Encouraging consumer spending
- 11: K. I don't think growth is important (FIX AT END – MUTUALLY EXCLUSIVE)
- : DK (BUTTON)

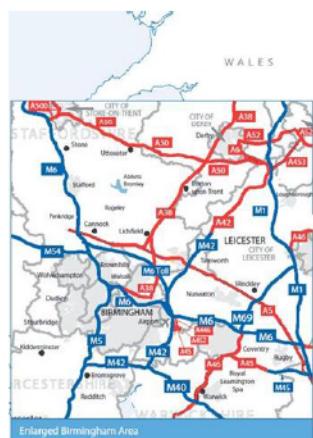
## Appendix C – Show cards



East / South East



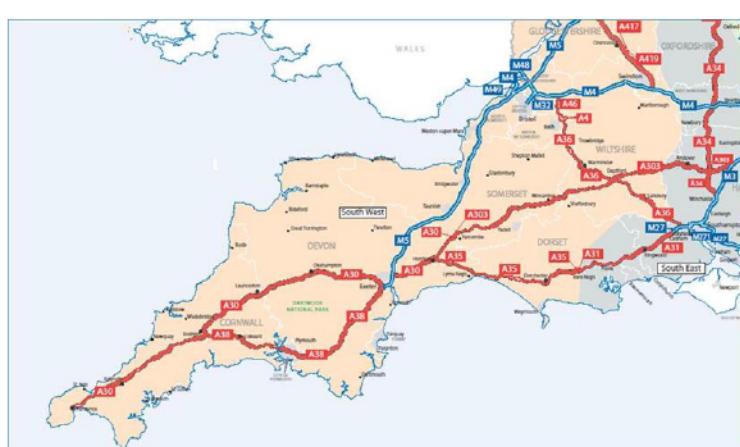
North East / North West



Midlands



South West



Show Card

The following roads comprise the Strategic Road Network:-

*Motorways*

M1.....	M25.....	M40.....	M54.....	M602.....	M69.....
M11.....	M26.....	M42.....	M55.....	M606.....	A1(M) .....
M18.....	M27.....	M45.....	M56.....	M61.....	A194(M) .....
M180.....	M271...	M48.....	M57.....	M62.....	A3(M) .....
M181.....	M275...	M49.....	M58.....	M621....	A308(M)....
M2.....	M3.....	M5.....	M6.....	M65.....	A404(M)....
M20.....	M32.....	M50.....	M6 Toll...	M66.....	A627(M)....
M23.....	M4.....	M53.....	M60.....	M67.....	A66(M).....
					A74(M) .....

*Trunk roads*

A1.....	A2070 ...	A36.....	A452....	A55.....	A696.....
A1033 ...	A21.....	A38.....	A453....	A550.....	A74.....
A1089 ...	A23.....	A4.....	A458....	A556.....	Dartford
A11.....	A24.....	A40.....	A46.....	A56.....	Crossing
A12.....	A259.....	A404....	A47.....	A585.....	Bridge.....
A120.....	A26.....	A405....	A483....	A590.....	Dartford
A13.....	A27.....	A41.....	A49.....	A595.....	Crossing
A14.....	A282.....	A414....	A5.....	A6.....	Tunnel.....
A160.....	A3.....	A417....	A50.....	A61.....	
A168.....	A30.....	A419....	A500....	A616.....	
A174.....	A303.....	A42.....	A5036 ...	A628.....	
A180.....	A31.....	A421....	A5103 ...	A63.....	
A184.....	A3113 ...	A428....	A5111 ...	A64.....	
A19.....	A316.....	A43.....	A5117 ...	A66.....	
A2.....	A34.....	A446....	A5148 ...	A663.....	
A20.....	A35.....	A45.....	A52.....	A69.....	