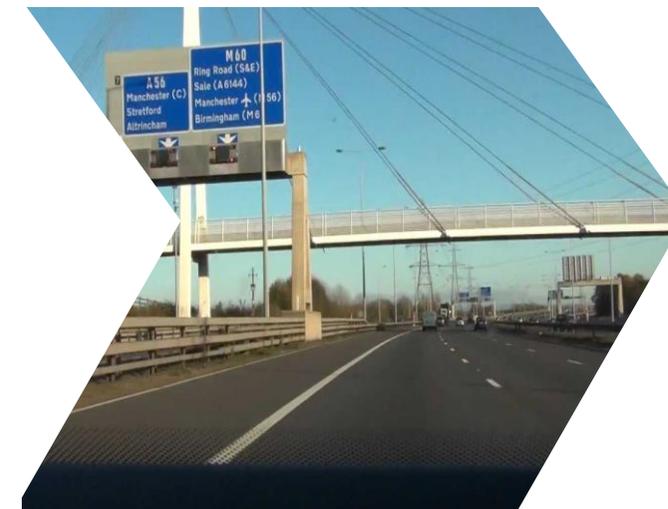




Department  
for Transport

# Manchester North West Quadrant Strategic Study Stakeholder Reference Group

21<sup>st</sup> 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.”*

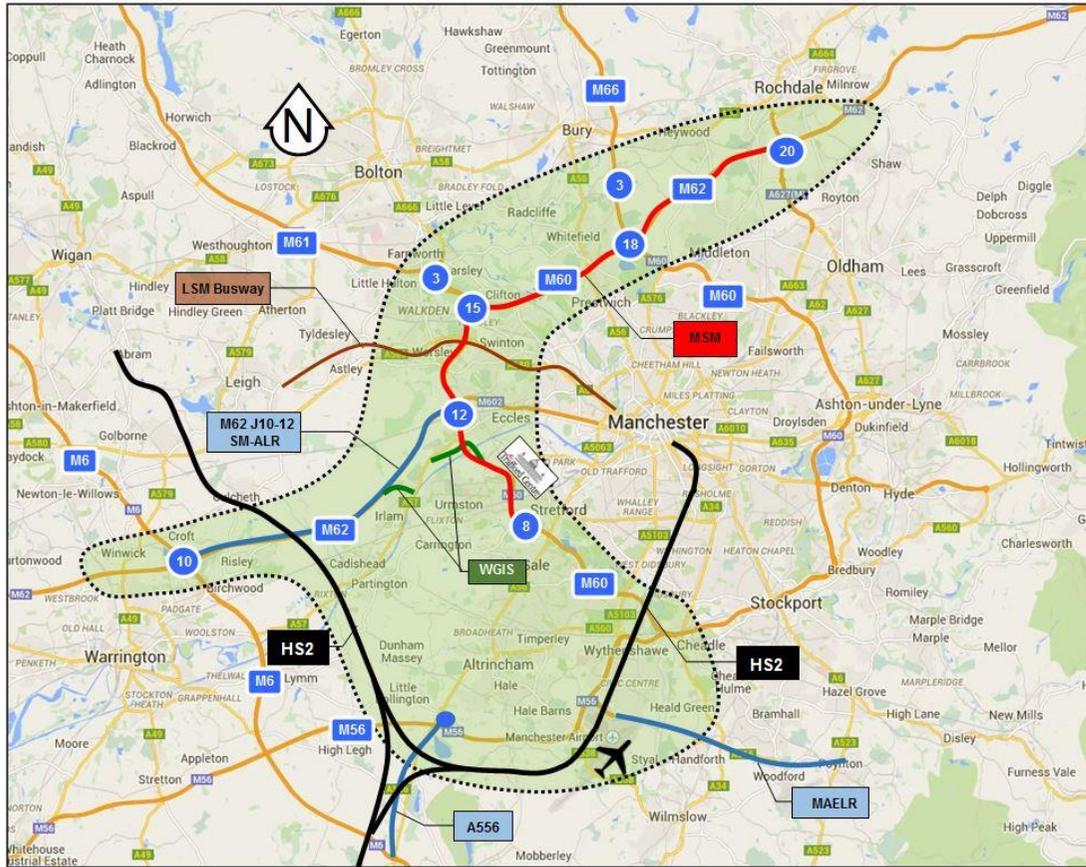
**Investment Plan: December 2014**





Department  
for Transport

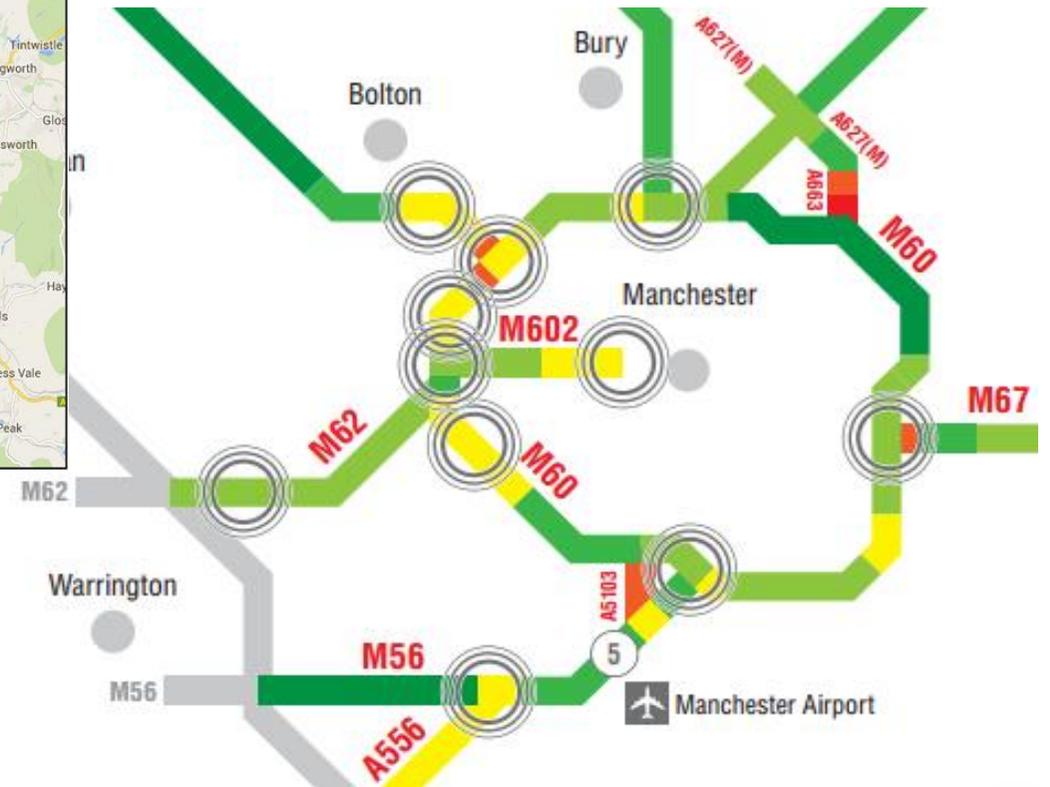
# Manchester North-West Quadrant Strategic Study: Geographic Scope



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**

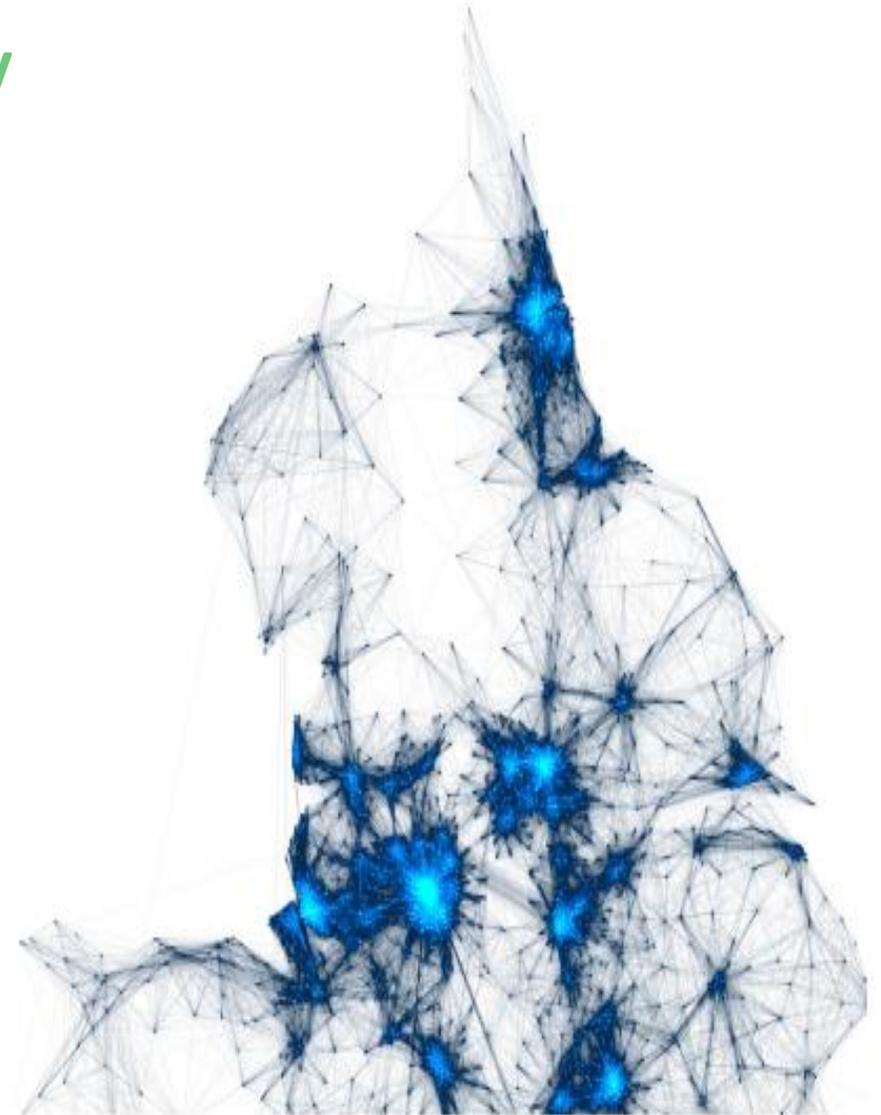
**21<sup>th</sup> July 2015**

## 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.



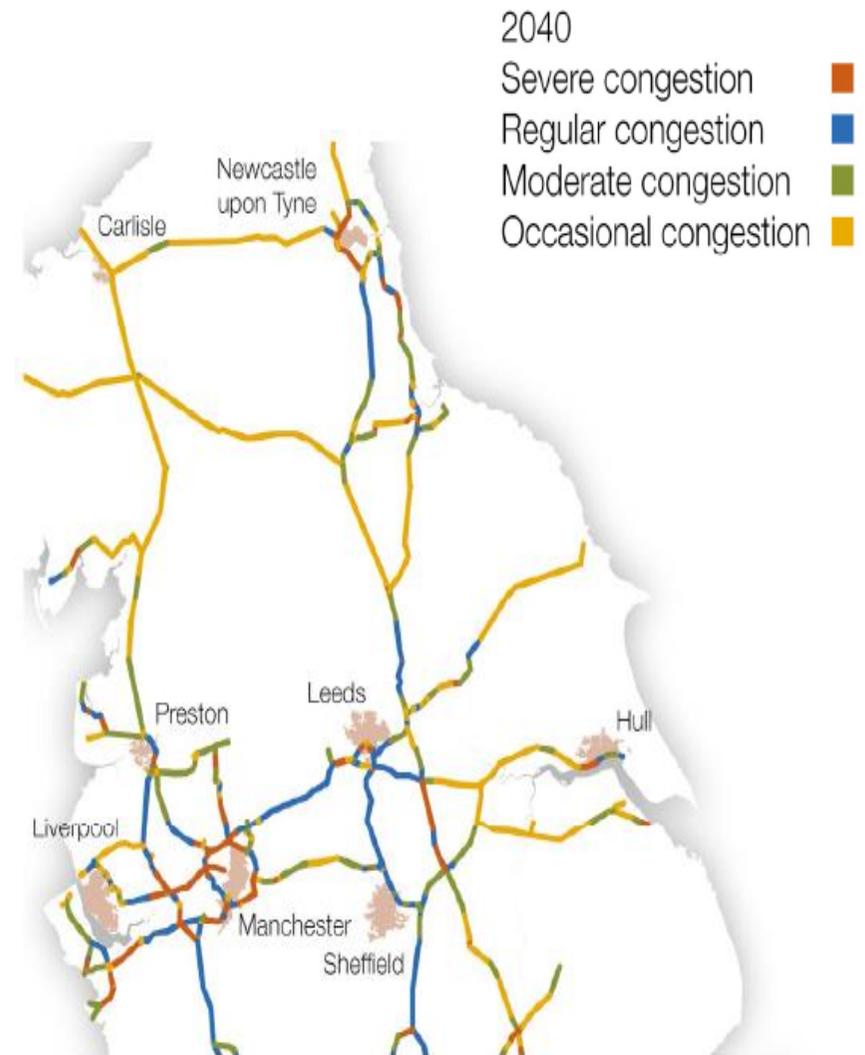
Commuting Patterns in the North: commuter flows between the city regions are limited

## 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



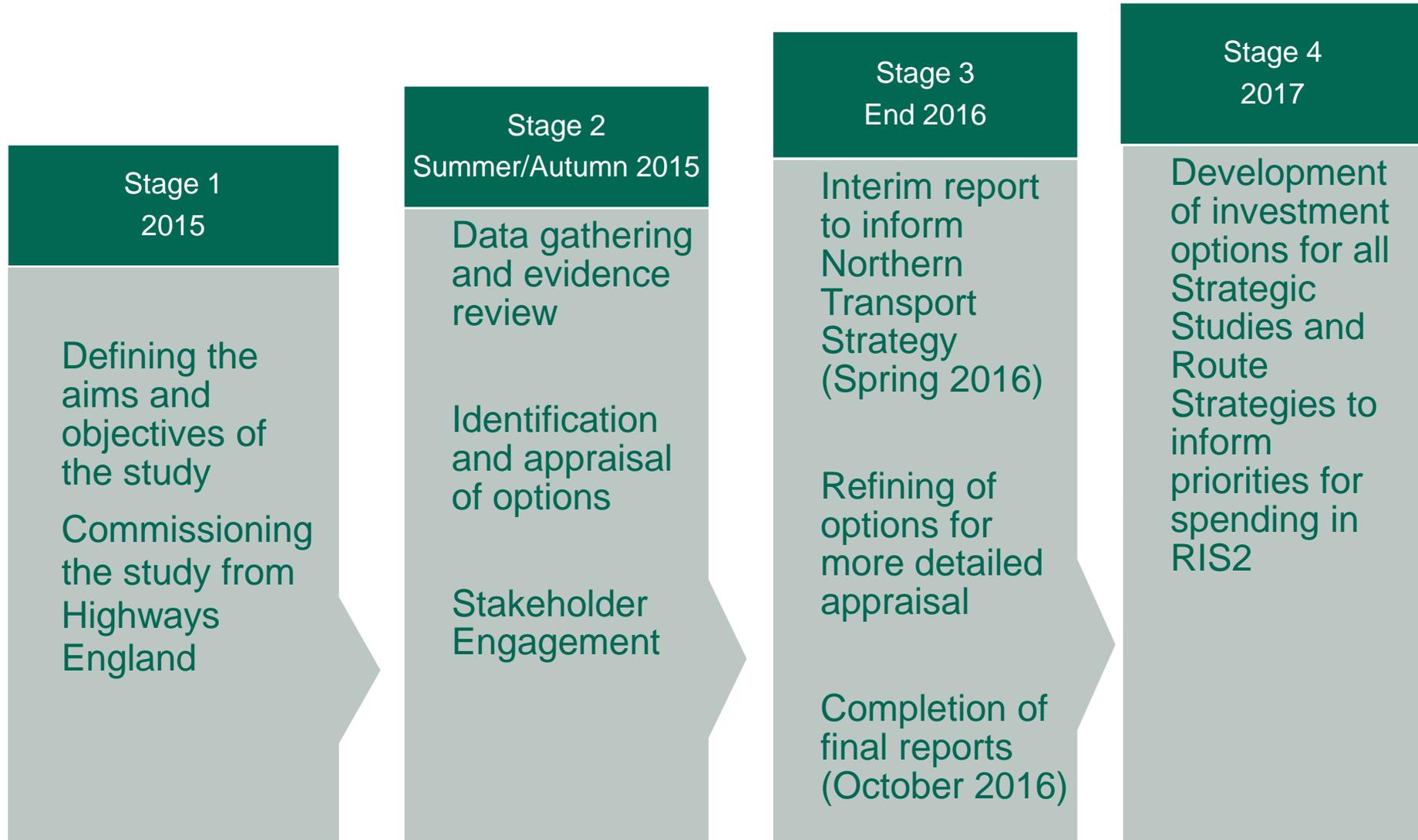


- ▶ People are sceptical about smart motorways and the Department for Transport / Highways England need to work harder to show how they are smart, that they can affect driver behaviour and the feel of travel.
- ▶ The study needs to look into air quality, which is degraded by roads
- ▶ The study needs 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

