

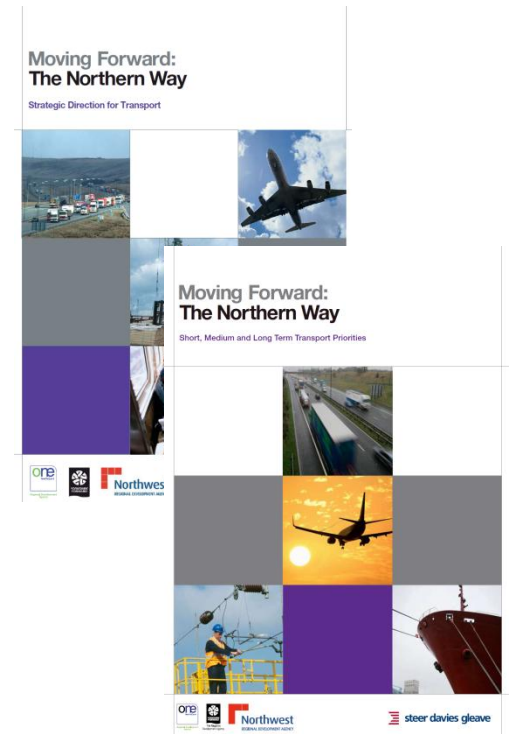
# The Potential of ITS Measures to Reduce the Long-Term Impacts of Congestion on the North's Strategic Road Network

John Jarvis  
Northern Way Transport Director

30<sup>th</sup> June 2010

# The Journey Since 2004

- *The Growth Strategy*, published September 2004
  - Set direction of travel
  - Access to international gateways, and within and between city regions
- *Strategic Direction for Transport*, September 2006
  - Evidence-based linked to closing the North's productivity gap
  - Sits between Growth Strategy and particular schemes and measures
  - Defines what is pan-northern and added value
  - Validated by subsequent Eddington Report
- *Short, Medium and Long Term Priorities*, March 2007
  - Goes beyond Eddington by identifying priorities and *strategic delivery gaps*
  - Sets the context for Northern Way's current work



# Strategic Gaps to Productivity Growth

- **Roads**

1. Keeping the Strategic Road Network Moving
2. North-wide behavioural change measures

- **Rail**

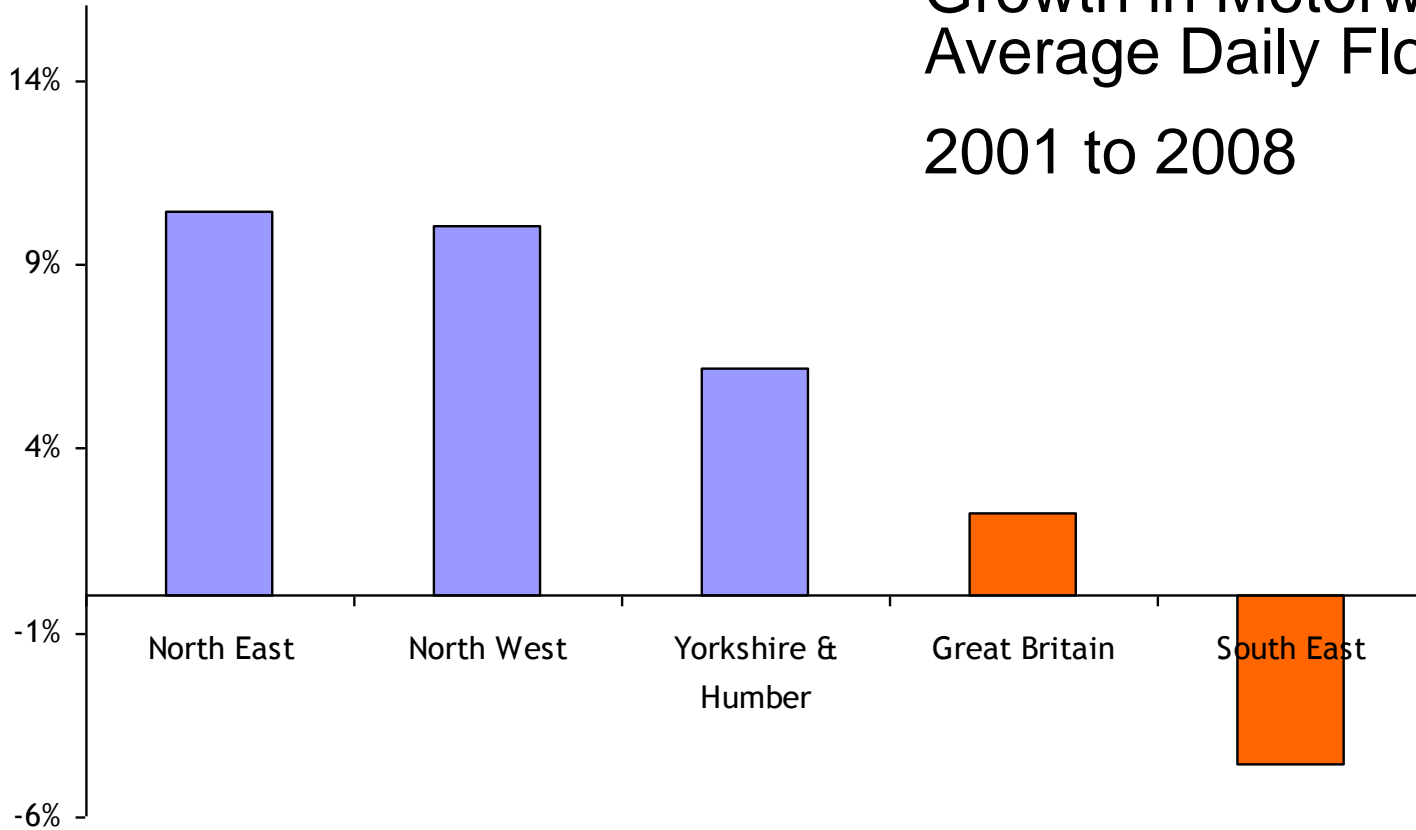
3. Manchester Hub
4. Rail gauge enhancements
5. Rail rolling stock beyond provision in DfT's High Level Output Statement
6. Trans Pennine and North South Rail Strategies

- **Network Integration**

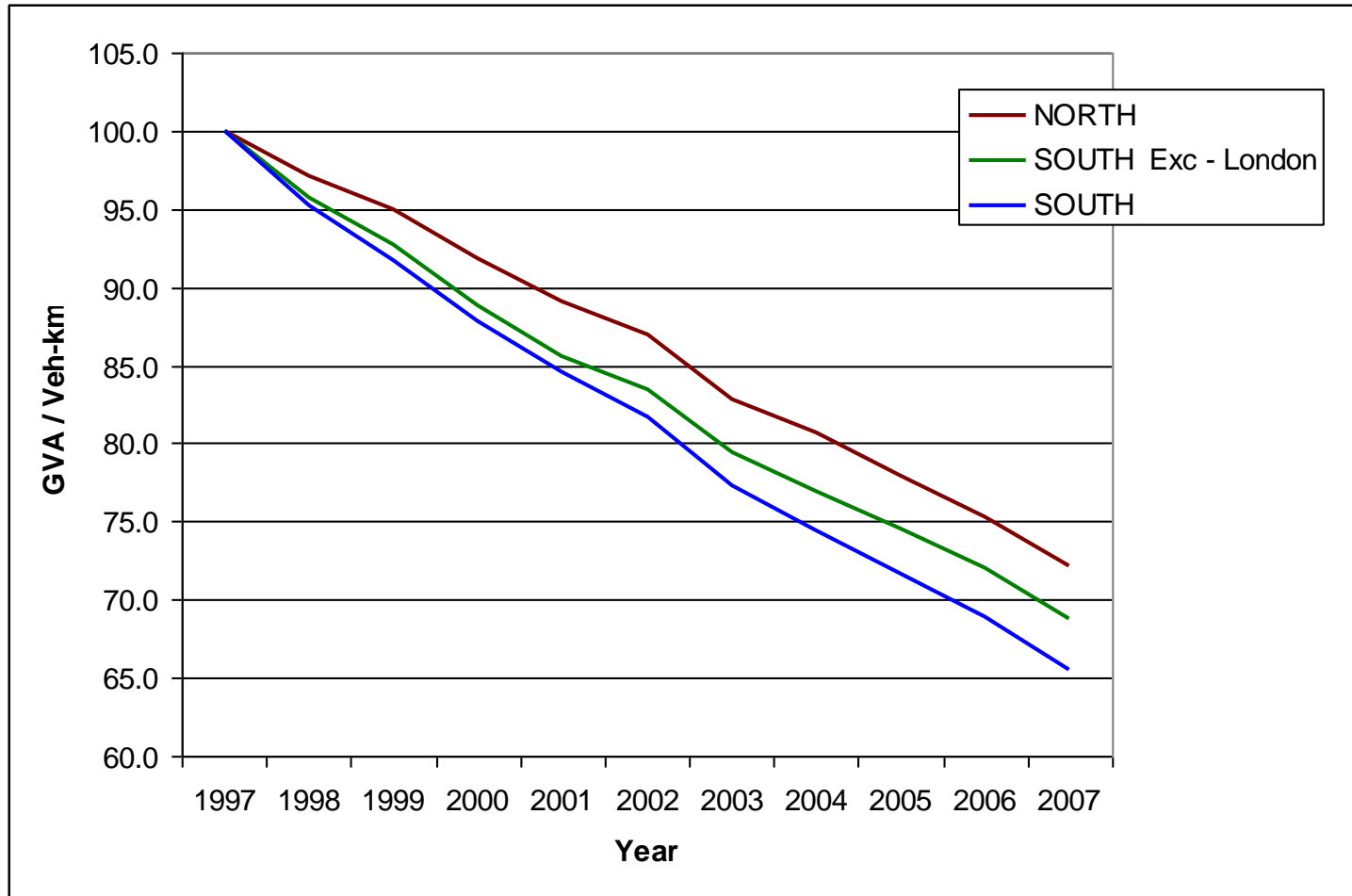
7. Pan-northern smart ticketing
8. Strategic Park and Ride

# Motorway Traffic

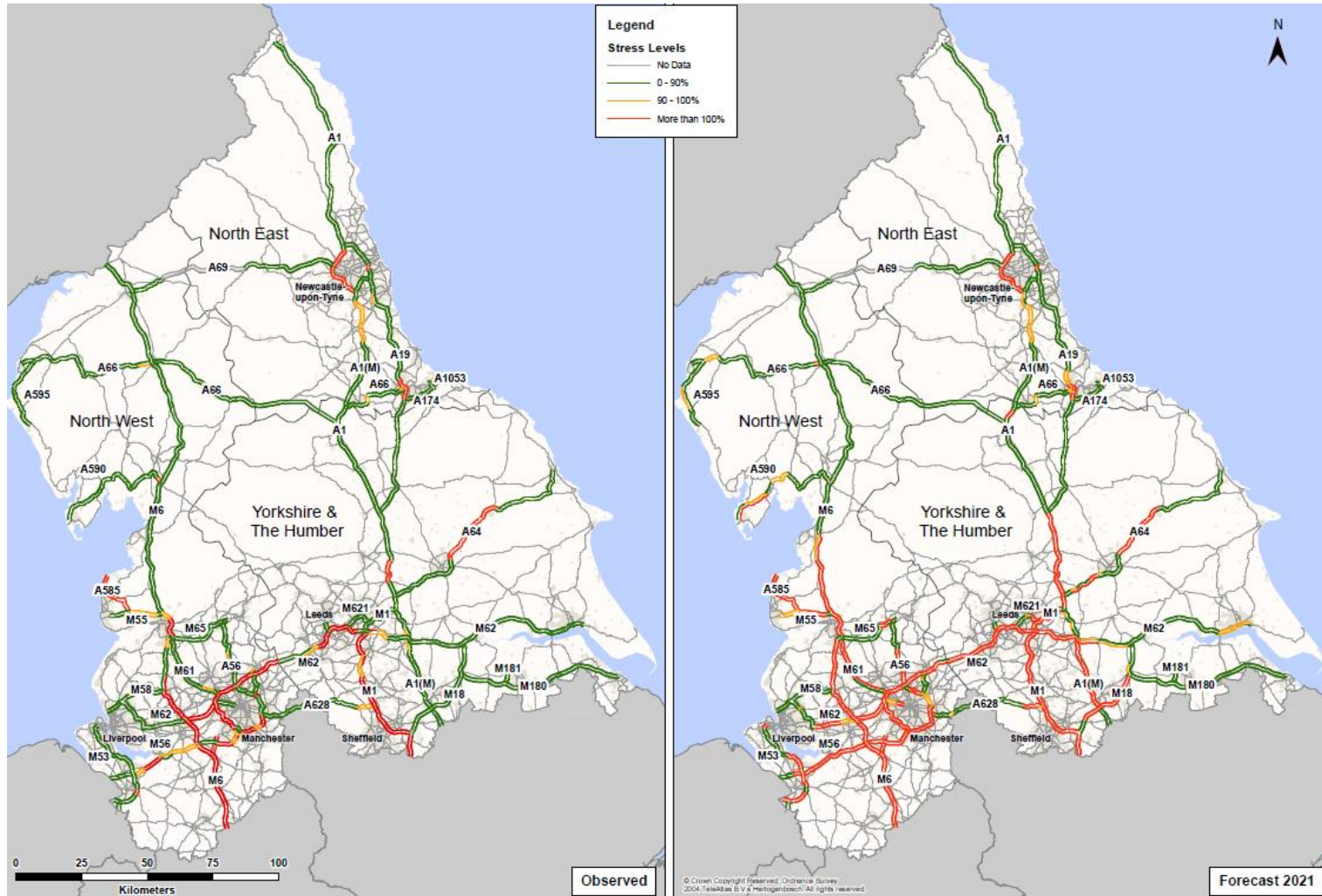
Growth in Motorway  
Average Daily Flow  
2001 to 2008



# GVA and Traffic Growth



# Network Stress in the North



# The Northern Way's Early Win Projects

- Utilised Northern Way Growth Fund
- Focussed on
  - Access to international gateways
  - Progressing closing the strategic gaps
- Projects
  - Olive Mount Chord and associated gauge enhancements
  - Third platform at Manchester Airport railway station
  - Hull Docks Branch Line
  - Gauge Enhancement business case development
  - M62/M606 HOV Lane
- Helped establish credibility
- Building the Evidence Base

# The M606/M62 High Occupancy Vehicle Lane

- First HOV Lane on the motorway network
- £5.3m capital cost fully funded by the Northern Way
- 1.7 mile car share lane for southbound traffic on M606 joining eastbound M62
- Morning peak traffic
  - 400 vehicles per hour
  - c. 40% of traffic joining eastbound M62
- HA monitoring shows in morning peak
  - 8 minute time saving for HOV lane users
  - 5 minute time saving for nearside lane of main carriageway
- Experimental traffic orders have been made permanent
- HA now looking for further HOV opportunities





# Managed Motorways in the North

- M62 J25-30
  - First application of Hard Shoulder Running beyond West Midlands pilot
  - Preliminary works on site
  - Next phase currently due to start in October 2010
- Further schemes for M1 and M60 by 2015
- Further proposals beyond 2015 for M62 west of Manchester and M6
- All proposals currently under review

# Managed Motorways in the North



# Beyond Managed Motorways

- Managed Motorways provide significant and worthwhile productivity benefits
  - More reliable journeys
  - Fewer accidents and less disruption
  - Journey time savings
- The Northern Way has also identified the productivity benefits of complementary smarter choices measures
  - Transport benefits from less traffic
  - Wider benefits from direct financial saving to employers (e.g. lower absenteeism, lower staff turnover, easier recruitment)
- But if traffic growth continues (and all the evidence is that it will) Managed Motorways re-enforced by smarter travel cannot be the ultimate solution
- Need to think beyond the Managed Motorway

# Integration of City Region and HA Systems

- Strategic Road Network in the North caters for local, between city region and longer distance travel
- Thinking about the end-to-end journey, the next step would seem to be integration of city region and HA management systems
- Four barriers to wider integration
  - Information gaps: sharing real time data between HA and LAs
  - Technology gaps: some city regions have more advanced systems than others
  - Strategy gaps: some city regions have more developed strategies than others
  - Resource gaps: staff and investment
- Learn lessons and apply experience from South Yorkshire Intelligent Transport System pilot

# Fiscal Management

- Greatest opportunities for making most productive use of available road space come from targeted fiscal measures
- Welcome the Government's commitment to work towards HGV road user charging
- But any move to national pricing for cars on existing roads is clearly long term - ruled out during current parliament including any scheme preparation

## In Conclusion

- Managed Motorways will provide significant and worthwhile productivity benefits for the North
- But past trends mean we expect traffic on the North's Strategic Road Network to grow at a faster rate than the national average
- Greater role for ITS managing use of city region networks
- We need to start thinking of what happens after the Managed Motorways, such as integration with city region systems
- And at some stage growing congestion alongside financial constraint may prompt renewed debate on the long term role for fiscal measures?

**Thank you**

**[www.thenorthernway.co.uk](http://www.thenorthernway.co.uk)**