



The Major Road Network for the North





Our vision

“A thriving North of England where world class transport supports sustainable economic growth and improved opportunities for all.”





Pan-Northern transport objectives



Transforming economic performance



Improving inclusivity, health, and access to opportunities for all



Promoting and enhancing the built, historic, and natural environment



Increasing efficiency, reliability, integration, and resilience in the transport system



Demand on the transport network

Current

Roads



Car travel is the dominant mode of travel (66% of all trips and 80% by distance)

Future

Total demand is forecast to increase by up to 54%

Rail



1.1% share of total trips (9% by distance)
Rail passengers three times more than 20 years ago.

Total demand is expected to be up to four times higher than today by 2050.



Major Road Network for the North

Improving the reliability, efficiency, quality and resilience of the North's road network



2,444 km

Strategic Road Network (SRN)

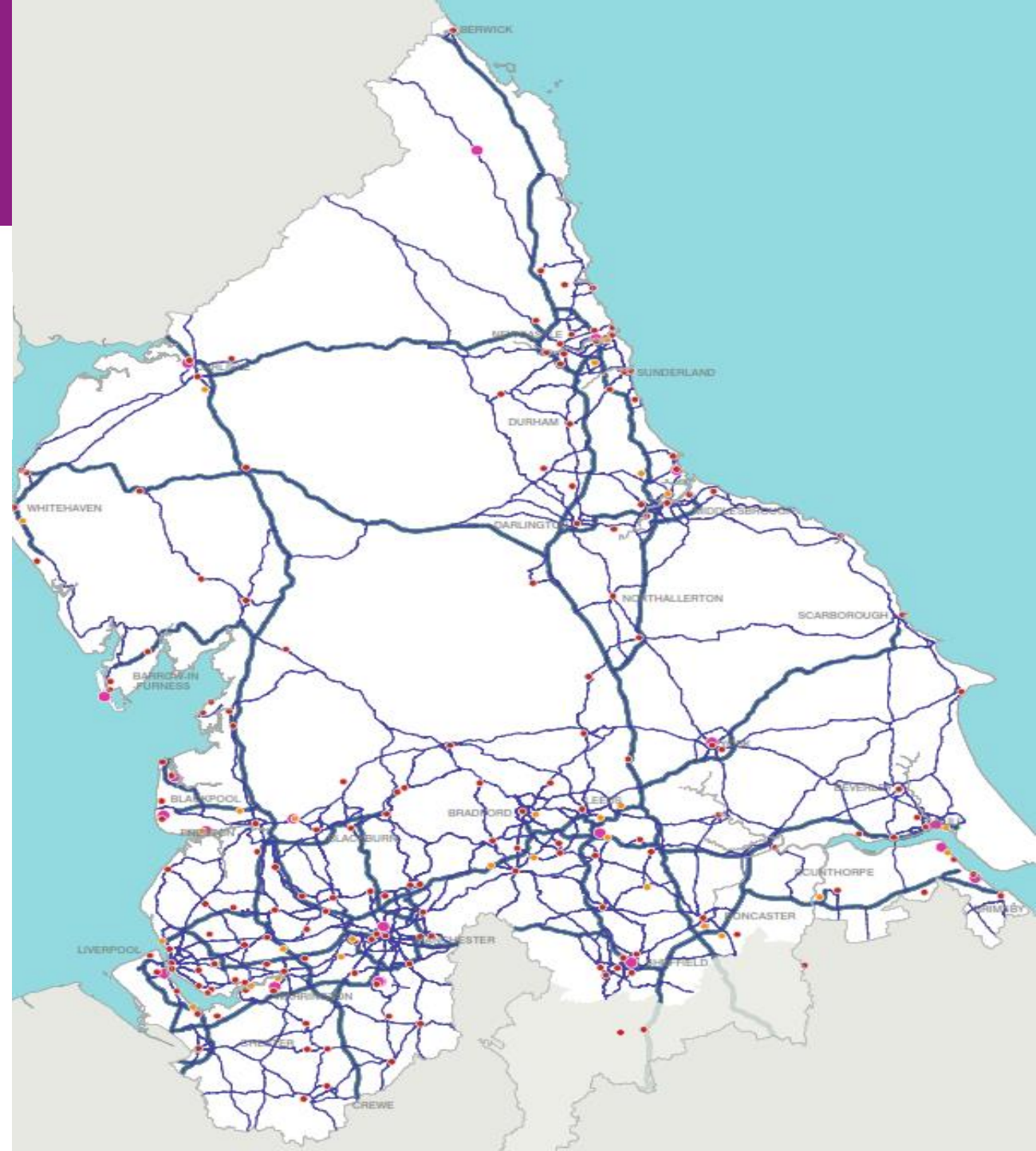


5,454 km

Major Road Network (MRN) (excluding SRN)

7,899 km

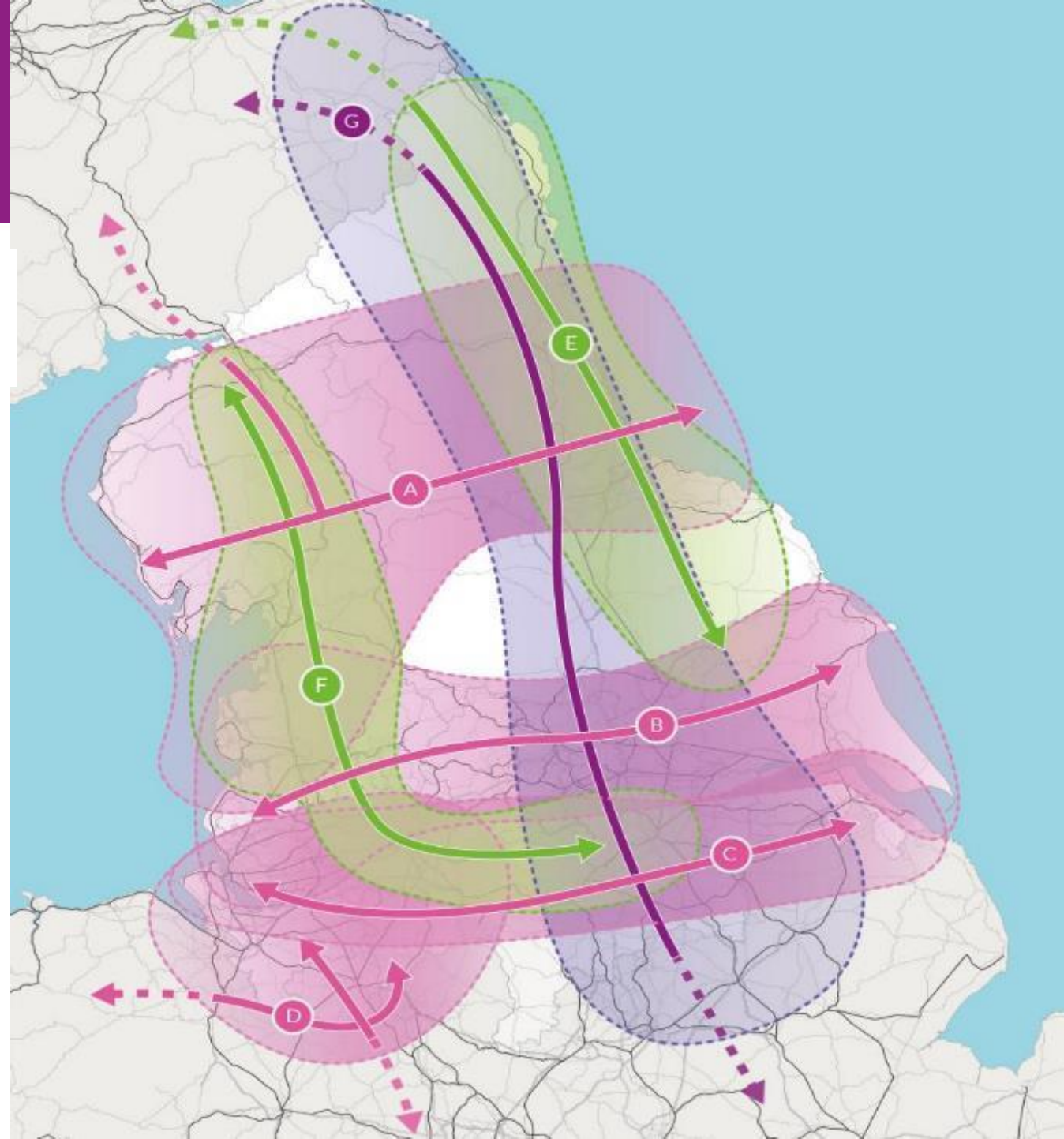
Major Road Network (MRN) (including SRN)



Evidence base - Strategic Development Corridors

Developing the major strategic transport interventions along economic growth corridors

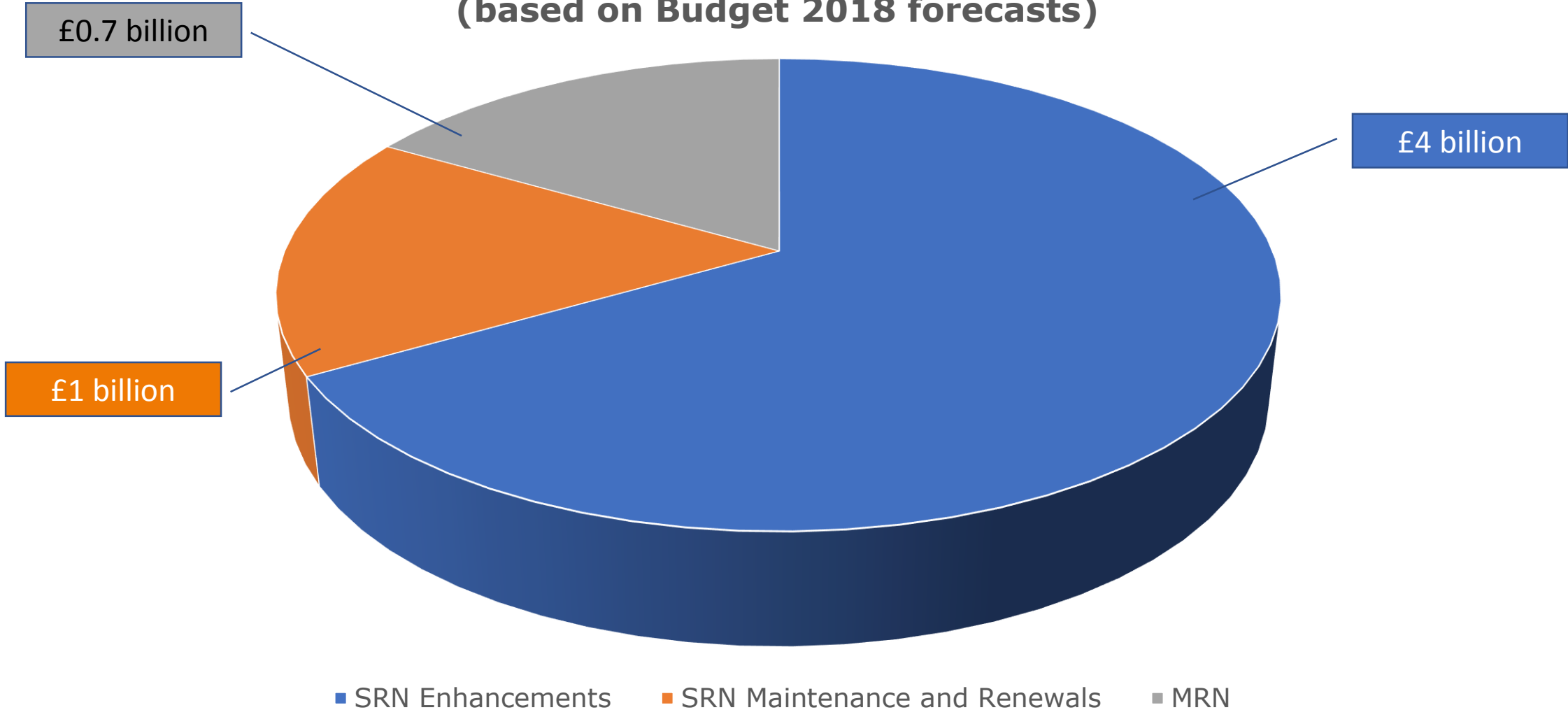
- A** Connecting the Energy Coasts
- B** Central Pennines
- C** Southern Pennines
- D** West and Wales
- E** East Coast to Scotland
- F** North West to Sheffield City Region
- G** Yorkshire to Scotland





NATIONAL ROADS FUND

**Annual VED Income
(based on Budget 2018 forecasts)**





National Roads Fund – TfN WORKING ASSUMPTIONS

NRF Element	Assumed Funding Available between 2020 and 2025	Population-based Proportion for the North between 2020 and 2025
SRN Enhancements including RIS1 carry over	£20 billion	£5.7 billion
SRN Maintenance and Renewals	£5 billion	£1.4 billion
MRN	£3.5 billion	£1.0 billion





TfN INVESTMENT PROGRAMME

TfN Board agreed an initial list of SRN/MRN interventions for the RIS2 period in September 2017 as part of a long term Investment Programme

For the **SRN**:

- Interventions 2020 - 2027, estimated cost of £4.4 billion

For the **MRN**:

- Interventions 2020 - 2027, estimated cost of £1.2 billion

The emerging Investment Programme for Strategic Roads is therefore **ambitious but realistic**



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