

# The Strategic Route Network and the Key Route Network in Kirklees

Presented by

Simon Taylor

Keith Bloomfield

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# Topics of Discussion

## 1. Strategic Road Network (SRN) – Major Schemes / Projects

The SRN in England is around 4,300 miles long and is made up of motorways, trunk roads and the most significant 'A' roads. Managed by Highways England.

## 2. West Yorkshire Key Route Network (KRN) – Kirklees Major Schemes

Key Roads in West Yorkshire based on the number of vehicles that use them. Managed by Local Authorities.

# DfT



# Road Studies - (In collaboration with TfN)

In 2014 DfT announced that it would undertake 6 major road studies for future schemes, 3 of which cover the North

## A. Northern Trans-Pennine

A66 (Penrith to Scotch Corner)

A69 (Carlisle to Newcastle)

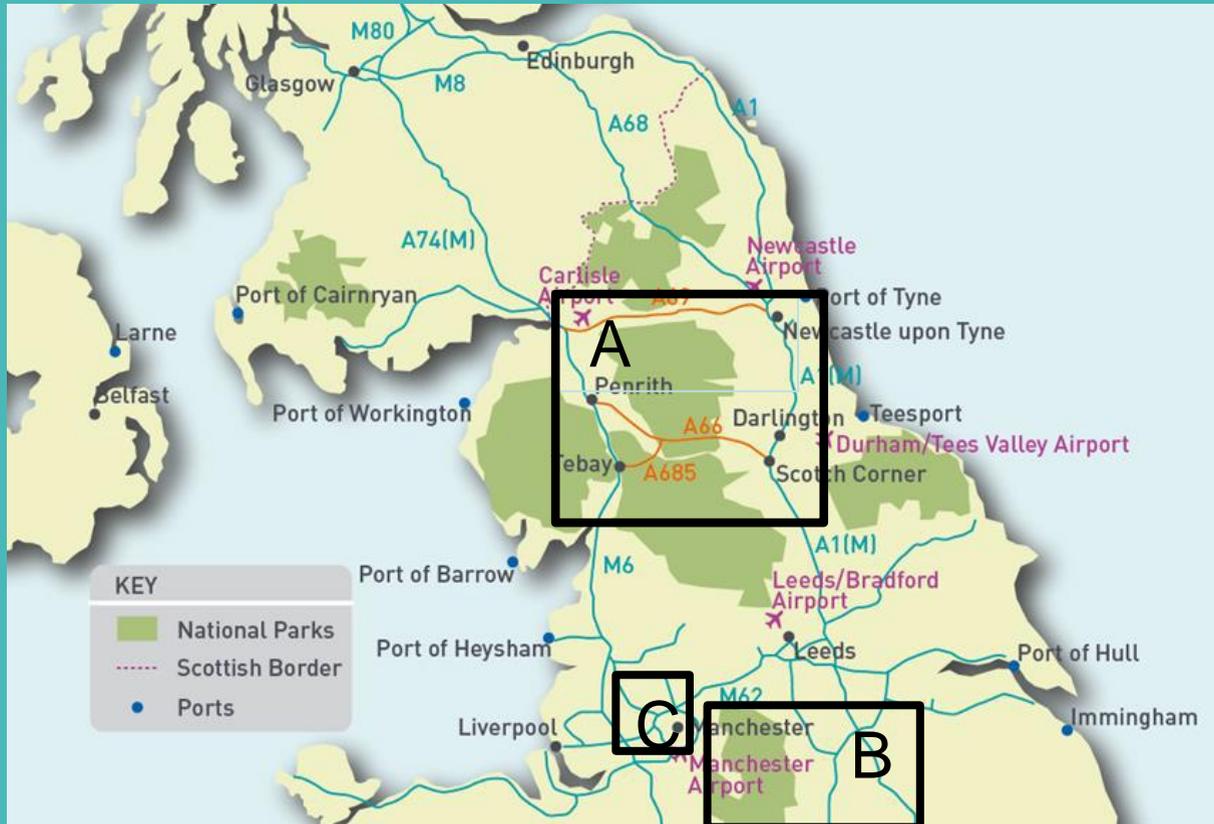
## B. Trans-Pennine Tunnel

Manchester to Sheffield

## C. Manchester North-West Quadrant (M60)

Junctions 8 to 18

# Strategic Location of Road of DfT Studies



# A. Northern Trans-Pennine Corridors



A66  
Scotch Corner to  
Penrith

A69  
Carlisle to Newcastle



# A. Northern Trans-Pennine (A66 and A69 corridors)

## Government Response (Autumn Statement 2016)

*“We have committed to dual-ling the A66 from the A1 to the M6, creating the first new dual carriageway across the Pennines since 1971”*

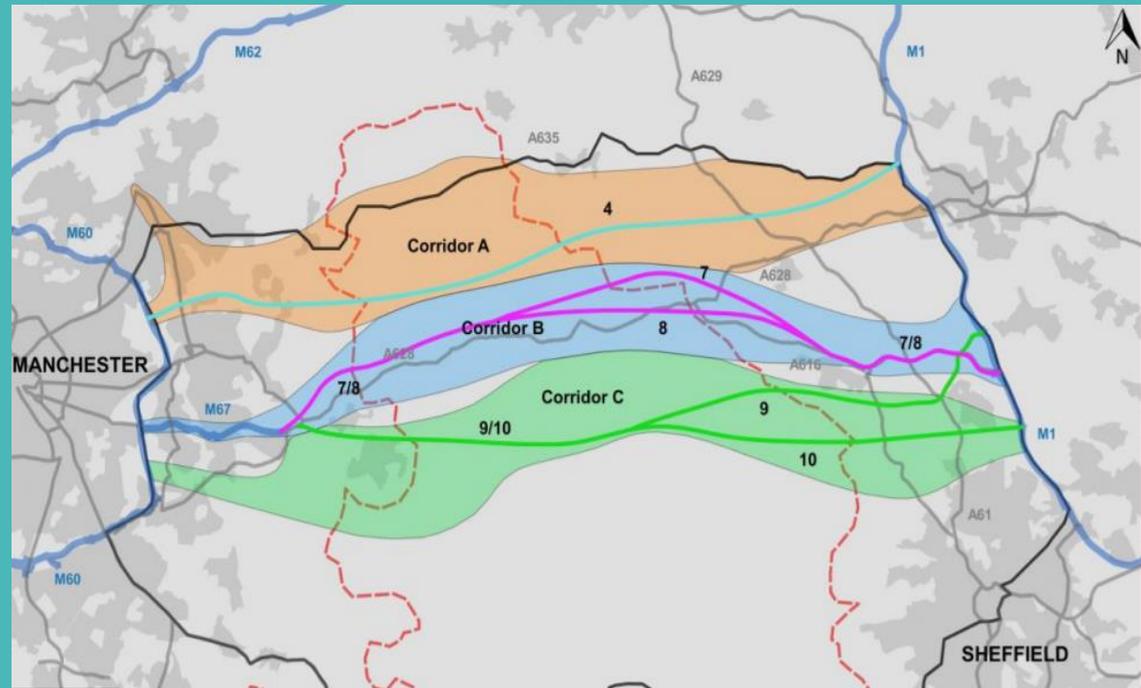
*“We are bringing forward junction improvements on the A69, which should be complete by 2020. This will mean that every roundabout on the A69 between Hexham and the A1 at Newcastle will be grade separated, allowing motorists a free-flowing journey”*

*“Further detailed appraisal work needed on interaction with other routes, such as the M62”*

# B. Trans-Pennine Tunnel

## Criteria

1. Meets project aims.
2. Is within study area
3. Does not involve a surface route in National park.



# B. Trans-Pennine Tunnel

## Government Response (Autumn Statement 2016)

*“The Trans-Pennine Tunnel study requires further analysis of user benefits in order to make a case for change”*

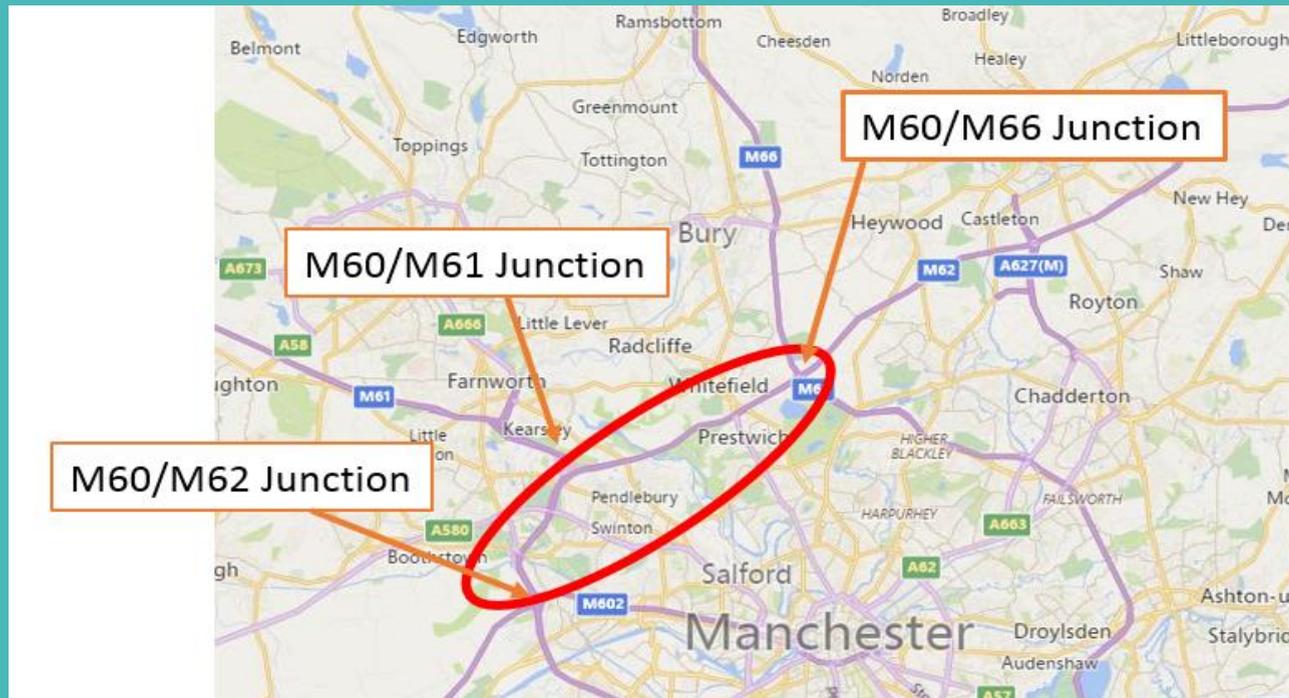
*“The tunnel options are too expensive”*

*The alternative solutions are to improve the existing A57 “Snake Pass” route in places and selective improvements on the A628 “Woodhead Pass” route.*

**To Note:** The average daily of vehicles travelling between South Yorkshire and Greater Manchester is 13,000 whilst 67,000 vehicles make the daily journey between West Yorkshire and Greater Manchester.

# C. M60 North West Quadrant Strategic Context

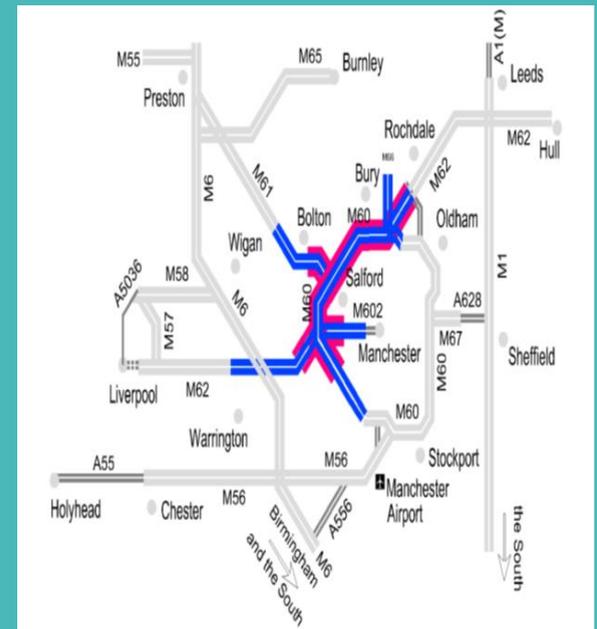
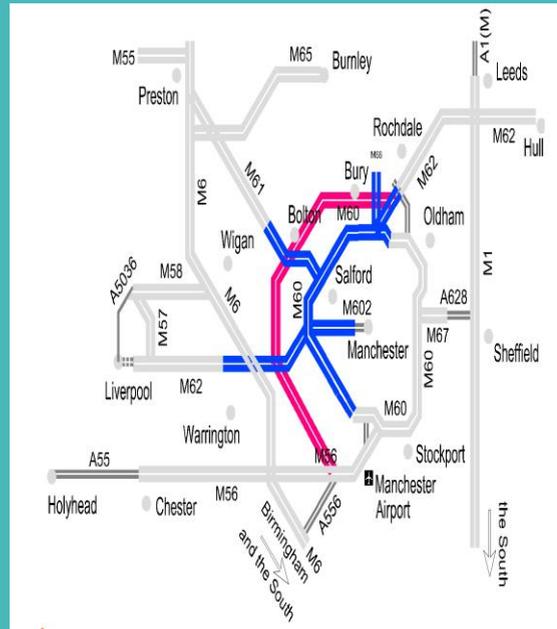
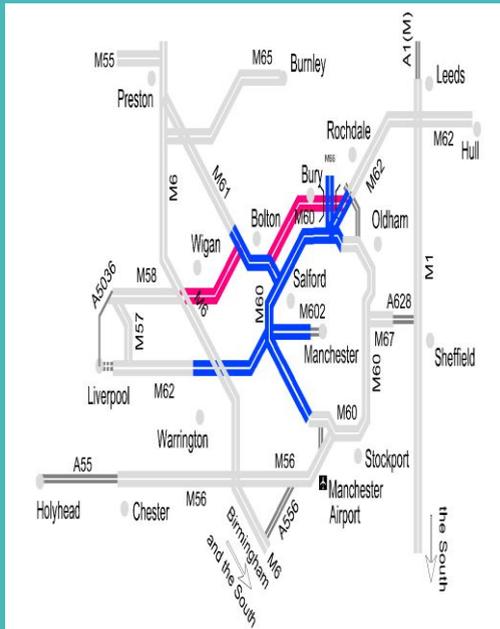
Network has insufficient capacity, poor journey time reliability, with average speeds as low as 15mph resulting in many vehicle hours delay.



# C. M60 North West Quadrant Options

Northern Corridor    Outer Orbital Corridor

Improvements to existing Corridor



Public Transport Option was dropped.

# Transport for the North



Expected to be granted Statutory Status by the Secretary of State by April 2018.

Strategic Transport Plan – 30 year plan outlines how transport connections across the North of England need to be transformed over the short, medium and long term to drive sustainable economic growth by 2050. Out for consultation.

<https://transportforthenorth.com/stp/>

Central Pennines - East-West looking at options for improving road, rail and waterborne capacity.

Yorkshire to Scotland – Options for improving road and rail capacity.

# Highways England



## **M62 / M606 Chain Bar - Delayed**

**Highways England Response** *“The M62 / M606 Chain Bar scheme will be reconsidered part of future road investment planning as it needs further development before it can demonstrate value for money”*

## **M62 Smart Motorway (Junction 20-25) - Start Date 2019 / 2020**

**Highways England Say** *“We are currently working up smart motorway design options that would meet the aims of this scheme”*

# Strategic Route Network



# Key Route Network (KRN) in West Yorkshire - Major Projects

## DfT roads hierarchy

- Strategic Road Network (SRN ) – Motorways / Trunk Roads
- Major Road Network (MRN ) – Strategic Local Authority Roads

## West Yorkshire roads hierarchy

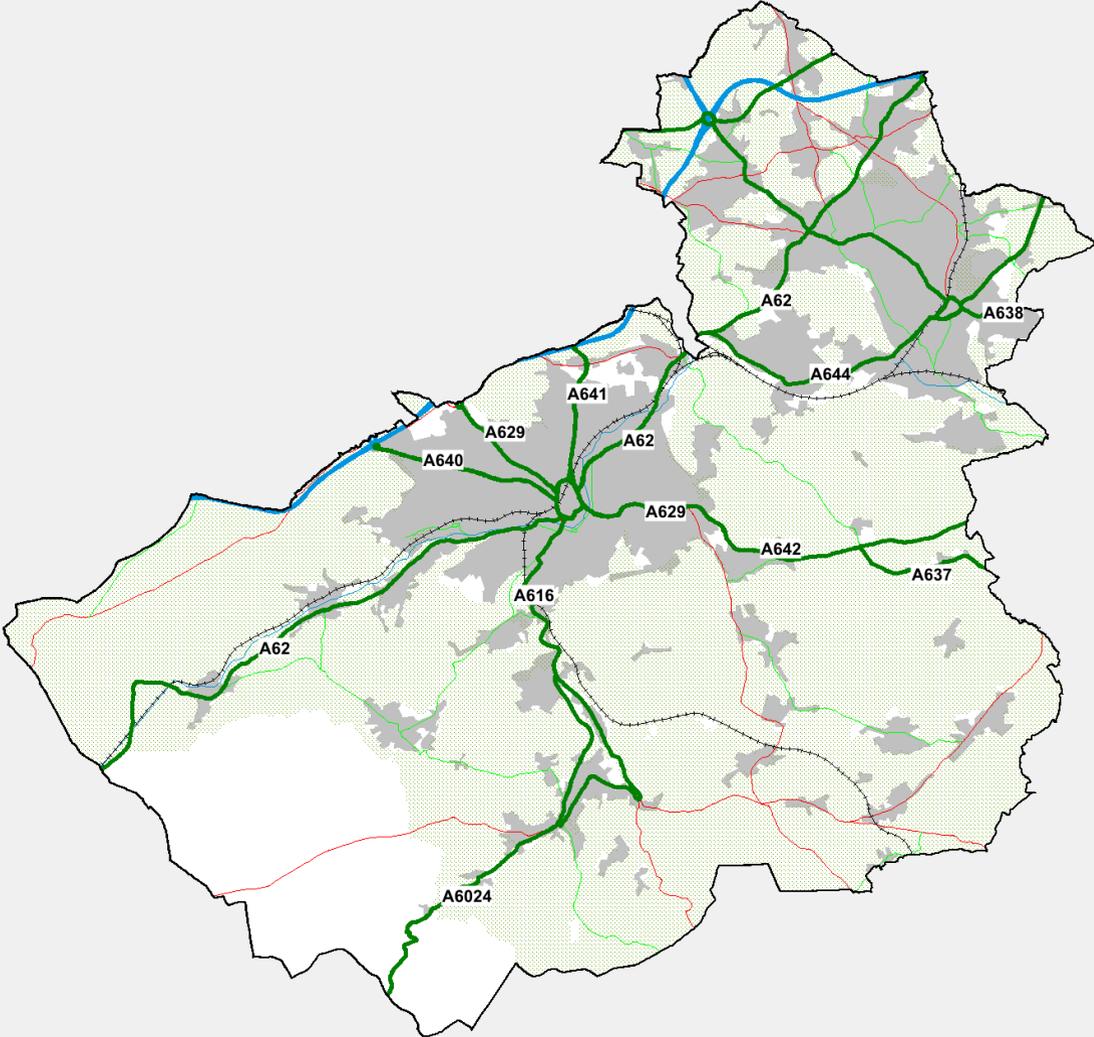
- WY Key Route Network (KRN ), local WY roads carrying > 20,000 vehicles / day.

The proposed major road network (MRN) would see a share of the annual National Road Fund, funded by VED, given to local authorities to improve or replace their most important A roads.

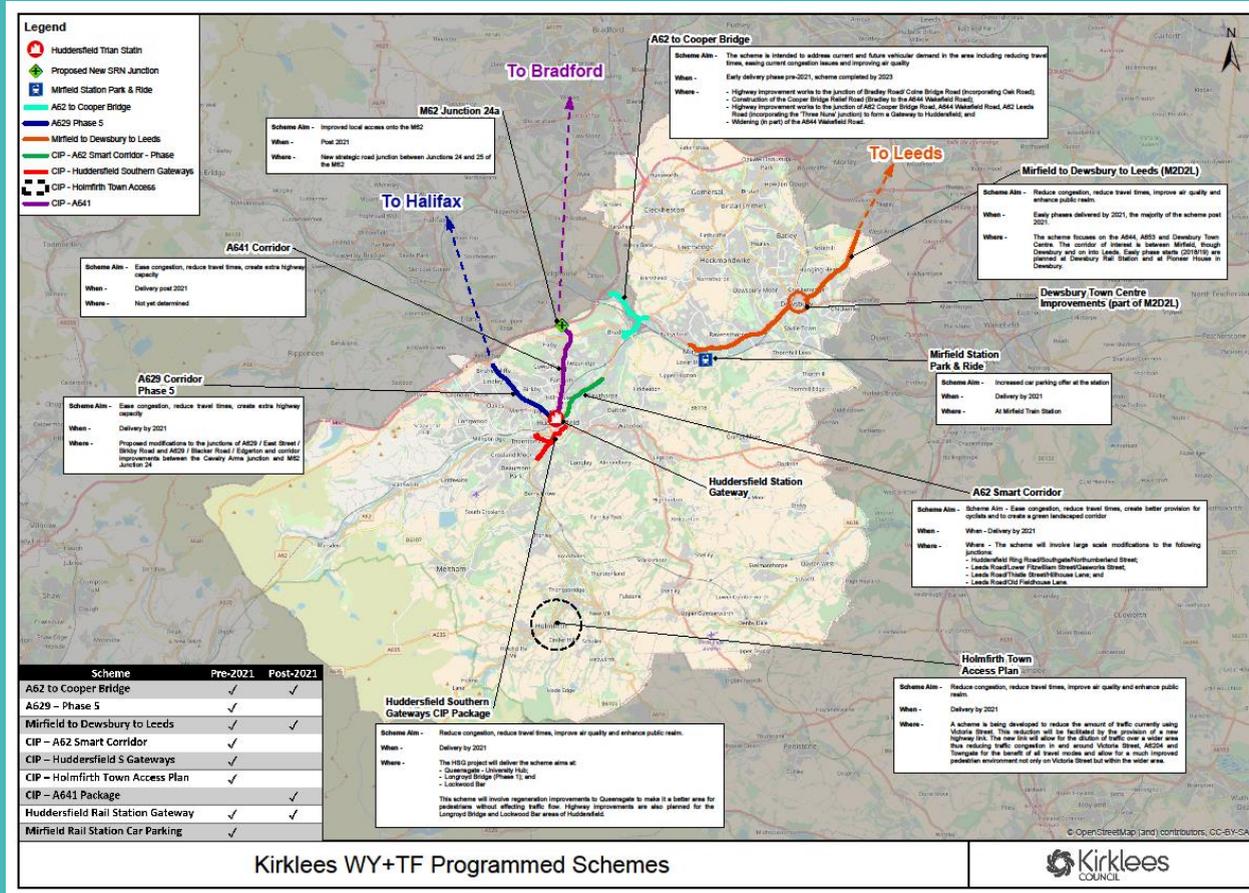
# Benefits of the WY KRN

- Greater journey time reliability for road users;
- Coordinating travel information, particularly to better deal with delay and disruption across the wider network;
- Common standards of maintenance, road space usage and traffic signal operation; and
- Facilitating development and economic growth through upgrades and additions to the network, including **WY+TF** Major Schemes

# Kirklees Key Route Network



# Major Schemes in WY+TF Programme



# WY KRN and Major Projects

