

Scrutiny Committee 4th November 2021



Major Roads – Transport for the North's role

- To provide statutory advice to Government on future transport investment, including on the Major Road Network.
- To work in partnership with National Highways, local transport & highway authorities and other key stakeholders, developing and maintaining a robust evidence base, agreeing priorities and setting out recommendations for investment in the Major Road Network.
- To support innovation and promote measures improving outcomes for road users and communities impacted by Major Roads. For example TfN's work on supporting Local Authorities in developing plans for the roll out of EV Charging Infrastructure, and TfN research into transport related social exclusion.
- To promote the efficient movement of freight, including improved access to key international gateways, distribution centres and multi – modal freight hubs.
- To take a holistic whole network approach and make recommendations on how Major Roads integrate with local transport networks and the strategic rail network.

Key Messages

97%

of all personal journeys are made using our highways, amounting to 88% of distance travelled:

- 61% car and taxi
- 26% pedestrian
- 9% bus
- 2% cycle



Two-thirds of freight kilometres are on the SRN.



There are 8 million registered cars in the North and 126 billion vehicle kilometres travelled per year.

88%

of freight movements are by road

2%

of roads (by length) in the North are managed by National Highways and classed as part of the Strategic Road Network (SRN).



There are substantial differences in travel behaviours across income and age groups. On average, higher earners and those aged 30-60 travel further, have greater access to employment and services, and through their travel generate higher carbon emissions



Commuting and business trips account for around one-third of carbon emissions from cars, with trips for shopping, leisure and other purposes making up two-thirds of car-based emissions.



In the North, more than 95% of the 26 million tonnes of transport-related carbon emissions per year are from road transport.



On average, rural residents drive more than twice as far per year as people living in urban areas and are more dependent on private transport to access jobs, education, and other essential services.



Just under 90% of car trips are under 10 kilometres; there should be significant potential to switch a proportion of these to less polluting travel modes.



However, the 37% of car trips over 10 kilometres generate 54% of car emissions, so adoption of zero emission vehicles is a critical element in the strategy to reduce transport-related emissions.



More than two-thirds of all vehicle kilometres are on Local Authority roads.

Major Roads - Key outcomes we want to see

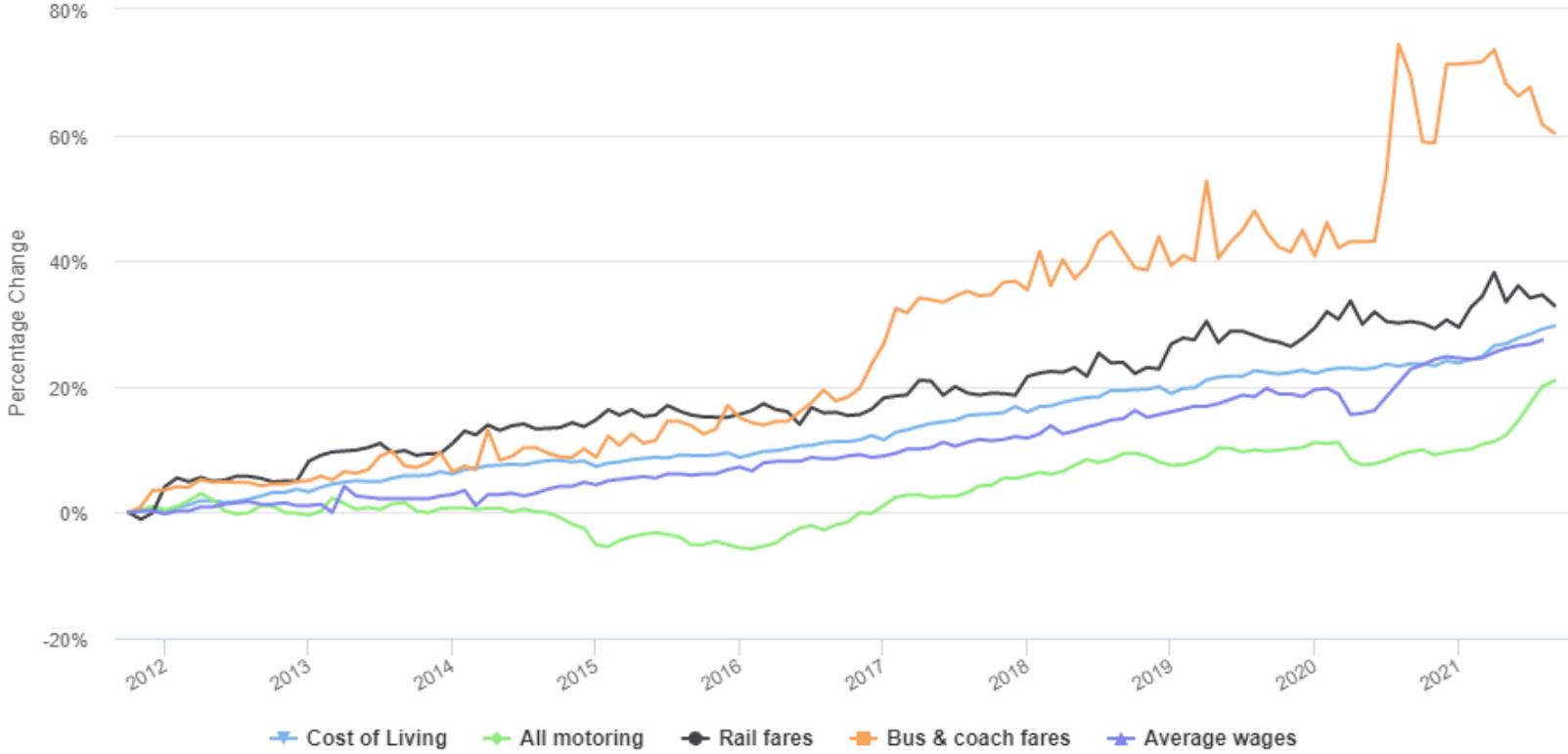
- Improved journey time reliability
- Better network efficiency – movement of people and goods
- Greater resilience to unplanned incidents e.g. severe weather events
- Better customer experience
- Decarbonisation of road transport – at scale and pace needed to support net zero targets
- Improved air quality & reduced noise pollution
- Reductions in road traffic collisions and casualties
- Facilities to support active travel, particularly where integrated with local cycle / pedestrian networks

Major Roads - challenges / opportunities

- Ongoing growth in road traffic (traffic now back to pre-pandemic levels)
- Relative cost of motoring in comparison to the motorised transport modes
- Need for rapid adoption of zero emission vehicles and reductions in vehicle miles driven
- Cost of congestion and risk we see more congestion if traffic grows, particularly as once purchased or leased EV's are currently much cheaper to drive per mile
- The inequality that comes with high levels of car ownership and usage. The poorest people in our society are much less likely to own cars but are more exposed to the associated problems, such as air pollution; and for those who do own cars, those with less money spend a significantly higher proportion of their income on using them
- Need to prepare for a massive fall in tax revenue from fuel duty (estimated to be around £30Bn) and ensure that future motoring taxes are equitable.

Cost of travel changes

Change in the cost of travel in the last 10 years
Motoring costs, bus rail and coach fares, wages and the cost of living



RAC Foundation (Source: ONS)

Source – RAC Foundation



Roads in the North - Carbon emissions

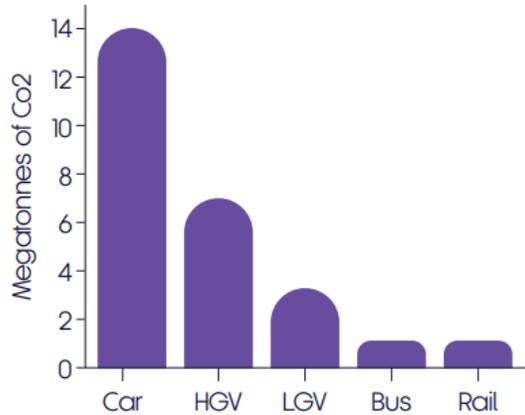


26 million tones of CO2



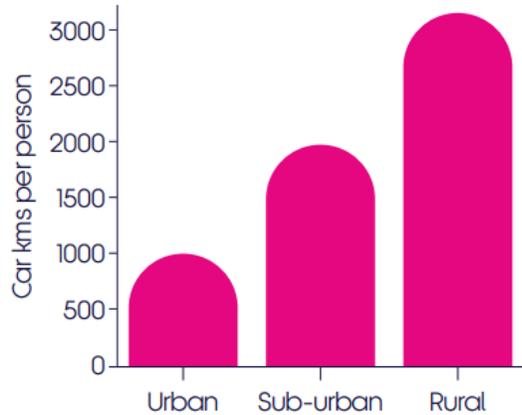
126 billion vehicle kms

Total megatonnes of CO2 by mode

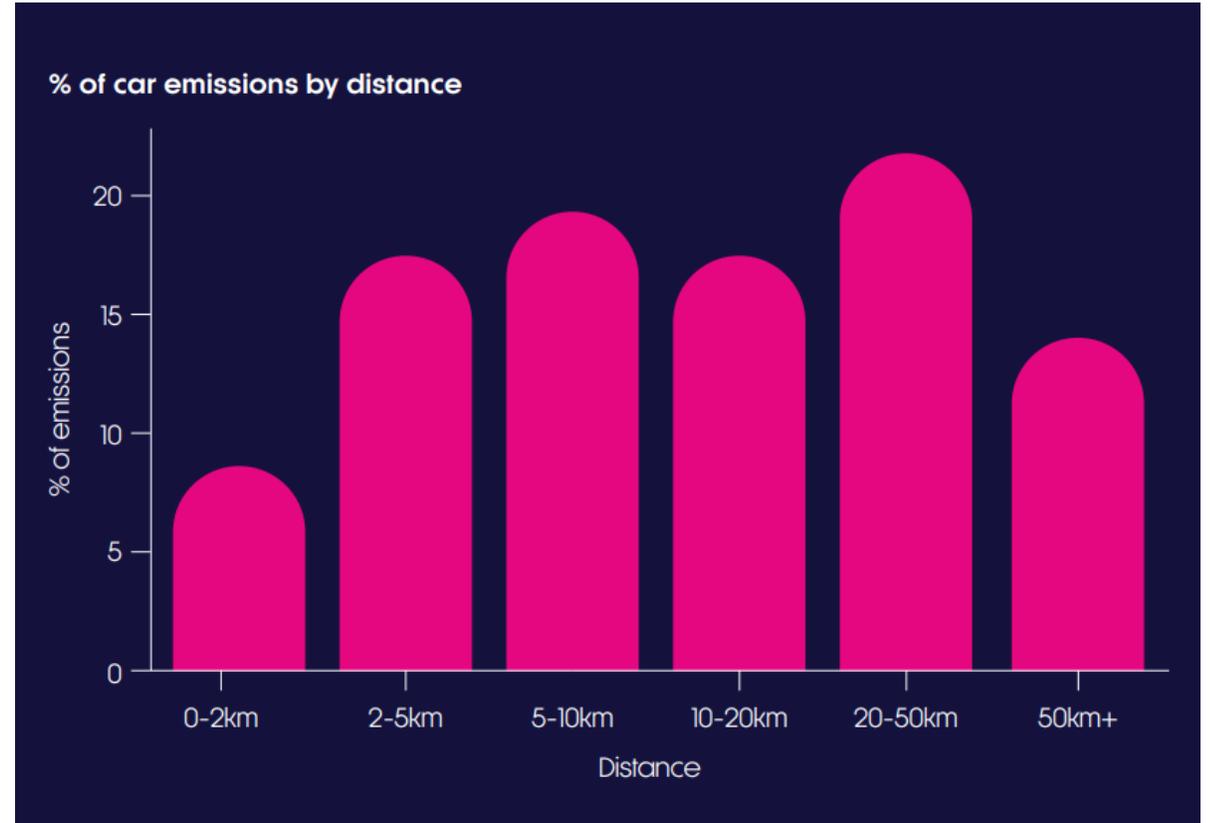


→ 6% of total UK emissions
→ 23% of UK road emissions

Car kms per person by area type



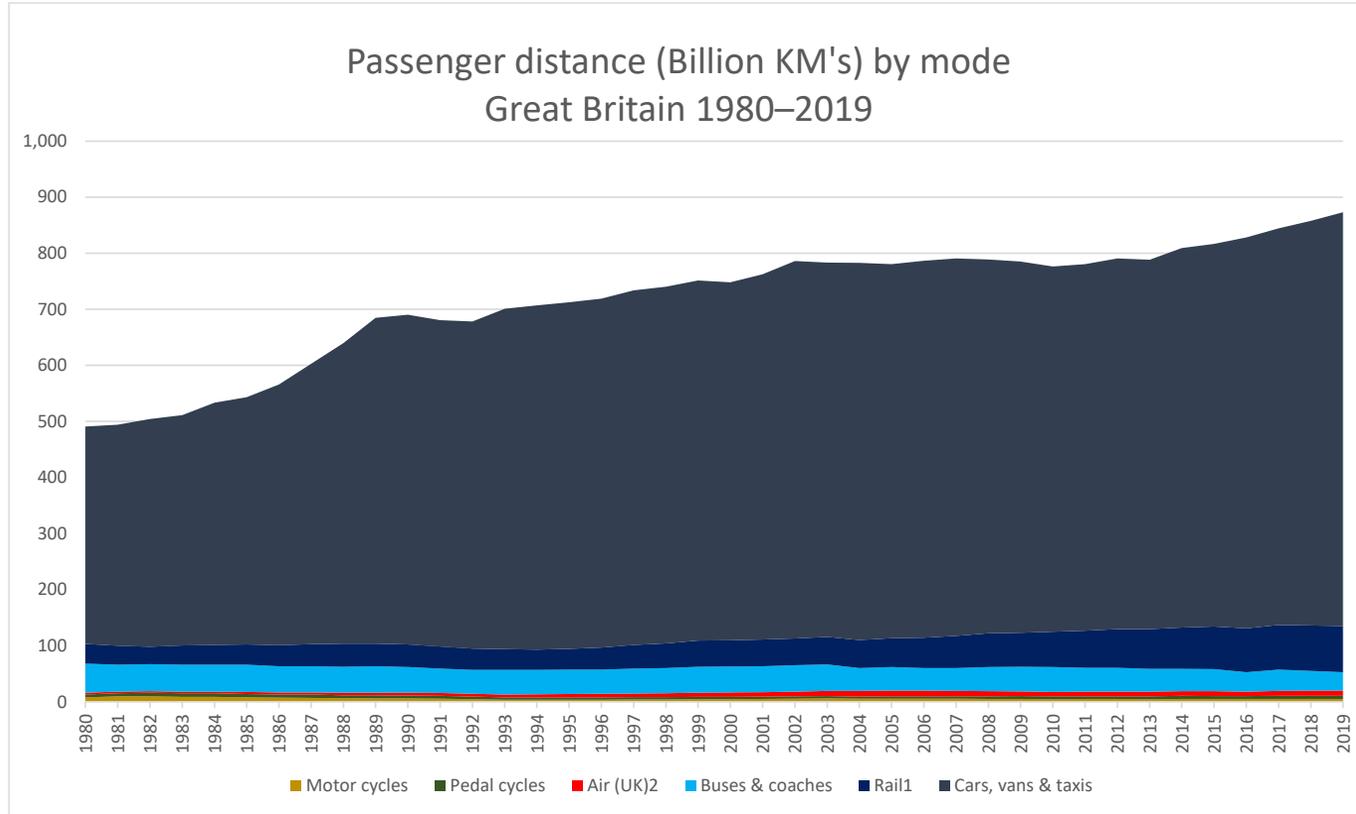
→ 23% of vehicles kms in the UK
(Cars, LGVs, HGVs)



Around 3% of trips do 30% of mileage
Leisure trips approx. 40% of distance, commuting just 20%

Sources – TfN Decarbonisation Strategy 2021 & CREDS (Centre for Research in Energy Demand Solutions 2020)

Passenger distance travelled



**90%
growth**

1980-2019

Cost of congestion calculated as £59.5 billion per year, or 13p per KM driven

Source of chart: Department for Transport Statistics,
Modal comparisons, Table TSGB0101, Passenger transport by mode
Source Department for Transport, TAG Data Book, July 2021

Purpose of the Major Roads Report (MRR)

- To set out why Major Roads are important and will continue to be so in the future.
- To update TfN's previous Major Roads Report, published in 2018, drawing upon TfN's Strategic Transport Plan, Northern Transport Charter ambitions and TfN's more recent work on Future Travel Scenarios, the Transport Decarbonisation Strategy and Freight Strategy.
- To support TfN in the statutory requirement to advise Government on transport priorities for the North of England, this includes priorities for investment in the road network.
- The MRR will be used as an evidence base for TfN engagement with Department for Transport and National Highways

Questions ?