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M6 to A1(m) Central Pennines Strategic Highway Improvement Study

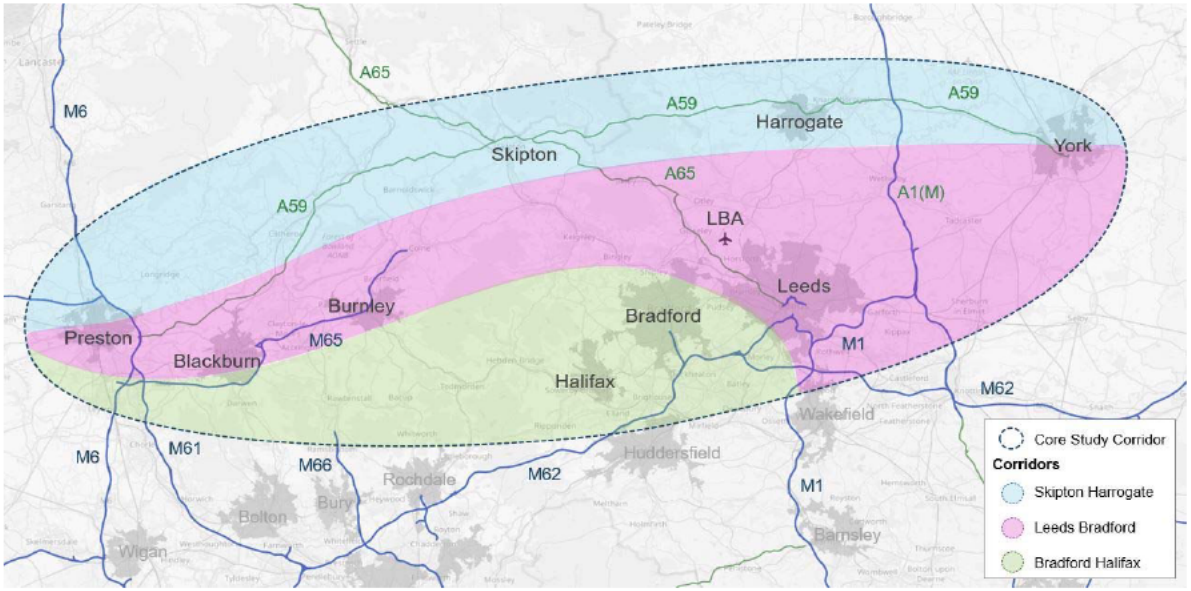
Study Findings

DRAFT

Study Background & Objectives

- **Background**
- Currently **no complete dual carriageway** Trans- Pennine routes between East & West of England (except the M62).
- Northern Economy **heavily dependent** on the **M62** for strategic East- West connectivity.
- Delays & Congestion will continue to increase if nothing is done.
- Creates a gap in UK transport network- between the major North-South routes of the M6 and A1(M).
- Barrier to economic growth along this corridor.
- Currently: low capacity routes, such as **A59** or **A6068** are slow due to indirect routing with steep gradients and force longer slower journeys.
- M65 forms one of the **few high-quality strategic road links** into the Pennine region, However, it currently **ends at Colne** and onward movements into West Yorkshire are indirect and low in capacity, making it an uncompetitive route for east-west journeys.

- **Objectives**
- Improve journey time reliability, road safety and resilience of SRN along with improved access for NMUs and reduce severance for local communities.
- Minimise adverse environmental impacts and optimise opportunities to enhance the built and natural environment.



Lead Organisation

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Project Sponsors

Department for Transport

TRANSPORT FOR THE NORTH

Delivery Partners

Lancashire County Council

West Yorkshire Combined Authority

City of BRADFORD METROPOLITAN DISTRICT COUNCIL

Leeds CITY COUNCIL

North Yorkshire County Council

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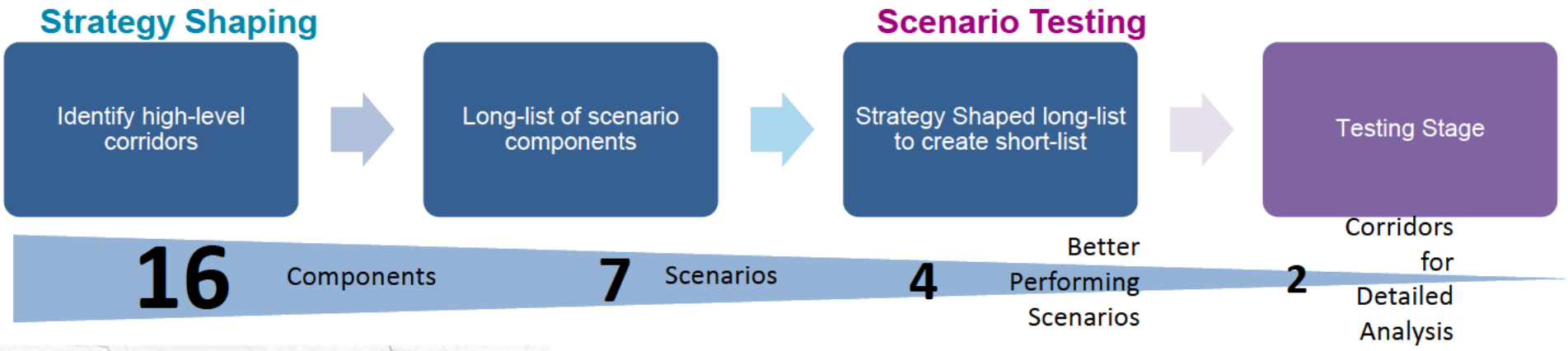
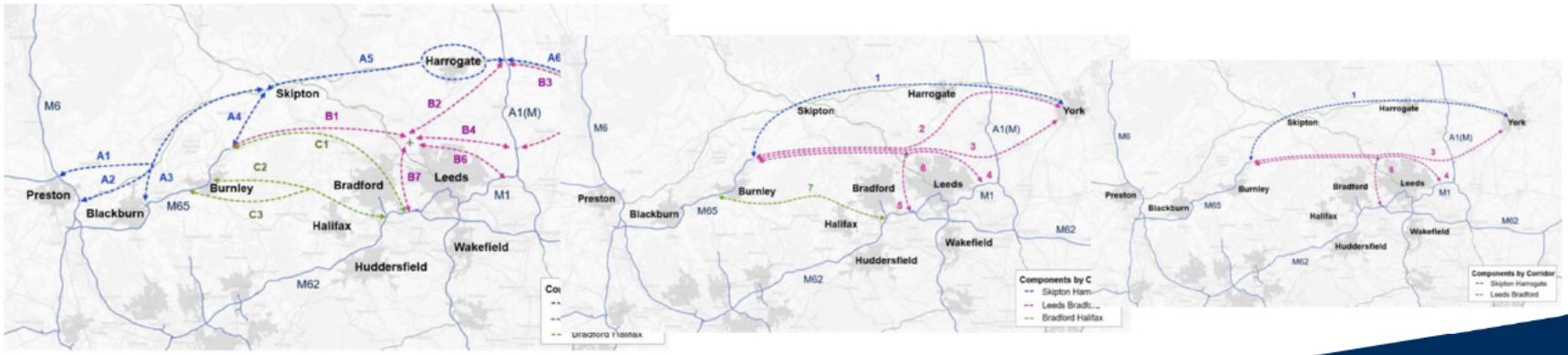
Study Progression

Current detailed anlaysis phase builds upon the strategy shaping process as follows:

- This strategy shaping exercise was undertaken to bring the components down to a manageable level prior to detailed analysis.
- The Study at PCF 0 looked at all potential links across the M6 to A1 corridor and then assessed these against the Studies objectives (16 components).
- This presented 7 scenarios that broadly met the Study objectives, following detailed transport and economic modelling 4 better performing scenarios were identified with 2 taken to the Testing Stage.





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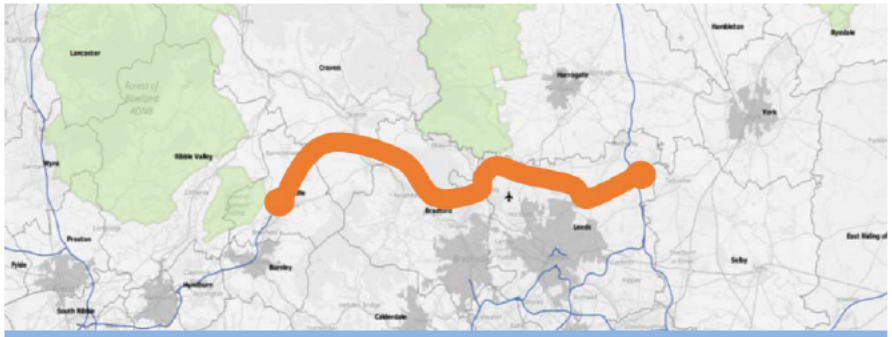
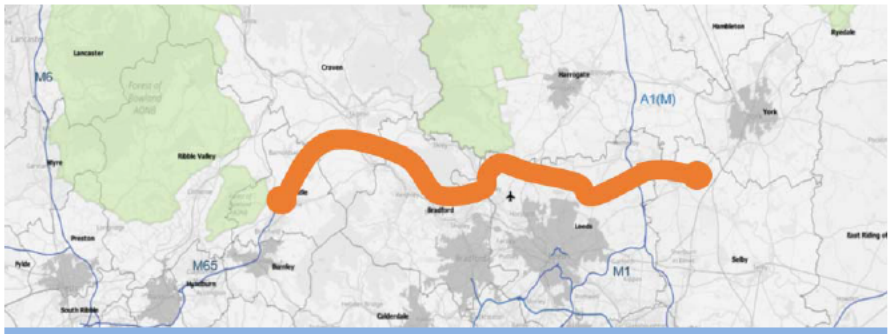
High Level Potential Routes and Indicative Costs



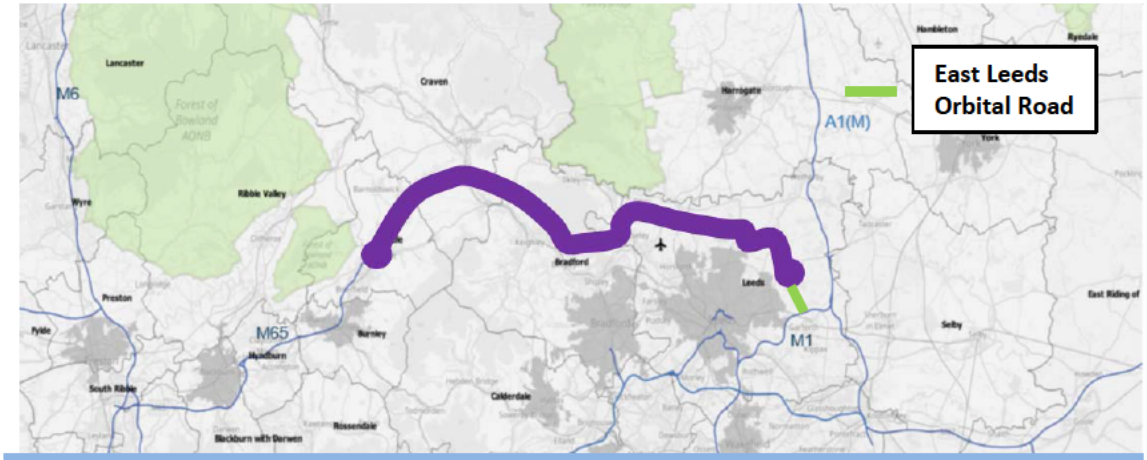
Orange Corridor Concept 1

- Corridor Distance – 49.7 miles (79.6km)
- Indicative Cost - £12.5bn (D2AP) £13.7bn (D2M)
  Opening Year 2041



Orange Corridor Concept 2

- Corridor Distance – 53 miles (85km)
- Indicative Cost - £13.7bn (D2AP) £15bn (D2M)
  Opening Year 2041



Purple Corridor Concept

- Corridor Distance – 44 miles (70km)
- Indicative Cost – £12.7bn(D2AP) £14bn (D2M)
  Opening Year 2041

Study Findings

- **Transport**
  - Significant time savings for E-W journeys e.g. Colne to Leeds (20 minute saving in the peak).
  - Relief to several lower standard routes in the study corridor (**Colne traffic drops by 70%**).
  - Limited transfer from M62.
  - Increased volumes on eastern end of M65 (up 25%).
- **Design / Costs**
  - The two corridors do offer significant journey time savings but very high construction costs and challenging terrain.
  - Significant topographical challenges and circa 50 miles of new corridor.
  - Large scale capital investment would be required (Indicative cost range for D2AP from £12.5bn to £13.7bn and for D2M £13.7bn to £15bn) (2016 price based outturn costs).
  - All of the options are extremely expensive and pass through environmentally and topographically challenging terrain.
  - The study work will need to ensure that proposals demonstrate value for money and are both deliverable and affordable from within the funding available.

Next Steps- summary document

- There is no commitment to construction at this early stage. There will be no decision on future work until the completion of this phase, which is expected to be in the autumn when DfT present the findings to Ministers.