

## **GREATER MANCHESTER COMBINED AUTHORITY**

Date: 27<sup>th</sup> November 2020

Subject: Greater Manchester Key Route Network Review

Report of: Andy Burnham, Mayor of Greater Manchester and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM.

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### **PURPOSE OF REPORT**

To review the current Greater Manchester (GM) Key Route Network (KRN) to ensure full alignment with the Department for Transport recently introduced Major Road Network (MRN).

### **RECOMMENDATIONS:**

The GMCA is requested to:

1. Agree the proposal to align the KRN with the MRN as published by the Department for Transport.
2. Approve the proposed additions to the KRN referenced in paragraph 3.5 and shown in Appendix 1, which will extend the KRN by 29.7km.

### **CONTACT OFFICERS:**

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Kevin Hargreaves	Key Route Network Manager	0161 244 1955
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BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

Mike Purcell

Key Route Network Asset Manager

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**Equalities Implications:** N/A at this stage.

**Climate Change Impact Assessment and Mitigation Measures – N/A**

**Risk Management:** There are no additional risk implications identified from this review.

**Legal Considerations:** N/A

**Financial Consequences – Revenue:** As TfGM are not directly responsible for the maintenance of the KRN, there will be no additional financial implications at this time.

There will be however an additional 29.7km of KRN network to steward and monitor. Procedures and processes are already in place for monitoring the current KRN, therefore the additional 29.7km (+4.7%) will be incorporated within KRN network management as BAU.

**Financial Consequences – Capital:** N/A

**Number of attachments to the report:** Appendix 1 indicating the additional KRN locations on a GM map.

Comments/recommendations from Overview & Scrutiny Committee

**BACKGROUND PAPERS:**

- 27 February 2015, Highways Reform – Proposed Key Route Network, report to GMCA.

<b>TRACKING/PROCESS</b>	
Does this report relate to a major strategic decision, as set out in the GMCA Constitution	No
<b>EXEMPTION FROM CALL IN</b>	
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?	No exemption
GM Transport Committee	Overview & Scrutiny Committee

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## 1. INTRODUCTION

- 1.1 The current KRN encompasses 626km of road network, equating to 7% of all local authority managed roads in Greater Manchester. Importantly, the KRN comprises 49% of all A and B roads but carries 63% of the traffic on these roads and 67% during the peaks. The KRN supports the critical mass of trips of high economic importance, including commuting, business and logistics movements.
- 1.2 The KRN has been developed to include the following;
- Highway links to key centres and strategic employment sites within and outside of the Greater Manchester boundary;
  - Bus priority corridors and high frequency bus routes;
  - All highway links serving the Strategic Road Network (SRN, also referred to as the motorway network); and
  - Manchester Ship Canal crossings.
- 1.3 The highway network is of varying standard and comprises both single and dual carriageway sections of road. For example, the A666 St Peter's Way in Bolton and the A580 East Lancashire Road are both high capacity dual carriageway roads carrying significant volumes of longer distance traffic. The majority of the KRN however is constructed to a lower standard, including sections of single carriageway road with one lane in each direction.
- 1.4 The network is to be reviewed at intervals in response to changes to the highway network and development patterns, with a full review at least every five years.

## 2 CASE FOR CHANGE

- 2.1 In December 2018 the DfT introduced a Major Road Network (MRN) following a Government consultation. The MRN forms a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network (motorways) and the rest of the local road network. The MRN will allow for dedicated funding from the National Roads Fund, historically limited for improvements to the SRN, to be used to improve this middle tier of the busy network. Due to the importance that the DfT have placed on these roads classified as MRN, it is now timely to review Greater Manchester's KRN to ensure that the two networks are aligned.
- 2.2 In GM the KRN is made up of mainly Primary roads which provide the strategic connectivity from the SRN to the local road network, and as such the GM KRN should, where not aligned with the MRN, be reviewed to reflect this strategic importance.

2.3 There are two options to consider:

- i To review the KRN to include the additional sections of the MRN where not currently aligned; and,
- ii To review the KRN with the GM Highway Authorities (HA's) across the GM region to consider all roads for inclusion or removal.

### **3 PROPOSAL**

3.1 Following discussion with the GM HA's and Transport for Greater Manchester's Transport Strategy and Network Management teams the decision was made to propose Option 1, to review the KRN and include the sections of the MRN that do not currently align.

3.2 As a result of this network review, 15 routes or sections of routes have been identified as MRN that do not align with the GM KRN.

3.3 Also to be included are new sections of the A49 in Wigan which are Westwood Way and a short section of Chapel Lane following completion of the A49 link road major highway scheme. This is a strategic link and is likely to be part of the MRN in the future following the next review by the DfT.

3.4 A short section of the A49 Warrington Rd in Wigan will now be removed from the KRN as this section has been replaced by the A49 Westwood way. Additionally, two routes in Stockport, Georges Road and Woodbine Crescent, will be also removed as they no longer comply with the KRN Criteria and are not defined as MRN. The removal has been agreed with Stockport highway officers.

3.5 The additional highway sections for inclusion in the GM KRN going forward are;

- A6104 Hollins Road / Hathershaw Lane, Oldham
- A576 Leicester Road, Salford
- A555 A6/MARR/Airport spur – Stockport
- A5145 Travis Brow Link, Stockport
- A560 Kingston Street, Stockport
- A626 Hall Street, Stockport
- A626 Offerton Lane, Stockport
- A626 Marple Road, Stockport
- A627 Offerton Road, Stockport
- A627 Torkington Road, Stockport
- A58 Gerard Street, Wigan
- A58 Bolton Road, Wigan
- A58 Lily Lane, Wigan
- A58 Warrington Road, Wigan

- A58 Liverpool Road, Wigan
- A49 Westwood Way, Wigan
- A49 Chapel Lane, Wigan

- 3.6 Overall the new length of the KRN in GM will increase by 29.7km to 655.7km accounting for the additional lengths of 31.5km and sections to be deleted of 1.8km. The changes to the KRN and the extent of the MRN are shown on the map provided in Appendix 1.
- 3.7 The routes highlighted for addition and removal have been reported to and endorsed by the GM Highway Group at a senior officer level.
- 3.8 Procedures and processes are already in place for monitoring the current KRN, therefore the additional 29.7km (+4.7%) will be incorporated within KRN network management as BAU.

#### **4 RECOMMENDATION**

- 4.1 The recommendations are set out at the front of the report.

**Eamonn Boylan**

**Chief Executive Officer, GMCA & TfGM**

## APPENDIX 1

### Greater Manchester Key Route Network Review 2020

KRN  
PRN  
MRN

