

2nd June 2016

Major Roads for the Future – David Quarmby

Purpose

For discussion and direction.

Summary

In autumn 2014 The Rees Jeffreys Road Fund commissioned a two-year Study on 'Major Roads for the Future' in England. This is an opportunity for the Board to contribute to and influence the study ahead of publication of the full report in October 2016.

Recommendations

Members are asked to:

1. Note the The Rees Jeffreys Road Fund proposals on the Manor Roads Network.
2. Highlight issues of concern and where there is a shared ambition from local government.
3. Endorse any further input by LGA officials to help shape the proposition.

Action

Any actions to be taken forward as directed by members.

Contact officer: Kamal Panchal
Position: Senior Adviser
Phone no: 0207 664 3174
Email: Kamal.panchal@local.gov.uk

Background

1. The Rees Jeffreys Road Fund provides support for education and research in transport; and helps fund projects that improve the roadside environment for motorists and other road users.
2. In autumn 2014 The Rees Jeffreys Road Fund commissioned a two-year Study on 'Major Roads for the Future' in England.
3. The Study is developing a long term vision – to 2040 – of the role and evolution of the major road network in England, taking account of a broad range of factors appropriate to the long-term timescale.
4. The Rees Jeffreys' trustees intend that the Study should inform and influence policy-making for this Parliament and for the longer term.
5. The Study is into its second full year; and is now starting to draw together its findings. A Core Proposition has been drawn up, which the authors, David Quarmbly and Phil Carey, will be briefing members at the Board meeting. This is an opportunity for the Board to contribute to and influence the study ahead of publication of the full report in October 2016.
6. A summary of their proposals, referred to as the Core Proposition, is attached below along with a map of the indicative network.

LGA policy

7. The following are established LGA policy positions which may help members in their consideration of the proposals.
8. The LGA has consistently highlighted the wide difference in Government funding between the SRN and local roads network. For example, HE have been given certainty to spend £5 billion over the next Parliament on maintenance of the SRN (which currently is 4,400 miles in length). Over the same period the Government will allocate £5 billion for approximately 180,000 miles of local roads. However, the actual amounts that a local authority may receive is uncertain as approximately 20% of funding is top-sliced and dependent on further Government decisions.
9. The annual Alarm survey of local road conditions has identified £12 billion backlog in roads maintenance. The LGA has called for fairer and full certainty of funding to help councils tackle the backlog.
10. The LGA has welcomed the introduction of Sub-National Transport Bodies (STBs). These enable a bottom-up approach for councils and LEP areas to come together at a sub-national level to help influence and shape strategic investment in both local and national transport infrastructure. Transport for the North is looking to become the first STB, expected to be 2017. Midlands Connect and England's Economic Heartland are also seeking STB status.

11. In the interests of supporting local growth recent devo deals have included an agreement for the establishment of a Key Route Network which will be managed by the Combined Authority under a unified management arrangement. This should present opportunities to strengthen the case for highways investment and gain more influence over Highways England's operations and spending priorities on the SRN.