



TRUNK ROADS, ENGLAND
INTO THE 1990s



ROADS FOR PROSPERITY

Presented to Parliament by the Secretary of State for Transport by Command of Her Majesty May 1989



THE DEPARTMENT
OF TRANSPORT

Cm 693

Going backwards the new roads programme

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Foreword



Steven Norris

In 1989, the Conservative Government published the White Paper Roads for Prosperity. At its core were a series of bold

assertions about the transport needs of the country. More roads were good; good for the economy, good for communities and even good for the environment. New road building was a necessity, and Roads for Prosperity promised to deliver them in spades.

The reality did not turn out like that. I was appointed Minister for Transport in 1992 and saw first-hand the difficulty in implementing the Roads for Prosperity programme. Such was the opposition and the cost, three quarters of the plans never got off the drawing board.

So why is road building making a come-back? First, the fragile state of the economy offers fertile ground for anything that looks like bold action. Second, many of the new roads proposals are being advanced by local authorities. They are under pressure to address not just economic inertia, but congested roads and housing shortages. More roads look like the obvious solution.

Experience tells us clearly that a massive programme of road building won't solve these problems. That is not to argue we should do nothing. Investing in effective, affordable and easy to use public transport is part of the solution. So is planning new developments so that they do not rely on cars. Most of all, now is the time for brave and creative decision-making, not a return to the past.

Rebecca Lush Blum



It's now 20 years since I chained myself to a digger trying to stop the M3 motorway being bulldozed through Twyford Down near where I grew up in Hampshire. The incendiary protests there led not only to six of us being imprisoned for breaking a court order, but sparked similar protests across the country and lit the fuse for the modern environmental direct action protest movement. The 1990s road building programme spectacularly backfired on the Government.

The campaign against road building was successful for simple reasons. It was won by a combination of hard campaigning work by local groups, breath-taking direct action which kept things in the media spotlight, and high level lobbying that ensured decision-makers felt the pressure. Crucial too were a series of academic and Government-commissioned reports backing our arguments, which concluded that building more roads simply generates more traffic, and often harms, rather than helps, the economy.

The current Government seems intent on forgetting everything that has been learnt about road building and its impacts. This research identifies nearly 200 roads with a combined budget conservatively put at £30bn. With more proposals still being announced, this represents the first concerted attempt at road building for 20 years. Among them are many roads abandoned in the 1990s.

Local campaigns are springing up all over the country to fight these destructive plans and remind the Government that road building does not work. I'm sure people power will defeat these plans once more.

What is happening?

The new fashion for road building

The Prime Minister, Chancellor and now the new Secretary of State for Transport are all promoting road building as a priority for the Government.^{1,2,3}

New funds are being sought from private investors, and new Local Transport Boards are being created with business groups in the driving seat, which are already starting to promote large projects for widening or building roads in the next decade.

We have looked at planned projects by Government, the Highways Agency, Local Enterprise Partnerships and local authorities, as well as recent grants made by the Regional Growth Fund. Our findings are set out in this report, and in more detail on our website, which will be updated as more roads are proposed by these bodies.

The roads

So far, we have identified 191 road projects across England and Wales. The projects include the building of 76 bypasses, 56 widened roads, 48 link roads, 12 ring roads and 9 bridges and tunnels.

A total length of 1,244 km (772 miles) of new or widened road is proposed, and the projects have an estimated total cost of over £30 billion. The average cost per metre of these projects is £24,650.

The English regions and Wales vary widely in the number and extent of new road building planned. The East of England is planning the most - at 322 km - and London the least - at 10 km. We have found 42 projects that are more or less direct revivals from the 1990s 'Roads for Prosperity' programme.

Region/Country	Number of projects	Total length of new or widened capacity	Cost estimate
East of England	33	322 km	£10.7 billion
East Midlands	22	116 km	£1.4 billion
London	3	10 km	£1.2 billion
North East	6	42 km	£0.9 billion
North West	28	160 km	£2.9 billion
South East	27	160 km	£4.3 billion
South West	26	175 km	£3.6 billion
West Midlands	18	84 km	£1.9 billion
Yorkshire and the Humber	17	81 km	£1.3 billion
Wales	11	94 km	£2.3 billion
TOTAL	191	1,244 km	£30.3 billion

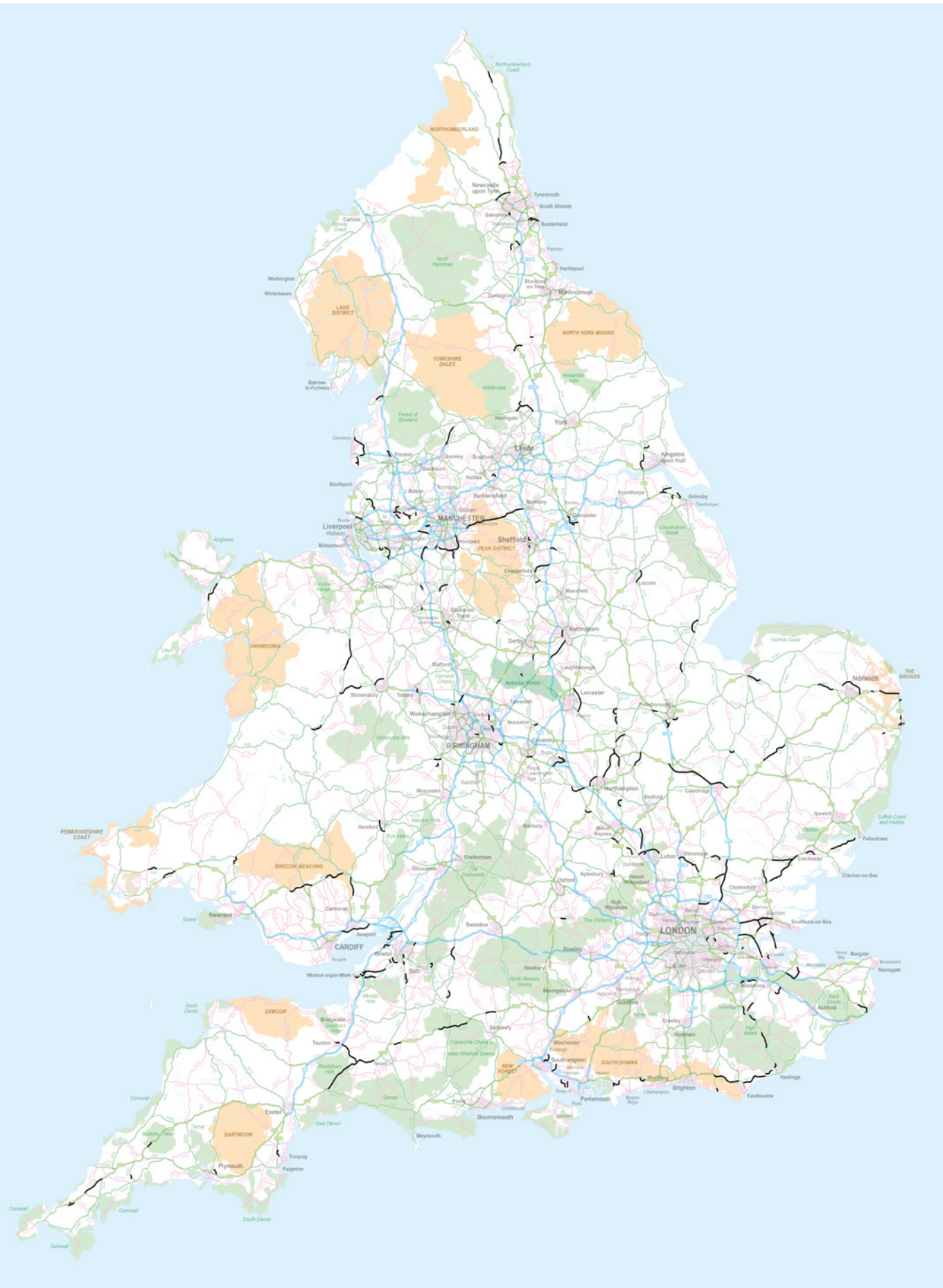
The impact

The consequences of such a large programme of road building would be severe. Cumulatively, it would do little to reduce congestion. New roads generate new journeys and increase traffic pressure on the surrounding local network. Increased reliance on the car means localised pollution, increased carbon emissions and other problems, such as safety.

Many of the roads would affect areas protected for conservation, landscape and heritage reasons. This includes three National Parks, the National Wetland of the Norfolk Broads and at least seven Areas of Outstanding Natural Beauty (AONBs). The historic setting of several World Heritage Sites is under threat.

The roads would have extensive effects on agricultural land and the green belt. This would come not just from the roads themselves, but also from associated development.

More details of these impacts are given in the next section and alongside the regional maps.



Base map Ordnance Survey MiniScale®
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Going backwards?

Since late 2011, ministers have talked repeatedly about expanding the capacity of the UK's road network.^{1,2,3}

This has coincided with a move away from a centralised process of bidding and assessment for project funding. With the advent of Local Transport Boards, led by unelected Local Enterprise Partnerships (LEPs) alongside local councils,⁴ numerous local projects for bypasses and ring roads are being revived.

The Prime Minister has also encouraged local councils to press for central Government funding for larger projects. He reportedly told a private meeting of council leaders that there will be new money for roads after 2015 'for those who shout the loudest'.⁵ Groups of local councils are already lobbying hard for extensive widening of trunk roads - see our case study in the South West region.

A range of mechanisms have been put forward to pay for this. In addition to public spending, these centre on attracting private investment, repaid either through tolls, PFI-style 'shadow toll' schemes using future tax revenues or by hypothecating Vehicle Excise Duty to fund a privatised Highways Agency.⁶

More to come

The 191 roads so far identified are likely to be the tip of the iceberg. Local Transport Boards (LTBs) have yet to be formed officially, and only a handful of LEPs have published their plans for infrastructure. Of those that have, the focus has very much been on roads.

Roads that gain funding could also move on to construction more easily than in the past. A number of recent changes to planning rules, including a 'streamlined' process for proposals deemed to be Nationally Significant Infrastructure Projects, could see many of these schemes approved under less stringent regulations and with less local democratic scrutiny.⁷

1989

"... the main way in which to deal with growing and forecast inter-urban road congestion is by widening existing roads and building new roads in a greatly expanded road programme.

The scale of the problem is such that it can be relieved only by a step-change in both the size and the composition of the programme"

Roads for Prosperity White Paper⁸

"The Government wishes to harness the skills and efficiency of the private sector to the maximum extent in the provision of roads. The Government will be ready to consider proposals for the private finance of the schemes listed in this White Paper where this would offer improved value for money and would welcome proposals for other private sector road schemes."

Roads for Prosperity White Paper

2012

"Let's face it, we've underinvested as a country for years. There's too much congestion. Not enough new schemes. It's madness and we are going to sort it out."

Patrick McLaughlin
Secretary of State for Transport³

"We need to look urgently at the options for getting large-scale private investment into the national roads network; from sovereign wealth funds, from pension funds, from other investors. That is why I've asked the Department for Transport and the Treasury to carry out a feasibility study of new ownership and financing models for the national roads system."

David Cameron
Prime Minister²

Assessing the threat

Our methodology

The data set out in this report and our online map show the stated ambitions of the Government, local authorities and LEPs over the next 10 to 14 years. This represents a conservative estimate of the extent and impact of road building plans that might eventually appear.

The project will remain a work in progress, as the majority of LEPs have not yet released infrastructure plans, and LTBs are not expected to have published their prioritised lists of projects until 2013.

1. Selecting projects

Local transport plans and spatial planning documents are the first step in securing funding and planning approval for most road projects outside the trunk road network.

We began this work with an assessment of local plans to identify which projects were most likely to be revived and promoted first. Most local transport plans run up to 2026. However, the renewed impetus behind road building means projects may be accelerated if new funding streams are found.

Motorway and trunk road building and widening is controlled and carried out by the Highways Agency, and we have also included projects that involve significant new capacity from the Agency's 'planned' programme in the tables.

There is also evidence that local authorities, LEPs and business groups are lobbying the Highways Agency and central Government for increased spending on roads. This includes the revival of previously abandoned trunk road projects (for example, widening of the A1 north of Newcastle and the A303 and A30 in the South West region). We have included these projects in the data where appropriate.

2. Estimating the length of new roads

For projects close to planning or funding consent, or where an abandoned proposal had previously reached an advanced stage, detailed route maps and length data were available.

Where this was not the case, we have used details of a road corridor, or the short descriptions available in local plans and lists, to estimate the length of the projects using mapping tools.

3. Estimating the cost

For some projects, recent business cases were available publicly (this was true for all the local authority roads in the recent Department for Transport 'Development Pool' of major schemes, for example).

Where a less recent cost estimate was available from a previous attempt to build a road, we have used this, despite the likelihood that project costs will have increased in the intervening period.

Where no cost data was available at all, we have used all roads for which cost data was available to find an average 'cost per metre' and then multiplied this figure (£24,650 per metre) by the estimated length to make a broad cost estimate for each scheme and the programme as a whole.

Given the age of some of the cost figures that went towards this average, we are likely to have made an underestimate of the overall cost, particularly as overruns are common. In 2011, Campaign for Better Transport collected figures on 19 completed bypasses and found an average increase in cost from initial business plan to completion of 75%.⁹

The impact

We know that building more roads is not the best way to solve our transport problems. There is plenty of evidence to show the damage roads cause in transport, accessibility and environmental terms. We have summarised below the case against new roads, and further reading suggestions can be found in the 'More information' section on page 30.

What we might lose

Green Belt and agricultural land

The primary purpose of the Green Belt is to prevent unsustainable urban sprawl. Road building plans often run counter to this and, indeed, many schemes intend specifically to open up land for development.

The National Planning Policy Framework also values Green Belt for providing access to the countryside, enhancing landscapes, conserving the natural environment, and retaining agricultural land. New roads tend to conflict with all these interests.

Environment and habitats

An initial assessment has been carried out by the Wildlife Trusts for a selection of the road schemes, and this has found that, in addition to proposals within four National Parks (including the Norfolk Broads National Wetland), and seven Areas of Outstanding Natural Beauty (AONBs), there are potential impacts on at least:

- 39 Sites of Special Scientific Interest (SSSIs)
- 3 National Nature Reserves
- 54 Ancient Woods and
- 234 Local Wildlife Sites

Some of the roads will affect fragile and important areas that have been protected for multiple reasons.

For example, the M4 Relief Road in south Wales would affect the Gwent Levels group of SSSIs and



The disused railway through the Peak District - now mooted as the route of a new motorway-grade road

the internationally protected Severn Estuary, which includes many locally protected habitats.

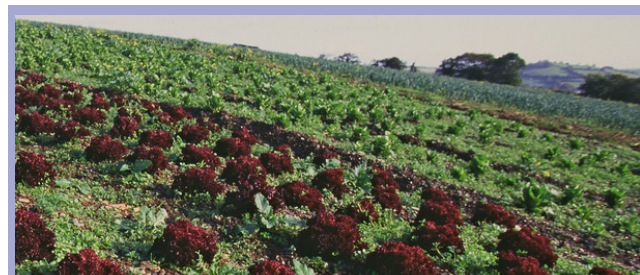
Progress on climate change

The UK has a unique Climate Change Act (CCA) that should be a strong influence away from high carbon policies like road building.

In 2012, the Committee on Climate Change made recommendations to local government that highlighted transport as one of three key areas (along with buildings and waste) where local authorities have "significant scope to influence emissions".¹⁰ At a national and local level, a proliferation of car-based developments and new roads would achieve the opposite of the aims of the CCA.

Heritage and landscape

New roads can cut through historic sites and affect landscape settings and the sense of place. World Heritage Sites, AONBs and National Parks all need to be protected from unnecessary visual and noise intrusion.



Thousands of hectares of agricultural land is threatened

Transport and planning problems

Benefits of new roads are elusive

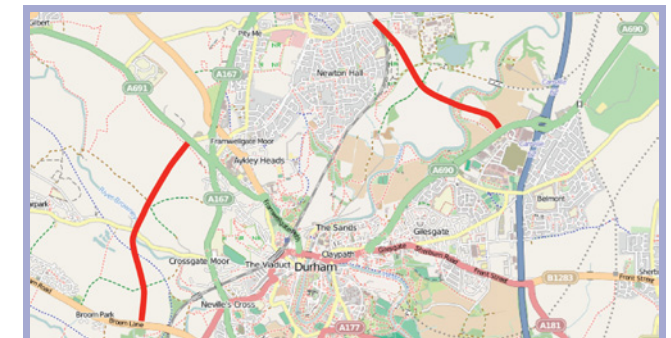
Evaluation of local road schemes is rarely carried out in detail, but the Highways Agency reviews its trunk road schemes one year and five years after opening to assess if the predicted benefits have occurred.

We looked at these reviews for four Highways Agency bypass projects in 2010 and found that:¹¹

- The amount of traffic generated by the new roads was much higher than background traffic growth, and higher than predicted. Nearby local roads suffered up to 137% more traffic after the bypasses opened, and reductions on the roads intended to be 'relieved' were less than expected.
- Where there were reductions in traffic levels on the 'relieved' roads, some residents now experienced problems with speeding drivers.
- Negative local economic impacts were reported. Shopkeepers in Polegate on the A27 asked for signs to encourage people not to use the bypass because of the loss of trade.
- Two of the projects simply moved the congestion hotspot along the road to the next town, reducing the predicted time savings.
- On routes which did experience reduced traffic, walking and cycling did not improve.
- Read the full report here:
<http://www.bettertransport.org.uk/system/files/HA-billion-pound-gamble.pdf>

Roads lead to sprawl and poor town planning

Many of the link roads, bypasses and new sections of ring road on our maps are associated with specific new out-of-town developments or intended to 'unlock' areas around towns for future building. For many of these local projects, funding for the roads is expected to come directly or indirectly from



Durham's two planned bypasses will enclose large areas of green space primed for development

developers, through direct contributions, Community Infrastructure Levy charges or from New Homes Bonus payments from Government.

These patterns of development are simply storing up problems for the future, creating car-based developments that will house car-dependent citizens, and new roads that will simply encourage even more out-of-town building.

Residents in Durham, Norwich, Newcastle, Bexhill and Hastings have raised concerns about the use of green belt land. They have warned that ring roads, link roads and bypasses proposed for their areas are not the solution to their housing needs.

Best practice in town and city planning focuses on more suitable sites for development, with better access to existing roads and public transport instead.

No benefits for Newbury

The A34 Newbury Bypass is probably the best example of the problems caused by road-based sprawl.

After fierce protests to save the local woods, the bypass opened in 1998 and rapidly exceeded the Highways Agency's traffic predictions – traffic levels expected in 2010 were reached six years early in 2004.

Meanwhile, peak congestion in Newbury town centre quickly returned to pre-bypass levels. This phenomenon of 'induced traffic' is well known, and in the case of Newbury the 'unlocking' effect of the bypass made things even worse, leading to out-of-town developments that simply added more cars to the problem.¹²



Car Dependency Scorecard



Top 3 cities for planning:

- Brighton and Hove
- Southampton
- Nottingham

Bottom 3 cities for planning:

- Milton Keynes
- Sunderland
- Wigan

Campaign for Better Transport's Car Dependency Scorecard 2012 looked in detail at the level of car dependency in 26 cities in England, and also assessed each city's future plans for road building and where new housing and businesses would be placed.

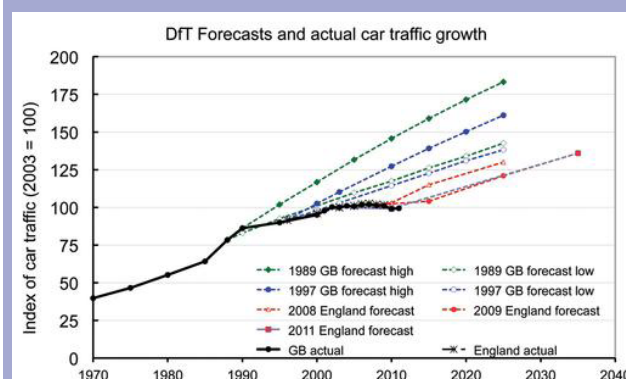
- Read the full report here:
<http://bettertransport.org.uk/media/28-aug-car-dependency-scorecard>

Future traffic levels may fall anyway

Changes in driving and car use since the late 1990s are further reducing the case for more roads. Falling traffic and long-term trends away from driving means congestion may well improve as people switch to more cycling and walking, and adjust their travel and work patterns in future.

Professor Phil Goodwin and others have outlined a theory of 'peak car', which shows that in almost all developed countries, traffic levels have peaked and

Traffic forecasts have been wrong for more than 20 years



See this chart in more detail here:

<http://bettertransport.org.uk/blogs/roads/170412-phil-goodwin-ltt>

started to decline, while every traffic forecast from Government since 1989 has over-estimated future traffic (see the chart in the box below). Incorrect forecasts are a serious problem because they are used to justify spending on new roads.

Transport, poverty and accessibility

More than two thirds of job seekers have no access to a car. Policies that expand roads will only make life more difficult for people to find jobs when public transport could be improved to help them instead.

In July 2012, we published three pieces of research into the social effects of car dependency and cuts in local public transport.

We looked at a range of case studies showing problems job seekers had with finding and accessing work, particularly if they live in a rural area, an edge of town estate or if shifts and appointments meant travelling in the early morning, evening or weekends.

We also looked at estates near Southampton and Hartlepool to see the impact of bus cuts when people have no other options, and studied how people in deprived areas, particularly children, suffer most from problems created by driving, including air pollution and a much higher danger of being injured by cars.

- Read more about our work here:
<http://bettertransport.org.uk/blogs/traffic/transport-and-poverty>

A better vision for transport

When planning our towns and cities for the future, we should think about the kinds of places in which today's people want to live, work, and invest.

There is a wealth of research showing that the best places make transport central to their planning. They offer accessible, traffic-free town centres and working and shopping areas. They have an environment that makes taking journeys on foot or by bike feel safe and natural, public space which is both well designed and well looked after, and good quality public transport that is joined up, frequent, comfortable and affordable.

If a long-term, planned approach to transport can make a place, a short-term approach can break it.

The cities and towns people want to avoid are typically polluted and congested, with high transport costs. They have townscapes filled with big roads that split communities, low quality, unreliable public transport, and high levels of car dependency.

Massive spending on new roads would take us in this direction. It is a knee-jerk panic reaction that will be bad for the economy as well as for the environment, and it won't solve traffic problems either.

There are plenty of places in the UK which are working for a brighter future. The Sustainable Travel Towns, areas benefiting from the Local Sustainable Transport Fund and the estate in the example below are all on the journey. It is a vision all local authorities should be aiming for.



Stephen Joseph, Chief Executive, Campaign for Better Transport

Doing things better

Following campaigns against a £60 million bypass, Buckinghamshire County Council were keen to avoid more negative publicity, so they responded warmly when Campaign for Better Transport offered to set up a meeting with their head of transport.

With local campaigners, we presented examples of sustainable transport. The meeting led to the involvement of Bedfordshire County Council and a new transport strategy for Leighton Buzzard.

There was no funding yet, but a chance meeting with a top civil servant from the Department of Communities and Local Government (DCLG), who was working on house building, led to new discussions that included local bus operators and housing developers.

Eventually, concrete plans for high-frequency buses, cycle parking and real-time public transport



information for a large new estate on the edge of the town were made. Campaigners insisted that there was a direct contract between the bus company and the developers, and won a grant from DCLG to start the ball rolling.

The Dash Direct bus service started in 2010 and has been a huge success, alongside a big improvement in cycling in the area. Local campaigners remain involved, aiming to push the councils into implementing more of their proposals in future.

East of England

What we found

The East of England region is planning the highest number of new and widened roads of any region we looked at. Thirty-two separate projects on 315 km of the network will cost more than £10 billion.

While many of these projects are long stretches of widening on trunk or major A roads, there are also a number of bypasses and ring roads, notably around Luton and Dunstable, Milton Keynes, Ely, and the £150 million Norwich Northern Distributor Route.

Another huge bypass forms part of the proposed work on the A14 across Cambridgeshire. The £1.2 billion project shown on our map was shelved in 2010, but has recently been revived. There is now the prospect that new local roads will be added to proposals that involve charging tolls on a widened trunk road. The cost of such an expanded scheme would be likely to exceed £2 billion.

The roads:

Key	Scheme name	Who is promoting it?	Type	Likely/ planned date	Length (km)	Cost (£m)
1	A11 Fiveways to Thetford Improvement	Highways Agency	Widening and bypass	2012	14	£134
2	A12 improvement	Essex County Council and South East LEP	Widening	2012-2017	46.6	£1,000
3	A12 Lowestoft Lake Lothing Third Crossing	Suffolk County Council/ Highways Agency	Bridge	2014-	0.5	£37
4	A120 Hare Green to Harwich	Essex County Council and South East LEP	Widening	2017-	16.5	£407
5	A120 Little Hadham Bypass	Hertfordshire County Council	Bypass	2019/20	4.9	£18
6	A127 M25 to Southend Boundary widening	Essex County Council and South East LEP	Widening	2017-	26	£641
7	A130/A131 Chelmsford North East Bypass	Essex County Council and South East LEP	Bypass	2017-	5.5	£262
8	A133 Colchester Central Corridor widening	Essex County Council and South East LEP	Widening	2012-2017	5.5	£60
9	A14 in Cambridgeshire	Cambridgeshire County Council	Widening and bypass	After 2015	37.5	£1,000
10	A47 Acle Straight dualling	Norfolk County Council and Greater Anglia LEP	Widening	2015-	11.5	£84

The impact

Much of this region is high quality farmland and these projects, and associated developments, would affect very large areas. The A120 Braintree to A12 Link Road alone would remove around 122 hectares of acricultural land.

Widening of the Acle Straight would cut across the National Wetland of the Norfolk Broads, and other projects in less protected areas would also affect vital coastal habitats, for example at Canvey Island.

The A47

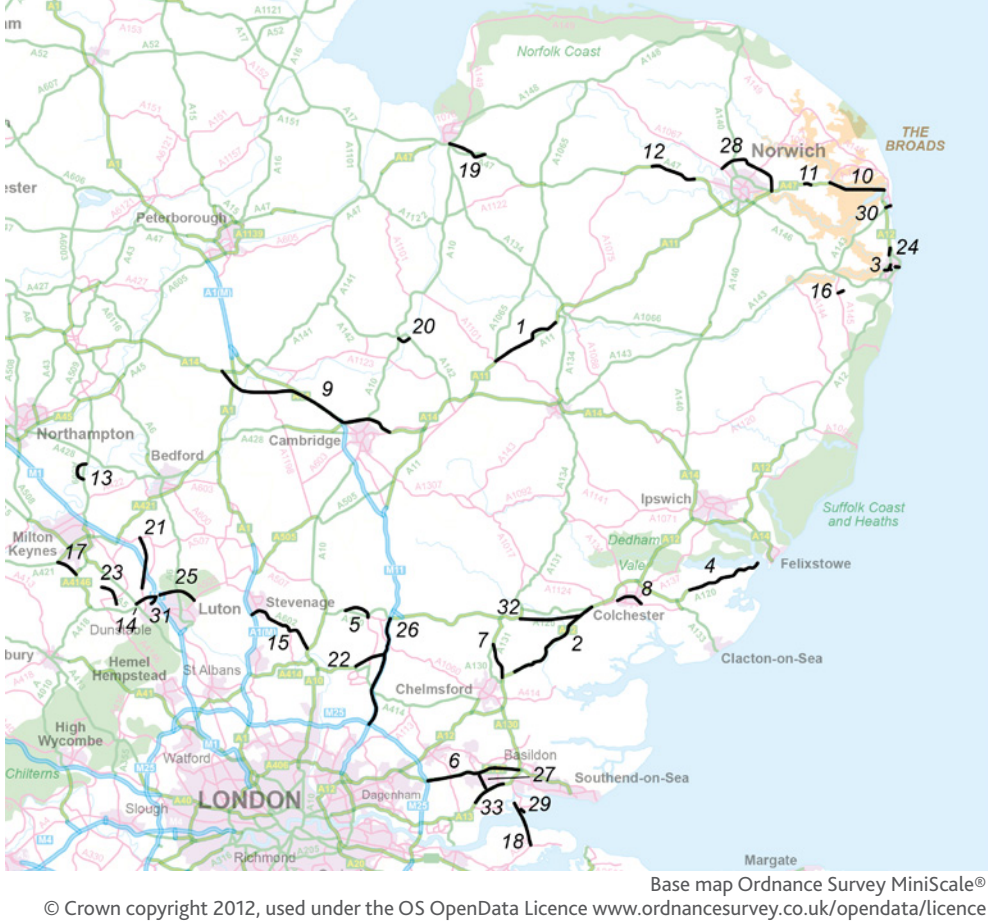
As one of only three Local Enterprise Partnerships so far to publish plans for infrastructure, the New Anglia LEP is a taste of what may come.

Its 'Gateway to Growth' proposals, published with Norfolk County Council, aim to revive three huge projects from Roads for Prosperity along the A47.

Number: 33

Total length: 322 km

Total cost: £10.7 billion



11	A47 dualling between Blofield and Burlingham	Norfolk County Council and Greater Anglia LEP	Widening	2015-	3.5	£38
12	A47 dualling between North Tuddenham and Easton	Norfolk County Council and Greater Anglia LEP	Widening		11	£75
13	A509 Olney Bypass	Milton Keynes Council	Bypass	2016-	3.5	£86
14	A5-M1 Link - Dunstable Northern Bypass	Highways Agency	Bypass	After 2015	4.5	£87
15	A602 Ware to Stevenage widening	Hertfordshire County Council	Widening	2013	15	£370
16	Beccles Southern Relief Road	Suffolk County Council	Ring road	2015	2.2	£4
17	Bletchley Southern Bypass	Milton Keynes Council	Bypass	2016-	5.5	£136
18	Canvey Island (third access route)	Essex County Council and South East LEP	New road tunnel	2017-	7.6	£4,000
19	East Winch and Middleton Bypasses	Norfolk County Council and Greater Anglia LEP	Bypass		2.5	£75
20	Ely Southern Bypass	Cambridgeshire County Council	Bypass		1.7	£31
21	Flitwick-Westoning Bypass	Central Bedfordshire Council	Bypass	2015-	11.6	£54
22	Harlow Northern Relief Road / Harlow Bypass	Essex County Council and South East LEP	Link road	2017-	6.5	£160
23	Leighton Buzzard Eastern Relief Road / Eastern Leighton Distributor Road	Central Bedfordshire Council	Ring road	2017-	5	£123
24	Lowestoft Northern Spine Road	Suffolk County Council	Ring road	2012-	1.2	£8
25	Luton Northern Bypass	Luton Borough Council	Bypass	2018-19	4	£99
26	M11 Junction 6 to 8 widening	Highways Agency and South East LEP	Widening	2014-	23.5	£698
27	Nethermayne Gateway, Basildon	Essex County Council and South East LEP	Link roads	2017-	2.5	£62
28	Norwich Northern Distributor Route	Norfolk County Council	Ring road	2015	19.5	£153
29	Roscommon Way Extension Phase II	Essex County Council and South East LEP	Link road	2017-	1.3	£12
30	Third River Crossing , Great Yarmouth	Norfolk County Council and Greater Anglia LEP (as the 'A47 Alliance')	Bridge	2015-	0.5	£112
31	Woodside Connection	Central Bedfordshire Council	Link road	2013-	2	£49
32	A120 Braintree to A12 Link Road	Highways Agency, Colchester Council	Link road	2017-	12	£500
33	A13 Widening	Essex County Council and South East LEP	Widening	2012-2017	6.8	£168

Schemes in bold also appeared in the 1989 'Roads for Prosperity' trunk road programme

East Midlands

What we found

We identified 22 projects in the East Midlands, although we would expect this to increase, as no proposals from Local Enterprise Partnerships have yet been published.

In total, 116 km of new or widened roads are planned, and the total cost of these projects is estimated at £1.4 billion.

Northampton and Peterborough are the major road-building councils in this area, with several widening projects and new link roads proposed around new developments outside existing centres, on greenfield sites.

Eight projects in this region are revivals from Roads for Prosperity. Twelve are bypasses, seven are widening projects, two are link roads and there is a long new section of ring road propopsed in Leicester.

The impact

Derbyshire’s plans for the A514 Woodville-Swadlincote Regeneration Route would involve road building inside the National Forest, and the proposed bypass of the town of Ashbourne would be on the southern fringes of the Peak District National Park.

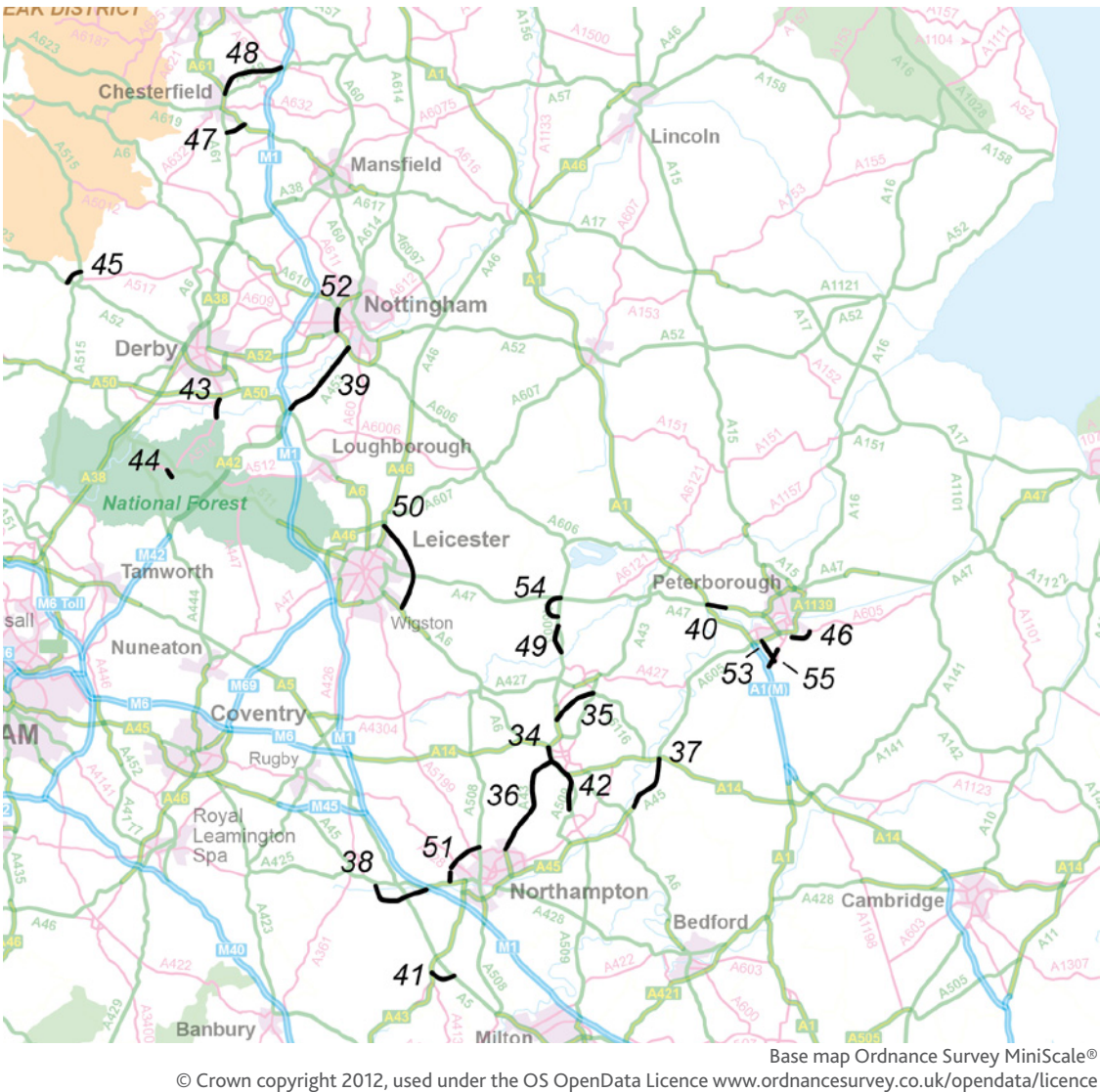
The Uppingham Bypass in Rutland would also have a large impact on the environment, with five SSSIs, eight scheduled monuments and several locally designated wildlife sites close to the route of the new road.



The roads:

Key	Scheme name	Who is promoting it?	Type	Likely/ planned date	Length (km)	Cost (£m)
34	A14 Kettering Bypass widening	Highways Agency	Widening	2013	5.2	£113
35	A43 Corby Link Road	Northamptonshire County Council	Bypass	2012	6.5	£36
36	A43 Northampton to Kettering dualling	Northamptonshire County Council	Widening	2014-	13	£60
37	A45 Dualling between Stanwick and Thrapston	Northamptonshire County Council	Widening	2015-	8	£197
38	A45 Northampton to Daventry Development Link Road	Northamptonshire County Council	Bypass	2015-	7.6	£55
39	A453 widening	Nottinghamshire County Council	Widening	2012	11.5	£160
40	A47 dualling between A1 and Sutton	Peterborough City Council	Widening	2021-	4.7	£5

Number: 22
Total length: 116 km
Total cost: £1.4 billion



41	A5 Bypass, Towcester	Northamptonshire County Council	Bypass	2017-	3.2	£3
42	A509 Isham Bypass	Northamptonshire County Council	Bypass	2017-	4.2	£30
43	A514 Swarkestone Bypass	Derbyshire County Council	Bypass	2015-	3.3	£20
44	A514 Woodville-Swadlincote Regeneration Route	Derbyshire County Council	Link road	2015-	1	£25
45	A515 Ashbourne Bypass	Derbyshire County Council	Bypass	2015-	2.8	£7
46	A605 Stanground Bypass Dualling	Peterborough City Council	Widening	Before 2016	2.6	£64
47	A61 - A617 'Avenue' Link Road	Derbyshire County Council	Link road	2015-	6	£148
48	A619 Staveley - Brimington Bypass	Derbyshire County Council	Bypass	2015-	5.7	£140
49	Caldecott Bypass	Rutland County Council	Bypass		1.5	£37
50	Leicester Eastern District Distributor Road	Leicestershire County Council	Ring road	Up to 2026	12.9	£45
51	Northampton North West Bypass and Sandy Lane Relief Road	Northamptonshire County Council	Bypass	2017-	3.7	£30
52	Nottingham Ring Road widening	Nottingham City Council	Widening		3.2	£16
53	Peterborough Western Relief Road	Peterborough City Council	Bypass	Before 2016	3.3	£81
54	Uppingham Bypass	Rutland County Council	Bypass		3.1	£37
55	Yaxley Bypass (Western Peripheral Route)	Peterborough City Council	Bypass	Before 2016	2.8	£69

Schemes in bold also appeared in the 1989 'Roads for Prosperity' trunk road programme

North East

What we found

Six projects have been identified in the North East region. The total cost is estimated at £860 million, with 42 km of new road capacity created.

There are three widening projects, and three bypasses in total (including two bypasses of Durham, which are being presented together), as well as a new 'landmark bridge' and associated link roads in Sunderland, which alone is estimated to cost £118 million.

Two major widening projects on the A1 north of Newcastle are currently on hold at the Highways Agency, but are the subject of high-level lobbying to be brought forwards. In 2011, the CBI proposed that the A1 in this area should be given to the private sector as a pilot for a new toll road programme.¹³

The impact

In Gateshead, the city's joint 'One Core Strategy' with Newcastle contains two new link roads parallel to the A1 between Lobley Hill and the A184, accompanied by 750 new 'executive' homes.

Building the new roads would involve demolishing existing homes that sit above the A1 cutting in Dunston.

Campaign group 'Save Dunstan Hill' is opposed to both plans, arguing that the new houses should be placed on brownfield sites, and congestion tackled with new passenger, commuter and freight transport services - not new roads.



TWO bypasses for Durham?

Two new bypasses are being proposed around the City of Durham to serve large new housing areas on greenfield sites.

Both roads would damage the environment and the setting of the city's World Heritage Site, one of the first UK sites to be listed, in 1986.

The western bypass would pass close to the village of Bearpark, and local residents have highlighted problems of increased pollution and noise, archaeological damage and harm to the wildlife corridor of the Browney river valley, as well as threats to tourism, walking, cycling and horse-riding in the Browney Valley and Lanchester Valley Way.

Number: 6
Total length: 42 km
Total cost: £860million



The roads:

Key	Scheme name	Who is promoting it?	Type	Likely/ planned date	Length (km)	Cost (£m)
56	A1 widening between Newcastle and Scotland	Highways Agency	Widening and Bypass	2013-	17	£419
57	Durham Northern and Western Relief Roads	Durham County Council	Ring road		6.5	£160
58	Morpeth Northern Bypass	Northumberland County Council	Bypass	2014	3.8	£32
59	Newcastle Bypass	Newcastle City Council	Bypass		10	£60
60	Sunderland Strategic Transport Corridor	Sunderland City Council	Bypass and Bridge	2012	3.2	£118
61	A1 Lobley Hill to A184 Improvement	Highways Agency	Link road	2015	1.5	£71

Schemes in bold also appeared in the 1989 'Roads for Prosperity' trunk road programme

North West

What we found

A large amount of new road building is being proposed for this region: a total of 160 km of new capacity costing £2.9 billion. This is despite the North West region being one of the most well-connected areas in terms of rail, bus and light rail already, and with more improvements to these networks also in progress.

There are several very large projects being proposed, notably the Mersey Gateway Bridge, which will cost nearly £600 million. Bids from concessionaires, who will pay for the project in return for toll revenues, are currently being sought.

There are several revived 1990s projects to the south of Manchester, in Stockport and East Cheshire. These

roads are associated with development aimed at making Manchester Airport an international hub for air freight.

A number of new roads are proposed to the south and east of Wigan, where new housing is planned. Wigan came bottom of our recent Car Dependency Scorecard, and basing new housing plans around road-building is not an ideal way to improve its score.

The impact

The scale of road-building proposed here will undermine public transport and lead to large increases in traffic and carbon emissions.

Tameside Council has recently revived the idea of a motorway-grade road across the Peak District National Park - see the pages on Yorkshire and the Humber for more details.

The roads:

Key	Scheme name	Who is promoting it?	Type	Likely/ planned date	Length (km)	Cost (£m)
62	3MG Access Road (aka Western Link Road)	Halton Borough Council	Link road	2012	1.9	£5
63	A523 Poynton Bypass	Cheshire East Council / Greater Manchester Combined Authority	Bypass	2015-	4.5	£111
64	A556 Knutsford to Bowdon widening	Highways Agency	Widening and Bypass	2013/15	6.5	£174
65	A56 bypass scheme	Lancashire County Council, Pendle Borough Council	Bypass	2015-	12	£37
66	A570 Ormskirk Bypass	Lancashire County Council	Bypass	2015-	9.7	£37
67	A579 Atherleigh Way Access (Parsonage Link Road) Phase 2	Wigan Borough Council	Link road	2014-15	1	£4
68	A579 Bolton Road - A577 Tyldesley Road Link	Wigan Borough Council	Link road	2016-2021	1.1	£5
69	A58 Liverpool Rd - A578 Leigh Rd Link	Wigan Borough Council	Link road	up to 2016	4.4	£10
70	A6 Stockport North - South Bypass	Stockport MBC Cheshire East / Greater Manchester Combined Authority	Bypass	2014-	8.1	£113
71	Broughton Bypass	Lancashire County Council	Bypass	2013-	2	£19
72	Carrington-Irlam/Cadishead Link Phase 1 and 2 (Carrington Bypass)	Trafford Borough Council	Bypass	2016	5.8	£32
73	Crewe Green Link Southern Section	Cheshire East Council	Ring road	2013	1.1	£27
74	Heysham to M6 Link Road	Lancashire County Council	Link road	2013	4.8	£123
75	M55 Norcross Link	Blackpool, Fylde and Wyre Borough Councils and Lancashire County Council.	Link road		12	£32

Number: 28
Total length: 160 km
Total cost: £2.9 billion



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76	M56 Junctions 5-6 widening	Highways Agency and GMCA	Widening		2.4	£59
77	Manchester Airport Link (M56 to A6)	Stockport MBC Cheshire East / Greater Manchester Combined Authority	Bypass	2012-	10	£284
78	Mersey Gateway Bridge	Halton Borough Council	Bridge	2013/14	8.4	£589
79	Middlewich Eastern Bypass	Cheshire East Council	Bypass		2.1	£22
80	A628 bypasses/Peak District motorway	Tameside Council	Bypass	2015-	35	£863
81	Pemberton Colliery Link Road	Wigan Borough Council	Link road	2016	4	£1
82	Thornton to Switch Island Link	Sefton MBC	Link road	2012	4.3	£35
83	Western Gateway Infrastructure Scheme (WGIS)	Highways Agency, GMCA and Trafford Borough Councils.	Link road		1.9	£25
84	Westwood to Lower Ince Link	Wigan Borough Council	Link road	2021-2026	1.1	£7
85	Wigan Inner Relief Rd	Wigan Borough Council	Bypass	2022-	1	£26
86	A49 Wigan Rd - A58 Bolton Rd Link	Wigan Borough Council	Link road	2016-2021	3.1	£7
87	M55 Link Road and Heyhouses Bypass	Lancashire County Council	Link road and Bypass	2015-	5.3	£112
88	Northleigh Link Road	Wigan Borough Council	Link road	2016-	2.1	£11
89	Congleton Northern Link Road	Cheshire East Council/ Congleton Town Council	Ring road	2016	4.2	£104

Schemes in bold also appeared in the 1989 'Roads for Prosperity' trunk road programme

South East and London

What we found

In the South East, 27 projects would add 160 km of new capacity at a cost of £4.3 billion. In London, three projects 10 km in length would cost £1.2 billion.

The South East LEP (which also covers Essex in the East of England region) has prioritised a long list of road projects, including a number of very controversial widening projects along the south coast. Bypasses at Botley, Stubbington and Alton in Hampshire, Colts Hill in Kent and Arundel in West Sussex are also being promoted in the South East.

In London, the Mayor is proposing two new crossings of the river: a tunnel and a ferry in the same spot

as the cancelled Thames Gateway Bridge. This was stopped in 2008 after a Public Inquiry. Two borough councils are also promoting new roads.

The impact

The South Downs National Park and the High Weald AONB surround a number of the large widening projects in this region. The proposals for a Lower Thames Crossing would cross coastal areas that support very large numbers of migratory and resident birds.

The highly controversial Bexhill-Hastings Link Road would cross the Combe Haven Valley, skirting a SSSI and passing through an area that some believe was the landing place of the Norman invaders in 1066 and the site of the Battle of Hastings.

South East roads:

Key	Scheme name	Who is promoting it?	Type	Likely/ planned date	Length (km)	Cost (£m)
90	A2 Lydden to Dover	Dover District Council	Widening	2016-	9.7	£12
91	A20 Corridor, West of Maidstone	Kent County Council and South East LEP	Widening	2012-2017	10.3	£254
92	A21 Baldslow	South East LEP	Widening	2017-	1.6	£18
93	A21 Flimwell to Robertsbridge	South East LEP	Widening	2017-	8.9	£219
94	A21 Kippings Cross to Lamberhurst	South East LEP, East Sussex County Council, Highways Agency	Widening	2017-	4.8	£103
95	A21 Tonbridge to Pembury Dualling	Highways Agency and South East LEP	Widening	2015-	4	£117
96	A226 Relief Road	Dartford Borough Council	Link road	2021-	1	£25
97	A227 Borough Green and Platt Bypass	Kent County Council	Bypass	2015-	2.3	£18
98	A228 Colts Hill Bypass	Kent County Council and South East LEP	Bypass	2017-	3	£74
99	A22-A27 Improvements	East Sussex County Council and South East LEP	Widening	2017-	4.6	£113
100	A27 Arundel Bypass	West Sussex County Council / Arun District Council	Bypass	unknown	5	£123
101	A27 Chichester Bypass improvement and Stockbridge Link Road	Highways Agency	Widening and Link road	2015-	6	£70
102	A289 Four Elms to Medway Tunnel	Kent County Council, Medway Council, South East LEP	Widening	2017-	2.5	£62
103	Alton Western Bypass	Hampshire County Council, East Hampshire Council	Bypass	2022-	5	£30
104	Aylesbury Eastern Link Road	Buckinghamshire County Council/Aylesbury Vale District Council	Link road	unknown	5.6	£138



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105	Bexhill to Hastings Link Road	East Sussex County Council	Bypass	2012	5.6	£86
106	Botley Bypass	Hampshire County Council	Bypass	2020-	4.2	£30
107	Chicken Hall Lane Link Road	Hampshire County Council, Eastleigh Borough Council	Link road	2022-	6	£120
108	Didcot Northern Perimeter Road Phase 3	Oxfordshire County Council	Ring road	2012-2015	2.7	£4
109	Lower Thames Crossing	National Infrastructure Plan, Kent County Council and South East LEP	Bridge	2017-	20	£1,000
110	Newgate Lane widening, Fareham	Hampshire County Council	Widening	2013/14	2.7	£6
111	Sittingbourne Northern Relief Road Phase 3	Kent County Council, South East LEP	Link road	2012-2017	2.3	£20
112	South East Maidstone Strategic Link	Kent County Council and South East LEP	Bypass	2017-	4.4	£108
113	Stubbington Bypass	Hampshire County Council, Gosport Borough Council	Bypass	2022-	4.4	£10
114	A27/A259 Lewes to Hastings widening	East Sussex County Council and South East LEP	Widening	2017-	22	£542
115	M2 Junction 5A Kent Science Park	Kent County Council and South East LEP	Link road	2017-	10	£1,000
116	Newhaven Port Access Road	East Sussex County Council and South East LEP	Link road	2012-2017	1.3	£32

London roads:

Key	Scheme name	Who is promoting it?	Type	Likely/ planned date	Length (km)	Cost (£m)
117	A223 Bexley Bypass	Bexley Borough Council	Bypass	unknown	1.6	£39
118	Enfield Northern Gateway Access Road (NGAR)	Enfield Borough Council	Link road	unknown	5	£123
119	New East London Thames crossings	Greater London Authority	Bridges/Tunnels	2014-	3.8	£1,000

Schemes in bold also appeared in the 1989 'Roads for Prosperity' trunk road programme

South West

What we found

After the East of England, the South West is the region with the largest amount of new road capacity planned - 175 km of new or widened roads. The total cost of these proposals is estimated at £3.6 billion.

With proposals from the 1990s being revived for routes into Devon and Cornwall (see box), there are now seven large widening projects being promoted in this region, with ten bypasses, eight link roads, two ring roads and a new bridge adding to the total.

Many of the projects are focused on the area around Bristol, Weston-super-Mare and Bath. In this area, firm plans were underway for just two major new road links, but the West of England LEP has prioritised an additional 13 projects for which it plans to seek funding, including a second crossing of the Avon near the Severnside development area.

The impact

Several of these projects had previously been abandoned because of their effects on protected areas of heritage and nature. Three of the region’s AONBs could be affected: Bodmin Moor, the Blackdown Hills and Cranborne Chase and West Wiltshire Downs. Two World Heritage Sites are also adjacent to these plans: at Stonehenge and Bath.

Councils lobbying for major projects

The A303, A30 and A358 trunk roads cross Devon, Wiltshire, Somerset and Dorset. The Highways Agency does not currently plan to expand these roads, so the local councils are lobbying central Government to intervene.

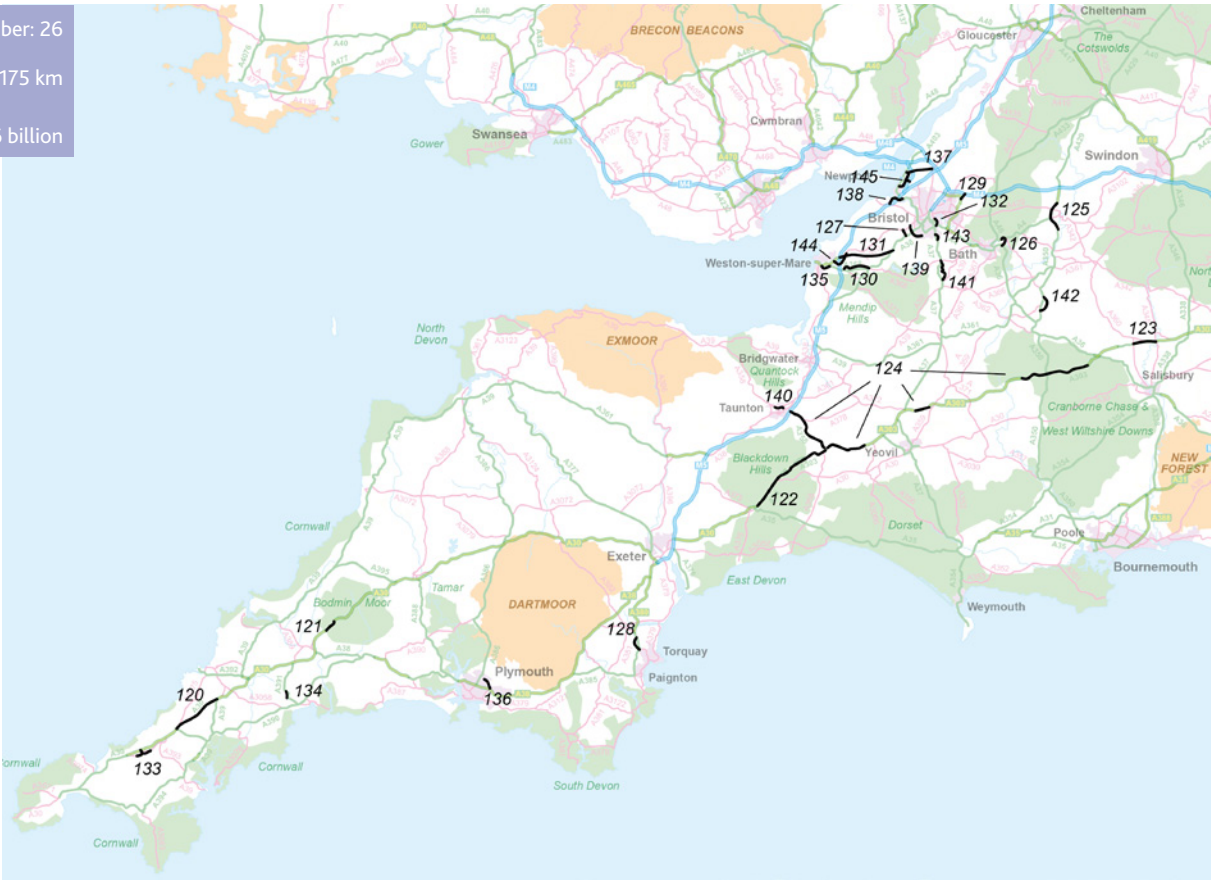
Campaign for Better Transport exposed these plans using Freedom of Information to secure the release of minutes from a meeting of council leaders, which concluded that within Government “Politically there is a big appetite to listen and the door is open.”



The roads:

Key	Scheme name	Who is promoting it?	Type	Likely/ planned date	Length (km)	Cost (£m)
120	A30 widening between Carland Cross and Chiverton Cross	Highways Agency	Widening	unknown	14	£12
121	A30 widening between Temple and Higher Carblake	Highways Agency	Widening	unknown	4.5	£3
122	A303/A30 Blackdown Hills	Devon County Council, South West LEP, other councils	Widening and bypass	unknown	23	£567
123	A303 Stonehenge	Somerset County Council, South West LEP, other councils	Widening and bypass	unknown	5.6	£510
124	A303/A358/A30 in Somerset, Devon, Wiltshire and Dorset	Somerset, Devon, Wiltshire and Dorset County Councils	Widening	unknown	42	£1,035

Number: 26
Total length: 175 km
Total cost: £3.6 billion



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125	A350 Chippenham Bypass widening	Wiltshire County Council	Widening	unknown	6.2	£30
126	A36/A46 Link	West of England LEP	Link road	2017-	1.5	£46
127	A38 - A370 Barrow Gurney Bypass	West of England LEP	Bypass		1.7	£13
128	A380 South Devon Link Road	Devon County Council	Bypass	2012	5.5	£108
129	A4174 Avon Ring Road M4 Link	West of England LEP	Link road	2015-	1.3	£112
130	Banwell Bypass	West of England LEP	Bypass	2015-	6.4	£30
131	Bristol Airport Link Road	West of England LEP	Link road	2017-	12.7	£104
132	Callington Road Link/Bath Road Improvements	Bristol City Council/West of England LEP	Link road	2015-	1.6	£97
133	Camborne-Pool-Redruth Transport Package	Cornwall County Council	Widening	2013	4.9	£27
134	Cornwall and Isles of Scilly Investment Programme	Cornwall County Council	Link road		1.6	£39
135	Cross Airfield Link (CAL)	West of England LEP	Link road	2015-	3	£35
136	Forder Valley Link Road	Plymouth City Council	Link road	2013 -2016	2.1	£52
137	North Fringe to Severnside Transport Corridor	West of England LEP	Ring road	2017-	6	£250
138	Second Avon Crossing	West of England LEP	Bridge	2017-	2.5	£194
139	South Bristol Link Phases 1&2	West of England Partnership, Bristol City Council, North Somerset Council	Bypass	2014	5	£43
140	Taunton Northern Inner Distributor Road	Somerset County Council	Ring road	2012	1.6	£21
141	Temple Cloud/Clutton Bypass	West of England LEP	Bypass	2015-	5.4	£133
142	Westbury Bypass	Wiltshire County Council	Bypass		5.8	£33
143	Whitchurch Bypass	West of England LEP	Bypass	2015-	1.5	£20
144	M5 Junction 21 Bypass	North Somerset Council and West of England LEP	Bypass	2015-	3.5	£13
145	M49/Severnside junction and spine road	West of England LEP	Link Road	2015-	6.1	£24

Schemes in bold also appeared in the 1989 'Roads for Prosperity' trunk road programme

West Midlands

What we found

The West Midlands already has a very high concentration of major roads and motorways, but we found an additional 84 km of new capacity planned for this region, with 18 projects costing around £1.9 billion.

The majority (13) of the new roads are bypasses or link roads, with widening projects making up the rest of the plans, along with a new river crossing in Stoke on Trent.

This region has the only new motorway currently planned in England: a 3 km new section of carriageway and associated slip roads between the M54, M6 and M6 Toll motorways north of Birmingham.

In Kidderminster, two major roads that don't currently have funding (the Stourport Relief Road and Hoobrook Link Road) are being heavily promoted by local councils and MP Mark Garnier, who spoke in Parliament about the roads early in 2012, seeking meetings with ministers. In Rugby, a 'Sustainable Urban Extension' may result in more than 14 km of new roads being built if local authorities decide to bring forward the Rugby Southern Relief Road.

The roads:

Key	Scheme name	Who is promoting it?	Type	Likely/ planned date	Length (km)	Cost (£m)
146	A45 Corridor diversion	Birmingham City Council, Centro (Birmingham's PTE)	Diversion/ bypass	2012	4.1	£32
147	A45/46 Tollbar End improvement scheme	Highways Agency	Link road	2013-14	2.8	£273
148	A452 Chester Road Widening	Birmingham City Council	Widening	2013	2	£11
149	A5 Longshoot to Dodwells	Warwickshire County Council	Link road	2015-	1.8	£23
150	Dudley Road Improvements	Birmingham City Council	Widening	unknown	2.1	£18

The impact

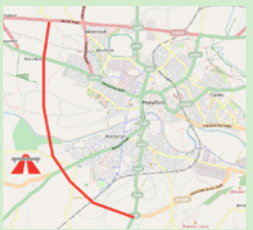
The vast majority of these roads will cross scarce green land around settlements, affecting natural habitats, agricultural land or leisure facilities, and earmarking large blocks of the surrounding area for future building.

Initial scoping work shows that the Shrewsbury Northern Relief Road passes through a very sensitive area, with four locally protected sites, two SSSIs, two ancient woodlands and two wetlands of international importance within 500 metres of the proposed route.

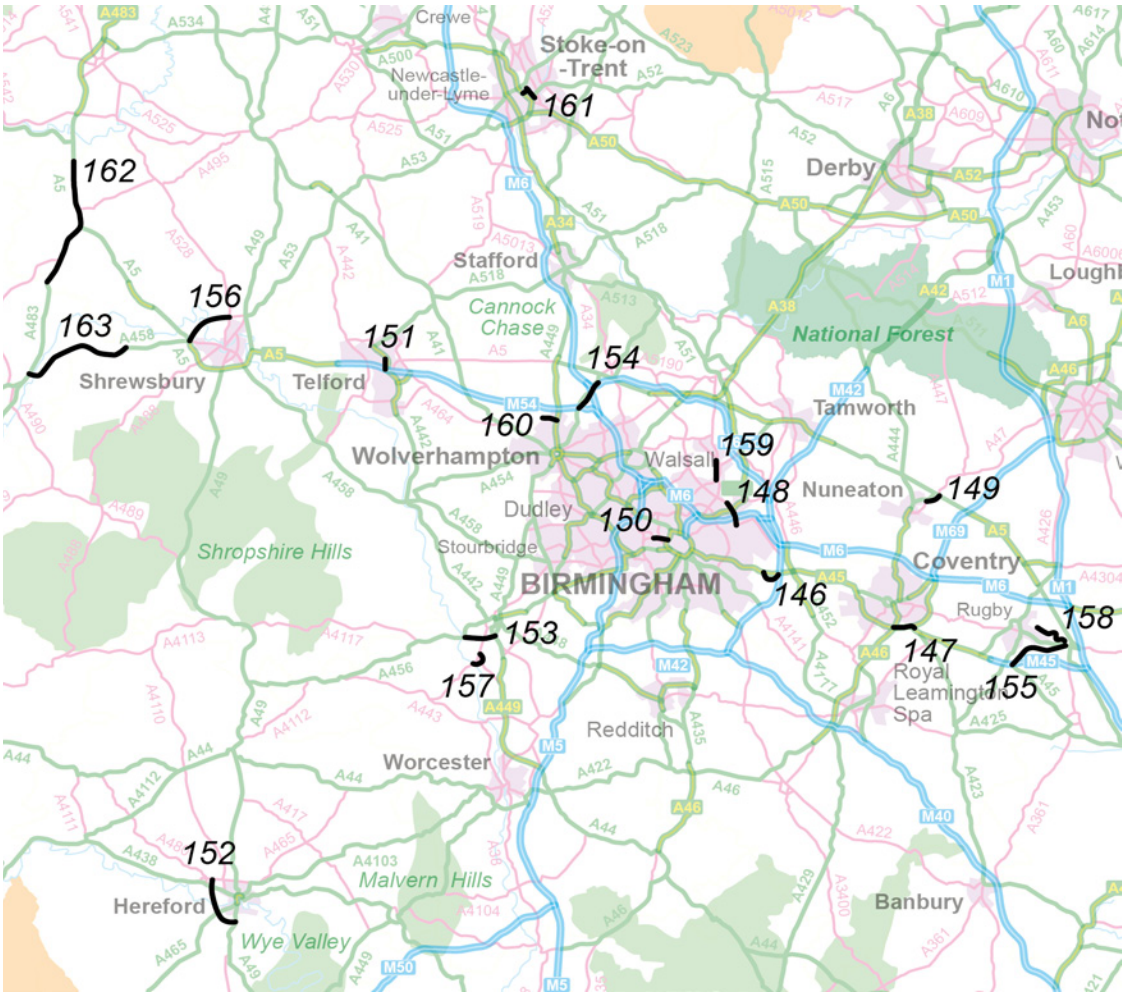
The Hereford Bypass

In 1992, an eastern bypass - which threatened to destroy the ancient commons of the Lugg Meadows - was defeated at a Public Inquiry. The inspector found the environmental damage was unjustified, and that simple plans for cycling could go a long way to solving Hereford's traffic problems.

In 1998 the road was dropped from the national programme and has never attracted funding from central Government. However, nothing has dislodged the road from the County Council's top aspirations, and plans for a western route are now being promoted in its local spatial plan.



Number: 18
Total length: 84 km
Total cost: £1.9 billion



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151	Greyhound Link between the M54 and the A442	Telford and Wrekin Council	Link road	2013-	0.8	£20
152	Hereford Western Bypass	Herefordshire County Council	Bypass	unknown	7.5	£157
153	Hoobrook Link Road	Worcestershire County Council and Worcestershire LEP	Link road	2015-	3.8	£10
154	M54/M6/M6 Toll Link Road	Highways Agency	Motorway link	2018	3.2	£280
155	Rugby Southern Relief Road	Warwickshire County Council	Link Road	2016-	8	£36
156	Shrewsbury North West Relief Road	Shropshire County Council	Bypass	2016	6	£148
157	Stourport Relief Road	Worcestershire County Council	Bypass	unknown	3	£80
158	Sustainable Urban Extension to Rugby	Warwickshire County Council	Link road	unknown	6	£148
159	Sutton Coldfield Relief Road	Birmingham City Council	Bypass	2015-	3	£74
160	Wobaston Road Improvement	Wolverhampton City Council	Widening	2012-	1.9	£48
161	Etruria Valley Enterprise Zone transport	Stoke on Trent City Council	Bridge	unknown	1	£25
162	A5/A486 dualling in Shropshire	Shropshire County Council	Widening	2017-	17.5	£431
163	A458 from Buttington at Welshpool to Wollaston Cross	Welsh Government / Highways Agency	Bypass	unknown	9	£39

Schemes in bold also appeared in the 1989 'Roads for Prosperity' trunk road programme

Yorkshire and the Humber

What we found

In this region, we identified eight planned bypasses, four link roads and five widening projects. These would add 81 km of new capacity and would cost approximately £1.3 billion to build.

Several new roads are focused on new developments around Robin Hood Airport near Doncaster, and there are two significant widening projects around the Humber Bridge and Beverley.

To the north and south of this region, the focus is on bypasses, with Harrogate and Northallerton both proposing large ‘relief roads’ around their northern edges. Another recent addition to the plans is the Brighouse bypass, which does not appear in West Yorkshire’s joint Local Transport Plan, but is being brought forward by the local borough council.

Lincolnshire has recently suggested that it will expand its eastern bypass plans from a single carriageway road to a dual carriageway, despite already committing nearly £50 million of council funds to the project.

The roads:

Key	Scheme name	Who is promoting it?	Type	Likely/ planned date	Length (km)	Cost (£m)
164	A160/A180 improvements	North Lincolnshire and North East Lincolnshire Councils / Highways Agency	Widening	2015-	5.6	£110
165	A164 Humber Bridge to Beverley	East Riding of Yorkshire	Widening	2012	9.7	£10
166	A18-A180 Link	North East Lincolnshire Council	Bypass	After 2015	1	£6
167	A57 M1 Junction 31 to Todwick Crossroads	Rotherham MBC	Widening	2012	1.8	£15
168	A6102 Herries Rd/Barnsley Rd (Fir Vale)	Sheffield City Council	Link road	unknown	1.9	£47
169	A6182 White Rose Way Improvement Scheme	Doncaster Council	Widening	2012	1.9	£17
170	A621 Bramall Lane	Sheffield City Council	Widening	unknown	0.8	£20

The impact

The extent of greenfield road building in this area is worrying. Initial assessments show they would be likely to affect five local nature reserves, 50 locally protected sites and ten ancient woodlands.

A Peak District motorway?

The Highways Agency cancelled the Mottram-Tintwistle Bypass through Longendale in 2009. Now a group of local authorities are proposing to revive the plans, and some local politicians are talking about a much bigger plan for a motorway, which was last proposed in the 1960s.

They have suggested that a new motorway-standard road could make use of the disused Woodhead rail tunnels and two local MPs have also supported the idea. The likely proposed route along the A628 corridor would pass straight through the Peak District National Park and take away a walking and cycling route that currently uses the disused rail line outside the tunnels.



Number: 17
Total length: 81 km
Total cost: £1.3 billion



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171	A684 Bedale-Aiskew-Leeming Bar Bypass	North Yorkshire County Council	Bypass	2014	4.8	£50
172	Beverley Integrated Transport Plan	East Riding of Yorkshire	Bypass	2013	3	£27
173	Boston Bypass	Boston Borough Council	Bypass	2016-	8	£55
174	Finningley and Rossington Relief Road	Doncaster Council	Link road	unknown	6.2	£153
175	Killinghall Bypass and Northern Relief Road, Harrogate	Killinghall Parish Council	Bypass	unknown	15.8	£389
176	Lincoln Eastern Bypass	Lincolnshire County Council	Bypass	2014	7.5	£96
177	North Northallerton Link Road	North Yorkshire / Hambleton District Council	Link road	unknown	1.4	£8
178	South Humber Bank Link Road	North East Lincolnshire Council	Link road	unknown	3	£74
179	Spalding Bypass	Lincolnshire County Council	Bypass	2013-	6.6	£163
180	Brighouse Bypass	Calderdale Borough Council	Bypass	2016	2.4	£59

Schemes in bold also appeared in the 1989 ‘Roads for Prosperity’ trunk road programme

Wales

What we found

The Welsh Government has published its own infrastructure plans, and made several major road building projects a priority over the next decade.

With 11 projects in total, there are five bypasses and seven proposals to widen existing roads within the

M4 Relief Road

The Campaign Against the Levels Motorway (CALM) has previously halted plans for a motorway bypass around Newport because of the huge cost and its impact on the unique landscape and wildlife area of the Gwent Levels.

In 2011, the Treasury announced it was working with the Welsh Government to assess new road building proposals for the area. A public consultation on a suite of 'Corridor Enhancement Measures', including a similar large dual carriageway and other road options, was carried out in summer 2012.



plans, including a potential motorway-grade new road around Newport (see box).

Despite the relatively low number of projects, the combined impact of these plans is significant, with 94 km of new capacity planned at a cost of £2.3 billion.

The impact

Initial work estimates that these plans would run within 250 metres of at least 17 locally protected sites, four Special Areas of Conservation and nine SSSIs.

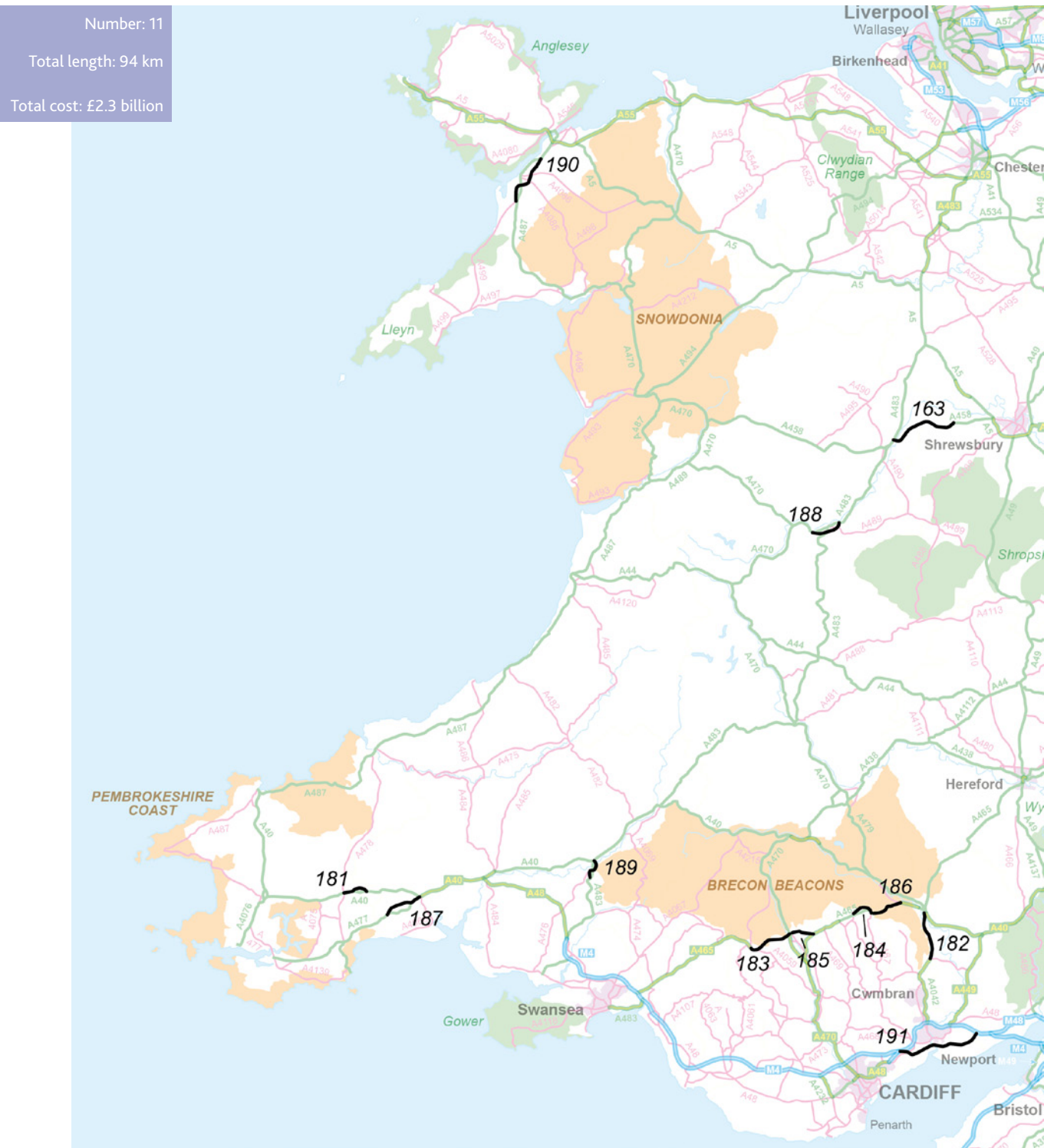
These figures do not include the impact of the range of widening and bypasses projects along the A465 Heads of the Valleys road, which skirts the bottom of the Brecon Beacons National Park.

The Gwent Levels (see box) includes a protected wetland of international importance.



The roads:

Key	Scheme name	Who is promoting it?	Type	Likely/ planned date	Length (km)	Cost (£m)
181	A40 Llanddewi Velfrey to Penblewin	Welsh Government	Widening	2016	4	£55
182	A4042 between Pontypool and Abergavenny	Welsh Government	Widening	2015-	10	£246
183	A465 / A470 Junction to Hirwaun (Heads of the Valleys section 6)	Welsh Government	Widening	unknown	7.6	£166
184	A465 Brynmawr to Tredegar (Heads of the Valleys section 3)	Welsh Government	Widening and bypass	2012	7.8	£149
185	A465 Dowlais Top to A470 Junction (Heads of the Valleys section 5)	Welsh Government	Widening	2017	5.3	£155



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186	A465 Gilwern to Brynmawr (Heads of the Valleys section 2)	Welsh Government	Widening	2014	6.4	£200
187	A477 St Clears to Red Roses	Welsh Government	Bypass	2012	9.6	£51
188	A483 and A489 Newtown Bypass	Welsh Government	Bypass	2014-15	6	£80
189	A483 at Llandeilo	Welsh Government	Bypass	2016	3.7	£40
190	A487 Caernarfon to Bontnewydd	Welsh Government	Widening	2015-16	10	£105
191	M4 Relief Road	Welsh Government	Bypass	unknown	24	£1,000

Schemes in bold also appeared in the 1989 'Roads for Prosperity' trunk road programme

More information

The interactive map on our website is constantly updated, and any new road schemes in LEP and Local Transport Board plans will be added as they emerge.

Find it here: <http://bit.ly/new-roads>

Bypasses don't work

Page from Campaign for Better Transport:
<http://bettertransport.org.uk/campaigns/roads-to-nowhere/bypasses>

Our report looking at the Highways Agency's post-opening project evaluation (POPE) analyses:
<http://www.bettertransport.org.uk/system/files/HA-billion-pound-gamble.pdf>

Induced traffic

Prof Phil Goodwin's excellent summary of the issue:
<http://stopcityairportmasterplan.tumblr.com/post/19513243412/induced-traffic-again-and-again-and-again>

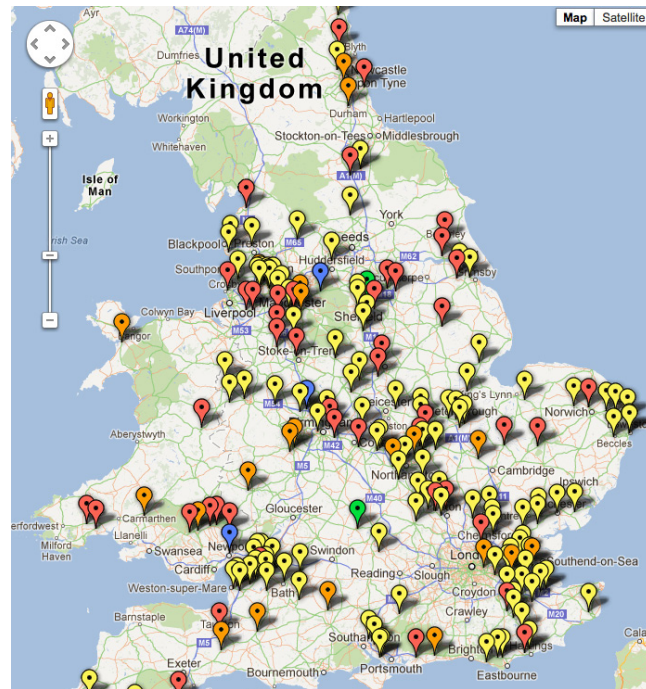
A study of induced traffic at Newbury, by Transport for Quality of Life:
<http://www.transportforqualityoflife.com/u/files/Beyond%20Transport-Infrastructure-supplementary-report%20Aug2006.pdf>

Beyond Transport Infrastructure - Lessons for the future from recent road projects. A wider study of the effects of road-building:
<http://www.transportforqualityoflife.com/u/files/Beyond-Transport-Infrastructure-fullreport%20July2006.pdf>

Inaccurate traffic forecasts and 'peak car'

Seeing the back of the car. A useful overview from the Economist in September 2012:
<http://www.economist.com/node/21563280>

Due diligence, traffic forecasts and pensions. By Prof Phil Goodwin, via our website:
<http://www.bettertransport.org.uk/campaigns/roads-to-nowhere/ltt-130412>



Limits to Travel. Website with selected papers from Prof David Metz, former Chief Scientist at the Department for Transport:
<http://www.limitstotravel.org.uk/documents/>

Smarter choices and public transport alternatives

Smarter spending to boost the economy. A report from Campaign for Better Transport with a range of useful sources, November 2011:
<http://www.bettertransport.org.uk/system/files/Smarter-Spending.pdf>

Transport and social exclusion. Three reports by Campaign for Better Transport, linked from this blog post, July 2012:
<http://www.bettertransport.org.uk/blogs/traffic/transport-and-poverty>

Reopening railways: the case for growing the rail network and how it can be achieved. A report from Campaign for Better Transport, June 2012
<http://www.bettertransport.org.uk/files/reopening-railways-report.pdf>

Leighton Buzzard case study on our site:
<http://bettertransport.org.uk/victoria-harvey-story>

Campaign guides and support

Roads to Nowhere campaign homepage:
<http://www.bettertransport.org.uk/campaigns/roads-to-nowhere/>

Twitter:
[@Roads2Nowhere](https://twitter.com/Roads2Nowhere)

Facebook:
<http://www.facebook.com/roads2nowhere>

To receive our newsletter for road campaigners and news about road building, email us:
communications@bettertransport.org.uk

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Campaign for Better Transport's vision is a country where communities have affordable transport that improves quality of life and protects the environment. Achieving our vision requires substantial changes to UK transport policy which we aim to achieve by providing well-researched, practical solutions that gain support from both decision-makers and the public.

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