

MIDLANDS CONNECT

MRN Consultation Response

March 2018



CONTENTS

GENERAL RESPONSE	1
CORE PRINCIPLES	3
1. DO YOU AGREE WITH THE PROPOSED CORE PRINCIPLES FOR THE MRN OUTLINED IN THIS DOCUMENT?	3
2. TO WHAT EXTENT DO YOU AGREE OR DISAGREE WITH THE QUANTITATIVE CRITERIA OUTLINED AND THEIR APPLICATION?	3
3. TO WHAT EXTENT DO YOU AGREE OR DISAGREE WITH THE QUALITATIVE CRITERIA OUTLINED AND THEIR APPLICATION?	4
4. HAVE BOTH THE QUANTITATIVE AND QUALITATIVE CRITERIA PROPOSED IN THE CONSULTATION DOCUMENT IDENTIFIED ALL SECTIONS OF ROAD YOU FEEL SHOULD BE INCLUDED IN THE MRN?	4
5. HAVE THE QUANTITATIVE OR QUALITATIVE CRITERIA PROPOSED IN THE CONSULTATION IDENTIFIED SECTIONS OF ROAD YOU FEEL SHOULD NOT BE INCLUDED IN THE MRN?	4
6. DO YOU AGREE WITH THE PROPOSAL FOR HOW THE MRN SHOULD BE REVIEWED IN FUTURE YEARS?	5
INVESTMENT PLANNING	6
7. TO WHAT EXTENT DO YOU AGREE OR DISAGREE WITH THE ROLES OUTLINED FOR LOCAL, REGIONAL AND NATIONAL BODIES?	6
8. WHAT ADDITIONAL RESPONSIBILITIES, IF ANY, SHOULD BE INCLUDED? PLEASE STATE AT WHICH LEVEL THESE ROLES SHOULD BE ALLOCATED.	6
9. DO YOU AGREE WITH OUR PROPOSALS TO AGREE REGIONAL GROUPINGS TO SUPPORT THE INVESTMENT PLANNING OF THE MRN IN AREAS WHERE NO SUB-NATIONAL TRANSPORT BODIES (STBs) EXIST?.....	7
10. ARE THERE ANY OTHER FACTORS, OR EVIDENCE, THAT SHOULD BE INCLUDED WITHIN THE SCOPE OF THE REGIONAL EVIDENCE BASES? 7	
11. DO YOU AGREE WITH THE ROLE THAT HAS BEEN OUTLINED FOR HIGHWAYS ENGLAND?	7
ELIGIBILITY & INVESTMENT ASSESSMENT	8
12. DO YOU AGREE WITH THE COST THRESHOLDS OUTLINED?	8
13. DO YOU AGREE WITH THE ELIGIBILITY CRITERIA OUTLINED?	8
14. DO YOU AGREE WITH THE INVESTMENT ASSESSMENT CRITERIA OUTLINED?	9
15. IN ADDITION TO THE ELIGIBILITY AND INVESTMENT ASSESSMENT CRITERIA DESCRIBED WHAT, IF ANY ADDITIONAL CRITERIA SHOULD BE INCLUDED IN THE PROPOSAL? PLEASE BE AS DETAILED AS POSSIBLE.	9
OTHER CONSIDERATIONS	10
16. IS THERE ANYTHING FURTHER YOU WOULD LIKE ADDED TO THE MRN PROPOSALS?	10

APPENDICES

- APPENDIX A – MIDLANDS REGION MRN MAPS**
- APPENDIX B – MIDLANDS MRN SUMMARY TABLE**

General Response

Midlands Connect fully support the principle of developing the MRN and associated funding for the country as a whole. This landmark policy provides the unprecedented opportunity for Government to work with civic and business leaders, to define the network and target investment where it can benefit users and unlock economic growth. Sub-National Transport Bodies can play a unique role in setting national and local expectations and being a unique voice to shape further investment decisions for the benefit of all. Our response below sets out how we aim to support and add value to the valuable work of the Department to ensure that we all work together towards our mutual ambitions for better roads and more prosperous areas.

Midlands Connect will continue its constructive engagement with the Department to assist with finalisation of the initial MRN and ensure it delivers the benefits for users and economic growth that this landmark policy offers. Through the learning from our own extensive study and our regional expertise, we also offer to help the department develop and shape the guidance for the allocation of future funding.

We published our strategy in March 2017, after the Rees Jeffreys report, and we recommended the need to develop the concept and articulate the MRN proposition for the Midlands. Midlands Connect recognises the importance of this network to the national economy and the role it could play in unlocking employment and housing growth and we hope our approach can help to exemplify the opportunity that the Government's new commitment to the MRN can provide.

Prior to the launch of this consultation, Midlands Connect had already commenced a project to define an initial MRN for the Midlands. The outputs from that extensive piece of work inform the proposals below.

The second stage of our project is to assess the performance of this MRN and to develop our priority areas for investment. We will now take forward the recommendations from our study and ensure there are early, cost-effective and deliverable opportunities to exemplify the objectives set out in the consultation document.

We also welcome the role of Sub-national Transport Bodies (STBs), both emerging and Statutory, in developing the evidence base and prioritisation. With representation from local authorities, our main airports, businesses leaders, Highways England, HS2 and Network Rail we are best placed to understand the complexities of how the MRN can achieve its objectives and make a difference to the lives of those living and working across the Midlands.

In terms of defining the MRN, we would wish to see DfT proactively involve STBs and regional grouping in the final decisions around what is defined as part of the MRN. This role should be as key stakeholder in the process as opposed to the department making the decision in isolation.

With our deep understanding of the transport and economic issues within our respective areas we believe it is essential that we are proactively engaged in the decision-making process. In doing so it will ensure the department fully understands the evidence base and issues for each region. This will maximise the outcomes achieved with the available MRN funding.

In terms of potential funding, one of the biggest constraints on local authorities is the availability of development funding. Given the pressures on local government finance it will be important to ensure that a degree of 'certainty' is provided to STBs and individual scheme promoters.

To ensure the best use of constrained local government finance, it would be beneficial if 'indicative' allocations could be identified for regional groupings based on their evidence base and strategic assessment of MRN locations/sections that are prioritised for improvement.

This regional strategic case could form the first stage of any submission by Sub-National Transport Bodies (or regional groupings) as a precursor to individual business cases being developed.

We are co-signatories of the joint response to the consultation with fellow STBs, Transport for the North, England's Economic Heartland and Transport for South East. Our response here adds more depth to the agreed recommendations we would like Government to support, namely:

- The Department for Transport should work with the nascent Sub-national Transport Bodies to define the Major Road Network. The Sub-national Transport Bodies (STBs) have all worked closely with their local government partners to identify and reach consensus on the priority roads in their regions, with these priorities backed up by robust evidence. This local leadership and expertise should be recognised and drawn upon in the development of the England-wide MRN.
- Plan and invest in the Major Road Network as a single network. This original concept from Rees Jeffreys Road Fund research should be embedded in the MRN. Only by having an explicit reference to the single network will our residents and businesses have confidence that we are focusing on outcomes for users, through the function and role of roads, not differentiation based on ownership of the asset.
- Identify indicative, regional funding levels within which advice on investment can be planned over the long term. These would be indicative but, like rail investment, can incentivise an effective pipeline of improvements to be planned and funded by all parties together. Recognition of agreed growth priorities, including through statutory Transport Strategies and Strategic Economic Plans, would provide a more direct and effective route for new options to be developed with Government – it also entrenches the responsibilities of STBs to drive the prioritisation of proposals.
- Investment should have an unerring focus on outcomes for road users, including wider economic benefits. We agree with DfT that this should be the focus but we disagree with the approach to specifically identify eligibility criteria which could limit the holistic view the MRN is seeking to enable. We welcome updates to the Treasury's Green Book which now includes recognising the potential agglomeration benefits of investment; the MRN should embrace not limit such approaches.
- STBs should provide a reporting and monitoring role which should align with our work as owners of a regional evidence base, considering wider economic benefits and multi-modal options for our areas. We support the proposal that the definition of the Major Road Network should be reviewed on a five-yearly cycle, consistent with the approach used for both Network Rail and Highways England managed investment programmes. We believe a role for STBs would help ensure programmes are planned and delivered effectively and embed the Infrastructure and Projects Authority's proposals for systems and life-cycles of programmes to be as efficient and targeted as possible.
- DfT should clarify the important, long-term role STBs can offer in any further announcements on the MRN. STBs can offer Government an effective conduit to local partners and act as a co-creator for the road network. In most cases, Local Highways Authorities will be delivering the MRN and therefore DfT is benefitted by having strong, united voices to support and safeguard the delivery of the MRN. With STBs' roles emerging, we can only offer a consistent and effective service to Government and our partners with more confidence and certainty on our role and resource expectations.

Core Principles

1. Do you agree with the proposed core principles for the MRN outlined in this document?

The need for a Major Road Network was identified and supported within the Midlands Connect Strategy (2017). Midlands Connect commenced a study in 2017 to develop the concept of a Midlands MRN and identify the priorities for investment.

As part of our work we have considered what should be the core principles that define a MRN. Our work is very closely aligned with the consultation document and we support the Core Principles defined.

In terms of “certainty of funding”, the proposal for additional ring-fenced funding at a national level is welcomed.

As set out in our “General Response” section above, business case development costs are significant for local authorities and should only be focussed on schemes that have potential to be funded. Sub-national Transport Bodies (STBs) should be provided with indicative allocations for their MRN programme based on the strength of their regional evidence base and strategic assessment of priorities for intervention.

We fully recognise that any indicative allocation would not mean that schemes are guaranteed to be approved and that all individual scheme will be subject to the business case approval.

In creating a potential funding envelope, however, it will allow regional groupings to prioritise business case development. This could include a degree of over programming to allow for flexibility should any individual scheme be delayed or removed from the programme (should its business case not prove value for money).

This approach will reduce the risk of abortive business case development cost on schemes are not likely to be considered by DfT.

2. To what extent do you agree or disagree with the quantitative criteria outlined and their application?

The quantitative criteria identified in the consultation are a good fit with the work we have undertaken in advance of the DfT consultation.

The only additional criterion that we have used as part of our work is in relation to the proportion of journeys on each section of road over 5 miles in length. Our rationale for this is to identify those links which carry the highest proportion of regional movements as opposed to short local journeys to ensure we identify the most strategically important links.

In terms of the actual thresholds, we have used those consistent with the Rees Jeffreys’ work and suggest these are applied as part of the definition of a national MRN.

The headline metrics criteria that we have used are summarised below:

- Traffic flow >20000 AADT – this is consistent with the Rees Jeffreys criteria.
- AADT>10000 and >5%HGVT –this is consistent with the Rees Jeffreys criteria.
- Average journey length on road is >5miles for 50% of trips – applying this additional criterion allows us to focus on intra and inter regional trips. Applying this criterion has led to the

exclusion of some of the roads that have greater than 20,000 AADT but are predominately used for short trips.

Within urban areas, our application of a quantitative threshold 20,000 AADT (which is consistent with the Rees Jeffreys work) has identified a higher density of potential MRN links than shown on the DfT map.

3. To what extent do you agree or disagree with the qualitative criteria outlined and their application?

The qualitative criteria in the documents are closely aligned to what we have used as part of our MRN project. The principles of the criteria are sound, but in applying them to the development of MRN networks in individual areas, it may benefit from more detailed guidance on the application. This will ensure consistency in application when considering if a section of road should be part of our MRN proposition.

Our assessment of the MRN differs to the DfT map within the urban areas. Our assessment of these links concludes (in addition to most meeting the AADT threshold) that many provide connectivity between and to economic sectors, connectivity to transport hubs and, in some cases, provide a resilience role to the SRN during major incidents and events.

Similarly, within the rural areas we have based our assessment on the qualitative criteria encompassing in-depth knowledge of key economic sectors and their connectivity requirements. This has led to several proposed deletions and additions to the MRN map within the consultation document. Further detail is set out in Appendix B.

We are happy to assist with the understanding of our interpretation of the qualitative criteria and to work with the department to further develop as they develop the MRN post-consultation.

4. Have both the quantitative and qualitative criteria proposed in the consultation document identified all sections of road you feel should be included in the MRN?

See answer for questions 5 below.

5. Have the quantitative or qualitative criteria proposed in the consultation identified sections of road you feel should not be included in the MRN?

In response to questions 4 and 5, our MRN study has identified a number of proposed deletions and additions to proposition within the consultation document.

We have provided a detailed response in Appendix A to this submission with a map. The spreadsheet contained within Appendix B sets out our evidence and rationale for both deletions and additions to the consultation map for the Midlands.

The high-level reasons for our proposition being different to the DfT map were set out in questions 2 and 3. Within Appendix A and Appendix B, we provide the evidence and case for each of the individual links.

In developing our proposal, we have met with surrounding local authorities, adjoining emerging STBs and with the Welsh Assembly to ensure consistency across regional borders.

6. Do you agree with the proposal for how the MRN should be reviewed in future years?

We support the future review of the MRN. This will be particularly important in the context of where major housing and employment sites become more certain and in relation to the construction/completion of other new highway schemes.

In setting the MRN we think it should consider schemes that are approved or under construction as these may be a reason for changes to the current network (in terms of MRN definition) on completion of committed schemes.

Similarly, if there are housing or employment sites currently under construction then it would be logical to include any forecast changes in traffic flow associated with such developments within the baseline MRN at the start of that 5-year period.

Failure to adequately consider 'certain' development or schemes could constrain the most appropriate MRN solution of any given region or area.

Investment Planning

7. To what extent do you agree or disagree with the roles outlined for local, regional and national bodies?

Midlands Connect welcomes and agrees in principle with the roles outlined in the consultation document, though we believe the proposals could go further as set out in our responses to questions 8 and 10 below.

Local authorities should retain responsibility for maintaining and operating their existing networks; Midlands Connect has no wish to intervene in the day-to-day running of local roads. Midlands Connect, in common with other emerging STBs, is better suited to assuming the strategic planning function described in page 28, and is well-equipped to develop Regional Evidence Bases owing to the experience gained from developing our existing transport strategy.

8. What additional responsibilities, if any, should be included? Please state at which level these roles should be allocated.

STBs should be given the flexibility and autonomy to develop a much longer-term programme than that envisaged on pages 29-30. As set out earlier in this document, we believe a long-term strategic pipeline of schemes could be generated, which could be approved “in principle”, and then implemented to an agreed schedule and sequence - subject to the clearance of individual business cases at the appropriate stages of scheme development. Such an approach would be the most effective way of giving certainty to the local authorities, the supply chain and to the wider business community. It would also reduce the administrative burden on local authorities and STBs to engage in bi-annual refresh exercises.

In addition, it would be appropriate for STBs to have a similar role in the other funding streams outlined on page 11, where the projects proposed have a direct relevance to MRN routes and the programme for improving the MRN. For instance, schemes taken forward in the Large Local Majors Fund are highly likely to be on MRN routes and have more impact on the MRN than those supported through the National Roads Fund. More broadly, some simplification of the structure of funding for the local road network seems overdue, not least to reduce the administrative burden on authorities. There is also scope for STBs to take on a coordination role in the implementation of these investment programmes to encourage alignment of forward plans, to optimise service to the road user and to protect current, and facilitate future regional economic activity.

We believe that it would also be helpful for STBs to set performance expectations for the MRN to guide priorities for future.

9. Do you agree with our proposals to agree regional groupings to support the investment planning of the MRN in areas where no sub-national transport bodies (STBs) exist?

Yes. Midlands Connect would also be willing to collaborate with these regional groupings to help them in their development of Regional Evidence Bases.

10. Are there any other factors, or evidence, that should be included within the scope of the Regional Evidence Bases?

We look forward to working with the Department to help develop the guidance on developing the Regional Evidence Bases, and would suggest that this should not just be focused on reactive, 'traditional', transport issues as set out in the bullets on pages 28 and 29. More emphasis should be given to the role of MRN investment in unlocking economic growth and housing, and the investment prioritisation process should be designed to encourage the promotion of schemes that are particularly central to the region's economic priorities.

11. Do you agree with the role that has been outlined for Highways England?

Midlands Connect has no difficulty with the roles for Highways England in supporting the Department and local authorities. We are not looking for support from Highways England in our strategic function or in developing our Regional Evidence Base, though we will of course continue engaging closely with them.

Eligibility & Investment Assessment

12. Do you agree with the cost thresholds outlined?

Whilst we understand the rationale for the cost thresholds, there is a risk, as with any arbitrary threshold, that an intervention could have a very strong business case but beneath the level to be considered.

The thresholds could also encourage perverse behaviour on the part of applicants. For instance, the upper threshold might encourage the division of schemes into stages for spurious reasons, which would be likely to increase the overall cost of delivery. Alternatively, schemes might be developed which are devoid of environmental mitigation or community/integration elements with the sole purpose of reducing the overall cost.

At the other end of the scale, schemes might be needlessly extended just to reach the lower cost threshold, which would not be in taxpayers' interests. Alternatively, the lower threshold would exclude schemes which would otherwise offer high value for money. Such schemes often have a lower cost as a consequence of requiring little or no land-take, rather than being "insignificant" in terms of transport or economic impact. Moreover, such schemes can move more swiftly through the planning process and deliver benefits more quickly.

STBs and regional groupings could expend considerable resource in identifying sufficient schemes that would fit this narrow window, and would undermine the role of the Regional Evidence Bases in providing the foundation for the investment decisions.

We welcome the eligibility of 'packages' which to some extent may mitigate against the above, but nonetheless scope for discretionary decisions on a case by case basis would strengthen the criteria.

In terms of the upper threshold, if this is used, it should be limited to the government contribution only and total scheme cost should be allowed exceed this threshold. This will not constrain options should a larger intervention be identified as best value for money and additional local funding is available to cover the additional costs above the DfT threshold.

13. Do you agree with the eligibility criteria outlined?

We support the eligibility criteria but would propose the types of new infrastructure should be widened from funding bypasses of villages and towns to include other new offline alignments. There may be locations where the solution to the current MRN achieving the required performance standard is a new off-line enhancement to replace an existing section of MRN. The intervention may not be to bypass a town or village but rather to overcome a specific constraint on the infrastructure that is not deliverable as part of the existing MRN. This could be within an urban area, town or village or linked to other constraints within a rural location.

Greater clarity on the eligibility of public transport will also need to feature in any guidance developed. Where the MRN extends into urban areas then one of the most effective measures for improving the performance for general traffic could be public transport investment with complementary local policies to reduce travel demand.

The guidance states that public transport could be included as part of a wider package of intervention. We would welcome the opportunity to work with the department to develop the guidance and requirements in relation to this.

14. Do you agree with the investment assessment criteria outlined?

We would recommend that the investment criteria are reordered to avoid what could be interpreted as a disproportionate bias towards reducing congestion.

“Congestion” is a notoriously difficult concept to define – and somewhat negatively couched.

We consider that reducing congestion should be one of the criteria to “Support the SRN” Objective alongside the improving journey times, reliability and SRN resilience. This focusses the investment criteria on outcomes rather than outputs.

Logically this objective should also be widened to cover both the SRN and MRN. The availability of funding should be as much about improving the performance on the MRN with the secondary benefits that it should bring to the SRN through a shift of traffic to an alternative route (alongside wider resilience benefits).

From our extensive engagement with stakeholders as part of Midlands Connect we have found that reliability and resilience are probably the most important factors to users and the economy. Reducing congestion will be part of the package of measures to ensure an effective SRN.

15. In addition to the eligibility and investment assessment criteria described what, if any additional criteria should be included in the proposal? Please be as detailed as possible.

Subject to some further refinement outlined above, the investment criteria are a sound basis on which to base eligibility.

In developing the guidance for the funding application process, it will be important to consider how this investment criteria are both weighted and assessed. We would be happy to work with the department and other emerging STBs to establish a common approach to the MRN funding application process.

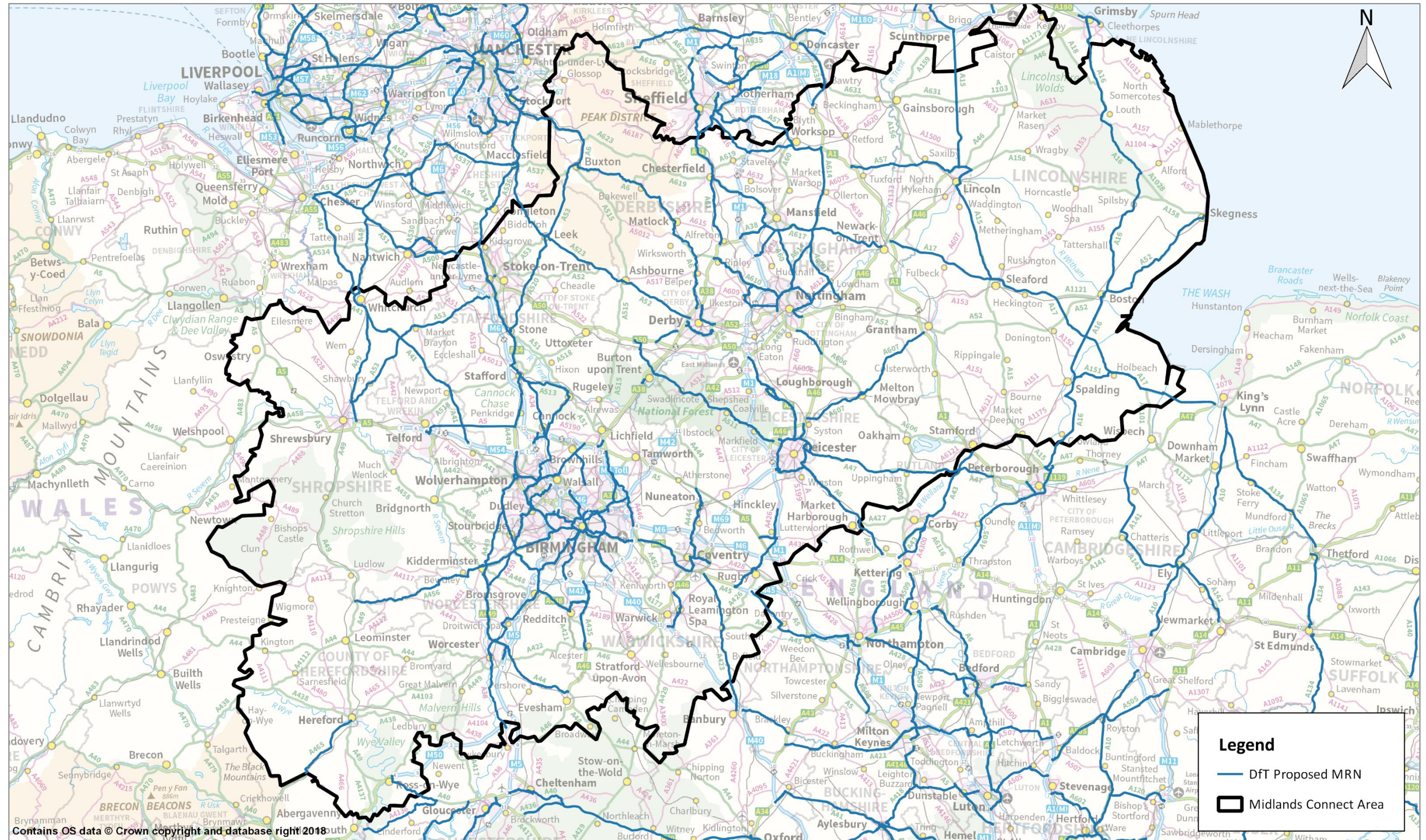
Other Considerations

16. Is there anything further you would like added to the MRN proposals?

We have nothing further to add.

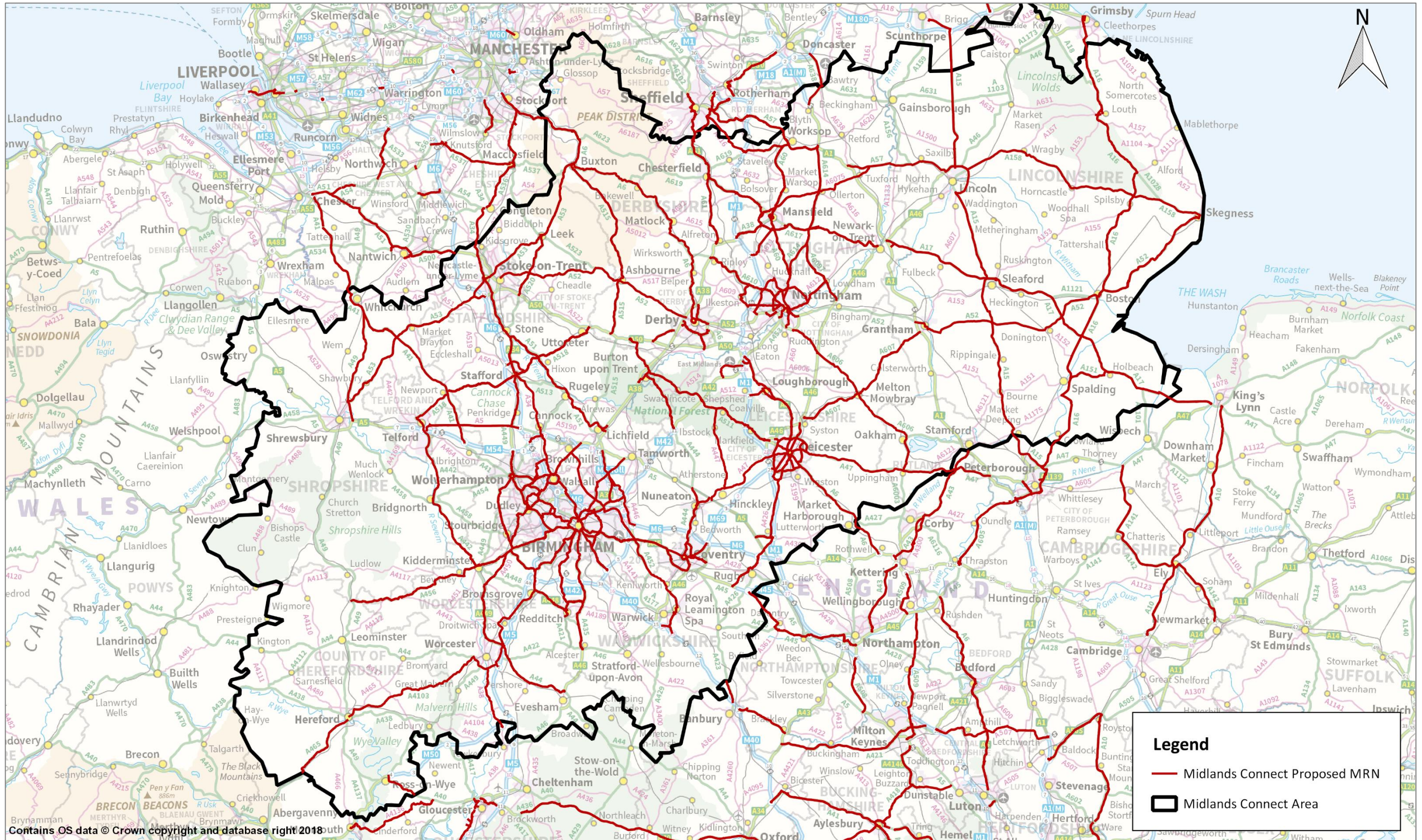
APPENDIX A – MIDLANDS REGION MRN MAPS

The following map identifies the MRN network put forward by DfT as part of the consultation.



Contains OS data © Crown copyright and database right 2018

The following map identifies the currently proposed MRN by Midlands Connect.



Contains OS data © Crown copyright and database right 2018

APPENDIX B – MIDLANDS MRN SUMMARY TABLE

The table below shows a summary of the proposed removals, additions (existing and in construction) and an overview of these edits.

Proposed Removals			Length (miles)	Length (km)	Rationale
Potential MRN Route	Start Point	End Point			
A38	A4538 (Martin Hussingtree)	A4440 (Broomhall)	7	11	Resilience provided by A4440
A423	A45 (Ryton on Dunsmore)	M40 (Banbury)	22	34	Not supported by LHA
A449	A456 (Kidderminster)	A491 (Kingswinford)	9	14	Resilience and connectivity provided by A456/A491
A449	A450 (Hartlebury)	A456 (Kidderminster)	4	7	Resilience provided by A450
A460	A5 (Cannock)	A51 (Rugeley)	9	14	Resilience provided by A51 (Rugeley to Lichfield)
A4601	A5 Longford Island	Lodge Lane	1	2	Not supported by LHA
A5013	Stone Road (A34)	M6 J14	1	2	Resilience provided by Stone Road
A513	A34 (Weeping Cross)	A51 (Woseley Bridge)	5	8	Resilience provided by A51 (Stone to Rugeley)
A520	A34 (Stone)	A50 (Blythe Bridge)	7	11	Resilience provided by A518
A523	A536 (Macclesfield)	A520 (Leek)	13	20	Resilience provided by A34/A536
A523	A53 (Leek)	A52 (Blore)	10	16	Resilience provided by A52 (Stoke-Ashbourne)
11			87	139	
Proposed Additions			Length (miles)	Length (km)	Rationale
Potential MRN Route	Start Point	End Point			
A15	A17 (Sleaford)	A47 (Peterborough)	33	52	SRN Resilience (A1)
A158	A15 (Lincoln)	A52 (Skegness)	40	64	Connectivity between economic centres
A34	A41 (Sparkbrook)	A4040 (Birmingham Outer Ring Road)	2	4	Part of a key access route connecting Birmingham and Solihull with SRN
A34 (Stone Road)	A513 North of Stafford	A5013 (Stafford)	1	2	SRN Resilience (M6)
A34/A4148	A4124 (Bloxwich)	M6 J9 Walsall and J7 (Great Barr)	9	14	SRN Resilience (M6) via Walsall Ring Road
A38	A4540 (Birmingham Middleway)	A4400 (Birmingham Queensway)	0	1	Connectivity of central Birmingham with SRN (M6)
A4031	A41 (West Bromwich)	A4182 (Kenrick Way)	0	1	Extends A4031 MRN to A41 for M5 Resilience
A4040	A38 (Bromford)	A47 (Heartlands Parkway)	0	1	Connects A38 MRN with A47 for M6 Resilience
A4053 (Coventry Ringway)	A4600 (Sky Blue Way)	A4114 (London Road)	2	3	Connectivity of Coventry city centre and major development sites
A41	A463 (Bilston)	M5 J1 (West Bromwich)	6	10	SRN Resilience (M6) Wolverhampton to M5
A4114 (Holyhead Road)	A45 (Allesley)	A4053 (Coventry)	2	4	Connectivity - Coventry to Solihull, HS2 and Airport)
A4123	A4150 (Wolverhampton Ring Road)	A463 (Lanesfield)	2	4	SRN Resilience (M6) connecting Wolverhampton with Birmingham
A426	A594 (Leicester City Centre)	M1 (J20a proposed)	8	13	SRN Resilience (M1) connecting Leicester with Lutterworth and Rugby
A435	M42 J3 (Redditch)	A4540 (Birmingham City Centre)	8	13	Connectivity between Redditch and Birmingham
A441	M42 J2 (Alvechurch)	A4023 (Redditch)	4	7	Connectivity SRN to Redditch Growth Area
A441	A4189 Headless Cross	A448 (Crabbs Cross)	1	2	Completes connectivity between Redditch growth areas and M42.
A442	A518 (Telford)	A456 (Kidderminster)	27	43	SRN Resilience (M54/M5/A49)
A444/A5189	A5121 (Burton Upon Trent)	M42 J11 (Meesham)	10	16	Connectivity with key growth area
A4440/A4103/A465	M5 J7 (Worcester)	A438 (Hereford)	28	45	SRN Resilience(M50) Worcester to Wales via Hereford
A447	A511 (Coalville)	A47 (Hinckley)	13	21	SRN Resilience (M1)
A452	A4041 (Streetly)	A38 (Castle Vale)	5	8	Connects A452 MRN with rest of MRN to provide a resilient route for M6
A452	M6 J5 (Castle Vale)	A446 (Little Packington)	6	10	SRN Resilience (M6) providing access to Birmingham Airport
A452	A45 (Stonebridge Island)	A46 (Kenilworth)	10	16	SRN Resilience (M42/M40) and connects with UK Central, HS2, wider economic and housing growth
A452	M40 J13	A452 (Europa Way)	1	2	Outfacing ramps to MRN from M40
A453	A42 J14 (Donington Park)	M1 J23A (East Midlands Airport)	5	8	SRN Resilience (A42) connecting East Midlands Airport
A453/Wilford Street/A6005	A52 (Beeston)	A6008 (Nottingham City Centre)	2	3	Connects Nottingham with SRN
A4538	A38 (Martin Hussingtree)	M5 J6 (Worcester)	2	3	SRN Resilience (M5)

A4600	M6 J2 (Ansty)	A428 (Binley Road)	3	5	SRN Resilience (A46) connecting Coventry with M6
A461	A41 (Wednesbury)	A4123 (Dudley)	2	3	Connects Dudley with Sandwell
A47	A594 (Leicester City Centre)	A5 (Nuneaton)	16	25	SRN Resilience (M69) and connection to Leicester
A47	A444(Nuneaton)	A5(T)	2	3	SRN resilience (M69) linking Nuneaton and Hinckley
A47	A594 (Leicester City Centre)	A6030 (New Humberstone)	1	2	Connectivity with Leicester City Centre
A50	A594 (Leicester City Centre)	A563 (Glenfield)	2	3	Connectivity with Leicester City Centre
A51/A5127/A5192	A34 (Stone)	A38 (Lichfield)	24	38	SRN Resilience, between Stafford, Rugeley and A38
A512	A6004 (Loughborough)	M1 J23 (Shepshed)	3	5	Connection of growth area to SRN
A5121	A38 (Branston)	A511 (Burton Upon Trent)	3	4	SRN Resilience (A38) connecting growth area
A5127/A453	M6 Junction 6 (Birmingham)	A5 (Tamworth)	11	17	Connects development around Tamworthwith Birmingham,SRN and M42 resilience
A513	A34 (North of Stafford)	A518 (East of Stafford)	3	5	Bypass of Stafford
A514	A5111 (Allenton)	A50 (Chellaston)	2	4	SRN Resilience (A6)
A515	A50 (Sudbury)	A53 (Buxton)	30	47	Resilience to A6, access to Peak Park and mineral supplies
A518	A442 (Telford)	A50 (Uttoxeter)	32	51	SRN Resilience (east-west via Staffotrd)
A5199	A594 (Leicester City Centre)	A563 (Knighton)	2	3	Connectivity with Leicester City Centre
A52	A50 (Stoke-on-Trent)	A523 (towards Ashbourne)	17	27	SRN Resilience between Stoke and Derby
A52	A16 (Boston)	A1 (Grantham)	32	51	Connectivity between economic centres
A52 (Eastgate)	A601 (Derby City Centre)	A61 (West Meadows Industrial Estate)	0	0	Connects with Derby City Centre
A53	A5182 (towards Shropshire)	A520 (Leek)	15	24	Connectivity with Peak District, Potteries and North Wales
A5460/B4114/B582	A47 (Leicester)	A426 (Blaby)	5	8	SRN Resilience (M1) connecting Leicester with Lutterworth and Rugby
A594	Leicester Inner Ring Road	Leicester Inner Ring Road	3	5	Connectivity with Leicester City Centre
A6	A594 (Leicester City Centre)	A563 (Birstall)	2	3	Connectivity with Leicester City Centre
A6	A594 (Leicester City Centre)	A6030 (Stoneygate)	2	3	Connectivity with Leicester City Centre
A6	A38(T) (Allestree)	A601 (Derby City Centre)	2	3	Connects Derby with SRN and Peak District
A60	A619 (Worksop)	A617(Mansfield)	9	15	SRN Resilience (M1)
A60/A612/A6011	A6514 (Woodthorpe)	A52 (Ruddington)	6	10	Connects Nottingham with SRN
A6002	A611 (Bullwell)	A52 (Bramcote)	7	11	SRN Resilience (M1)
A6005/A6464	A52 (Brian Clough Way)	A52 (Clifton Bvd.)	2	3	SRN Resilience (A52)
A6008	A60 (Nottingham City Centre)	A610 (Arboretum)	1	2	Connectivity with Nottingham City Centre
A601	Derby Inner Ring Road	Derby Inner Ring Road	2	4	SRN Resilience (A38)
A606	A46 (Kinoulton)	A47 (Uppingham)	26	41	SRN Resilience (A1/A46/A52)
A607	A594 (Leicester City Centre)	A563 (Thurmaston)	2	3	Connectivity with Leicester City Centre
A6075	A617 (Mansfield)	A57 (Dalton)	10	16	Connects Mansfield with M1 and A1
A610	A6008 (Arboretum)	A6514 (Aspley)	1	2	Connectivity with Nottingham City Centre
A611	A60 (Carrington)	A6002 (Bullwell)	4	6	Connectivity with Nottingham City Centre
A6200	A610 (Arboretum)	A52 (University)	1	2	Connectivity with Nottingham City Centre
B4119	A444 (Foleshill)	A4053 (Coventry)	2	3	Connectivity of Coventry with M6
64			518	828	
Proposed Additions Under Construction			Length (miles)	Length (km)	Rationale
Potential MRN Route	Start Point	End Point			
A6 (Kegworth Bypass)	A453 (East Midlands Gateway)	A6 (Kegworth)	1	2	Improved connectivity with East Midlands Gateway
A15 (Lincoln Eastern Bypass)	A158 (Wragby Road)	A15 (Sleaford Road)	5	8	Improved connectivity between east and south Lincolnshire relieving city centre.
2			6	9	
Summary			Length (miles)	Length (km)	% Change
DFT proposed MRN in Midlands			1159	1855	
MC proposed removals			-87	-139	-7%
MC proposed additions			518	828	45%
MC proposed MRN			1590	2545	37%
MC proposed MRN + new construction			1596	2554	38%