

# The UK2070 Papers



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The Working Paper Series of the  
UK2070 Commission

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Series 5  
(Part 2: Maps Annex)  
November 2021

**UK2070**  
COMMISSION

**UK2070 Futures**

**Post-COVID Scenario Modelling**

**Technical Report**

**Part 2: Maps Annex: Figures A, B & 9-13**

(Refer Part 1 for Report)  
(Refer Part 3 for: Modelling Appendix)

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November 2021

## **Annex of Maps Illustrating Potential Impact of increased Connectivity for Manchester**

**(Refer Part 1 Report for explanation  
(Figures numbering relate the text  
in the main report i.e. Part 1)**

## Manchester in 2021:

All other national and regional centres are more than 2 hours away door to door, including those in Northern England.



Figure A Business travelling by fastest means: 2021





Figure B Business travelling by fastest means: by 2071

A comparison among the four main scenarios demonstrates that:



Figure 9 The UK's interregional transport network is currently highly focused on London



However, not only is this network London centric, it is also exclusionary – in terms of average door to door travel time, only the regional centres in the Wider South East are within or close to 2 hours. All other national and regional centres are beyond 3 hours or more, making it difficult for face to face contacts that are essential for complex decisions.



Figure 10 A comparison of the door-to-door travel times to/from London: 2021

It is quite rare to examine transport connections to all nations and regions from the perspective of a region outside London

Example: Manchester



Figure 11 Regional capitals like Manchester tend to have less direct connections



## Example: Manchester in 2021

For Manchester, all other national and regional centres are beyond 2 hours, including those in Northern England.



Figure 12 A comparison of the door-to-door travel times to/from Manchester: 2021



Figure 13 A vision for radically reduced door-to-door travel times to/from Manchester through environment- and climate-friendly means of transport