The UK2070 Papers





The Working Paper Series of the UK2070 Commission

Series 5 (Part 2: Maps Annex) November 2021



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)

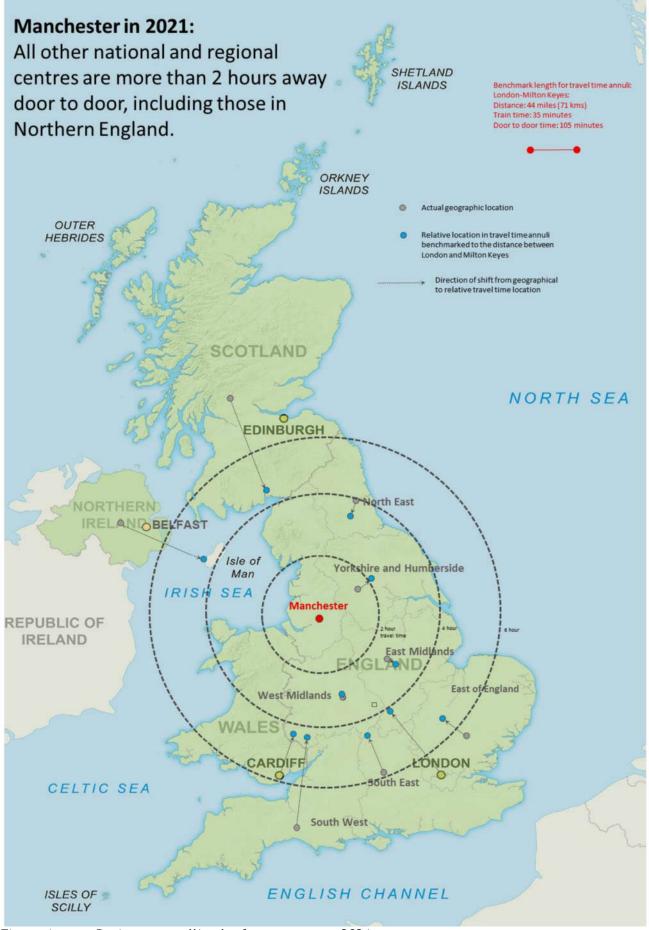


Figure A Business travelling by fastest means: 2021

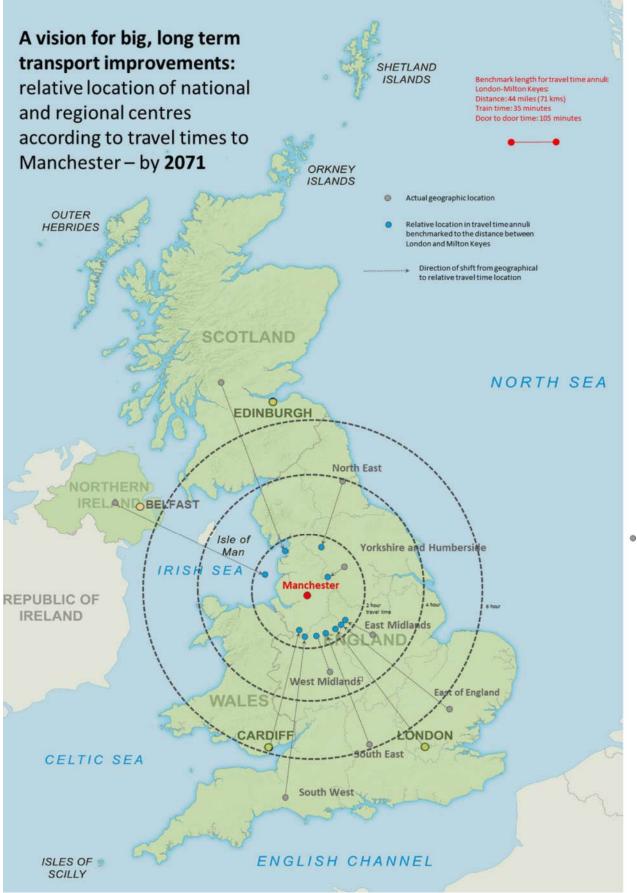


Figure B Business travelling by fastest means: by 2071

A comparison among the four main scenarios demonstrates that:

The UK has already made substantial progress connecting the regional centres among the four nations. The fastest connections are on rail in England, where a high speed rail spine is being developed; The UK is also in the lead in developing practical solutions to decarbonized air links



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.



Relative location in travel time annuli benchmarked to the distance between London and Milton Keyes (see below)

 Direction of shift from geographical to relative travel time location

Benchmark length for travel time annuli London-Milton Keyes Distance: 44 miles (71 kms) Train time: 35 minutes Door to door time: 105 minutes

Relative location of national and regional centres according to travel times to London - **2021**

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



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.

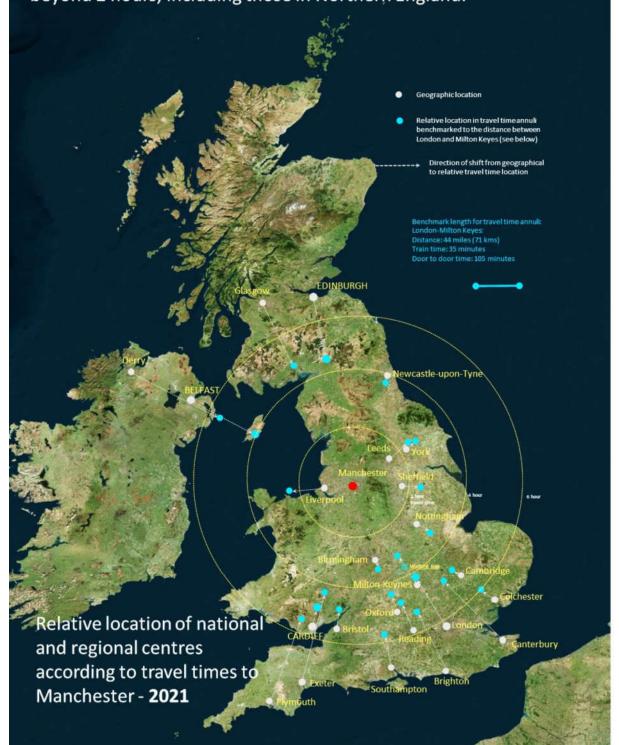






Figure 13 A vision for radically reduced door-to-door travel times to/from Manchester through environment- and climate-friendly means of transport