

M20 Junction 10a

TR010006

4.2 Funding Statement

APFP Regulation 5(2)(h)

Revision B

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure)
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Volume 4
May 2017

M20 Junction 10a

TR010006

4.2 Funding Statement

Volume 4

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| B | May 2017 | Revised edition to include up to date information. |

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1 Introduction

1.1 Purpose of document

- 1.1.1 This Funding Statement ("this Statement") relates to an application made by Highways England (the "Applicant") to the Planning Inspectorate under the Planning Act 2008 (the "2008 Act") for a Development Consent Order ("DCO"). If made, the DCO would grant consent for the Applicant to undertake the M20 Junction 10a scheme (the "Scheme").
- 1.1.2 This Statement has been prepared and submitted in compliance with Regulation 5(2)(h) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the "2009 Regulations") and in accordance with the Department for Communities and Local Government guidance 'Planning Act 2008: Guidance related to procedures for compulsory acquisition' (September 2013).
- 1.1.3 This Statement is required due to the fact that the DCO would authorise the compulsory acquisition of land, interests in land or rights over land. This leads to the requirement under Regulation 5(2)(h) for a statement indicating how the implementation of these powers in the DCO would be funded.
- 1.1.4 As this Statement is part of the application documents it should be read alongside, and is informed by, the other application documents; in particular, the Statement of Reasons (document reference 4.1), which is also included in the application to comply with the requirements of Regulation 5(2)(h).

1.2 Description of the Scheme

- 1.2.1 The Scheme comprises:
- A new interchange junction 700 m east of junction 10 over the M20.
 - A new dual carriageway link road to the existing A2070 Southern Orbital Road (Bad Munstereifel Road).
 - A20 Hythe Road connection.
 - A new footway linking the A20 Hythe Road to the Church Road Footbridge across the A2070.
 - A new Kingsford Street footbridge across the M20 and a new Church Road footbridge.
- 1.2.2 A more detailed description of the Scheme can be found in Chapter 2 of the Environmental Statement, document reference 6.1.

2 Capital Expenditure

2.1 Capital cost

- 2.1.1 The scheme has a current most-likely estimate of £104.4 million. This estimate includes all costs to deliver the Scheme from Options Stages through to the opening for traffic. It includes an allowance for compensation payments relating to the compulsory acquisition of land interests in, and rights over, land and the temporary possession and use of land. It also takes into account potential claims under Part 1 of the Land Compensation Act 1973, Section 10 of the Compulsory Purchase Act 1965 and Section 152(3) of the 2008 Act.
- 2.1.2 The estimate has been prepared in accordance with Highways England procedures and, in combination with the approved budget, provides sufficient cost certainty to enable the Applicant to confirm the viability of the Scheme.

2.2 Land acquisition

- 2.2.1 Highways England commenced statutory pre-application consultation on the Scheme on 14 January 2016 and has maintained engagement with land owners since this date to discuss the Scheme, agree access for surveys and discuss potential acquisition, where applicable. These discussions have informed the Scheme design as set out within the DCO application.

2.3 Preparation costs

- 2.3.1 Highways England has been, and will continue to be, responsible for all preparation costs associated with the Scheme. These may include items such as design costs, legal costs, land acquisition costs, advance payments to statutory undertakers and surveying costs.

3 Sources of funding

- 3.1.1 Highways England is a government owned company and is responsible for operating, maintaining and improving the strategic road network in England. These responsibilities include the acquisition, management and disposal of land and property in relation to strategic road network improvement projects, together with the payment of compensation related to these activities. Highways England is responsible for delivering the major projects in the Roads Improvement Strategy.
- 3.1.2 The document '*Investing in Britain's Future*' (extract at Appendix A), published by HM Treasury in June 2013, stated at Appendix A (Table A.6) that the Government was committed to funding the Scheme subject to finalisation of options and agreement being reached on developer contributions.
- 3.1.3 This commitment was confirmed in the December 2013 National Infrastructure Plan (extract at Appendix B) at page 107, re-stating that the Scheme would go ahead, subject to finalisation of options and developer agreement.
- 3.1.4 In July 2014 the South East Local Enterprise Partnership ("SELEP") Growth Deal published that the Highways Agency will commit to deliver the major HA project at M20 J10a and provide funding for the total cost of the delivery of the scheme minus the Local Enterprise Partnership contribution (£35.7 million).
- 3.1.5 The Local Enterprise Partnership and partners, including Kent County Council and Ashford Borough Council (ABC), agreed to use pre-committed Local Growth Fund allocations and local developer contributions collected by ABC to invest £35.7 million in the major HA project at M20 Junction 10A.
- 3.1.6 The SELEP Accountability Board confirmed in February 2017 the award of £19.7m to the Scheme and, as stated above, £16m will be provided from local developer contributions.
- 3.1.7 The Department for Communities and Local Government ("DCLG") has agreed to forward fund the £16m contribution from local developers subject to a funding agreement between the Homes and Communities Agency ("HCA") and ABC, which will provide for the repayment of the £16m to the HCA from developer contributions over the period to 2030. This agreement has been signed by both parties and it is expected that DCLG will release funds across two financial years with a first contribution released by the end of November 2017 at the latest.

3.1.8 This support from the Government is now a financial commitment to meet the partial costs of the Scheme. This commitment and partial funding for it was announced in the Government's Road Investment Strategy (extract at Appendix C).

3.1.9 The Scheme, including the compulsory acquisition of land interests, will therefore be partially funded by HM Treasury to the extent of £50 - £100m in line with the Road Investment Strategy (RIS) plan commitments (Appendices D).

3.1.10

3.2 Potential for blight

3.2.1 The term 'blight' refers to the reduction of economic activity or property values in a particular area resulting from expected or possible future development, or restriction of development. Where incidences of blight occur, blight notices may be served by those with a qualifying interest in land affected on the organisation(s) responsible for the planned development that gives rise to the blight. To date, no blight notices have been served in respect of the Scheme. Should any claims for blight arise as a consequence of the proposed compulsory acquisition of land, or rights in land, affected by the Scheme, the costs of meeting any valid claim will be met by Highways England.

Appendix A.

Extract from '*Investing in Britain's Future*' (HM Treasury, June 2013)

Table A.5: Pipeline of further HA managed motorway schemes which the Government is committed to funding, subject to finalisation of the options and consideration of their business case and deliverability

| Project | Description |
|---|--|
| Manchester Junctions (M60 J24-27 and 1-4) | Managed Motorways. This is the Manchester orbital road. These junctions are on the SE of the road. |
| Manchester Junctions (M62 J10-12) | Managed Motorways. These are the junctions between the M6 and the M60 (Manchester orbital). |
| West Manchester Junctions (M6 J21a-26) | Managed Motorways. Junctions between the M62 and M58 near Wigan. |
| M56 Junctions 6 to 8 | Managed Motorways between junctions 6 and 8 south of Altrincham. |
| Junctions between Birmingham and Manchester (M6 J13-15) | Managed Motorways. Junctions from near Stafford to Stoke on Trent. |
| Junctions between Coventry and Birmingham (M6 J2-4) | Managed Motorways. Coventry to East of Birmingham. |
| Southampton Junctions (M27 J4-11) | Managed Motorways. Junction with M3 towards Portsmouth. |
| Southampton Junctions (M3 J9-14) | Managed Motorways. From Winchester to junction with M27. |
| Maidstone Junctions (M20 J3-5) | Managed Motorways. Junctions to the North of Maidstone. |

Table A.6: Pipeline HA road schemes which the Government is committed to funding subject to finalisation of options and agreement being reached on developer contributions

| Project | Description |
|--|--|
| M54 to M6 Toll link road | New link road improving access from the M54 to the M6. |
| A new M20 junction 10a and a new link road | A new M20 Junction 10A and link road to the A2070 at Ashford in Kent with a new dual carriageway link road to the existing A2070 Southern Orbital Road and also connect to the A20 Hythe Road. |
| A2 Ebbsfleet junction | Improvements to the A2 junction at Ebbsfleet in North Kent between Dartford and Gravesend. |

Appendix B.

Extract from '*National Infrastructure Plan*' (HM Treasury, December 2013)

| Priority Investment ➤ Key Projects or Programmes | Construction Start | Construction Finish | Progress and Future Milestones |
|---|---------------------------|----------------------------|--|
| | | | <ul style="list-style-type: none"> ○ A23 (Handcross to Warninglid) ○ A14 Junction 7-9 (Kettering) • Advanced works have started on A45 / 46 (Tollbar End) • A23 (Handcross to Warninglid) and A11 (Fiveways to Thetford) are due to complete by April 2015 • A30 (Temple) and M25 Junction 30 projects will start before the end of this Parliament • In June, the government announced six new projects will go ahead subject to value for money and deliverability, some of these projects now have provisional start dates: <ul style="list-style-type: none"> ○ A19 / A1058 Coast Road is due to start in 2016-17 ○ A63 (Castle Street) is due to start in 2016-17 ○ A19 (Testos) is due to start in 2016-17 ○ A21 (Tonbridge to Pembury) is due to start in 2015-16 ○ A38 (Derby Junctions) – start date still to be confirmed ○ A27 Chichester Bypass – start date still to be confirmed • And a further three projects will go ahead subject to finalisation of options and developer agreement: <ul style="list-style-type: none"> ○ M54 to M6 Toll Link Road ○ New M20 Junction 10a and link road ○ A2 (Bean and Ebbsfleet Junctions) • The Highways Agency is continuing to develop the forward programme of major projects and will make an announcement on the timing of these schemes in due course • The government announced in summer 2013 that it would identify and fund solutions to tackle some of the most notorious and long standing hotspots in the country: |

Appendix C.

Extract from '*Road Investment Strategy: for the 2015/16 – 2019/20 Road Period*' (Department for Transport, March 2015)

- **M271/A35 Redbridge roundabout upgrade** – creation dedicated left-turn lane for traffic leaving the M271 for Southampton docks and city centre, plus an improved roundabout layout for traffic from the docks turning onto the M271.
- **A27 Arundel bypass** – replacement of the existing single carriageway road with a dual carriageway bypass, linking together the two existing dual carriageway sections of the road.
- **A27 Worthing and Lancing improvements** – improvements to the capacity of the road and junctions along the stretch of single carriageway in Worthing and narrow lane dual carriageway in Lancing.
- **A31 Ringwood** – widening of the A31 at Ringwood to three lanes, providing more capacity for local traffic using the road to cross the Avon, plus adjustments to the nearby local road network to allow for improvements for pedestrians in Ringwood.

Schemes committed subject to other contributions

- **A2 Bean & Ebbsfleet junctions** – improvements to junctions on the A2 near Bluewater to enable major developments in the vicinity of Ebbsfleet.
- **M20 Junction 10a** – a new junction near Ashford in Kent, in order to support a major new development to the south east of the town.
- **A27 Chichester Improvement** – upgrades to four junctions on the Chichester bypass.

Schemes funded from other sources

- **A20 Access to Dover** – upgrades to the at-grade junctions along the A20 along Dover's harbour front, providing better access to the ferry terminal, improving pedestrian access and supporting the development along the Waterfront.
- **M27 Junction 10** – major development north of Fareham creates a need for expanded capacity on the M27 at junction 10. Developers, with support from the Local Growth Fund, are likely to fund the addition of new sliproads to allow west-facing movements onto the motorway.

Schemes developed for the next Road Period

- **Lower Thames Crossing** – the Government continues to consult on the different route options for a new Lower Thames Crossing. A decision on a preferred option will be reached during this Road Period, and design work is likely to begin.
- **A3 Guildford** – improving the A3 in Guildford from the A320 to the Hogs Back junction with the A31, with associated safety improvements.

Appendix D.

Road Investment Strategy

Road Investment Strategy: Investment Plan - list of commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|----------------------------------|---------|------------------------|--|----------------------------------|---|------------------------|---------------------|
| A1 Coal House to Metro Centre | A1 | Yorkshire & North East | A1: Jn 67 (Coal House) to Jn 71 (Metro Centre): increasing lane capacity from two to three lanes in each direction within the highway boundary; creating parallel link roads between the Lobley Hill and Gateshead Quay junctions | Under Construction | Autumn Statement 2012 | £250-500m | Already Started |
| A1 Leeming to Barton | A2 | Yorkshire & North East | A1: Jn 51 (Leeming) to Jn 56 (Barton): upgrading to three lane motorway standard completing the remaining non motorway section on the strategic M1/A1(M) route between London and Newcastle | Under Construction | Autumn Statement 2012 | £250-500m | Already Started |
| M1 Junctions 39-42 | A3 | Yorkshire & North East | M1: Jn 39 (Denby Dale) to Jn 42 (M62 interchange): upgrading to Smart Motorway including hard shoulder running | Under Construction | Spending Review 2010 | £100-250m | Already Started |
| M1 Junctions 32-35A | A4 | Yorkshire & North East | M1: Jn 32 (M18 interchange) to 35a (A616): upgrading to Smart Motorway including hard shoulder running | Under Construction | Spending Review 2010 | £50-100m | Already Started |
| A19 Coast Road | A5 | Yorkshire & North East | A19: (A1058 junction): upgrading the existing grade separated roundabout to a three level interchange to increase capacity and improve safety; together with the A19 Testos, raises the A19 to Expressway standard from Yorkshire to north of Newcastle | Committed - previously announced | Spending Review 2013 | £50-100m | Early Road Period 1 |
| A19 Testos | A6 | Yorkshire & North East | A19: junction with the A184: a grade separated junction providing free flowing access to the southern side of the Tyne Tunnel; together with the A19 Coast Road scheme this will raise the A19 to Expressway standard from Yorkshire to the north of Newcastle | Committed - previously announced | Spending Review 2013 | £50-100m | Early Road Period 1 |
| A63 Castle Street | A7 | Yorkshire & North East | A63: Castle Street Hull: grade separation of the A1079 Mytongate junction in Hull to reduce congestion and improve safety; improvements to the surrounding roads including new pedestrian and cycle access across the A63 | Committed - previously announced | Spending Review 2013 | £100-250m | Early Road Period 1 |
| A160/A180 Immingham | A8 | Yorkshire & North East | A160/A180: Port of Immingham: improvements to the junction between the A160 and A180 near Immingham plus a full dual carriageway link from the A180 to the Port of Immingham | Committed - previously announced | Spending Review 2013 | £50-100m | Early Road Period 1 |
| A1 North of Ellingham | A9 | Yorkshire & North East | A1 North of Ellingham: measures to enhance the performance and safety of the A1 north of Ellingham to include: three sections of climbing lanes, five junctions with improved right turn refuges, and better crossing facilities for pedestrians and cyclists | Committed - new | Autumn Statement 2014 (Feasibility Study) | £25-50m | Late Road Period 1 |
| A1 Morpeth to Ellingham dualling | A10 | Yorkshire & North East | A1 Morpeth to Ellingham: upgrading to dual carriageway to provide continuous high quality dual carriageway from Newcastle to Alnwick | Committed - new | Autumn Statement 2014 (Feasibility Study) | £250-500m | Late Road Period 1 |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|---|---------|------------------------|---|--------------------------------|---|------------------------|---------------------|
| A1 Scotswood to North Brunton | A11 | Yorkshire & North East | A1 Jn 74 (Scotshead) to Jn 79 (North Brunton): narrow lane widening to allow dual three lane through the junctions with dual four lane between some junctions | Committed - new | Autumn Statement 2014 (Feasibility Study) | £100-250m | Late Road Period 1 |
| A1 Birtley to Coal House widening | A12 | Yorkshire & North East | A1 Jn 65 (Birtley) to Jn 67 (Coalhouse): widening to provide dual three lanes, alongside the replacement of the Allerdene Bridge | Committed - new | Autumn Statement 2014 (Feasibility Study) | £100-250m | Late Road Period 1 |
| A19 Down Hill Lane junction improvement | A13 | Yorkshire & North East | A19: junction with the A1290: provision of a replacement junction at Downhill Lane to improve capacity and unlock development near the Nissan Factory, including the proposed International Advanced Manufacturing Park | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |
| A19 Norton to Wynyard | A14 | Yorkshire & North East | A19: Norton to Wynyard: widening the Billingham bypass to dual three lanes; replacing the concrete surface with low-noise surfacing | Committed - new | Autumn Statement 2014 | £100-250m | Late Road Period 1 |
| A1 & A19 Technology enhancements | A15 | Yorkshire & North East | A1(M) and A19: new technology at motorway standard; includes detection loops, CCTV cameras and Variable Message Signs to provide better information for drivers and active traffic management across Tyne and Wear | Committed - new | Autumn Statement 2014 | £100-250m | Late Road Period 1 |
| M1 Junction 45 Improvement | A16 | Yorkshire & North East | Improvements to junction 45 to allow increased capacity, and to support the nearby Aire Valley enterprise zone. | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| M621 Junctions 1-7 improvements | A17 | Yorkshire & North East | Junction enhancements and localised widening of sections of the M621 in central Leeds. | Committed - new | Autumn Statement 2014 | £50-100m | Late Road Period 1 |
| M62/M606 Chain Bar | A18 | Yorkshire & North East | M62: Jn 26 (M606 Chain Bar): provision of a slip road to provide a direct link from the M62 westbound to the M606 northbound; reduces congestion from the main part of the existing junction | Committed - new | Autumn Statement 2014 | £100-250m | Late Road Period 1 |
| M62 Junctions 20-25 | A19 | Yorkshire & North East | Smart motorways across the Pennines, from Rochdale to Brighouse. Links two existing SM sections to create a continuous smart route from Leeds to Manchester. | Committed - new | Autumn Statement 2014 | £100-250m | Late Road Period 1 |
| A628 Climbing Lanes | A20 | Yorkshire & North East | A628 Woodhead Bridge: provision of two eastbound climbing lanes near Woodhead Bridge and Salter's Brook Bridge | Committed - new | Autumn Statement 2014 (Feasibility Study) | £<25m | Late Road Period 1 |
| A61 Dualling | A21 | Yorkshire & North East | A61: completion of the dualling of the A61 between the A616 roundabout and the M1 Jn 36. | Committed - new | Autumn Statement 2014 (Feasibility Study) | £<25m | Late Road Period 1 |
| A64 Hopgrove Junction | A22 | Yorkshire & North East | Grade separation of the A64 Hopgrove junction, which serves as the eastern approach to York. | Developed for next road period | Autumn Statement 2014 | £100-250m | Next road period |
| M1/M62 Lofthouse Interchange | A23 | Yorkshire & North East | Major enhancement to provide additional capacity at M62/M1 Lofthouse Interchange, and this may include circulatory capacity to top deck and provision of free flow links. | Developed for next road period | Autumn Statement 2014 | £250-500m | Next road period |
| A1 Redhouse to Darrington | A24 | Yorkshire & North East | Upgrade of the A1 in South Yorks to raise the last non-motorway section to motorway standard. This creates an alternative strategic route from the Midlands to the North East, bypassing Leeds and Sheffield and improving conditions in these areas. | Developed for next road period | Autumn Statement 2014 | £100-250m | Next road period |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|---|---------|------------------------|---|----------------------------------|-----------------------|------------------------|---------------------|
| M1 Junctions 35A-39 | A25 | Yorkshire & North East | Smart motorways to link the existing SM sections around Sheffield and Leeds, which in turn connects up the trans-Pennine stretches identified in RIS1 and the London to Yorkshire route planned for RIS2 | Developed for next road period | Autumn Statement 2014 | £100-250m | Next road period |
| A1(M) Doncaster Bypass | A26 | Yorkshire & North East | Additional lane of capacity for A1(M) around Doncaster, upgrading the oldest stretch of two-lane motorway still in service. This will relieve local congestion and provide the capacity needed to make the A1 an alternative (and better) strategic route to the North East | Developed for next road period | Autumn Statement 2014 | £100-250m | Next road period |
| M60 Junction 8 to M62 Junction 20: Smart Motorway | B1 | North West | M60: Jn 8 to M62 Jn 20: upgrading to Smart Motorway between J8 and J18 on the M60, plus smart motorways with all lane running on the M62 from junctions 18-20 | Under Construction | Spending Review 2010 | £100-250m | Already Started |
| A556 Knutsford to Bowdon | B2 | North West | A556: Knutsford: replacement of the A556 between the M56 and the M6 with grade separated dual carriageway, including a bypass around Mere, improving a road that serves as the main southern access to Manchester | Under Construction | Spending Review 2010 | £100-250m | Already Started |
| M6 Junctions 21A-26 | B3 | North West | M6: Jn 21a (M62 Croft interchange) to Jn 26 (Wigan): upgrading to Smart Motorway including hard shoulder running; this links to the Smart Motorway scheme on the M62 junctions 10-12 to the east | Committed - previously announced | Spending Review 2013 | £100-250m | Late Road Period 1 |
| M62 Junctions 10-12 | B4 | North West | M62: Jn 10 (M6 Croft interchange) and Jn 12 (M60 Winton interchange): upgrading to Smart Motorway including hard shoulder running; this links with the M60 Smart Motorway schemes to the east and M6 schemes to the west | Committed - previously announced | Spending Review 2013 | £100-250m | Late Road Period 1 |
| M60 Junctions 24-27 & J1-4 | B5 | North West | M60: Jn 24 (M67 Denton interchange) to Jn 27 (A560) and Jn 1 (Stockport) to Jn 4 (M56): upgrading the south eastern quadrant of the M60 to Smart Motorway including hard shoulder running on the contiguous section from junction 24 to junction 4 | Committed - previously announced | Spending Review 2013 | £100-250m | Late Road Period 1 |
| M56 Junctions 6-8 | B6 | North West | M56: Jn 6 (Manchester Airport) to Jn 8 (A556): upgrading to Smart Motorway including hard shoulder running; together with improvements to the A556, M6 Jn 19 and M6 Smart Motorway this forms part of a comprehensive upgrade to Manchester's southern access | Committed - previously announced | Spending Review 2013 | £25-50m | Late Road Period 1 |
| M6 Junctions 16-19 | B7 | North West | M6: Jn 16 (A500) to Jn 19 (A556): upgrading to Smart Motorway including hard shoulder running; along with other improvements to the M6 and M1 this forms the top end of the "smart spine" linking London and the North West | Committed - previously announced | Spending Review 2013 | £100-250m | Early Road Period 1 |
| A585 Windy Harbour - Skippool | B8 | North West | A585: Windy Harbour to Skippool: new bypass of two congested junctions on the A585(T) at Fleetwood north of the M55; this will reduce the impact of traffic on two villages and remove a major bottleneck on the main road to Fleetwood | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|--|---------|------------|---|--------------------------------|---|------------------------|---------------------|
| A5036 Princess Way - Access to Port of Liverpool | B9 | North West | A5036: Princess Way: comprehensive upgrade to improve access to the Port of Liverpool to much better access along the A5036 link; this is a central element of the Liverpool Local Growth Deal | Committed - new | Autumn Statement 2014 | £250-500m | Late Road Period 1 |
| Mottram Moor link road | B10 | North West | Mottram Moor: a new link road from the M67 to a new junction at the A57(T) at Mottram Moor | Committed - new | Autumn Statement 2014 (Feasibility Study) | £100-250m | Late Road Period 1 |
| A57(T) to A57 Link Road | B11 | North West | A57(T) to A57 Link Road: a new single carriageway link, bypassing the existing A628/A57, and the A57 Woolley Lane/Hadfield Road junctions | Committed - new | Autumn Statement 2014 (Feasibility Study) | £<25m | Late Road Period 1 |
| M6 Junction 22 upgrade | B12 | North West | M6 Jn 22: upgrading the M6 junction 22 by providing additional capacity; extending and signalling the current gyratory and provision of new facilities for Vulnerable Road Users | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |
| M53 Junctions 5-11 | B13 | North West | M53: J5 (A41) to Jn 11 (M56 Stoak interchange): upgrading to Smart Motorway including hard shoulder running | Committed - new | Autumn Statement 2014 | £50-100m | Late Road Period 1 |
| M56 new Junction 11A | B14 | North West | M56: new Jn 11a: provision of a new junction to serve Preston: this will provide a new link to the Mersey Gateway Bridge and support the Daresbury Enterprise Zone | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |
| M6 Junction 19 Improvements | B15 | North West | Upgrades to the M6 at junction 19, to help the movement of traffic from the upgraded A556 to the new section of smart motorway from Cheshire to Stoke | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |
| M55 Junction 2 | B16 | North West | Addition of the 'missing' junction 2 to the M55, to connect to the Lancashire CC-delivered Preston Western Distributor Road. | Funded from other sources | 2013 | n/a | Early Road Period 1 |
| M60 Simister Island Interchange | B17 | North West | Improvement to the Simister Island interchange between the M62, M60 and M66 to the northeast of Manchester. Introduces more free-flowing movements to substantially improve one of the busiest junctions in the North West | Developed for next road period | Autumn Statement 2014 | £100-250m | Next road period |
| M1 Junctions 28-31 | C1 | Midlands | M1: Jn 28 (Mansfield) to Jn 32 (Sheffield): upgrading to Smart Motorway including hard shoulder running; together with existing improvements to the south, this creates a Smart Motorway link between Derby, Nottingham and Sheffield | Under Construction | Spending Review 2010 | £100-250m | Already Started |
| A453 Widening | C2 | Midlands | A453: upgrading between Nottingham and the M1 replacing rural sections with dual carriageway and widening urban sections to two lanes in each direction; improving junctions along the route | Under Construction | Autumn Statement 2011 | £100-250m | Already Started |
| M6 Junctions 10a-13 | C3 | Midlands | M6: Jn 10a (M54) to Jn 13 (Stafford): upgrading to Smart Motorway including hard shoulder running | Under Construction | Autumn Statement 2011 | £50-100m | Already Started |
| A14 Kettering bypass widening | C4 | Midlands | A14: Jn 7 to Jn 9 at Kettering: widening to dual three lane | Under Construction | Autumn Statement 2011 | £25-50m | Already Started |
| M1 Junction 19 improvement | C5 | Midlands | M1: Jn 19: reconstruction of the Catthorpe Interchange to provide free flowing movement between the A14 and M6, the A14 and M1, and the M6 and M1 | Under Construction | Autumn Statement 2011 | £100-250m | Already Started |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|-----------------------------------|---------|----------|--|----------------------------------|-----------------------|------------------------|---------------------|
| A45-A46 Tollbar End | C6 | Midlands | A45-A46: replacement of the Tollbar End roundabout with a grade separated junction, plus associated improvements to the adjacent sections of the A46 and A45 | Under Construction | Autumn Statement 2011 | £100-250m | Already Started |
| M1 Junctions 13-19 | C7 | Midlands | M1: Jn 13 (Milton Keynes south) to Jn 19 (Catthorpe Interchange with M6/A14): upgrading to Smart Motorway, including hard shoulder running; along with other improvements this is an important part of the "smart spine" linking London and the North West | Under Construction | Spending Review 2013 | £100-250m | Already Started |
| A38 Derby Junctions | C8 | Midlands | A38 Derby: replacement of three roundabouts to provide grade separated interchanges, raising the A38 in the East Midlands to Expressway standard and removing the conflict between local and long distance traffic | Committed - previously announced | Spending Review 2013 | £100-250m | Late Road Period 1 |
| M1 Junctions 24-25 | C9 | Midlands | M1: Jn 24 (A453, East Midlands Airport) and Jn 25 (A52 between Nottingham and Derby): upgrading to Smart Motorway, including hard shoulder running | Committed - previously announced | Spending Review 2013 | £50-100m | Early Road Period 1 |
| A50 Uttoxeter | C10 | Midlands | A50 Uttoxeter: replacement of two roundabouts on the A50 at Uttoxeter in Staffordshire with grade separated junctions | Committed - previously announced | Spending Review 2013 | £25-50m | Early Road Period 1 |
| M6 Junctions 13-15 | C11 | Midlands | M6: Jn 13 (Stafford south) to Jn 15 (Stoke south): upgrading to Smart Motorway including hard shoulder running. Along with other improvements, this is an important link in the "smart spine" linking London and the North West | Committed - previously announced | Spending Review 2013 | £250-500m | Early Road Period 1 |
| M6 Junctions 2-4 | C12 | Midlands | M6: Jn 2 (M69 interchange) to Jn 4 (M42 interchange): upgrading to Smart Motorway including hard shoulder running. Along with other improvements this is part of the "smart spine" linking London and the North West | Committed - previously announced | Spending Review 2013 | £100-250m | Early Road Period 1 |
| M5 Junctions 4A-6 | C13 | Midlands | M5: Jn 4a (M42 interchange) to Jn 6 (Worcester): upgrading to Smart Motorway including hard shoulder running | Committed - previously announced | Spending Review 2013 | £50-100m | Early Road Period 1 |
| A500 Etruria widening | C14 | Midlands | A500: Etruria: widening the A500 between Wolstanton and Porthill near the Etruria Valley development north of Stoke-on-Trent; this complements measures on the local road network funded under the Stoke-on-Trent and Staffordshire Growth Deal | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| M1 Junctions 23A-24 | C15 | Midlands | M1: Jn 23a (A42) to Jn 24 (A453, East Midlands Airport): upgrading to Smart Motorway including hard shoulder running, to link with previously announced Smart Motorway scheme on the M1 Jn 24 to Jn 25 | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |
| M6 Junction 10 improvement | C16 | Midlands | M6: Jn 10 (Walsall): providing additional capacity at the junction, including the replacement of both bridges allowing the widening of the roundabout to four lanes as part of the Black Country Local Growth Deal | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |
| A5 Dodwells to Longshoot widening | C17 | Midlands | A5: Hinckley: widening of the section of A5 near Hinckley to dual carriageway where it carries traffic for both the A5 and A47 | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|---|---------|----------|--|--|------------------------|--------------------------|---------------------|
| M42 Junction 6 | C18 | Midlands | M42: Jn 6 (Birmingham Airport): upgrading the junction to allow for better movement of traffic on and off the A45, supporting access to the airport and preparing capacity for the new HS2 station | Committed - new | Autumn Statement 2014 | £250-500m | Late Road Period 1 |
| A46 Coventry junction upgrades | C19 | Midlands | A46: Coventry junction upgrades: upgrading the roundabouts at Binley and Walsgrove to provide grade separated junctions on the A46; upgrading the trunk road sections of the A45/A46 between the M6 and M40 to Expressway standard | Committed - new | Autumn Statement 2014 | £50-100m | Late Road Period 1 |
| M40/M42 interchange Smart Motorways | C20 | Midlands | M40/M42 interchange: upgrading to Smart Motorway from junction 16 of the M40 and from junction 3 to 3a of the M42 including the introduction of all-lane running to the existing Smart Motorway section between junction 3 and 3a of the M42 | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |
| A45/A6 Chowns Mill junction improvement | C21 | Midlands | A45/A6 Chowns Mill, Higham Ferrers: improvements, including segregated lanes, signalisation and construction of some additional carriageways at the A45/A6 junction at Higham Ferrers in Northamptonshire | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| M5 Junctions 5, 6 & 7 junction upgrades | C22 | Midlands | M5: Jn 5 (Droitwich north) to Jn 7 (Worcester south): significant expansion to junction 6 near Worcester with improvements to approach roads and additional measures to improve capacity on junctions 5 and 7 | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| A43 Abthorpe Junction | C23 | Midlands | A43: Abthorpe junction, Towcester: providing additional capacity at the A43 Abthorpe Junction (see also A5/A43 Towcester Relief Road) | Committed - new | Autumn Statement 2014 | £<25m | Early Road Period 1 |
| A52 Nottingham junctions | C24 | Midlands | A52: Nottingham: package of measures to improve junctions along the A52, including signalisation and junction reconstruction | Committed - subject to other contributions | Autumn Statement 2014 | £25-50m (central govt) | Late Road Period 1 |
| M54 to M6/M6 Toll link road | C25 | Midlands | M54 to M6/M6 Toll: adding north facing access between the M54 and the M6 and M6Toll between junctions 10a and 11 | Committed - subject to other contributions | Spending Review 2013 | £250-500m (central govt) | Late Road Period 1 |
| A14 Junction 10a | C26 | Midlands | A14: a new grade separated junction 10a east of Kettering, along with closure of east facing slip roads at junction 10, to support the East Kettering Sustainable Urban Extension | Committed - subject to other contributions | Autumn Statement 2014 | £<25m (central govt) | Late Road Period 1 |
| A5 Towcester Relief Road | C27 | Midlands | A5/A43: Towcester: measures to improve the A43 and A5 as part of the Towcester southern extension and a new link road to the south of the town, allowing traffic to bypass central Towcester (see also A43 Abthorpe junction) | Committed - subject to other contributions | Autumn Statement 2014 | £<25m (central govt) | Early Road Period 1 |
| M1 Junctions 24-24A improvement | C28 | Midlands | Developer-funded upgrade to the M1 to link junctions 24A and 24, with a direct link from the A50 to the southbound M1 for the first time. | Funded from other sources | Proposed by developers | n/a | Early Road Period 1 |
| A46 Newark Northern Bypass | C29 | Midlands | Improve A46/A1 junction to remove pinch point and upgrade to dual carriageway to continue the A46 Newark to Widmerpool improvement so that it reaches the A1 | Developed for next road period | Autumn Statement 2014 | £100-250m | Next road period |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|---|---------|----------|---|--|---|-------------------------|---------------------|
| M1 Junctions 19-23A | C30 | Midlands | Upgrade of the remaining sections of the M1 in the Midlands to smart motorway standard, creating a continuous smart motorway link from London to Yorkshire. As part of the improvement, upgrades will be made to junction 21, improving the links from the M1 to the M69 and relieving pressure on the main junction. | Developed for next road period | Autumn Statement 2014 | £250-500m | Next road period |
| M5/M42 Birmingham Box Phase 4 | C31 | Midlands | Improving the M42 and M5 around Birmingham to smart motorways, filling out the Birmingham box, plus improvements to M5/M6 junction. | Developed for next road period | Autumn Statement 2014 | £250-500m | Next road period |
| A45 Stanwick to Thrapston | C32 | Midlands | Upgrading of the last single carriageway section between the A14 and the M1, helping growth in Northampton, reducing traffic pressure on Kettering and supporting wider housing growth. Scheme will take careful account of nearby Stanwick Lakes SSSI. | Developed for next road period | Autumn Statement 2014 | £100-250m | Next road period |
| A14 Cambridge to Huntingdon | D1 | East | A14 Jn 20 (Ellington) to Jn 33 (Milton): major upgrade between the A1 and A10 at Milton, widening to dual three lanes, creating a bypass for Huntingdon and new distributor roads for local traffic and remodelling key junctions | Committed - subject to other contributions | Spending Review 2013 | £>500m | Early Road Period 1 |
| A5-M1 Link Road | D2 | East | New junction 11A on the M1 near Luton/Dunstable, plus a new road to link to the nearby A5. This effectively acts as a bypass for Dunstable, where the A5 currently goes through the town centre. The scheme supports a large housing development at Houghton Regis. | Committed - subject to other contributions | Spending Review 2010 | £50-100m (central govt) | Early Road Period 1 |
| A47 North Tuddenham to Easton | D3 | East | A47 North Tuddenham to Easton: dualling to provide continuous dual carriageway between Norwich and Dereham; combined with the Blofield to North Burlingham scheme, this will provide full dualling between Dereham and Acle | Committed - new | Autumn Statement 2014 (Feasibility Study) | £100-250m | Late Road Period 1 |
| A47 Blofield to North Burlingham dualling | D4 | East | A47 Blofield to North Burlingham: dualling to complete a gap in the dual carriageway between Norwich and Acle; combined with the North Tuddenham to Easton scheme this will provide full dualling between Dereham and Acle | Committed - new | Autumn Statement 2014 (Feasibility Study) | £50-100m | Late Road Period 1 |
| A47 Acle Straight | D5 | East | Safety improvements at key hotspots and joint working with Natural England to establish environmental impacts and mitigation measures for the medium and long term which could include installation of safety barriers, junction improvements and road widening or capacity improvements. | Committed - new | Autumn Statement 2014 (Feasibility Study) | tba | Late Road Period 1 |
| A47 & A12 junction enhancements | D6 | East | A47/A12 Great Yarmouth: junction improvements, including reconstruction of the Vauxhall roundabout | Committed - new | Autumn Statement 2014 (Feasibility Study) | £25-50m | Late Road Period 1 |
| A47/A11 Thickthorn Junction | D7 | East | A47/A11 Thickthorn junction: improvement of the interchange to give improved access to Norwich | Committed - new | Autumn Statement 2014 (Feasibility Study) | £25-50m | Late Road Period 1 |
| A47 Guyhirn Junction | D8 | East | A47: Guyhirn: creation of a new larger junction linking the A47 with the A141 | Committed - new | Autumn Statement 2014 (Feasibility Study) | £<25m | Late Road Period 1 |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|--|---------|---------------------|--|----------------------------------|---|------------------------|---------------------|
| A47 Wansford to Sutton | D9 | East | A47 Wansford to Sutton: dualling the A47 between the A1 and Peterborough | Committed - new | Autumn Statement 2014 (Feasibility Study) | £50-100m | Late Road Period 1 |
| A428 Black Cat to Caxton Gibbet | D10 | East | A428: dualling of remaining single carriageway section between Caxton Gibbet west of Cambridge and the M1, including a grade separated junction at the A1 Black Cat roundabout | Committed - new | Autumn Statement 2014 | £250-500m | Late Road Period 1 |
| M11 Junctions 8 to 14 - technology upgrade | D11 | East | M11: Jn 8 (Stansted Airport) to Jn 14 (Cambridge - Girton Interchange): technology improvements, including emergency roadside telephones, signals on slip roads, Motorway Incident Detection and Automatic Signalling, Variable Message Signs, CCTV cameras and gantries; work to take place in three phases | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| A12 Chelmsford to A120 widening | D12 | East | A12: Jn 19 (Chelmsford north) to Jn 25 (A120 interchange): widening to provide three lanes of capacity between Chelmsford and Colchester, improving safety and reducing congestion | Committed - new | Autumn Statement 2014 | £100-250m | Late Road Period 1 |
| A12 whole-route technology upgrade | D13 | East | A12: M25 Jn 28 and Ipswich: traffic management technology improvements along the whole route, including detection loops, CCTV cameras and Variable Message signs to allow better information to drivers and active traffic management of traffic on the route | Committed - new | Autumn Statement 2014 | £50-100m | Late Road Period 1 |
| A1(M) Junctions 6-8 Smart Motorway | D14 | East | A1(M): Jn 6 (Welwyn north) to Jn 8 (Hitchin): upgrading to Smart Motorway including widening of two lane section to dual three lane and hard shoulder running | Committed - new | Autumn Statement 2014 | £50-100m | Late Road Period 1 |
| M11 Junction 7 junction upgrade | D15 | East | Extra capacity on junction 7 near Harlow through significant upgrades and more technology | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |
| A12 Colchester Bypass widening | D16 | East | Widening the Colchester bypass to three lanes, with attendant junction improvements | Developed for next road period | Autumn Statement 2014 | £100-250m | Next road period |
| A12 M25 to Chelmsford | D17 | East | Raising section from M25 to Chelmsford to three-lanes, dealing with major congestion problems and inconsistent standards. | Developed for next road period | Autumn Statement 2014 | £250-500m | Next road period |
| M3 Junctions 2-4A | E1 | South East & London | M3: Jn 2 (M25 interchange) to Jn 4a (A327 Farnborough): upgrading the M3 to Smart Motorway including hard shoulder running | Under Construction | Autumn Statement 2012 | £100-250m | Already Started |
| M4 Junctions 3-12 | E2 | South East & London | M4: Jn 3 (Uxbridge) to Jn 12 (Reading west): upgrading to Smart Motorway, linking Reading to Heathrow | Committed - previously announced | Spending Review 2013 | £>500m | Early Road Period 1 |
| M25 Junction 30 | E3 | South East & London | M25: Jn 30 (A13): comprehensive expansion of the junction including free-flowing links from the southbound M25 to the eastbound A13. The scheme improves access to ports in the Thames estuary. | Committed - previously announced | Autumn Statement 2012 | £50-100m | Early Road Period 1 |
| M20 Junctions 3-5 | E4 | South East & London | M20: Jn 3 (M26 interchange) to Jn 5 (Maidstone): upgrading to Smart Motorway including hard shoulder running | Committed - previously announced | Spending Review 2013 | £50-100m | Late Road Period 1 |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|---------------------------------------|---------|---------------------|---|----------------------------------|-----------------------|------------------------|---------------------|
| M23 Junctions 8-10 | E5 | South East & London | M23: Jn 8 (M25 interchange) to Jn 10 (Crawley): upgrading to Smart Motorway, improving connections to Gatwick Airport | Committed - previously announced | Spending Review 2013 | £100-250m | Late Road Period 1 |
| A21 Tonbridge to Pembury | E6 | South East & London | A21: Tonbridge to Pembury: dualling of the A21 between Tonbridge and Pembury, linking existing high quality dual carriageway north of Tonbridge with existing dual carriageway to the south and providing a grade separated junction at Longfield Road | Committed - previously announced | Spending Review 2013 | £25-50m | Early Road Period 1 |
| M3 Junctions 9-14 | E7 | South East & London | M3: Jn 9 (Winchester/A34 interchange) to Jn 14 (M27 interchange): upgrading to Smart Motorway, linking with the Smart Motorway scheme on the M27 | Committed - previously announced | Spending Review 2013 | £100-250m | Late Road Period 1 |
| M27 Junctions 4-11 | E8 | South East & London | M27: Jn 4 (M3 interchange) to Jn 11 (Fareham): upgrading to Smart Motorway, linking with the Smart Motorway scheme on the M3 | Committed - previously announced | Spending Review 2013 | £100-250m | Early Road Period 1 |
| A34 Oxford Junctions | E9 | South East & London | A34: Oxford: improvements at Peartree and Botley interchanges | Committed - new | Autumn Statement 2014 | £<25m | Early Road Period 1 |
| A34 Technology enhancements | E10 | South East & London | A34: M4 (Jn 13) to M40 (Jn 9): technology improvements, including detection loops, CCTV cameras and other driver information systems | Committed - new | Autumn Statement 2014 | £<25m | Early Road Period 1 |
| M25 Junction 25 improvement | E11 | South East & London | M25: Jn 25 (Cheshunt): junction improvements to provide widening, signals and free flow left turn | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |
| M25 Junction 28 improvement | E12 | South East & London | M25: Jn 28 (Brentwood): upgrading the interchange with the A12 to provide dedicated left turn lanes and improvement of the gyratory system | Committed - new | Autumn Statement 2014 | £50-100m | Late Road Period 1 |
| M4 Heathrow slip road | E13 | South East & London | M4: Jn 4 and 4a (access to Heathrow Airport): improved access to Heathrow Airport through improved pinch point signing and signals; underpass for non motorised users and local environmental mitigation | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| M2 Junction 5 improvements | E14 | South East & London | M2: Jn 5 (A249): additional capacity at the junction through improvements to slip roads and enhanced approaches to the junction | Committed - new | Autumn Statement 2014 | £50-100m | Late Road Period 1 |
| M25 Junctions 10-16 | E15 | South East & London | M25: Jn 10 (A3) to Jn 16 (M40 interchange): upgrading Smart Motorway and substantial widening of Jn 11 (Chertsey); this provides for four lane running through junctions on the M25 between junction 10 and junction 16 leading to five lane Smart Motorway | Committed - new | Autumn Statement 2014 | £100-250m | Late Road Period 1 |
| M25 Junction 10/A3 Wisley interchange | E16 | South East & London | M25: Jn 10 (A3 Wisley): improvement of the interchange to allow free-flowing movement in all directions, together with improvements to the neighbouring Painshill interchange on the A3 to improve safety and reduce congestion | Committed - new | Autumn Statement 2014 | £100-250m | Late Road Period 1 |
| M3 Junction 9 improvement | E17 | South East & London | M3: Jn 9 (A34): comprehensive package of improvements, to include new links and widening and remodelling of junction 9 to allow more free flowing connections and reduce congestion | Committed - new | Autumn Statement 2014 | £50-100m | Late Road Period 1 |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|---|---------|---------------------|--|--|---|--------------------------|---------------------|
| M3 Junction 10-11 improved sliproads | E18 | South East & London | M3 Jn 10 to Jn 11 (Winchester south): improvements for merging traffic to include technology, widening and lane realignment; lane gain and lane drop will smooth flow of traffic onto the M3 and assist flow to Southampton port | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| M3 Junctions 12-14 improved sliproads | E19 | South East & London | M3: Jn 14 (M27 interchange) to Jn 12 (Eastleigh) northbound: carriageway widening and junction reconfiguration to improve capacity through the junction | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| M27 Southampton Junctions | E20 | South East & London | M27: Jn 5 (Southampton Airport) to Jn 8 (A3024): widening and signalisation of slip roads and access routes to junction 8, and replacement of rail bridges in Southampton (on local road network) to reduce pressure on the motorway | Committed - new | Autumn Statement 2014 | £100-250m | Late Road Period 1 |
| M271 / A35 Redbridge roundabout upgrade | E21 | South East & London | M271/A35: junction improvements to provide a dedicated left turn lane for traffic leaving the M271 for Southampton Port and free flow traffic from the Port onto the M271 (a 'hamburger' roundabout) | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| A27 Arundel Bypass | E22 | South East & London | A27 Arundel: new dual carriageway bypass, subject to consultation with the National Parks Authority, local authorities and the publication of this and alternative options | Committed - new | Autumn Statement 2014 (Feasibility Study) | £100-250m | Late Road Period 1 |
| A27 Worthing and Lancing improvements | E23 | South East & London | A27 Worthing and Lancing: improvements to capacity and junctions along the A27, subject to consultation with West Sussex County Council and the public | Committed - new | Autumn Statement 2014 (Feasibility Study) | £50-100m | Late Road Period 1 |
| A31 Ringwood | E24 | South East & London | A31: Ringwood: widening to three lanes and junction improvements providing more capacity for local traffic; adjustments to nearby road network to provide improvements for pedestrians; addresses safety and | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| A2 Bean & Ebbsfleet junctions | E25 | South East & London | A2: Bean and Ebbsfleet junctions: improvements to the junctions on the A2 near Bluewater to enable major developments in the vicinity of Ebbsfleet | Committed - subject to other contributions | Spending Review 2013 | £50-100m (central govt) | Late Road Period 1 |
| M20 Junction 10a | E26 | South East & London | M20: Jn 10a (Ashford): new junction to support major development to the south east of Ashford | Committed - subject to other contributions | Spending Review 2013 | £50-100m (central govt) | Early Road Period 1 |
| A27 Chichester Improvement | E27 | South East & London | A27 Chichester Bypass: upgrading the four junctions on the Chichester bypass | Committed - subject to other contributions | Spending Review 2013 | £100-250m (central govt) | Late Road Period 1 |
| A20 Access to Dover | E28 | South East & London | A20: Access to Dover: local improvements to improve access to the Port of Dover from the M20; includes redesigning two junctions to provide free flow journeys for lorries resulting in improvements to safety and air quality | Funded from other sources | Proposed by developers | n/a | Late Road Period 1 |
| M27 Junction 10 | E29 | South East & London | Developer-funded improvements to M27 J10, providing access both east and west in place of the current junction layout. Helps significant housing growth around Fareham | Funded from other sources | Proposed by developers | n/a | Late Road Period 1 |
| Lower Thames Crossing | E30 | South East & London | A major new crossing over the Thames at or below the Dartford Crossing. | Developed for next road period | 2009 | £100-250m | Next road period |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|-------------------------------------|---------|---------------------|---|--|---|--------------------------|---------------------|
| A3 Guildford | E31 | South East & London | Widening A3 through Guildford to the Hogs Back (A31) junction, with improvements to junction safety | Developed for next road period | Autumn Statement 2014 | £100-250m | Next road period |
| A30 Temple to Higher Carblake | F1 | South West | A30: Temple to Higher Carblake: upgrading the A30 to dual carriageway, replacing the current single carriageway north of Bodmin and connecting the existing high quality dual carriageway | Committed - subject to other contributions | Autumn Statement 2012 | £25-50m (central govt) | Early Road Period 1 |
| A30 Chiverton to Carland Cross | F2 | South West | A30: Chiverton to Carland Cross: upgrading the A30 to dual carriageway north of Truro, linking existing dual carriageways around Bodmin with the Redruth bypass; coupled with the Temple to High Carblake scheme with will improve the A30 to Expressway standard between Camborne and the M5 | Committed - subject to other contributions | Autumn Statement 2014 | £100-250m (central govt) | Late Road Period 1 |
| M49 Avonmouth Junction | F3 | South West | M49: new junction to provide strategic access to Severnside and Avonmouth; this will support the Enterprise Zone and local growth in the Bristol area | Committed - new | Autumn Statement 2014 | £25-50m | Late Road Period 1 |
| M5 Bridgwater Junctions | F4 | South West | M5: Jn 23 (A39 interchange): upgrading of the junction to provide better access to Hinkley Point and Huntspill Energy Park | Committed - new | Autumn Statement 2014 | £<25m | Late Road Period 1 |
| A303 Amesbury to Berwick Down | F5 | South West | Construction of a twin-bored tunnel of at least 1.8 miles as the road passes Stonehenge, coupled with a dual carriageway bypass for Winterbourne Stoke to link the existing dual carriageway section around Amesbury with the dual carriageway at Berwick Down. | Committed - new | Autumn Statement 2014 (Feasibility Study) | £>500m | Late Road Period 1 |
| A303 Sparkford - Ilchester dualling | F6 | South West | Dualling of a single carriageway section of the A303, linking together the Sparkford and Ilchester bypasses. | Committed - new | Autumn Statement 2014 (Feasibility Study) | £100-250m | Late Road Period 1 |
| A358 Taunton to Southfields | F7 | South West | Creating a dual carriageway link from the M5 at Taunton to the A303 incorporating upgraded stretches of the existing road into the strategic road network where appropriate. | Committed - new | Autumn Statement 2014 (Feasibility Study) | £250-500m | Late Road Period 1 |
| A417 'Missing link' at Air Balloon | F8 | South West | Connection of the two dual carriageway sections of the A417 near Birdlip in Gloucestershire, taking account of both the environmental sensitivity of the site and the importance of the route to the local economy. | Developed for next road period | Autumn Statement 2014 | £250-500m | Next road period |

RIS investment plan commitments

| Scheme name | Map Key | Region | Scheme Description | Status in Investment Plan | First announced | Expected cost category | Expected start date |
|-------------|---------|--------|--------------------|---------------------------|-----------------|------------------------|---------------------|
|-------------|---------|--------|--------------------|---------------------------|-----------------|------------------------|---------------------|

Q&A

Q. What is this?

- The spreadsheet is being released alongside the Road Investment Strategy (RIS) in order to provide more information on the schemes being taken forward as part of the RIS. This includes scheme descriptions, location details, as well as information on the cost of schemes and expected start of construction timings.

Q. Why are there no costs and timings for each scheme?

- Many of the schemes that are being announced as part of the RIS are early in the development cycle. Their final costs and delivery schedule are dependent on the detailed design of the scheme and factors such as their progress through the planning process. The spreadsheet provides current planning assumptions on both costs and timings, within bands, but these may be subject to change as schemes are further developed.
- While individual scheme costs may vary as they are developed, the variations will be less at the overall Investment Plan level. The Highways Agency also has a strong track record of delivering to budget, and so we are confident that these schemes are deliverable within the budget set. We expect the Highways Agency and its successor company to continue to strive for efficiencies and if it becomes feasible to add more schemes into the programme during the course of the RIS, they will look to bring forward additional new schemes.
- Overall, the funding commitment of £15.2bn of capital investment between 2015/16 and 2020/21 will continue to stand, and will not decrease if schemes are delivered under their expected budget.

Q. If a scheme isn't on the list, does this mean it won't be taken forward?

- The RIS outlines the commitments being made for this Road Period and also outlines some of the schemes that are being prepared so they could be delivered in the second RIS. However, the new highways company will continue to assess the challenges and opportunities for the network through the Route Strategy process. If urgent priorities are identified and/or greater than expected efficiencies made, additional new schemes will be added to the programme.

Appendix E.

SELEP contribution agreement



South East LEP Secretariat
c/o Essex County Council
County Hall
Market Road
Chelmsford
CM1 1QH

29th April 2016

RE: M20 Junction 10a Project

Dear Salvatore,

I am writing to confirm the indicative allocation of Local Growth Fund (LGF) that is being held by the South East LEP for the above project. Currently we are holding an allocation totalling **£19.7 million**. The funding will be available in the following years and accordingly to the following profile:

Year 1: 1 April 2017 to 31 March 2018 - **£8.3 million**

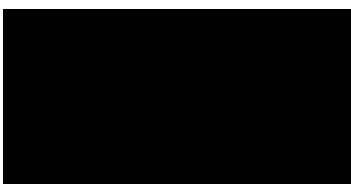
Year 2: 1 April 2018 to 31 March 2019 - **£11.4 million**

The South East LEP receives LGF funding from Government on an annual basis and until we have confirmation of annual amounts (usually received in the February prior to the financial year commencing), we are unable to provide final confirmation of actual allocation as opposed to indicative.

The South East LEP's Accountability Board will also have to approve the allocation of any funding. Approval will be sought following the confirmation of the year's funding from Government. I can assure you that we will continue to work with the project team brought together by Ashford Borough Council to ensure that all governance requirements of the Accountability Board are met.

I hope this information is sufficient for your current requirements and I look forward to working with you on this key project for the South East.

Yours sincerely,



Adam Bryan
Managing Director
South East Local Enterprise Partnership