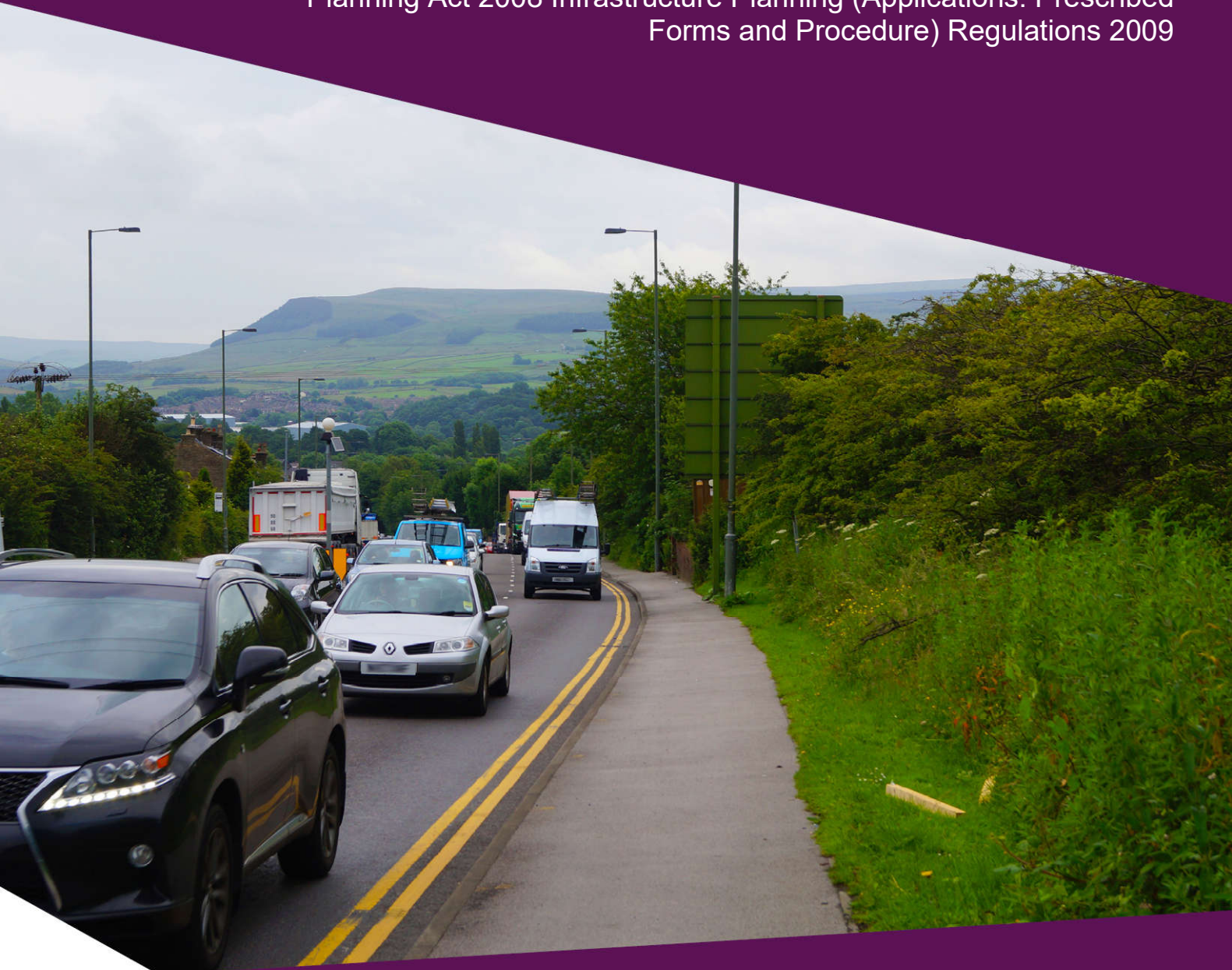


# A57 Link Roads TR010034 4.2 Funding Statement

APFP Regulation 5(2)(h)

Planning Act 2008 Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009



# Infrastructure Planning Planning Act 2008

## The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

### A57 Link Roads Scheme Development Consent Order 202[x]

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#### 4.2 FUNDING STATEMENT

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<b>Regulation Number:</b>	Regulation 5(2)(h)
<b>Planning Inspectorate Scheme Reference</b>	TR010034
<b>Application Document Reference</b>	TR010034/APP/4.2
<b>Author:</b>	A57 Link Roads Scheme Project Team, Highways England

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# 1. Introduction

## 1.1 Purpose of the document

- 1.1.1 This Funding Statement ("this Statement") relates to an application made by Highways England (the "Applicant") to the Secretary of State for Transport via 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 A57 Link Roads scheme (the "Scheme"). A detailed description of the scheme can be found in Chapter 2: The Scheme of the Environmental Statement (ES) [TR010034/APP/6.3].
- 1.1.2 The purpose of this document is to demonstrate that the Scheme will be adequately funded through the Road Investment Strategy 2 (RIS2): 2020 to 2025, using the change control processes set out in Part 6 of the Highways England Licence (See Appendix A of this Statement) if required, and therefore that funding is no impediment to the delivery of the scheme or the payment of compensation to persons affected by compulsory acquisition, temporary possession, or a blight claim.
- 1.1.3 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).
- 1.1.4 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.
- 1.1.5 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 [TR010034/APP/4.1], which is also included in the application to comply with the requirements of Regulation 5(2)(h).

## 2. Capital Expenditure

### 2.1 Capital Cost

- 2.1.1 The Scheme has a contract in place for £180.6 million, including allowances for risk and inflation at the date of application. This contract 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 estimates for these items have been informed by land referencing activities, engagement of professional surveyors and information received from consultation and engagement with parties having an interest in the land.
- 2.1.3 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.
- 2.1.4 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.

### 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 RIS.

#### Roads Investment Strategy: for the 2015/16 – 2019 Road Period

- 3.1.2 The Government published the first RIS (RIS1) on 1 December 2014, which is underpinned by legislation following the Infrastructure Bill receiving Royal Assent on 12 February 2015 and the creation of Highways England on 1 April 2015. RIS1 provided certainty of Government funding with over £15 billion to be invested in major roads between 2015/16 and 2020/21. The Scheme was first announced in RIS1 as a committed and therefore funded scheme (see Appendix B of this Statement).

#### Highways England Delivery Plan 2015-2020

- 3.1.3 The funding commitment was reiterated in the Highways England five-year Delivery Plan 2015-2020, which was published in March 2015, and in subsequent annual delivery plans. Extracts from these are provided at Appendices C-G of this Statement. A summary of the extracts are as follows:
- **DP 2016/17** - No changes to RIS1 commitment. Start of Works to take place in 2019/20.
  - **DP 2017/18** - No changes to RIS1 commitment. Start of works to take place in 2019/20.
  - **DP 2018/19** – No changes to RIS 1 commitment. Start of works to take place in 2019/20.
  - **DP 2019/20** – Changes to RIS 1 commitment made. Trans-Pennine Upgrade to be split into two separate elements with the A628 Climbing Lanes not to be taken forward. The Westwood Roundabout and Technology element to be taken forward with the RIS 1 commitment of Start of Works 2019/20 and Open for Traffic 2021/22. The Mottram Moor and the A57(T) to A57 Link Roads element reprogrammed to Start of Works winter 2021/22 as part of the RIS2 planning prioritisation process.

#### Road Investment Strategy 2: 2020-2025

- 3.1.4 On 11 March 2020, the Government published its second Road Investment Strategy for the period 2020-2025 (RIS2). RIS2 commits the Government to spending £27.5 billion to both build new road capacity and improve the quality and reduce the negative impacts of the existing Strategic Road Network (SRN). Part 3: The Investment Plan sets out the Government's expenditure priorities which confirms the ongoing commitment to the Scheme (an extract is provided in Appendix H of this Statement).

## Highways England Delivery Plan 2020-2025

- 3.1.5 The funding commitment was reiterated in the Highways England five-year Delivery Plan 2020-2025, which was published in August 2020. An extract is provided at Appendix I of this Statement.

### Conclusion

- 3.1.6 The Government and Highways England commitments set out above demonstrate that the Scheme will be fully funded by the Department for Transport and consequently the Scheme is not dependant on funding contributions from other parties.

## 4. Blight

- 4.1.1 The term 'blight' refers to the reduction of economic activity or property values in a particular area resulting from possible future development, or restriction of development. Blight notices may be served on the Applicant by those with a qualifying interest in affected land.
- 4.1.2 To date four blight notices have been served and have been deemed valid claims. Two of these properties have completed and entered the Highways England property portfolio, with two further properties still in negotiations. Three applications for Discretionary Purchase have also been submitted. One of these properties has been purchased and two applications rejected. The cost of meeting these claims has been met by the Applicant.
- 4.1.3 Should any future 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 the Applicant.



## Appendices

### **Appendix A - Extract from Highways England Licence:**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/431389/st-rategic-highways-licence.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/431389/st-rategic-highways-licence.pdf)

### **Appendix B - Extract from Road Investment Strategy for the 2015-2020 Road Period:**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/408514/ris-for-2015-16-road-period-web-version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/408514/ris-for-2015-16-road-period-web-version.pdf)

### **Appendix C - Extract from Highways England Delivery Plan 2015-2020:**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/424467/D-SP2036-184\\_Highways\\_England\\_Delivery\\_Plan\\_FINAL\\_low\\_res\\_280415.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424467/D-SP2036-184_Highways_England_Delivery_Plan_FINAL_low_res_280415.pdf)

### **Appendix D - Extract from Highways England Delivery Plan 2016-2017:**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/538130/S-160049\\_Highways\\_England\\_Delivery\\_Plan\\_2016\\_Final\\_-\\_Digital\\_version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/538130/S-160049_Highways_England_Delivery_Plan_2016_Final_-_Digital_version.pdf)

### **Appendix E - Extract from Highways England Delivery Plan 2017-2018:**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/642750/Highways\\_England\\_Delivery\\_Plan\\_Update\\_2017-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/642750/Highways_England_Delivery_Plan_Update_2017-2018.pdf)

### **Appendix F - Extract from Highways England Delivery Plan 2018-2019:**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/727342/Highways\\_England\\_Delivery\\_Plan\\_2018-19\\_-\\_Final\\_Version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/727342/Highways_England_Delivery_Plan_2018-19_-_Final_Version.pdf)

### **Appendix G - Extract from Highways England Delivery Plan 2019-2020:**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/818656/D-elivery\\_Plan\\_2019-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/818656/D-elivery_Plan_2019-20.pdf)

### **Appendix H - Extract from Road Investment Strategy 2: 2020-2025:**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951100/road-investment-strategy-2-2020-2025.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951100/road-investment-strategy-2-2020-2025.pdf)

### **Appendix I - Extract from Highways England Delivery Plan 2020-2025:**

<https://www.gov.uk/government/publications/highways-england-delivery-plan-2020-2025>

# Appendix A. Extract from the Highways England Licence

## Part 6 - Setting and varying the Road Investment Strategy

### Introduction

- 6.1 The Secretary of State may at any time set a Road Investment Strategy (RIS) for a strategic highways company, or vary a RIS that has already been set.
- 6.2 A RIS is to relate to such period ('Road Period') as the Secretary of State considers appropriate. For each RIS, the Secretary of State will determine the Road Period and set the timetable for developing and agreeing the RIS.
- 6.3 A RIS must specify the requirements to be delivered by the Licence holder during the Road Period to which it relates and the funding to be provided by the Secretary of State in order to deliver those requirements. Such requirements may include activities to be performed, results to be achieved and standards to be met.
- 6.4 The Licence holder **must** co-operate with the Secretary of State to reach an agreed position on a RIS and comply with the processes for setting and varying a RIS.
- 6.5 In the event that, for any reason, there is no current RIS in effect (for example, due to a delay between one RIS expiring and the commencement of a subsequent agreed RIS), the Licence holder **must** continue to comply with its legal obligations and the requirements set out in this Licence, as well as any further directions issued by the Secretary of State, until a new RIS has been agreed and comes into effect.

### Setting the Road Investment Strategy

#### Step 1: The Strategic Road Network (SRN) Initial Report

- 6.6 Once informed of the Road Period by the Secretary of State, the Licence holder **must** prepare and provide to the Secretary of State a SRN Initial Report to inform the preparation of a draft Road Investment Strategy by the Secretary of State.
- 6.7 In producing a SRN Initial Report, the Licence holder **must** include:
  - a. An assessment of the current state of the network and user needs from it;
  - b. Potential maintenance and enhancement priorities; and
  - c. Future developmental needs and prospects.
- 6.8 In producing a SRN Initial Report, the Licence holder **must**:
  - a. Comply with the timetable set by the Secretary of State;
  - b. Take account of the evidence developed through the preparation of route strategies, as required at 5.13;

- c. Consider the need for effective integration between the Licence holder's network and the rest of the transport system;
  - d. Engage with and take account of the views of relevant local and national stakeholders, including those organisations or groups identified at 5.18;
  - e. Engage with and take account of the views of Transport Focus and the Highways Monitor;
  - f. Take into account any directions and guidance that the Secretary of State may specify in relation to producing a SRN Initial Report by notice or in guidelines to the Licence holder; and
  - g. Publish the SRN Initial Report.
- 6.9 As soon as possible following publication of the SRN Initial Report by the Licence holder, the Secretary of State will conduct a consultation on the SRN Initial Report.

### **Step 2: The Secretary of State's proposals and Draft RIS**

- 6.10 The Secretary of State's response to the consultation referred to at 6.9 will include proposals for a Road Investment Strategy (the 'Draft RIS').
- 6.11 The Draft RIS will include details of the requirements to be delivered by the Licence holder along with the financial resources to be provided by the Secretary of State for the purpose of delivering those requirements, and the intended Road Period to which the proposals relate.
- 6.12 The Highways Monitor will assess the Draft RIS and provide advice to the Secretary of State, in accordance with the timetable set by the Secretary of State, on whether the Secretary of State's proposed requirements are challenging and deliverable with the proposed financial resources.
- 6.13 The Licence holder **must** assist the Highways Monitor in their assessment of the Draft RIS, including providing any additional information as necessary.
- 6.14 The Secretary of State, having taken account of advice from the Highways Monitor, will submit to the Licence holder:
- a. A Draft RIS;
  - b. As part of the Draft RIS, a statement of his or her general strategy in respect of highways for which the Licence holder is the highway authority;
  - c. Any other information in support of the Draft RIS as the Secretary of State considers appropriate;
  - d. A clear timescale within which the Licence holder is required to respond with a Draft Strategic Business Plan.

### **Step 3: The Company's Draft Strategic Business Plan (SBP)**

- 6.15 The Licence holder **must** respond to the Draft RIS issued by the Secretary of State in the form of a draft Strategic Business Plan (the 'Draft SBP'), detailing its plans for delivering the requirements set out in the Road Investment Strategy, for the whole period of that RIS.

- 6.16** In providing a Draft SBP to the Secretary of State, the Licence holder **must**:
- a. Clearly indicate whether the Licence holder agrees to the proposals in the Draft RIS, or make counter-proposals;
  - b. Take into account any directions and guidance that the Secretary of State may specify in relation to producing a SBP by notice or in guidelines to the Licence holder;
  - c. Engage with and take account of the views of the Highways Monitor;
  - d. Submit the Draft SBP to the Secretary of State within the specified timescales.

#### **Step 4: The Efficiency Review**

- 6.17** The Highways Monitor will assess the Draft SBP and provide advice to the Secretary of State, in accordance with the timetable set by the Secretary of State, on whether the Licence holder's proposed requirements are deliverable with the proposed financial resources, and the extent to which the Draft SBP is challenging and deliverable, including with regard to the levels of efficiency the Licence holder proposes to achieve.
- 6.18** The Licence holder **must** assist the Highways Monitor in their assessment of the Draft SBP, including providing any additional information as necessary.

#### **Step 5: Finalising the RIS and the SBP**

- 6.19** Following the Efficiency Review the Secretary of State, taking account of the advice of the Highways Monitor, will do one of the following:
- a. Approve the Draft SBP and finalise the RIS;
  - b. Direct the Licence holder to make revisions to the Draft SBP before granting approval; or
  - c. Produce a revised Draft RIS, at which point the Secretary of State and the Licence holder will follow the process as specified above between 6.14 and 6.16 in order to reach a mutually agreed position on a final RIS and a final SBP.
- 6.20** If necessary, the Secretary of State will request additional advice from the Highways Monitor on revised versions of the Draft RIS and/or the Draft SBP to facilitate their finalisation.
- 6.21** Once both the Draft RIS and Draft SBP have been finalised, they **must** be published by the Secretary of State and the Licence holder respectively.
- 6.22** In the event that the Secretary of State and the Licence holder fail to reach a mutually agreed position on the Draft RIS and/or the Draft SBP within the timetable set by the Secretary of State, the Secretary of State retains the right to determine the content of a final RIS and/or SBP.

### Step 6: Mobilisation

- 6.23 Once the RIS has been finalised and the SBP finalised or determined, the Licence holder **must** take appropriate steps in advance of the next Road Period commencing to ensure that it is ready to undertake delivery of the RIS from the start of that period, including preparing a Draft Delivery Plan setting out the details of how the Licence holder aims to deliver the final SBP and submitting it to the Secretary of State for approval.
- 6.24 In preparing a draft Delivery Plan, the Licence holder **must** engage with and take account of the views of the Highways Monitor on the format and level of detail of the Delivery Plan to facilitate reporting arrangements.

### Step 7: Delivery

- 6.25 Following approval of a Draft SBP and Draft Delivery Plan by the Secretary of State, and his issuing of a final RIS, the Licence holder **must** publish and deliver the final SBP and the associated Delivery Plan.
- 6.26 The Licence holder **must** report to the Highways Monitor on progress in delivering requirements set out in the final SBP and Delivery Plan on an annual basis, submitting a draft report to the Highways Monitor for approval (providing a copy to the Secretary of State), following which the Licence holder **must** publish the final report.
- 6.27 The Licence holder **must** update its Delivery Plan on an annual basis, submitting a draft update of the Delivery Plan to the Secretary of State for approval. Subject to the Secretary of State being satisfied that the update is consistent with, and contains no material revisions to, the original Delivery Plan, the Licence holder **must** publish the updated Delivery Plan.

## Varying the Road Investment Strategy

- 6.28 The Secretary of State is able to vary a RIS once it has been agreed, and the Licence holder may also request a change to the RIS.
- 6.29 Small-scale changes to the RIS, beyond minor refinements that are within the Licence holder's discretion, will be handled through a formal change control process. Major variations, which would affect the Licence holder's overall funding, have a material effect on the integrity of the RIS or otherwise compromise the Licence holder's ability to comply with the RIS, would require the RIS to be re-opened.
- 6.30 In considering or proposing any variation of a RIS, the Secretary of State and the Licence holder **must** have due regard to the desirability of maintaining certainty and stability in respect of the existing RIS.

### Change control

- 6.31 Small-scale changes to the RIS, which do not have a bearing on the overall funding envelope and do not materially affect the integrity of the RIS (including small-scale additions to the RIS, as at 6.32), will be subject to a formal change control process, as described at 6.32 – 6.36.
- 6.32 In the event that the Secretary of State considers that a small-scale change to the detail of an objective set out in the RIS may be necessary

(for example, a change to the way in which a particular objective is measured, or a change to the nature of a project identified in the RIS Investment Plan), he will notify the Licence holder, the Highways Monitor and Transport Focus. Where the Secretary of State is seeking additions beyond the current RIS, such as additional schemes or further metrics or indicators, the Secretary of State will consider making a proportionate increase in the funding made available by government to the Licence holder to deliver these, along with the existing RIS requirements.

- 6.33 In the event that the Licence holder requests a small-scale change to the RIS, or identifies that a specific project in the RIS Investment Plan may need to be replaced (due to a deterioration in the business case or difficulties in obtaining relevant consents) the Licence holder **must** provide sufficiently detailed proposals and supporting evidence to allow the Secretary of State to make an informed decision.
- 6.34 The Secretary of State will consider the viability and desirability of any request by the Licence holder under 6.33, seeking advice from the Highways Monitor, where appropriate, and will respond to the Licence holder within three months with a decision about whether or not to proceed with a change.
- 6.35 Following a notification under 6.32, or a response to the Licence holder by the Secretary of State under 6.34, the Secretary of State will begin discussions with the Licence holder and the Highways Monitor to agree the change, including any proportionate increase in the funding as described at 6.32. Once agreed, the Secretary of State will publish details of the change.
- 6.36 In the event that, under the circumstances described at 6.35, the Secretary of State and the Licence holder fail to reach a mutually agreed position, having sought advice from the Highways Monitor, the Secretary of State retains the right to make a final determination.

### Re-opening the RIS

- 6.37 Where, in exceptional circumstances, a major variation is considered necessary, which would affect the Licence holder's overall funding, have a material effect on the integrity of the RIS, or otherwise compromise the Licence holder's ability to comply with the RIS, the Secretary of State will formally initiate the process for re-opening the RIS by publishing proposals for variation to the existing RIS and setting a timetable for the process.
- 6.38 In the event that the Licence holder requests that the Secretary of State initiate the process for re-opening the RIS, as described at 6.37, the Licence holder **must** provide sufficiently detailed proposals and supporting evidence to support its request. Following such a request, the Secretary of State will seek advice from the Highways Monitor on the deliverability of the RIS and the validity of the Licence holder's request.
- 6.39 Once the process for re-opening the RIS has been initiated, the Secretary of State will conduct a consultation on the proposals, or alternatively direct the Licence holder to conduct a consultation, depending on the nature of the proposed variation. In either case, the Licence holder **must** provide notification of the launch of the consultation process to those persons it considers appropriate.

- 6.40 Following the consultation process, the Secretary of State will formally respond to the consultation, setting out his or her decision on whether to proceed with the RIS variation process in light of consultation responses.
- 6.41 Should the Secretary of State decide to proceed with a revised RIS, the response to the consultation will include publication of revised proposals, equivalent to those produced in Step 2 of the process for setting the RIS, and set a timetable for finalising a revised RIS, SBP and Delivery Plan.
- 6.42 Following the publication of revised proposals, the Secretary of State, the Licence holder and the Highways Monitor will follow the standard process for determining and agreeing a final RIS, SBP and Delivery Plan, as set out at 6.14 to 6.24, above, in accordance with the timetable set by the Secretary of State under 6.41.

# Appendix B. Extract from Road Investment Strategy for the 2015-2020 Road Period

The feasibility studies 23

## Trans-Pennine routes

The routes between Manchester and Sheffield provide a key connection between two of our most important Northern cities. Current journey times and performance of the connecting routes compare unfavourably against links between other cities separated by a similar distance. Elements of the route, particularly the A628, perform poorly both in terms of delays and accidents, causing impacts for both the communities on the route and on the environment of the Peak District National Park. There have been long-standing calls for improvements to connectivity but to date, an acceptable solution has not been found.

In order to make improvements, we are announcing an investment package worth over £170 million consisting of the following:

- **Mottram Moor link road** – a new dual-carriageway link road from the M67 terminal roundabout to a new junction at A57(T) Mottram Moor and a new single-carriageway link.
- **A57(T) to A57 link road** – a new single carriageway link from the A57 at Mottram Moor to a new junction on the A57 at Brookfield, bypassing the existing A628/A57 and A57 Woolley Lane/Hadfield road junctions.
- **A61 dualling** – on the east side of Pennines, completion of the dualling of the A61 between the A616 roundabout and junction 36 of the M1.

- **A628 climbing lanes** – consideration of the provision of two overtaking lanes on the A628 near Woodhead Bridge and near Salter's Brook Bridge. We are very aware of the specific environmental protections (SAC, SSSI, SSC) in place in and around these locations and will therefore work closely with the National Park Authority. For any proposals to go ahead, they will need to be sensitively designed and their potential impacts properly assessed and understood so that the improvements are in keeping with the significance of the Park's protected landscape.
- **Safety and technology improvements** – safety measures focused on addressing accident clusters; and the provision of traffic light cameras, speed cameras and message signs to allow drivers to make informed decisions.

These will address congestion and improve journey times between Manchester and Sheffield, as well as addressing issues with the safety and resilience of the route and deal with the impacts of the traffic in Mottram.

As part of the process of developing and delivering this investment package we will, through consultation with local communities and stakeholders, look to reach consensus on the scope and viability of further improvements and extensions to the Mottram Moor Link Road that would alleviate the issues faced in Tintwistle and Hollingworth.

In the longer term, as a strategic study ahead of the next RIS, we will consider how to get the balance right between economic gains through improving connectivity, and protecting and enhancing our valued natural environment and landscape. The Department



and the Company will work with Transport for the North to explore the costs and feasibility of a high performance road link between

Manchester and Sheffield through a purpose-built tunnel. This could link the economies of the two cities while avoiding damaging impacts on the Peak District National Park.

### Outcomes from The Trans-Pennine routes feasibility study



# Appendix C. Highway England Delivery Plan 2015-2020

## 3.1.5 Progressing the outcomes from the six Feasibility Studies

In addition to the investments previously outlined, we will take forward and develop solutions to the issues investigated last year as part of a range of feasibility studies.

These studies examined some of the most notorious and long-standing congestion hot-spots in the country, and sought to identify ways in which these could be tackled.

Below we set out a summary for each of the studies and what schemes we will develop:

- Around Newcastle and Gateshead – taking forward a programme of work that will add seven miles of additional capacity to the A1, relieving heavy congestion and providing much improved access to the Tees Valley employment zone
- North of Newcastle – plans to upgrade 13 miles of the A1 to dual carriageway standard linking the Morpeth and Alnwick bypasses, providing additional capacity and improved accessibility to sites across the region including Newcastle Airport
- Trans-Pennine Routes – a package of schemes between Manchester and Sheffield which will improve journey times between these two key cities in the north of England. These schemes will also address a number of safety concerns on the route and alleviate the impact of traffic in Mottram
- A47/A12 Corridor – a package of six schemes across a 115 mile section of the A47 between Peterborough and Great Yarmouth. This will include converting almost eight miles of single carriageway to dual carriageway and making improvements to three junctions, relieving congestion and increasing journey time reliability
- A27 Corridor – taking forward two schemes that will provide a total of six miles of dual carriageway across the A27, helping to relieve congestion at Arundel, 225 Worthing, Lancing and East of Lewes
- A303/A30/A358 Corridor – potentially creating up to 35 miles of dual carriageway between Amesbury in Wiltshire and Honiton in Devon which will improve the connectivity, journey time reliability and road safety.

These investments are at an early stage in their development, however, we set out in table 4 the nature of work we plan to do next and provide indicative timescales for key milestones that we expect to flow from this.



Table 4: Next Steps for Feasibility Schemes

Feasibility Study	Activity	Year
A1 North of Newcastle	<ul style="list-style-type: none"> <li>Commence further development and appraisal work on a range of options to inform consultation with key stakeholders.</li> <li>Initiate traffic and environmental surveys.</li> </ul>	2016
	<ul style="list-style-type: none"> <li>Hold public exhibitions and consult on the proposals.</li> </ul>	2018
	<ul style="list-style-type: none"> <li>Make recommendations on the preferred route for the A1 Morpeth to Ellingham dualling scheme.</li> </ul>	2017
	<ul style="list-style-type: none"> <li>Start construction on the A1 North of Ellingham enhancements in advance of the dualling scheme.</li> </ul>	2018
A1 Newcastle-Gateshead Western Bypass	<ul style="list-style-type: none"> <li>Develop the options for the A1 Birtley to Coathouse scheme</li> <li>Engage early with Network Rail as the scheme includes proposals to replace Allerdene Bridge which crosses the East Coast mainline rail link</li> <li>Undertake environmental assessments of the potential impacts for both the A1 Birtley to Coathouse and A1 Gostwood to North Brunton schemes.</li> </ul>	2016
	<ul style="list-style-type: none"> <li>Consult with the public on the proposals.</li> </ul>	2018
A27 Corridor	<ul style="list-style-type: none"> <li>Develop and assess a range of options to inform consultation with key stakeholders.</li> <li>Engage more widely with local stakeholders on the A27 bypasses at Arundel and Worthing / Lancing.</li> <li>For improvements east of Lewes, we will work with local enterprise partnerships and authorities to review long term growth plans and model future traffic demands in order to inform potential options.</li> </ul>	2016
	<ul style="list-style-type: none"> <li>Further develop proposals and assess traffic and environmental impacts.</li> </ul>	2018
	<ul style="list-style-type: none"> <li>Further and more detailed consultation on proposals for Arundel and Worthing / Lancing.</li> </ul>	2017
	<ul style="list-style-type: none"> <li>Make recommendations on the preferred routes for these two schemes.</li> </ul>	
Trans-Pennine Routes	<ul style="list-style-type: none"> <li>Develop design options in preparation for wider engagement, including initial assessments on environmental, traffic and economic impacts.</li> </ul>	2016
	<ul style="list-style-type: none"> <li>Carry out environmental surveys and complete assessments.</li> </ul>	2016
	<ul style="list-style-type: none"> <li>Present the higher performing options to the public through a consultation.</li> </ul>	2017
A17/A12 Corridor	<ul style="list-style-type: none"> <li>Undertake more detailed development of the options, upgrade the eastern regional traffic model and start surveys to inform initial designs.</li> <li>Prepare the seven schemes into a single programme for consultation with stakeholders.</li> </ul>	2016
	<ul style="list-style-type: none"> <li>Consult widely with the public on proposals.</li> </ul>	2016
	<ul style="list-style-type: none"> <li>Subsequently, to make a recommendation on the preferred route.</li> </ul>	
	<ul style="list-style-type: none"> <li>Start construction on this programme of improvements.</li> </ul>	2020
A303/A30/ A358 Corridor	<ul style="list-style-type: none"> <li>Investigate and assess a range of options to understand traffic, environmental and economic impacts.</li> <li>Engage with key stakeholders throughout, including with English Heritage and National Trust. Widening out discussions with stakeholder in the second half of the year.</li> </ul>	2016
	<ul style="list-style-type: none"> <li>Start public consultation on the A30 and A358 schemes.</li> </ul>	2016
	<ul style="list-style-type: none"> <li>Aiming to make a recommendation on the preferred routes for the A30 and A358 schemes.</li> </ul>	2017
	<ul style="list-style-type: none"> <li>For the A303, we expect to start a wider and public consultation on the scheme</li> </ul>	

# Major Improvements Investment Plan

## Scheme Schedule 2015-20

Annex A

Number on Map	Schemes already in construction
1	A566 Knutston to Bowdon
2	A1 Coal House to Metro Centre
3	A1 Leeming to Barton
4	M1 Junctions 29-31
5	A453 Widening
6	A14 Kettering bypass widening
7	M1 Junction 19 Improvement
8	A45-A46 Tollbar End
9	A5/M1 J11a Link
10	M25 Junction 30
11	M6 Junctions 10a-13
12	A30 Temple to Carblake <sup>1</sup>
13	M1 Junctions 32-35A
14	M1 Junctions 39-42
15	M60 Junction 8 to M62 Junction 20: Smart Motorway
16	M3 Junctions 2-4A
Number on Map	Schemes announced in June 2013 and due to start construction by end 2019/20
17	A160/A180 Immingham
18	A21 Tonbridge to Pembury
19	M1 Junctions 13-19
20	M5 Junctions 4A-6
21	M6 Junctions 16-19
22	A14 Cambridge to Huntingdon
23	M20 Junction 10a
24	A19/A1058 Coast Road
25	M4 Junctions 3-12
26	A63 Castle Street
27	M1 Junctions 24-25
28	M6 Junctions 2-4
29	M6 Junctions 13-15
30	M20 Junctions 3-5
31	M23 Junctions 8-10
32	M27 Junctions 4-11
33	M6 Junctions 21A-26
34	M60 Junctions 24-27 & J1-4
35	A19 Testos
36	M54 to M6 / M6 toll
37	A27 Chichester Bypass
38	A38 Derby Junctions
39	A2 Bean & Ebbfleet
40	M62 Junctions 10-12
41	M56 Junctions 6-8
42	M3 Junctions 9-14
Number on Map	Schemes announced in December 2014 and due to start construction by end 2019/20
43	A19 Down Hill Lane Junction Improvement
44	A19 Norton to Wynyard
45	A1 & A19 Technology enhancements
46	M1 Junction 45 Improvement
47	M621 Junctions 1-7 Improvements
48	M62/M606 Chain Bar
49	M62 Junctions 20-25
50	A585 Windy Harbour - Skippool
51	A6036 Princess Way - Access to Port of Liverpool
52	M6 Junction 22 upgrade
53	M53 Junctions 5-11
54	M56 new Junction 11A
55	M6 Junction 19 Improvements
56	A500 Etruria widening

57	M1 Junctions 23A-24
58	M6 Junction 10 Improvement
59	A5 Dodwells to Longshoot widening
60	M42 Junction 6
61	A46 Coventry Junction upgrades
62	M40/M42 Interchange Smart Motorways
63	A45/A6 Chowns Mill Junction Improvement
64	M5 Junctions 5, 6 & 7 junction upgrades
65	A43 Abthorpe Junction
66	A428 Black Cat to Caxton Gibbet
67	M11 Junctions 8 to 14 - technology upgrade
68	A12 Chelmsford to A120 widening
69	A12 whole-route technology upgrade
70	A1(M) Junctions 6-8 Smart Motorway
71	M11 Junction 7 junction upgrade
72	A34 Oxford Junctions
73	A34 Technology enhancements
74	M25 Junction 25 Improvement
75	M25 Junction 28 Improvement
76	M4 Heathrow slip road
77	M2 Junction 5 Improvements
78	M25 Junctions 10-16
79	M25 Junction 10/A3 Witley Interchange
80	M3 Junction 9 Improvement
81	M3 Junction 10-11 Improved sliproads
82	M3 Junctions 12-14 Improved sliproads
83	M27 Southampton Junctions
84	M27 / A35 Redbridge roundabout upgrade
85	A31 Ringwood
86	M49 Avonmouth Junction
87	M6 Bridgewater Junctions
88	A52 Nottingham junctions
89	A14 Junction 10a
90	A5 Towcester Relief Road
91	A30 Chiverton to Carland Cross
Number on Map	Schemes identified following the outcomes from the six feasibility studies
92	A1 North of Ellingham
93	A1 Morpeth to Ellingham dualling
94	A1 Scotswood to North Brunton
95	A1 Birtley to Coal House widening
96	A628 Climbing Lanes
97	A61 Dualling
98	Mottram Moor link road
99	A57(T) to A57 Link Road
100	A47 North Tuddenham to Easton
101	A47 Blotfield to North Burlington dualling
102	A47 Acle Straight
103	A47 & A12 Junction enhancements
104	A47/A11 Thickthorn Junction
105	A47 Guyhirn Junction
106	A47 Wanstead to Sutton
107	A27 Arundel Bypass
108	A27 Worthing and Lancing Improvements
109	A303 Amesbury to Berwick Down
110	A303 Sparkford - Ilchester dualling
111	A368 Taunton to Southfields
Number on Map	Schemes contributing to investment with local authorities
112	A50 Uttoxeter

<sup>1</sup>Scheme is being delivered by Cornwall County Council and is partly funded by Highways England.

# Appendix D. Highway England Delivery Plan 2016-2017

Annex 1

Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
66	A428 Black Cat to Caxton Gibbet	East	2019-20			
67	M11 junctions 8-14 – technology upgrade	East	2019-20			
68	A12 Chelmsford to A120 widening	East	2019-20			
69	A12 whole-route technology upgrade	East	2019-20			
70	A1(M) junctions 6-8 smart motorway	East	2019-20			
71	M11 junction 7 – junction upgrade	East	2019-20			
72	A34 Oxford junctions	South East and London	2019-20			
73	A34 technology enhancements	South East and London	2019-20			
74	M25 junction 25 improvement	South East and London	2019-20			
75	M25 junction 28 improvement	South East and London	2019-20			
76	M4 Heathrow slip road	South East and London	2019-20			
77	M2 junction 5 improvements <sup>41</sup>	South East and London	2019-20			
78	M25 junctions 10-16	South East and London	2019-20			
79	M25 junction 10/A3 Wisley interchange	South East and London	2019-20			
80	M3 junction 9 improvement	South East and London	2019-20			
81	M3 junction 10-11 improved sliproads	South East and London	2019-20			
82	M3 junctions 12-14 improved sliproads	South East and London	2019-20			
83	M27 Southampton junctions	South East and London	2019-20			
84	M271/A35 Redbridge roundabout upgrade	South East and London	2019-20			
85	A31 Ringwood	South East and London	2019-20			
86	M49 Avonmouth junction <sup>42</sup>	South West	2019-20			
87	M5 Bridgwater junctions <sup>43</sup>	South West	2019-20		2017-18 Q3	
88	A52 Nottingham junctions	Midlands	2019-20			
89	A14 junction 10a	Midlands	2019-20			
90	A5 Towcester relief road	Midlands	2019-20			
91	A30 Chiverton to Carland Cross	South West	2019-20			
92	A1 North of Ellingham <sup>44</sup>	Yorkshire and North East	2019-20			
93	A1 Morpeth to Ellingham dualling	Yorkshire and North East	2019-20			
94	A1 Scotswood to North Brunton	Yorkshire and North East	2019-20			
95	A1 Birtley to Coal House widening	Yorkshire and North East	2019-20			
96	A628 climbing lanes	Yorkshire and North East	2019-20			
97	A61 dualling	Yorkshire and North East	2019-20			
98	Mottram Moor link road	North West	2019-20			

Updated scheme schedule 2015-2020						
Map Ref <sup>1</sup>	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
99	A57(T) to A57 link road	North West	2019-20			
100	A47 North Tuddenham to Easton	East	2019-20			
101	A47 Blofield to North Burlingham dualling	East	2019-20			
102	A47 Acle Straight <sup>26</sup>	East	2019-20			
103	A47 and A12 junction enhancements	East	2019-20			
104	A47/A11 Thickthorn junction	East	2019-20			
105	A47 Guyhirn junction	East	2019-20			
106	A47 Wansford to Sutton	East	2019-20			
107	A27 Arundel bypass	South East and London	2019-20			
108	A27 Worthing and Lancing improvements	South East and London	2019-20			
109	A303 Amesbury to Berwick Down	South West	2019-20			
110	A303 Sparkford – Ilchester dualling	South West	2019-20			
111	A358 Taunton to Southfields	South West	2019-20			
112	A50 Uttoxeter <sup>26</sup>	Midlands	2015-16 Q3	Started	2018-19	

Where appropriate these will be subject to change control.

<sup>26</sup> A30 Temple to Carblake – Highways England is contributing toward the cost of this scheme which is being delivered by Cornwall Council.

<sup>26</sup> A63 Castle Street – revised programme milestones progressing through change control with DfT.

<sup>26</sup> M54 to M6/M6 toll – programme commitments being reviewed following request by DfT to undertake further development work of the possible options.

<sup>26</sup> A1 and A19 technology enhancements – subject to completion of business case for this scheme, and associated detailed design, we are continuing to work towards an earlier start of works in 2016.

<sup>26</sup> M1 junction 45 improvement – we are continuing to target an earlier start of works in 2017.

<sup>26</sup> A5036 Princess Way – access to Port of Liverpool – although challenging, we are continuing to look at how we can start construction work on this project in 2019.

<sup>26</sup> A45/A6 Chowns Mill junction – detailed design is in progress and we are targeting to start works on site by the end of 2019.

<sup>26</sup> M5 junctions 5, 6 and 7 junction upgrades – we have been able to start work on this scheme early and have already completed improvements to junction 5 and 7.

<sup>26</sup> A43 Abthorpe junction – construction work for this scheme has already started which we now plan to complete in 2017-18.

<sup>26</sup> M2 junction 5 improvements – our aim on this scheme is to start construction in 2019.

<sup>26</sup> M49 Avonmouth junction – we anticipate being able to start construction work for this scheme earlier and are targeting 2017.

<sup>26</sup> M5 Bridgwater junctions – we plan to complete detailed design in 2016 and subject to the final business case, we anticipate a start of works in late 2016.

<sup>26</sup> A1 North of Ellingham – this scheme will be delivered as part of a programme of works on the A1 in Northumberland, elements of which we anticipate being able to start construction in 2018.

<sup>26</sup> A47 Acle Straight – following confirmation of the business case, we now expect to deliver safety improvements to this section of the A47 in 2016.

<sup>26</sup> A50 Uttoxeter – we are working with Staffordshire County Council to deliver these improvements.



# Appendix E. Highway England Delivery Plan 2017-2018



## Annex 1: Major improvement projects

Updated scheme schedule 2015-2020

Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
1	A556 Knutstord to Bowdon	North West		Complete	2016-17 Q4	Complete
2	A1 Coal House to Metro Centre	North East and Yorkshire		Complete	2016-17 Q4	Complete
3	A1 Leeming to Barton <sup>21</sup>	North East and Yorkshire		Started	2017-18 Q1	
4	M1 junctions 28-31	Midlands		Complete	2015-16 Q4	Complete
5	A453 widening	Midlands		Complete	2015-16 Q2	Complete
6	A14 Kettering bypass widening	Midlands		Complete	2015-16 Q1	Complete
7	M1 junction 19 improvement	Midlands		Complete	2016-17 Q3	Complete
8	A45-A46 Tollbar End	Midlands		Complete	2016-17 Q3	Complete
9	A5/M1 junction 11a link	East		Started	2017-18 Q1	
10	M25 junction 30	South East and London		Complete	2017-18 Q1	Complete
11	M6 junctions 10a-13	Midlands		Complete	2015-16 Q3	Complete
12	A30 Temple to Carblake <sup>22</sup>	South West		Started	2016-17 Q3	
13	M1 junctions 32-35a	North East and Yorkshire		Complete	2016-17 Q4	Complete
14	M1 junctions 39-42	North East and Yorkshire		Complete	2015-16 Q3	Complete
15	M60 junction 8 to M62 junction 20: smart motorway <sup>23</sup>	North West		Started	2017-18 Q2	
16	M3 junctions 2-4a	South East and London		Started	2017-18 Q1	
17	A160/A180 Immingham	North East and Yorkshire	2015-16 Q1	Complete	2016-17 Q4	Complete
18	A21 Tonbridge to Pembury <sup>24</sup>	South East and London	2015-16 Q1	Started	2016-17 Q4	
19	M1 junctions 13-19	Midlands	2015-16 Q3	Started	2021-22	
20	M5 junctions 4a-6	Midlands	2015-16 Q3	Started	2017-18 Q2	
21	M6 junctions 16-19	North West	2015-16 Q3	Started	2018-19	
22	A14 Cambridge to Huntingdon	East	2016-17 Q3	Started	2020-21	
23	M20 junction 10a	South East and London	2017-18 Q4		2018-19	
24	A19/A1058 Coast Road	North East and Yorkshire	2016-17 Q2	Started	2018-19	
25	M4 junctions 3-12	South East and London	2016-17 Q4	Started	2021-22	
26	A63 Castle Street	North East and Yorkshire	2018-19		2021-22	
27	M1 junctions 24-25 <sup>25</sup>	Midlands	2016-17 Q4	Started	2018-19	
28	M6 junctions 2-4	Midlands	2017-18 Q4		2019-20	
29	M6 junctions 13-15	Midlands	2017-18 Q4		2021-22	

Annex 1

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<sup>21</sup> A1 Leeming to Barton – Extensive archaeological finds have resulted in an extension to the construction programme. The scheme is now expected to open for traffic in 2017-18 Q4.

<sup>22</sup> A30 Temple to Carblake – This scheme, delivered by Cornwall Council has been rescheduled to open in 2017-18 Q2 due to changes in traffic management strategy that was implemented to minimise disruption to peak summer traffic volumes.

<sup>23</sup> M60 junction 8 to M62 junction 20: smart motorway – The construction programme has been extended to take the opportunity to carry out additional work on the existing asset for flood mitigation, pavement resurfacing, environmental barrier and data cabling. We now expect to open for traffic in 2017-18 Q4, this avoids the need for future additional network access in this location.

<sup>24</sup> A21 Tonbridge to Pembury – Despite the implementation of several re-programming activities, concerns with large volumes of hazardous waste and archaeological finds have extended the construction programme. We now expect to open for traffic 2017-18 Q3.

<sup>25</sup> M1 junctions 24-25 – Agreed through change control to deliver this scheme as a combined programme with M1 junctions 23a-24. We now forecast to open this scheme in 2018-19 but we expect to realise significant benefit in delivery efficiency and avoid repeated disruption to the same area of the network.

Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
85	A31 Ringwood	South East and London	2019-20			
86	M49 Avonmouth junction	South West	2019-20			
87	M5 Bridgwater junctions	South West	2019-20			
88	A52 Nottingham junctions <sup>47</sup>	Midlands	2019-20	Started		
89	A14 junction 10a	Midlands	2019-20			
90	A5 Towcester relief road	Midlands	2019-20			
91	A30 Chiverton to Carlend Cross	South West	2019-20			
92	A1 North of Ellingham	North East and Yorkshire	2019-20			
93	A1 Morpeth to Ellingham dualling	North East and Yorkshire	2019-20			
94	A1 Scotswood to North Brunton	North East and Yorkshire	2019-20			
95	A1 Birtley to Coal House widening	North East and Yorkshire	2019-20			
96	A628 climbing lanes	North East and Yorkshire	2019-20			
97	A61 dualling	North East and Yorkshire	2019-20			
98	Mottram Moor link road	North West	2019-20			
99	A57(T) to A57 link road	North West	2019-20			
100	A47 North Tuddenham to Easton	East	2019-20			
101	A47 Blofield to North Burlingham dualling	East	2019-20			
102	A47 Acle Straight	East	2019-20	Started	2017-18 Q4	
103	A47 and A12 junction enhancements	East	2019-20			
104	A47/A11 Thickthorn junction	East	2019-20			
105	A47 Guyhirn junction	East	2019-20			
106	A47 Wansford to Sutton	East	2019-20			
107	A27 Arundel bypass	South East and London	2019-20			
108	A27 Worthing and Lancing improvements	South East and London	2019-20			
109	A303 Amesbury to Berwick Down	South West	2019-20			
110	A303 Sparkford – Ilchester dualling	South West	2019-20			
111	A358 Taunton to Southfields	South West	2019-20			
112	A50 Uttoxeter	Midlands	2015-16 Q3	Started	2018-19	

<sup>47</sup> A52 Nottingham junctions – In order to deliver benefits ahead of schedule we taken the opportunity to deliver this programme of junction improvements in a phased approach. The first 2 junctions started in 2016-17. Completion of 2 of the remaining 9 junctions will be subject to achieving an appropriate value for money case.





# Appendix F. Highway England Delivery Plan 2018-2019



## Annex 1: Major improvement projects

Updated scheme schedule 2015-2020

Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
1	A556 Knutsford to Bowdon	North West		Complete	2016-17 Q4	Complete
2	A1 Coal House to Metro Centre	North East and Yorkshire		Complete	2016-17 Q1	Complete
3	A1 Leeming to Barton	North East and Yorkshire		Complete	2017-18 Q1	Complete
4	M1 junctions 28-31	Midlands		Complete	2015-16 Q4	Complete
5	A453 widening	Midlands		Complete	2015-16 Q2	Complete
6	A14 Kettering bypass widening	Midlands		Complete	2015-16 Q1	Complete
7	M1 junction 19 improvement	Midlands		Complete	2016-17 Q3	Complete
8	A45-A46 Tollbar End	Midlands		Complete	2016-17 Q3	Complete
9	A5/M1 junction 11a link	East		Complete	2017-18 Q1	Complete
10	M25 junction 30	South East and London		Complete	2017-18 Q1	Complete
11	M6 junctions 10a-13	Midlands		Complete	2015-16 Q3	Complete
12	A30 Temple to Carblake	South West		Complete	2016-17 Q3	Complete
13	M1 junctions 32-35a	North East and Yorkshire		Complete	2016-17 Q4	Complete
14	M1 junctions 39-42	North East and Yorkshire		Complete	2015-16 Q3	Complete
15	M60 junction 8 to M62 junction 20: smart motorway <sup>21</sup>	North West		Started	2017-18 Q2	See footnote
16	M3 junctions 2-4a	South East and London		Complete	2017-18 Q1	Complete
17	A160/A180 Immingham	North East and Yorkshire	2015-16 Q1	Complete	2016-17 Q4	Complete
18	A21 Tonbridge to Pembury	South East and London	2015-16 Q1	Complete	2016-17 Q4	Complete
19	M1 junctions 13-19	Midlands	2015-16 Q3	Started	2021-22	
20	M5 junctions 4a-6	Midlands	2015-16 Q3	Complete	2017-18 Q2	Complete
21	M6 junctions 16-19	North West	2015-16 Q3	Started	2018-19 Q4	
22	A14 Cambridge to Huntingdon	East	2016-17 Q3	Started	2020-21	
23	M20 junction 10a	South East and London	2017-18 Q4	Started	2018-19 Q4	
24	A19/A1058 Coast Road	North East and Yorkshire	2016-17 Q2	Started	2018-19 Q4	
25	M4 junctions 3-12	South East and London	2016-17 Q4	Started	2021-22	
26	A63 Castle Street <sup>22</sup>	North East and Yorkshire	2019-20		2024-25	
27	M1 junctions 24-25	Midlands	2016-17 Q4	Started	2018-19 Q3	
28	M6 junctions 2-4	Midlands	2017-18 Q4	Started	2019-20	
29	M6 junctions 13-15	Midlands	2017-18 Q4	Started	2021-22	
30	M20 junctions 3-5	South East and London	2017-18 Q4	Started	2019-20	
31	M23 junctions 8-10	South East and London	2017-18 Q4	Started	2019-20	
32	M27 junctions 4-11	South East and London	2018-19 Q3		2020-21	
33	M6 junctions 21a-26	North West	2018-19 Q4		2021-22	
34	M60 junctions 24-27 and junctions 1-4	North West	2020-21		2022-23	

Annex 1

<sup>21</sup>The construction programme has been extended to carry out additional work on the existing asset for flood mitigation, pavement resurfacing, environmental barriers and data cabling, and to manage construction delays. We now expect to open for traffic in 2018-19. This avoids the need for repeated access on this section of the network.

<sup>22</sup>The delivery programme for this complex scheme has been modified to accommodate the time taken to develop the detail required for a robust Development Consent Order that meets the needs of local stakeholders.

Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
96	A628 climbing lanes <sup>36</sup>	North East and Yorkshire	2019-20			
97	A61 dualling <sup>36</sup>	North East and Yorkshire	2019-20			
98	Mottram Moor link road	North West	2019-20			
99	A57(T) to A57 link road	North West	2019-20			
100	A47 North Tuddenham to Easton	East	2021-22			
101	A47 Blofield to North Burlingham dualling	East	2021-22			
102	A47 Acle Straight	East	2019-20	Complete	2017-18 Q4	Complete
103	A47 and A12 junction enhancements	East	2018-19 Q4			
104	A47/A11 Thickthorn junction	East	2020-21			
105	A47 Guyhirn junction	East	2020-21			
106	A47 Wansford to Sutton	East	2020-21			
107	A27 Arundel bypass	South East and London	2019-20			
108	A27 Worthing and Lancing improvements	South East and London	2019-20			
109	A303 Amesbury to Benwick Down <sup>37</sup>	South West	2021-22			
110	A303 Sparkford – Ilchester dualling	South West	2019-20			
111	A358 Taunton to Southfields	South West	2019-20			
112	A50 Uttoxeter (Project A) <sup>38</sup>	Midlands	2015-16 Q3	Started	2018-19 Q4	



<sup>36</sup>Changes to the scheme being progressed.

<sup>37</sup>The DfT have confirmed that the project will be privately financed and will be scheduled for delivery in the second road period to manage this change in funding strategy.

<sup>38</sup>This scheme is being delivered in a phased approach, with the first phase (Project A) currently under construction and for delivery in the first road period. We are progressing development of Project B, which is scheduled for delivery in the second road period, subject to the RIS2 prioritisation process.

# Appendix G. Highways England Delivery Plan 2019-2020



## Annex 1: Major improvement projects

Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
1	A556 Knutsford to Bowdon	North West		Complete	2016-17 Q4	Complete
2	A1 Coal House to Metro Centre	North East and Yorkshire		Complete	2016-17 Q1	Complete
3	A1 Leeming to Barton	North East and Yorkshire		Complete	2017-18 Q1	Complete
4	M1 junctions 28-31	Midlands		Complete	2015-16 Q4	Complete
5	A453 widening	Midlands		Complete	2015-16 Q2	Complete
6	A14 Kettering bypass widening	Midlands		Complete	2015-16 Q1	Complete
7	M1 junction 19 improvement	Midlands		Complete	2016-17 Q3	Complete
8	A45-A46 Tollbar End	Midlands		Complete	2016-17 Q3	Complete
9	A5/M1 junction 11a link	East		Complete	2017-18 Q1	Complete
10	M25 junction 30	South East and London		Complete	2017-18 Q1	Complete
11	M6 junctions 10a-13	Midlands		Complete	2015-16 Q3	Complete
12	A30 Temple to Carblake	South West		Complete	2016-17 Q3	Complete
13	M1 junctions 32-35a	North East and Yorkshire		Complete	2016-17 Q4	Complete
14	M1 junctions 39-42	North East and Yorkshire		Complete	2015-16 Q3	Complete
15	M60 junction 8 to M62 junction 20: smart motorway	North West		Complete	2017-18 Q2	Complete
16	M3 junctions 2-4a	South East and London		Complete	2017-18 Q1	Complete
17	A160/A180 Immingham	North East and Yorkshire	2015-16 Q1	Complete	2016-17 Q4	Complete
18	A21 Tonbridge to Pembury	South East and London	2015-16 Q1	Complete	2016-17 Q4	Complete
19	M1 junctions 13-19	Midlands	2015-16 Q3	Started	2021-22	
20	M5 junctions 4a-6	Midlands	2015-16 Q3	Complete	2017-18 Q2	Complete
21	M6 junctions 16-19	North West	2015-16 Q3	Complete	2018-19 Q4	Complete
22	A14 Cambridge to Huntingdon	East	2016-17 Q3	Started	2020-21	
23	M20 junction 10a <sup>1</sup>	South East and London	2017-18 Q4	Started	2018-19 Q4	
24	A19/A1058 Coast Road	North East and Yorkshire	2016-17 Q2	Complete	2018-19 Q4	Complete
25	M4 junctions 3-12	South East and London	2016-17 Q4	Started	2021-22	
26	A63 Castle Street	North East and Yorkshire	2019-20 Q4		2024-25	
27	M1 junctions 24-25	Midlands	2016-17 Q4	Complete	2018-19 Q3	Complete
28	M6 junctions 2-4	Midlands	2017-18 Q4	Started	2019-20 Q4	

<sup>1</sup>The programme has been extended to manage a clash between gas main and bridge foundations. Expect open for traffic in 2019-20 Q3.

Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
87	M5 Bridgwater junctions <sup>10</sup>	South West	RP2			
88	A52 Nottingham junctions	Midlands	2019-20	Started	2023-24	
89	A14 junction 10a <sup>12</sup>	Midlands				
90	A5 Towcester relief road <sup>8</sup>	Midlands	2019-20			
91	A30 Chiverton to Carland Cross	South West	2019-20 Q4		2023-24	
92	A1 North of Ellingham	North East and Yorkshire	2019-20	Started	2019-20 Q4	
93	A1 Morpeth to Ellingham dualling <sup>9</sup>	North East and Yorkshire	RP2			
94	A1 Scotswood to North Brunton	North East and Yorkshire	2019-20 Q4		2022-23	
95	A1 Birtley to Coal House widening	North East and Yorkshire	RP2			
96	A628 climbing lanes <sup>7</sup>	North East and Yorkshire				
97	A61 Westwood Roundabout <sup>12</sup>	North East and Yorkshire	2019-20 Q4		2021-22	
98	Mottram Moor link road <sup>8</sup>	North West	RP2			
99	A57(T) to A57 link road <sup>4</sup>	North West	RP2			
100	A47 North Tuddenham to Easton	East	RP2			
101	A47 Bixfield to North Burlingham dualling	East	RP2			
102	A47 Acle Straight	East	2019-20	Complete	2017-18 Q4	Complete
103	A47 and A12 junction enhancements <sup>13</sup>	East	2018-19 (Original date)			
104	A47/A11 Thickthorn junction	East	RP2			
105	A47 Guyhirn junction	East	RP2			
106	A47 Wansford to Sutton	East	RP2			
107	A27 Arundel bypass <sup>16</sup>	South East and London	RP2			
108	A27 Worthing and Lancing improvements <sup>5</sup>	South East and London	2019-20			
109	A303 Amesbury to Berwick Down	South West	RP2			
110	A303 Sparkford – Ilchester dualling	South West	2019-20 Q4		2022-23	
111	A358 Taunton to Southfields <sup>2</sup>	South West	RP2			
112	A50 Ulttoxeter (Project A)	Midlands	2015-16 Q3	Complete	2018-19 Q4	Complete

<sup>10</sup>Schemes SoW have been moved to RP2 to align with stakeholder and network requirements - as agreed with the DfT this year. Work is continuing on these schemes.

<sup>11</sup>Due to detrimental impact within the national park, this scheme will not be taken forward as agreed with the DfT.

<sup>12</sup>Schemes under review.

<sup>13</sup>Due to complex options development, these schemes will start in RP2.

<sup>14</sup>Schema is being delivered by developer.

<sup>15</sup>Schemes will be included in the RIS2 planning prioritisation process.

<sup>16</sup>A61 Dualling replaced with A61 Westwood roundabout as agreed with DfT.

<sup>17</sup>Schema is under review in light of the third river crossing.

<sup>18</sup>Schema paused for consideration in RIS2.

<sup>19</sup>Due to complex options development and responding to stakeholder concerns, this scheme will start in RP2.



# Appendix H. Extract from Road Investment Strategy 2: 2020-2025

## The nature of commitments in RIS2

A RIS is built around a series of investment commitments to specific infrastructure projects. Unlike historic infrastructure programmes, a RIS makes clear and accountable promises about which projects are expected to proceed and by when. This process for planning strategic road investment is amongst the most transparent and explicit in the world.

Whereas historic infrastructure programmes have promised action at an unspecified point in the future, RIS2 is built around a structure of commitments that expect projects to enter construction by 1 April 2025. The progress against this is monitored by the Department for Transport and ORR, with regular updates to Parliament.

### **Project categorisation**

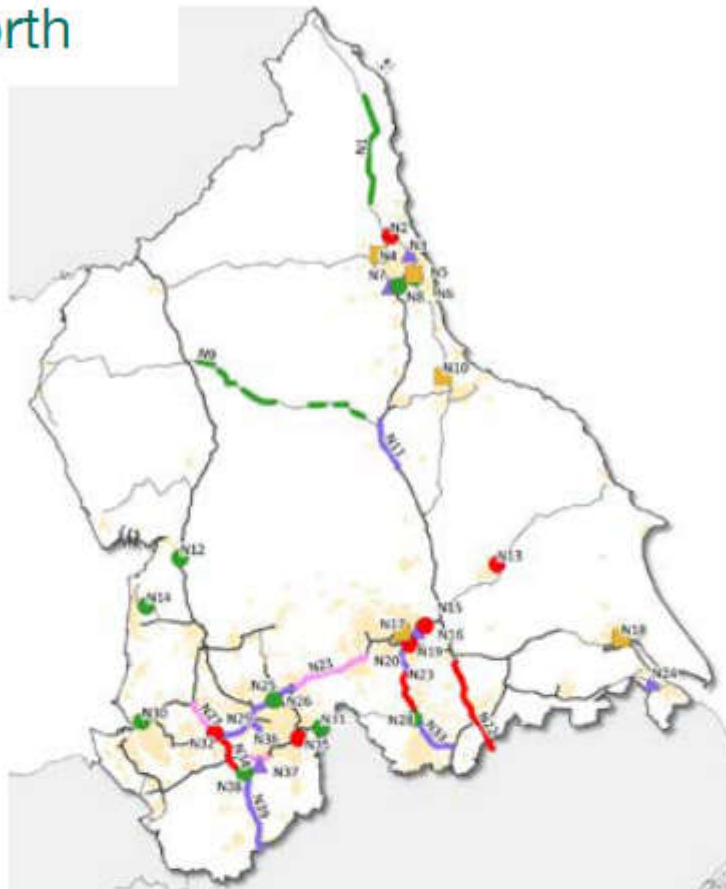
The projects listed in the investment plan are categorised as follows:

- **Under construction** – construction of this project is underway at the time of publication of RIS2.
- **Committed for RP2** – construction of this project is expected to start by 1 April 2025.
- **Smart motorways subject to stocktake** – the sequencing of smart motorway projects will be revisited in light of the smart motorway stocktake when it is concluded. Those that have yet to start major works or which are still in development may have to be rescheduled subject to the findings of the stocktake. Highways England will provide more detail on the status of individual projects later this year.
- **Pipeline for RIS3** – these are proposals that Highways England will develop during RP2 so that they could enter construction in RP3. Funding for construction of these schemes has not been committed.

We are committing funding to deliver the schemes named in RIS2 on the assumption that they continue to demonstrate a strong business case and secure the necessary planning consents. Nothing in the RIS interferes with the normal public planning consent process. They must remain deliverable and offer sufficient value for money to justify public investment. Where third party funding is required, progress will depend on this funding being provided.

We will hold Highways England to account on the delivery on the commitments set out in RIS2, but also on their ability to identify schemes that no longer meet the above tests and therefore need to be substantially reconsidered. Given the degree of analysis and design work already completed for RIS2 schemes, however, we would expect these circumstances to be minimal" with "the extent to which these occurs will be minimal.

# The North



Urban Areas      SRN Motorways      SRN A-Roads      Scheme Line Representations do not denote route choices  
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- RIS1 Open for Traffic**
- N3 A19/A1058 Coast Road
  - N7 A1 Coal House to Metro Centre
  - N11 A1 Leeming to Barton
  - N16 M1 Junction 45 Improvement
  - N20 M1 Junctions 39-42
  - N24 A160/A180 Immingham
  - N23 M60 Junction 8 to M62 Junction 20
  - N29 M62 Junctions 10-12
  - N33 M1 Junctions 32-35A
  - N37 A556 Knutsford to Bowdon
  - N39 M6 Junctions 16-19

- Under Construction**
- N4 A1 Scotswood to North Brunton
  - N5 A19 Testos
  - N10 A19 Norton to Wynyard
  - N17 M621 Junctions 1-7
  - N18 A63 Castle Street

- Smart Motorways Subject to Stocktake**
- N21 M62 Junctions 20 - 25
  - N27 M6 Junctions 21A-26
  - N36 M56 Junctions 6 - 8

- Committed for RP2**
- N1 A1 Morpeth to Ellingham
  - N6 A19 Down Hill Lane
  - N8 A1 Birtley to Coal House
  - N9 A66 Northern Trans-Pennine
  - N12 M6 South Lancaster Growth Catalyst J33a (HIF)
  - N14 A585 Windy Harbour to Skippool
  - N26 M60/M62/M66 Simister Island
  - N28 A61 Westwood Roundabout
  - N30 A5036 Princess Way
  - N31 Mettram Moor Link Road & A57 Link Road**
  - N38 M6 Junction 19

- RIS3 Pipeline**
- N2 A19 North of Newcastle Junctions
  - N13 A64 Hoppgrove
  - N15 M1 Leeds Eastern Gateway
  - N19 M1/M62 Lofthouse Junction
  - N22 A1 Doncaster-Darrington
  - N23 M1 Junctions 35A-39 Sheffield to Wakefield extra capacity
  - N32 M6 Junction 22
  - N34 M6 Junctions 19-21A
  - N35 Manchester South East Junction improvements

**A66 Northern Trans-Pennine** – upgrading the remaining six single carriageway sections of the A66 between the A1(M) at Scotch Corner and the M6 at Penrith, creating a continuous dual carriageway across the Pennines.

**A585 Windy Harbour to Skippool** – a new offline bypass of the village of Little Singleton, reducing the impact of traffic on the local community and removing a major bottleneck on the main road to Fleetwood.

**M60/M62/M66 Simister Island Interchange** – improvement of the intersection between the M60 (junction 18), M62 and M66 north of Manchester that improves the traffic flow on the M60.

**A61 Westwood Roundabout** – improvement to the roundabout between the A61 and A616 (north of Sheffield) to reduce congestion and improve the flow of traffic. This delivers the outcome originally expected of the A61 dualling commitment in RIS1.

**A5036 Princess Way** – access to Port of Liverpool: comprehensive upgrade to improve traffic conditions on the main link between the Liverpool docks and the motorway network.

**Mottram Moor Link Road & A57 Link Road** – providing a dual carriageway bypass around the town of Mottram near Manchester. This will also serve as an alternative route for traffic heading north-south on the A57.

**Smart motorways subject to stocktake**

**M62 Junctions 20–25** – upgrading the M62 to smart motorway between junction 20 (Rochdale) and junction 25 (Brighouse) across the Pennines. Together with other smart motorways in Lancashire and Yorkshire, this will provide continuous extra motorway capacity between Manchester and Leeds, and between the M1 and the M6.

**M6 Junctions 21A–26** – upgrading the M6 to smart motorway between junction 21A (M62 Croft Interchange) and junction 26 (Wigan).

**M56 Junctions 6–8** – upgrading the M56 to smart motorway between junction 6 (Manchester Airport) and junction 8 (A556). Together with other improvements nearby, this forms part of a comprehensive upgrade to the main gateway to both the south of the Manchester City region and the International Gateway at Manchester International Airport.



# Appendix I. Extract from Highways England Delivery Plan 2020-2025





In the first road period in the north, we opened 12 schemes and started work on a further ten schemes. These included the A19 Testos near Sunderland, M6 junction 19 and M56 junctions 6 to 8. Over the second road period, we will start construction on 10 schemes, five of which will open to traffic. The nine schemes already in construction will also open to traffic. The remaining five schemes will open in future road periods.

These schemes will improve journeys and deliver economic benefits for customers across the north. They will reduce congestion, for example through a bypass or road widening. To deliver a more integrated and accessible network, we will design schemes to support walkers, cyclists and horse riders.

#### **Improving capacity and enabling fast, reliable journeys**

Many of our schemes in the north will improve capacity and help deliver fast and reliable journeys. The M60/M62/M66 Simister Island interchange scheme, for example, will improve the intersection between the M60 (junction 18), M62 and M66, improving traffic flow on the M60 and journeys into Manchester.

We will widen the A1 south of Gateshead between Birtley and Coal House to three lanes and replace the Allerdene bridge. Taken together with the other schemes in the area, this will deliver three lanes of capacity from the Metro Centre through to the A194(M) interchange.

#### **Supporting business and local and regional economies**

Many of our schemes across the north will deliver benefits to businesses, as well as local and regional economies. During the first road period, we completed a strategic study into the Northern Trans-Pennine links. As an output of this, we will deliver our A66 Northern Trans-Pennine scheme.

The A66 provides access to the Lake District and is a major tourism route. It is also an important road for freight in the north, connecting businesses with major international ports. An alternative journey between Ferrybridge and Penrith, for example, would be 39 miles longer and take 38 minutes more on average, if customers had to travel on M62 and M6.

During the second road period, we will start the upgrade of the six remaining single carriageway sections of the A66 between the A1(M) at Scotch Corner and the M6 at Penrith. Creating continuous dual carriageway across the Pennines will support faster, more reliable journeys, decreasing journey times for trips to the Lake District, the north-east and East Midlands. The scheme will also help freight drivers as they travel to and from ports, while providing safer overtaking opportunities.

We will also carry out works on the A5036 Princess Way, improving access to the Port of Liverpool. In the north-east, we will improve capacity on the junction between the A19 and A1290 in Sunderland. This will support local plans for an international advanced manufacturing park, enabling local jobs and growth.

#### **Delivering better environmental outcomes**

We are committed to delivering better environmental outcomes for people living close to our network. Our scheme at Mottram Moor Link Road and A57 Link Road will provide a dual carriageway bypass around Mottram, near Manchester. It will also provide an alternative route for traffic heading north-south on the A57, reducing congestion and bringing both social and environmental benefits for local communities.

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