

A585 Windy Harbour to Skippool Improvement Scheme

TR010035

4.2 Funding Statement

APFP Regulation 5(2)(h)

Planning Act 2008

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

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Infrastructure Planning

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

**A585 Windy Harbour to Skippool
Improvement Scheme**
Development Consent Order 201[]

FUNDING STATEMENT

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Planning Inspectorate Scheme Reference	TR010035
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CONTENTS

1	INTRODUCTION.....	1
2	CAPITAL EXPENDITURE	2
3	SOURCES OF FUNDING	3
4	BLIGHT.....	4
	Appendices	5
	Appendix A: Extract from Highways England Licence.....	6
	Appendix B: Extract from Road Investment Strategy for the 2015-2020 Road Period	12
	Appendix C: Extract from Highways England Delivery Plan 2015-2020	14
	Appendix D – Extract from Highways England Delivery Plan 2016-2017.....	17
	Appendix E – Extract from Highways England Delivery Plan 2017-2018.....	18

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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 section 37 of 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 A585 Windy Harbour to Skippool Improvement Scheme (the "Scheme").
- 1.1.2 The purpose of this Statement is to demonstrate that the Scheme will be adequately funded through the Road Investment Strategy (RIS), using the change control processes set out in Part 6 of the Highways England Licence (see **Appendix A**) 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 claim for blight.
- 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 of land' (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 and temporary possession of 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 DCO application documents, it should be read alongside, and is informed by, the other application documents; in particular, the Statement of Reasons (document reference TR010035/APP/4.1), which is also included in the application to comply with the requirements of Regulation 5(2)(h).
- 1.1.6 A detailed description of the Scheme can be found in the 'Introduction to the Application' (document reference TR010035/APP/1.3).

2 CAPITAL EXPENDITURE

2.1 Capital Cost

- 2.1.1 The cost of the Scheme has been estimated as £154.5 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 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 The Applicant 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 the Applicant's internal 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 The Applicant 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. The Applicant is responsible for delivering the major projects in the RIS.
- 3.1.2 The funding commitment for construction of the Scheme was initially made in RIS on 1 December 2014, which is underpinned by legislation following the Infrastructure Act 2015 and the creation of Highways England on 1 April 2015. The RIS provides certainty of Government funding with over £15 billion to be invested in major roads between 2015/16 and 2020/21. The Scheme was announced in the RIS as a committed and therefore funded scheme (see Appendix B).
- 3.1.3 The funding commitment was reiterated in the Highways England Delivery Plan 2015- 2020 (see Appendix C) which was published in March 2015 and subsequent delivery plans 2016-2017 (see Appendix D) and 2017-2018 (see Appendix E).
- 3.1.4 The Government and the Applicant's 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 Blight occurs where the carrying out of large scale or major public works near property reduces the value of that property or makes it more difficult to sell the property at market value. Blight notices requesting that the Applicant acquires the property may be served on the Applicant by those with a qualifying interest in affected land.
- 4.1.2 To date no blight notices have been served in respect of the Scheme.
- 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/strategic-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

Appendix C – Extract from Highways England Delivery Plan 2015-2020

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424467/DSP2036-184_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/S160049_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

Appendix A: Extract from 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

North West

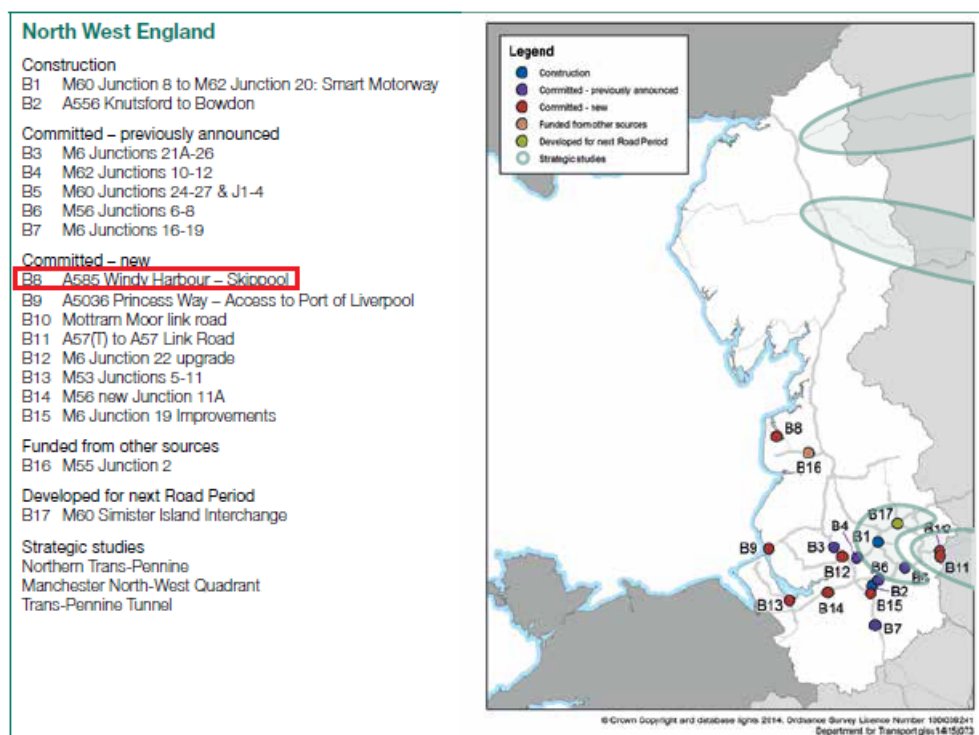
Schemes in construction

- **M60 Junction 8 to M62 Junction 20: Smart Motorway** – installation of Smart Motorway technology on the M60 between junction 8 and junction 18, plus the introduction of Smart Motorway with all-lane running between M62 junction 18 and junction 20.
- **A556 Knutsford to Bowdon** – online and offline widening of the A556 between the M56 and M6 with grade-separated dual carriageway, including a bypass around Mere. This improves the A-road that serves as the main southern access to Manchester to Expressway standard.

Schemes committed

Previously announced

- **M6 Junctions 21A-26** – upgrading the M6 to Smart Motorway between junction 21A (M62 Croft interchange) and junction 26 (Wigan) in southern Lancashire. This links to the M62 junctions 10-12 scheme to the east.



- **M62 Junctions 10-12** – upgrading the M62 to Smart Motorway between junction 10 (M6 Croft Interchange) and junction 12 (M60 Winton interchange) west of Manchester. This links with the M60 Smart Motorway schemes to the east and the M6 junctions 21A-26 schemes to the north.
 - **M60 Junctions 24-27 & 1-4** – upgrading south-eastern quadrant of the M60 to Smart Motorway between junction 24 (M67 Denton interchange) and junction 4 (M56 Kingsway interchange).
 - **M56 Junctions 6-8** – upgrading the M56 to Smart Motorway between junction 6 (Manchester Airport) and junction 8 (A556). Together with improvements to the A556, the M6 junction 19 and Smart Motorways on the M6, this forms part of a comprehensive upgrade to Manchester's southern access.
 - **M6 Junctions 16-19** – upgrading the M6 to Smart Motorway between junction 16 (Stoke) and junction 19 (Knutsford) in Cheshire. Coupled with other improvements to the M6 and M1, this forms the northern end of the 'smart spine' linking the North West and London.
 - **A5036 Princess Way – access to Port of Liverpool** – comprehensive upgrade to improve traffic conditions on the main link between the Port of Liverpool and the motorway network. This scheme was identified as a central element of the Liverpool Local Growth Deal.
 - **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 to bypass Mottram.
 - **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
 - **M6 Junction 22 upgrade** – improvements to junction 22 near Warrington, improving access to nearby developments.
 - **M53 Junctions 5-11** – upgrading the M53 to Smart Motorway between junction 5 (A41) and junction 11 (M56 interchange) around Ellesmere Port.
 - **M56 new Junction 11A** – a new junction to link the M56 to the A533 at Runcorn, creating an improved link to the new Mersey Gateway bridge from the south.
 - **M6 Junction 19 Improvements** – major improvements to the junction between the M6 and the A556 in Cheshire. Together with improvements to the A556, M6 and M56, this forms part of a comprehensive upgrade of Manchester's southern access.
- Newly announced in this Investment Plan*
- **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.

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



3.1.4 Schemes announced in December 2014

This funding will also enable the company to take forward the new schemes that were announced last December.

Exact timings are yet to be confirmed but we plan to start construction within the period on all 49 projects which will deliver around £1bn of investment by the end of 2019/20.

Below we set out a summary by region of these investments, what we plan to start over the course of RP1 and the benefits we anticipate they will create.

North East and Yorkshire

Seven schemes to start construction will:

- Improve connections to Sunderland, Teesside and Newcastle along the A19 to support economic growth
- Improve connection to Leeds and road safety along the M621 and M1, enabling planned developments to go ahead and that will create around 13,500 new jobs
- Tackling the severe delays experienced by commuters travelling between Leeds and Bradford on the M62 and M606
- Making further capacity improvements along the M62 – completing a four lane Smart motorway that connects Leeds and Manchester.

North West

Six schemes to start construction will:

- Improve connections on the M6 to help support Liverpool's economic aspirations and provide improved access along the M6 corridor of Cheshire and Manchester. This will assist in the development of 67,000 new houses in Manchester and the creation of 120,000 new jobs, which includes the Airport City Enterprise Zone
- Increase capacity on the M53 by providing an additional 10 lane miles to relieve congestion around Ellesmere Port

- Improve road safety and add capacity to facilitate growth at the Port of Liverpool
- Enhance the A585 near Blackpool to improve accessibility to local services
- Relieve congestion on the M56 corridor by improving accessibility of proposed development / growth sites and improving access to Daresbury, Mersey Multi-Modal Gateway and the wider corridor.

Midlands

Thirteen schemes to start construction will:

- Increase capacity on the M1 by extending the Smart motorway planned between East Midlands Airport and the Nottingham junction
- Improve connections on the M5 between Droitwich and Worcester to facilitate housing and economic growth
- Improve connections on the A14 near Kettering to support the delivery of the Kettering East Sustainable Urban Extension
- Provide access along the A46 to further residential developments and key employment sites near Binley and Walgrove.
- Improve traffic flow along the A43 and A5 near Northampton supporting development of 23,000 houses and creation of 32,000 jobs
- Widening the A5 near Hinckley to dual carriageway, supporting proposed development of 23,000 homes and releasing the potential to access 580 hectares of employment space
- Carry out improvements on the M6 near Walsall to increase access to the motorway and to the Darlaston Enterprise Zone
- Introduce Smart motorways around the M42/ M40 interchange to provide better access to the A46, Birmingham Airport, and the new High Speed 2 railway station
- Deliver a package of measures to improve junctions along the A52 near Nottingham to assist with the development of the Nottingham Enterprise Zone adjacent to the M52.



East

Six schemes to start construction will:

- Increase capacity on the A1(M) providing an additional 14 lane miles to relieve congestion in Hertfordshire, including Stevenage and Welwyn Garden City
- Upgrade technology at junctions on the M11 from Stansted Airport to Cambridge which will improve safety, relieve congestion and support plans for additional housing
- Provide technology along the A12 from the M25 to Ipswich and widening the stretch between Chelmsford and Colchester to three lanes, adding 30 miles of additional lane capacity, improving safety, reducing congestion and supporting economic growth

Project	Key next step in year 1	
	Starting	Activity
Projects where a project specific plan is already forming		
M5 Junctions 5, 6 and 7 Upgrades	Q1	Developing the more detailed options at Junction 6 and undertaking further surveys to inform the final design, this element of the scheme will be included as part of the M5 Junction 4a-6 Smart Motorway scheme which is planned to start construction in 2015. We also expect to start construction at junctions 5 and 7 in 2015.
A19 Down Hill Lane Junction Improvement	Q1	Developing options and undertaking surveys to inform initial designs ahead of consultation with stakeholders. Proposals are also being developed to package this scheme with the previously announced A19 Testos scheme, due to start work on site in 2018. Taking this approach will enable greater efficiency and reduce the impact of delivery to customers.
A1 & A19 Technology Enhancements	Q1	Feasibility and initial design work has completed. During 2015 we will be undertaking more detailed design work and anticipate starting construction in 2016.
A30 Chiverton to Carland Cross	Q1	Public engagement meetings have already been run jointly with Cornwall County Council, which have helped to inform development of the options. During 2015 we will be appointing designers to prepare the scheme for wider public consultation which is planned for 2016. We plan to start construction in 2020.
M42 Junction 6	Q1	We will be developing the options in more detail and preparing the scheme for public consultation in 2016, this will take into account planned station developments linked to High Speed 2. We anticipate being able to recommend a preferred route in early 2017. We are planning to start construction in 2020.
A45/A6 Chowns Mill Junction Improvement	Q1	Site survey works ongoing, which will inform develop of the options to take forward in discussion with stakeholders with an expectation to start detailed design in 2016 and construction in 2019.
M5 Bridgwater Junctions	Q1	Discussions with Somerset County Council and EDF, to better understand the impacts with Hinkley Point Nuclear Power Station, have started and will start preparing design options. We expect to complete the design in 2015 and are looking to start construction in 2016.
M2 Junction 5 Improvements	Q1	Traffic and environmental surveys will commence. We will also engage with key stakeholders to help develop design options. During 2015 and 2016 we will widen the engagement and further develop and assess the options, leading to a public consultation in 2017. We are aiming to start construction on these improvements in 2019.
M6 Junction 10 Improvement	Q2	Work with Walsall Council, which is undertaking and promoting development of a package of solutions across the local road linking up to junction 10 on the M6. This will include the development of initial designs and site surveys. We expect to start consultation in 2015 and to have prepared the scheme to take through the planning process in 2016. We expect to start construction in 2020.
M621 Junctions 1-7 Improvements	Q2	During 2015 we will be developing options and engaging with stakeholders, including Leeds City Council, with a view to finalising proposals and starting design in 2016. Construction of the scheme is expected by 2020.
A5036 Princess Way – acc. Port of Liverpool M6 Junction 19 Improvements	Q2	Appointing designers to undertake environmental and traffic surveys to inform initial designs for a range of options. Following engagement with stakeholders, we anticipate this leading to a public consultation in 2016. We plan to start construction on the A5036 scheme in 2019, with the remainder following on in 2020.
A585 Windy Harbour – Skippool		
M62/M606 Chain Bar		
M49 Avonmouth Junction	Q2	Topographical surveys of possible locations for new junction will be completed, until then we will be uncertain over the planning route required for this scheme. However, we will start engaging with stakeholders on the options through 2015. We are looking to target start of construction for this scheme in 2017, assuming planning consent is not required.
M1 Junction 45 Improvement	Q3	More detailed plans will be developed around a number of options and early engagement will take place between key stakeholders and local authorities in 2015. We are targeting to start construction on site in 2017.
A43 Abthorpe Junction	Q3	Site surveys completed, during 2015 we will be undertaking public engagement to seek wider views to inform detailed design to commence early 2016. We are looking to target the start of construction works later in 2016.

Major Improvements Investment Plan Scheme Schedule 2015-20

Number on Map	Schemes already in construction
1	A556 Knutsford to Bowdon
2	A1 Coal House to Metro Centre
3	A1 Leeming to Barton
4	M1 Junctions 28-31
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 ¹
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 Wymyard
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	A5036 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 Improvement
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 Wisley 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	M271 / A35 Redbridge roundabout upgrade
85	A31 Ringwood
86	M49 Avonmouth Junction
87	M5 Bridgwater 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 Blofield to North Burlingham dualling
102	A47 Acle Straight
103	A47 & A12 junction enhancements
104	A47/A11 Thickthorn Junction
105	A47 Guyhirn Junction
106	A47 Wansford to Sutton
107	A27 Arundel Bypass
108	A27 Worthing and Lancing improvements
109	A303 Amesbury to Berwick Down
110	A303 Sparkford - Ilchester dualling
111	A358 Taunton to Southfields
Number on Map	Schemes contributing to investment with local authorities
112	A50 Uttoxeter

Appendix D – Extract from Highways England Delivery Plan 2016-2017

Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
35	A19 Testos	Yorkshire and North East	2018-19		2020-21	
36	M54 to M6/M6 toll ⁴⁴	Midlands	2018-19		2021-22	
37	A27 Chichester bypass	South East and London	2018-19		2020-21	
38	A38 Derby junctions	Midlands	2019-20		2022-23	
39	A2 Bean and Ebbsfleet	South East and London	2019-20		2022-23	
40	M62 junctions 10-12	North West	2017-18		2019-20	
41	M56 junctions 6-8	North West	2019-20		2021-22	
42	M3 junctions 9-14	South East and London	2019-20		2021-22	
43	A19 Down Hill Lane junction improvement	Yorkshire and North East	2019-20			
44	A19 Norton to Wynyard	Yorkshire and North East	2019-20			
45	A1 and A19 technology enhancements ⁴⁵	Yorkshire and North East	2019-20			
46	M1 junction 45 improvement ⁴⁶	Yorkshire and North East	2019-20			
47	M621 junction 1-7 improvements	Yorkshire and North East	2019-20			
48	M62/M606 Chain Bar	Yorkshire and North East	2019-20			
49	M62 junctions 20-25	Yorkshire and North East	2019-20			
50	A585 Windy Harbour – Skippool	North West	2019-20			
51	A5036 Princess Way – access to Port of Liverpool ⁴⁷	North West	2019-20			
52	M6 junction 22 upgrade	North West	2019-20			
53	M53 junctions 5-11	North West	2019-20			
54	M56 new junction 11A	North West	2019-20			
55	M6 junction 19 improvements	North West	2019-20			
56	A500 Etruria widening	Midlands	2019-20			
57	M1 junctions 23A-24	Midlands	2019-20			
58	M6 junction 10 improvement	Midlands	2019-20			
59	A5 Dodwells to Longshoot widening	Midlands	2019-20			
60	M42 junction 6	Midlands	2019-20			
61	A46 Coventry junction upgrades	Midlands	2019-20			
62	M40/M42 interchange smart motorways	Midlands	2019-20			
63	A45/A6 Chowns Mill junction improvement ⁴⁸	Midlands	2019-20			
64	M5 junctions 5,6 and 7 junction upgrades ⁴⁹	Midlands	2019-20	Started 2015-16 Q2	2018-19	

Appendix E – Extract from Highways England Delivery Plan 2017-2018

Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
30	M20 junctions 3-5	South East and London	2017-18 Q4		2019-20	
31	M23 junctions 8-10	South East and London	2017-18 Q4		2019-20	
32	M27 junctions 4-11	South East and London	2017-18 Q4		2020-21	
33	M6 junctions 21a-26	North West	2018-19		2019-20	
34	M60 junctions 24-27 and junctions 1-4	North West	2018-19		2019-20	
35	A19 Testos	North East and Yorkshire	2018-19		2020-21	
36	M54 to M6/M6 toll ³⁷	Midlands	2018-19		2021-22	
37	A27 Chichester bypass ³⁸	South East and London	2018-19		2020-21	
38	A38 Derby junctions	Midlands	2019-20		2022-23	
39	A2 Bean and Ebbsfleet	South East and London	2019-20		2022-23	
40	M62 junctions 10-12	North West	2017-18 Q4		2019-20	
41	M56 junctions 6-8	North West	2019-20		2021-22	
42	M3 junctions 9-14	South East and London	2019-20		2021-22	
43	A19 Down Hill Lane junction improvement	North East and Yorkshire	2019-20			
44	A19 Norton to Wynyard	North East and Yorkshire	2019-20			
45	A1 and A19 technology enhancements	North East and Yorkshire	2019-20			
46	M1 junction 45 improvement	North East and Yorkshire	2019-20	Started	2017-18 Q4	
47	M621 junction 1-7 improvements	North East and Yorkshire	2019-20			
48	M62/M606 Chain Bar	North East and Yorkshire	2019-20			
49	M62 junctions 20-25	North East and Yorkshire	2019-20			
50	A585 Windy Harbour – Skippool	North West	2019-20			
51	A5036 Princess Way – access to Port of Liverpool	North West	2019-20			
52	M6 junction 22 upgrade	North West	2019-20			
53	M53 junctions 5-11	North West	2019-20			
54	M56 new junction 11a	North West	2019-20			
55	M6 junction 19 improvements	North West	2019-20			
56	A500 Etruria widening	North East and Yorkshire	2019-20			
57	M1 junctions 23a-24 ³⁹	Midlands	2019-20	Started	2018-19	