

M3 Junction 9 Improvement

Scheme Number: TR010055

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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M3 Junction 9 Improvement
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4.2 FUNDING STATEMENT

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1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Funding Statement (this Statement) relates to an application made by National Highways (the Applicant) to the Secretary of State for Transport via the Planning Inspectorate under the Planning Act 2008 for a Development Consent Order (DCO). If made, the DCO would grant consent for the M3 Junction 9 Improvement Scheme (the Scheme). A detailed description of the Scheme can be found in **Chapter 2 (The Scheme and its Surroundings)** of the **Environmental Statement (ES) (Document Reference 6.1)**.
- 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 (now National Highways) 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 APFP 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) of the APFP Regulations 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 (Document Reference 4.1)** which is also included in the application to comply with the requirements of Regulation 5(2)(h) of the APFP Regulations.

2 Capital Expenditure

2.1 Capital Cost

- 2.1.1 The Scheme has a most-likely estimate of £215 million, including allowances for risk and inflation at the date of application. This estimate includes all costs to deliver the Scheme from Options stages through to the opening for traffic.
- 2.1.2 The Scheme estimate 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 Planning Act 2008.
- 2.1.3 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.
- 2.1.4 The Applicant has not provided a separate estimate within this Statement for the allowance included in the Scheme estimate for compensation payments. The Applicant considers that the provision of the estimate for compensation payments within this Statement may prejudice ongoing negotiations by agreement with land interests. Further details on the current position in relation to negotiations by agreement can be found in **Annex B** of the **Statement of Reasons (Document Reference 4.1)**.
- 2.1.5 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.
- 2.1.6 The estimate has been prepared in accordance with National Highways 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.

Road Investment Strategy: for the 2015/16–2019/20 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).

National Highways Delivery Plan 2015–2020

3.1.3 The funding commitment was reiterated in the National Highways five-year Delivery Plan 2015-2020, which was published in March 2015, and in subsequent annual delivery plans. Extracts from these are provided at **Appendix C** of this Statement. The Delivery Plan stated that construction would commence by the end of 2019/2020. Whilst the construction date has moved to late 2024 there continues to be commitment to delivering the Scheme which is provided in the National Highways Delivery Plan 2020-2025 (see paragraph 3.1.5 and **Appendix E** of this Statement).

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 £27.4 billion to both build new road capacity and improve the quality and reduce the negative impacts of the existing Strategic Road Network (SRN) (see **Appendix D**). Within RIS2, 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 D** of this Statement).

National Highways Delivery Plan 2020–2025

3.1.5 The funding commitment was reiterated in the National Highways five-year Delivery Plan 2020-2025, which was published in August 2020. The Scheme is detailed as one of the key investments on the SRN in the South East of England with a start of works to occur in Road Period (RP) 2 (2023/24) and notes that the open to traffic date will occur during RP3. An extract from this is provided at **Appendix E** of this Statement.

Conclusion

3.1.6 The Government and National Highways 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 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.

Appendix A Highways England Licence 2015

The extracts below are provided from Part 6 of the Highways England Licence 2015.

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 Relevant extracts from RIS1: 2015–2020

Extracts are provided below from Part 2 Investment Plan of the Road Investment Strategy for the 2015/16–2019/20 Road Period.

7. Statement of Funds Available

This Statement of Funds Available outlines the level of funding for the Company to deliver the objectives set out in the Investment Plan and the Performance Specification.

Funding is outlined up to 2020/21, in line with the Spending Round 2013 (SR13) settlement, but the length of the first Road Period will be 5 years, ending in 2019/20. As a result, funding for 2020/21 is in fact the first year of the second Road Period. This funding is committed in the same way as that for the first Road Period, and a large part of its capital spend will be used to deliver the work set out in the Investment Plan; however a new Road Investment Strategy will cover the period from 2020/21 onwards. This additional certainty should assist planning at the company and among suppliers, by

preventing the 'saw-tooth' funding profile seen in some regulated sectors.

In common with other areas of Government spending, resource budgets were set for 2015/16 in the 2013 Spending Round. The Government has therefore agreed a total 2015/16 resource budget of £1,025 million for the Company, including £285 million for maintenance. However, as an exception the Government also agreed future budgets for resource maintenance spending up to 2020/21, reflecting the importance of the Company taking sound maintenance decisions in line with good asset management principles. Resource funding for other areas in 2015/16 will be £740 million³. Remaining areas of resource funding for future years will be agreed at the next spending review in the usual way.

Statement of funds available, £m								
Sub Category	Spending Round 2013 Settlement Period						RIS 1 Total (2015/16 to 2019/20)	SR13 Total (2015/16 to 2020/21)
	RIS 1 Period					RIS 2 Period (Part)		
	2015/16	2016/17	2017/18	2018/19	2019/20			
Capital enhancements	1,064	1,101	1,509	1,789	2,230	3,114	7,693	10,807
Capital renewals	718	726	732	738	744	750	3,658	4,408
Resource maintenance	285	290	295	300	306	311	1,476	1,787

³ Subject to minor technical adjustments relating to the accounting treatment of different income streams.

Note: As part of the SR13 settlement, it was agreed that the Company will have the flexibility to bring forward or defer up to 10% of its capital funding each year, to ensure that the capital funding profile is efficient. Therefore capital totals may be subject to change if this arrangement is utilised. Updated capital totals will be published annually in the Company's Delivery Plan (see below).

Ring-fenced Investment Funds

As described above in section 6, ring-fenced funding will be made available within the capital allocation for specific areas, namely: Environment, Cycling, Safety and Integration, Innovation, Air Quality, Growth and Housing. This will be subject to maximising the value for money of interventions.

Fund, £m	RIS 1 Total (2015/16 to 2019/20)	SR13 Total (2015/16 to 2020/21)
Environment	225	300
Cycling, Safety and Integration	175	250
Innovation	120	150
Air quality	75	100
Growth and Housing	80	100

Other sources of funding

In addition to the funding in the RIS outlined above, the Company will be expected to secure contributions from third parties for certain schemes. These other sources of funding include developers and other sources of public sector funding such as the Local Growth Fund, EU funding and funding from Local Authorities.

The Department expects the Company to obtain third party contributions where possible. The exact amount will be subject to negotiation between the Company and the other parties.

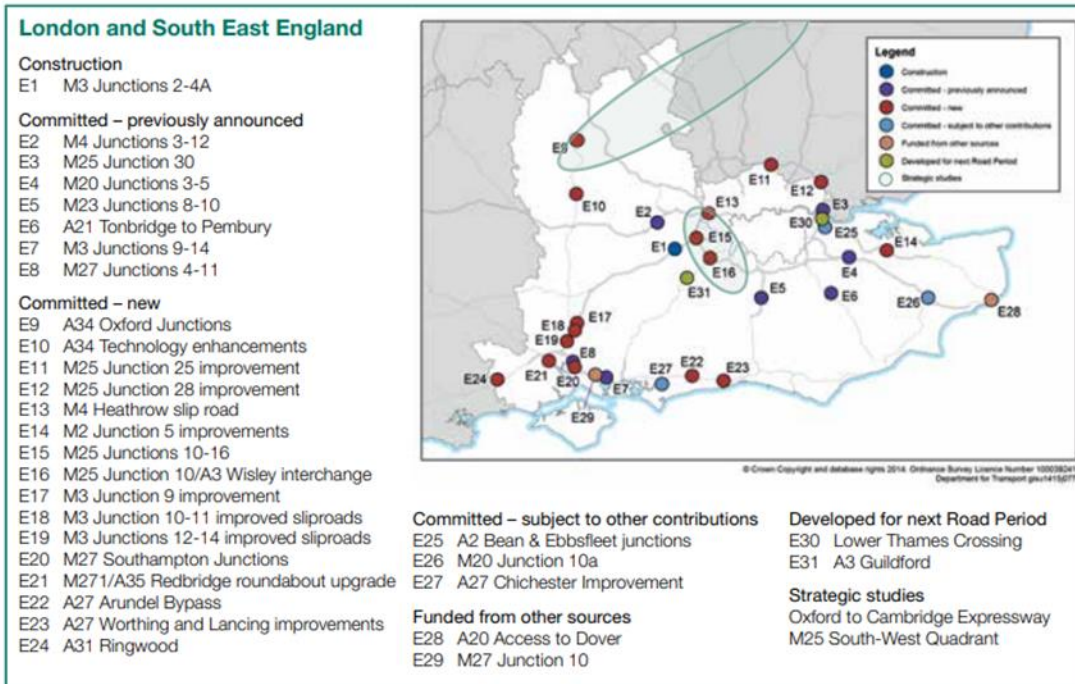
Efficiency Savings

Transforming the Highways Agency into a Government owned company with a long term capital funding settlement will enable it to plan for the long term, delivering significant cost savings. These efficiencies are over and above those that the Highways Agency is currently delivering as part of the SR10 settlement.

The major schemes and other spending proposals described above in the Investment Plan include capital efficiencies to be made over the first roads period, 2015/16-2019/20. These are based on efficiency assumptions of 2-3% year on year for enhancements and 2-4% year on year for renewals. Overall, the Company will commit to delivering total capital efficiency savings of £1.212bn over the first roads period.¹

Efficiency savings are included in the estimated costs of the projects in the Investment Plan. Any further efficiency savings will be recycled into additional projects.

¹ Efficiency savings in nominal terms, based on the efficiency assumptions used to develop the Investment Plan. These proposed efficiencies, and the underlying cost modelling and assumptions have been reviewed by external consultants Arup/Oxera. In the event that the Investment Plan undergoes significant revision – for example, movement between funding lines or years – the efficiency assumptions that underpin this target may need to be revisited which might necessitate a change to the headline number.



London and the South East

Schemes in construction

- **M3 Junctions 2-4A** – upgrading the M3 to Smart Motorway between junction 2 (M25 interchange) and junction 4A (Farnborough).

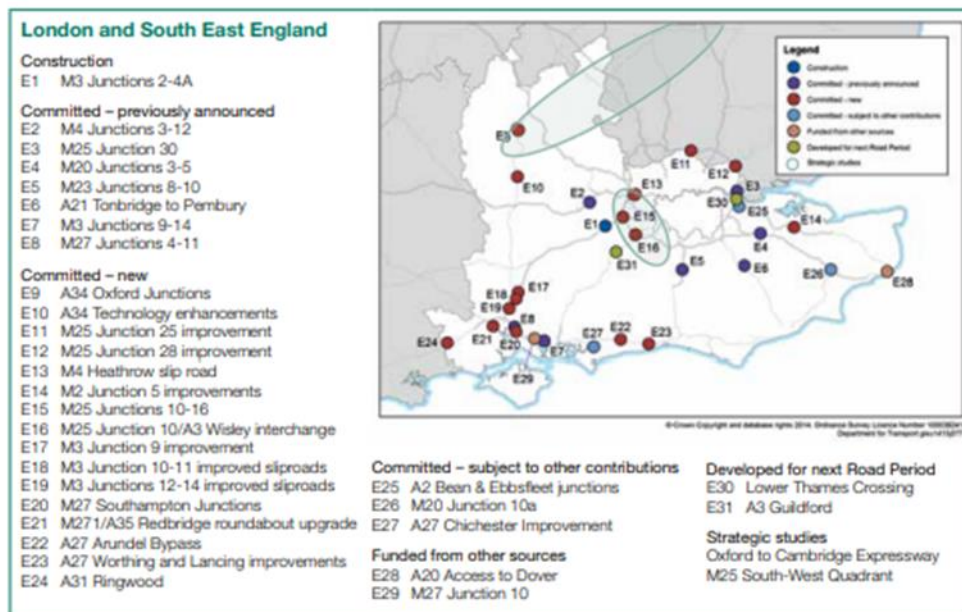
Schemes committed

Previously announced

- **M4 Junctions 3-12** – upgrading the M4 to Smart Motorway between junction 3 (Uxbridge) and junction 12 (west of Reading), linking Reading and Heathrow.
- **M25 Junction 30** – comprehensive expansion of the junction between the

M25 and A13, including the introduction of free-flowing links for traffic from the southbound M25 to the eastbound A13.

- **M20 Junctions 3-5** – upgrading the M20 to Smart Motorway between junction 3 (M26 interchange) and junction 5 (Maidstone).
- **M23 Junctions 8-10** – upgrading the M23 to Smart Motorway between junction 8 (M25 interchange) and junction 10 (Crawley), improving connections to Gatwick.
- **A21 Tonbridge to Pembury** – dualling of the A21 around Tonbridge, linking the existing high-quality dual carriageway



north of the town with the remaining stretches to the south and grade separating the Longfield Road junction.

- **M3 Junctions 9-14** – upgrading the M3 to Smart Motorway between junction 9 (Winchester/A34 interchange) and junction 14 (M27), linking with the Smart Motorway scheme on the M27.
- **M27 Junctions 4-11** – upgrading the M27 to Smart Motorway between junction 4 (M3 interchange) and junction 11 (Fareham), linking with the Smart Motorway scheme on the M3.

Newly announced in this Investment Plan

- **A34 Technology enhancements** – introduction of vehicle detection loops, CCTV cameras and driver information systems on the A34 between the M4 and the M40.
- **A34 Oxford junctions** – improvements to the Peartree and Botley interchanges.
- **M25 Junction 25 improvement** – upgrade of the between the M25 and the A10 at Cheshunt, providing greater capacity for traffic.
- **M25 Junction 28 improvement** – upgrade of the junction between the M25 and the A12 in Essex, potentially including the provision of dedicated left-turn lanes and improvement of the gyratory system.
- **M4 Heathrow slip road** – improved technology to allow better traffic management on the slip road into Heathrow.
- **M2 Junction 5 improvements** – additional capacity for the junction, through improvements to slip roads and enhanced junction approaches.
- **M25 Junctions 10-16** – upgrading the M25 between junction 10 (A3) and junction 16 (M40) through a mixture of enhancements, including hard shoulder running between junctions 15 and 16, as well as four-lane through-junction running between junctions 10 and 12.
- **M25 Junction 10/A3 Wisley interchange** – improvement of the Wisley interchange to allow free-flowing movement in all directions, together with improvements to the neighbouring Painshill interchange on the A3 to improve safety and congestion across the two sites.
- **M3 Junction 9 improvement** – upgrade to the junction to allow free movement from the A34 to the M3.
- **M3 Junctions 10-11 improved sliproads** – improvements to the most pressured sliproads on junctions 10 and 11 near Winchester.
- **M3 Junctions 12-14 improved sliproads** – improvements around junctions 12 and 13, providing an additional lane on part of the route and improving capacity through the junction.
- **M27 Southampton junctions** – additional capacity at junction 8 through improvements to the Windhover roundabout. In addition, parallel improvements to the local road network funded through their investment plan will improve two railway bridges, near junction 5 and in central Southampton, to allow traffic to avoid unnecessary travel on the motorway.

Appendix C **Relevant extracts from the Delivery Plan published between 2015–2020**

Extracts provided below from Section 3 Supporting Economic Growth of the Delivery Plan and Annex A – Enhancement Projects of the Delivery Plan. Page 10 of the Delivery Plan states what the plan will deliver which includes the various interventions needed to increase capacity to meet the nation’s future needs.

Table 3B: Next steps for schemes announced in December 2014

Key next step in year 1				
Project	Starting	Project	Starting	Activity
Projects at an earlier stage where more generic initial activities are planned				
M56 new Junction 11A	Q2	M25 Junction 25 Improvement	Q2	Identifying options and initiating surveys to inform the more detailed development, including engagement with wider stakeholders. Typically we would expect this stage to take a year to 18 months to complete. Following which we will prepare the schemes for consultation ahead of progressing with detailed design.
A5 Dodwells to Longshoot Widening	Q2	M25 Junction 28 Improvement	Q2	
A14 Junction 10a	Q2	M25 Junction 10/A3 Wisley Interchange	Q2	
A428 Black Cat to Caxton Gibbet	Q2	M271/A35 Redbridge Roundabout Upgrade	Q2	
M11 J8 to 14 Technology Upgrade	Q2	M3 Junction 9 Improvement	Q2	
A12 Chelmsford to A120 Widening	Q2	A31 Ringwood	Q2	
A12 Whole-route Technology Upgrade	Q2	M3 Junction 10-11 Improved Slip Roads	Q3	
A1(M) Junctions 6-8 Smart Motorway	Q2	M3 Junctions 12-14 Improved Slip Roads	Q3	
M11 Junction 7 Junction Upgrade	Q2	M27 Southampton Junctions	Q3	
A34 Oxford Junctions	Q2	A5 Towcester Relief Road	Q3	
A34 Technology Enhancements	Q2			
A19 Norton to Wynyard	Q1	M40/M42 Interchange Smart Motorways	Q1	Initiate procurement for design consultants, needed to work up and assess a range of options. This stage will typically take six to nine months to complete, following which we will be in a position to start engaging stakeholders in the development and assessment of the options.
M62 Junctions 20-25	Q1	M4 Heathrow Slip Road	Q1	
M53 Junctions 5-11	Q1	M25 Junctions 10-16	Q1	
A500 Etruria Widening	Q1	M6 Junction 22 Upgrade	Q3	
M1 Junctions 23A-24	Q1	A52 Nottingham Junctions	Q3	
A46 Coventry Junction Upgrades	Q1			

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	A5M1 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 & J11-4
35	A19 Testos
36	M54 to M6 / M6 toll
37	A27 Chichester Bypass
38	A38 Derby Junctions
39	A2 Baan & 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 Wrynyrd
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	A5096 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 Dodeleills 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 Walsley 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 Bridgewater Junctions
88	A52 Nottingham junctions
89	A14 Junction 10a
90	A5 Towcester Relief Road
91	A30 Chilverton to Carland Cross
Number on Map	Schemes identified following the outcomes from the six feasibility studies
92	A1 North of Ellingham
93	A1 Morpath to Ellingham dualing
94	A1 Scottswood to North Brunton
95	A1 Birtley to Coal House widening
96	A628 Climbing Lanes
97	A61 Dualing
98	Mottram Moor link road
99	A57(T) to A57 Link Road
100	A47 North Tuddenham to Easton
101	A47 Btofield to North Burlingham dualing
102	A47 Acle Straight
103	A47 & A12 junction enhancements
104	A47/A11 Thickthorn Junction
105	A47 Guyhim 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 dualing
111	A358 Taunton to Southfields
Number on Map	Schemes contributing to investment with local authorities
112	A50 Uttoveter

¹Scheme is being delivered by Cornwall County Council and is partly funded by Highways England.

Appendix D Relevant extracts from RIS2: 2020–2025

The extract below is taken from page 119 of the above document which outlines the resources available to deliver the investments listed. The second extract is taken from Part 3: Investment Plan which shows the various 'under construction' and 'committed schemes' including the M3 Junction 9.

Statement of funds available

This Statement of Funds Available outlines the resources available to Highways England in delivering the outputs listed in the investment plan and performance specification, as well as discharging all responsibilities set out in Highways England's Licence and wider statute.

As announced in 2015, RIS2 will be funded from the NRF, meaning that our most strategically important roads are now backed by a dedicated funding source provided directly by the users of the network.

RIS2 Statement of Funds Available

Funding is outlined from 2020-25, a period known for financial purposes as RP2. This covers the totality of funding government expects to give Highways England in order to deliver the objectives of RIS2.

Item (£000's)		2020/21	2021/22	2022/23	2023/24	2024/25	RP2 Total
Operations, maintenance renewals and business costs	Resource	1,201	1,160	1,199	1,221	1,293	6,074
	Capital	1,090	1,145	1,113	1,276	1,190	5,625
Capital enhancements		2,475	3,076	2,980	2,885	2,702	14,118
Designated funds		159	169	174	184	184	870
Preparing for RIS3		39	59	107	142	124	472
RIS2 Total		4,973	5,609	5,572	5,708	5,496	27,358

The total funding that Highways England will receive during RP2 to deliver the outputs and outcomes listed in this document will be £27.4 billion – greater than the expectation of £25.3 billion set out in the Draft RIS.

Within this framework:

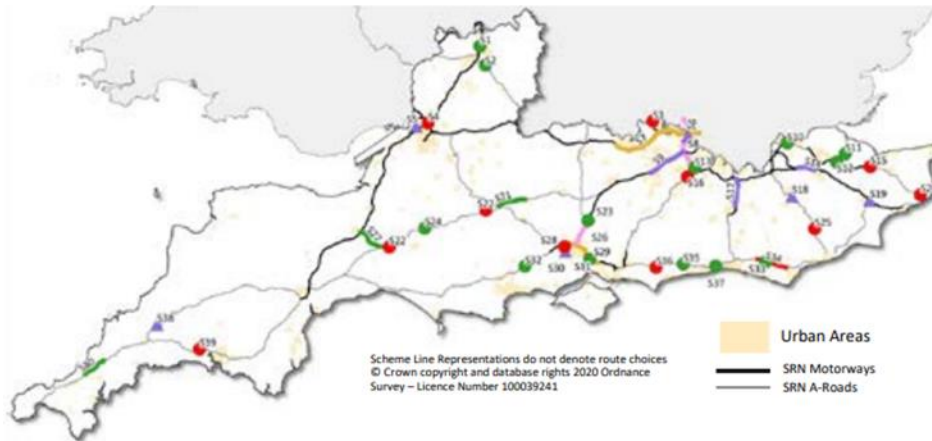
- Total funding allocated to designated funds will continue to be ring-fenced, in line with practice in RIS1.
- There is a risk reserve which will act as a flexible pot, allowing Highways England to respond to unexpected events without putting the delivery of its programme at risk.
- Highways England has the flexibility to bring forward or defer up to 10% of its capital funding each year, to ensure that the capital funding profile is efficient. Therefore, the profile of expenditure may be subject to change if this arrangement is utilised. Updated totals will be published annually in Highways England's Delivery Plan.
- Operations and maintenance spend includes funding for the various protocol agreements that exist outside of RIS2 to deliver key roads services on behalf of central government (such as providing technical advice on construction standards)

Further funding

Not all items in RIS2 are funded directly from the Statement of Funds Available. For example:

- Highways England continues to deliver road enhancements in partnership with developers and local partners. In certain situations, particularly those where an enhancement predominantly benefits a

The South and West



Open for Traffic —●—

- S5 M49 Avonmouth Junction
- S8 M4 Heathrow slip road
- S9 M3 Junctions 2-4A
- S14 M20 Junctions 3-5
- S17 M23 Junctions 8-10
- S18 A21 Tonbridge to Pembury
- S19 M20 Junction 10a
- S30 M271 / A35 Redbridge roundabout upgrade
- S38 A30 Temple to Carblake

Under Construction —●—

- S7 M4 Junctions 3-12
- S29 M27 Junctions 4-11

Committed for RP2 —●—

- | | |
|---|---|
| S1 M5 Junction 10 and Link Road (Gloucestershire) (HIF) | S27 A358 Taunton to Southfields |
| S2 A417 Air Balloon | S31 M27 Junction 8 |
| S10 A2 Bean and Ebbsfleet | S32 A31 Ringwood |
| S11 A249: Swale Transport Infrastructure (HIF) | S33 A27 East of Lewes Package |
| S12 M2 Junction 5 | S35 A27 Arundel Bypass |
| S13 M25 Junction 10 | S37 A27 Worthing and Lancing Improvements |
| S21 A303 Amesbury to Berwick Down | S40 A30 Chiverton to Carland Cross |
| S23 M3 Junction 9 | |
| S24 A303 Sparkford to Ilchester | |

A303 Amesbury to Berwick Down (Stonehenge Tunnel)

Stonehenge is a site of national and international significance whose setting has long been affected by the proximity of a major route to the South West. The construction of a two mile long tunnel as the road passes Stonehenge will begin in RP2. This will be the largest environmental improvement ever made to the UK road network and will transform the setting of the monument. It will also address one of the major pinchpoints for road users on the A303 corridor.

RP2 will also see work continue on planning further enhancements to meet the commitment to create a high quality connection to the South West. To allow a focus on the delivery of the Tunnel and to limit disruption to those who use this route, the next phases of construction are likely to begin as the Tunnel completes.

Under construction

M4 Junctions 3–12 – upgrading of the M4 to smart motorway between junction 3 (Uxbridge) and junction 12 (west of Reading), linking Reading and Heathrow.

M27 Junctions 4–11 – upgrading the M27 to smart motorway between junction 4 (M3 interchange) and junction 11 (Fareham), linking with the smart motorway scheme on the M3.

Committed for RP2

A417 Air Balloon – connecting the two dual carriageway sections of the A417 near Birdlip in Gloucestershire, taking account of both the environmental sensitivity of the site and

the importance of the route to the local economy.

A2 Bean and Ebbsfleet – improvements to junctions on the A2 near Bluewater to enable major developments in the vicinity of Ebbsfleet. Construction is part-funded by a local developer.

M2 Junction 5 – additional capacity for the junction, through improvements to slip roads and enhanced junction approaches.

M25 Junction 10 – improvement to the Wisley interchange to allow free-flowing movement, together with improvements to the neighbouring Painshill interchange on the A3 to improve safety and reduce congestion.

A303 Amesbury to Berwick Down – construction of a twin-bored tunnel as the road passes Stonehenge, coupled with a dual carriageway bypass for Winterborne Stoke to link the existing dual carriageway at Berwick Down.

M3 Junction 9 – upgrade to the junction to allow free movement from the A34 to the M3.

A303 Sparkford to Ilchester – dualling of a single carriageway section of the A303, linking together the Sparkford and Ilchester bypasses.

A358 Taunton to Southfields – creating a dual carriageway link from the M5 at Taunton to the A303, incorporating upgraded stretches of the existing road into the SRN where appropriate.

M27 Southampton Junction 8 – additional capacity at junction 8 through improvements to the Windhover roundabout.

A31 Ringwood – widening of the A31 at Ringwood to three lanes, providing more capacity for local traffic using the road to cross the Avon, plus adjustments to the

Appendix E **Relevant extract from the National Highways Delivery Plan 2020–2025 published in 2020**

The extract below is taken from Annex B: Performance Framework of the above document.

75 Annex B

South-east schemes			
Scheme number	Scheme	Start of works	Open for traffic
47	M4 junctions 3 to 12	Started	2021-22 Q4
48	A34 Newbury to Oxford enhancements	Started	2021-22 Q4
49	M3 junctions 9 to 14	Started	2023-24
50	M27 junctions 4 to 11	Started	2021-22 Q2
51	M25 junction 25	2020-21 Q4	2022-23
52	M25 junction 28	2021-22 Q4	2024-25
53	M25 junctions 10 to 16	2022-23 Q2	RP3
54	M25 junction 10	2021-22 Q4	2023-24
55	M3 junction 9	2023-24	RP3
56	M27 Southampton junction 8	2021-22 Q2	2022-23
57	A27 Arundel bypass	2023-24	RP3
58	A27 Worthing and Lancing improvements	2024-25	RP3
59	A31 Ringwood	2021-22 Q2	2022-23
60	A2 Bean and Ebbsfleet	Started	2022-23
61	M2 junction 5	2020-21 Q4*	2024-25
62	A27 East of Lewes package	Started	2022-23
63	Lower Thames Crossing	2022-23 Q4	RP3

*Start of works date subject to change following recent delays to statutory planning processes.
Excludes RP1 scheme M271/A35 Redbridge roundabout upgrade which was rescheduled to open for traffic mid 2020-21.