

**A46 Newark Bypass
Scheme Number TR010065**

4.2 Funding Statement

Planning Act 2008

Regulation 5(2)(h) Infrastructure Planning
(Applications: Prescribed Forms and Procedure) Regulations 2009

April 2024

Volume 4

Infrastructure Planning

Planning Act 2008

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

A46 Newark Bypass

Development Consent Order 2024

FUNDING STATEMENT

Regulation Number:	Regulation 5(2)(h)
Planning Inspectorate Scheme Reference	TR010065
Application Document	4.2
Author:	A46 Newark Bypass Project Team, National Highways

Version	Date	Status of Version
Rev 1	April 2024	Application Submission

CONTENTS

1	Introduction	5
2	Capital Expenditure	6
3	Sources of Funding	7
4	Blight.....	9
	Appendix A.....	10
	Appendix B.....	11
	Appendix C.....	12
	Appendix D.....	13

1 Introduction

Purpose of 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 (the "Inspectorate") under the Planning Act 2008 (the "2008 Act") for a Development Consent Order (DCO). If made, the DCO would grant consent for the A46 Newark Bypass (the "Scheme"). A detailed description of the Scheme can be found in **Chapter 2 (The Scheme)** of the Environmental Statement (ES) (**TR010065/APP/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 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 "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 (**TR010065/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 an estimate of **£686.4m**, 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 2008 Act.
- 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 (**TR010065/APP/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. National Highways is responsible for delivering the major projects in the RIS.

Road Investment Strategy: for the 2020/21 – 2025//26 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 RIS2 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 2020 - 2025, 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 noted this scheme to be delivered in roads period 2 (RP2) and Delivery plan for 2016-2017 further committed to supporting the Midlands Connect in developing a transport strategy, listing the A46 Newark Bypass as one of the projects being supported.

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 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. An extract from this is provided at **Appendix E** of this Statement. A summary of the extracts is as follows: We will increase the capacity of the single carriageway and junctions of the A46 at Newark and provide better links to the A1.

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 this 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 Highways England Licence 2015 Part 6.

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.

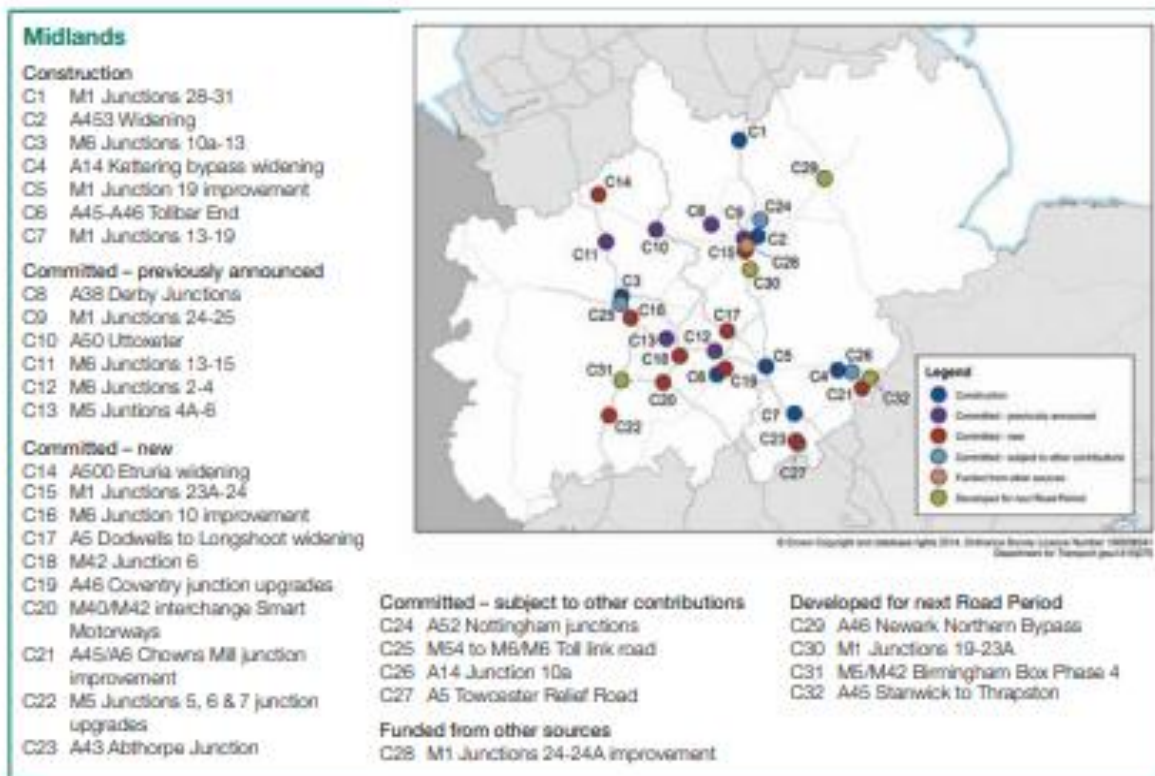
- 6.40** Following the consultation process, the Secretary of State will formally respond to the consultation, setting out his or her decision on whether to proceed with the RIS variation process in light of consultation responses.
- 6.41** Should the Secretary of State decide to proceed with a revised 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

Midlands

Schemes in construction

- **M1 Junctions 28-31** – upgrading the M1 to Smart Motorway between junction 28 (Mansfield) and junction 31 (Sheffield). Together with existing improvements to the south, this creates a Smart Motorway link between Derby, Nottingham and Sheffield.
- **A453 Widening** – upgrade of the A453 between Nottingham and the M1, replacing rural sections with new dual carriageway, adding an extra lane in each direction to the urban sections and improving junctions along the route.
- **M6 Junctions 10a-13** – upgrading the M6 to Smart Motorway between junction 10a (M54 interchange) and junction 13 (Stafford) north of Birmingham.
- **A14 Kettering bypass widening** – widening of the A14 to three lanes around Kettering between junction 7 and junction 9.
- **M1 Junction 19 improvement** – reconstruction of the Catthorpe interchange linking the M1, M6 and A14. In addition to the existing free-flowing connections between the M1 and M6, the improvement will allow free-flowing movement between the A14 and the M6, and the A14 and the M1 north.



Appendix C

The extract below is taken from page 28 of the 2015-2020 Delivery plan and states the government's commitment to the scheme.

Midlands

Four schemes identified for development and for delivery in the next Road Period:

- A46/A616/A617 and A46/A1 junctions – improvements to create smooth running of the Newark bypass and to support planned growth in the region. Options will include use of technology to provide better information and promote greater network resilience.
- M1 in the Midlands – upgrading the remaining sections to Smart motorway, a continuous smart motorway link from London to Yorkshire. This is likely to include upgrades to junction 21, to improve links from the M1 to the M69
- M42/M5 interchange (M5 J4a) to M42 J3 – upgrading to provide a continuous section of four-lane smart motorway.
- A45 between Stanwick and Thrapston – upgrading the last single carriageway link between the A14 and M1, helping growth, including housing, in Northampton and reducing traffic pressure on Kettering.

Excerpt from page 15 of the 2016-2017 delivery plan committing to the development of the scheme.

In 2017-18 option development for the remaining 9 schemes will be started:

- M60 Simister Island Interchange
- A46 Newark Northern Bypass
- M5/M42 Birmingham Box Phase 4
- A45 Stanwick to Thrapston
- A3 Guildford
- M1 Junctions 19-23A
- A1(M) Doncaster Bypass
- M1 Junctions 35A-39
- A1 Redhouse to Darrington

We will work with Transport for the North to take forward Government proposals, set out in the 2016 Budget, for new schemes which have been allocated £300 million in funding. These include developing the business case for a new Trans-Pennine Tunnel and options to enhance the A66, A69 and the north west quadrant of the M60. This work is expected to be completed by the end of the year. As specified in the Budget 2016, we will look accelerate the development of the M1/M62 Lofthouse Interchange and M60 Simister Island Interchange.

We will work to develop Midlands Connect's priority strategic roads schemes and this includes development work on 4 major roads:

- upgrades to the M1 to provide a continuous smart motorway from London to Yorkshire
- improvements to the A46 Newark bypass and its junction with the A1 in Nottinghamshire
- upgrading the single carriageway link on the A45 Stanwick to Thrapston in Northamptonshire
- upgrading parts of the M42 and M5 around Birmingham to a 4 lane smart motorway

Midlands schemes			
Scheme number	Scheme	Start of works	Open for traffic
20	A500 Etruria	Started	2020-21 Q3
21	M6 junctions 13 to 15	Started	2021-22 Q2
22	M42 junction 6	Started	2024-25
23	A46 Coventry junctions	Started	RP3
24	M40/M42 interchange	Started	2023-24
25	A45/A6 Chowns Mill junction	Started	2021-22 Q4
26	M1 junctions 13 to 19	Started	2022-23
27	A38 Derby junctions	2021-22 Q2	2024-25
28	M54 to M6 link road	2021-22 Q4	2024-25
29	A5 Dodwells to Longshoot	2024-25	RP3
30	A52 Nottingham junctions	Started	2023-24
31	M6 junction 10	Started	2022-23
32	A46 Newark Bypass	2024-25	-
33	M42 junctions 4 to 7 upgrade dynamic hard shoulder running to all lane running	2023-24	2024-25
34	M6 junctions 4 to 5 upgrade dynamic hard shoulder running to all lane running	2021-22 Q2	2022-23
35	M6 junction 5 to 8 upgrade dynamic hard shoulder running to all lane running	2022-23 Q4	2024-25
36	M6 junctions 8 to 10a upgrade dynamic hard shoulder running to all lane running	2023-24	2024-25

Enhancement schemes in the midlands

As we enter the second road period, we already have nine major road projects in construction in the midlands. We will widen the A500 between Wolstanton and Porthill junctions in Staffordshire, providing improved access to the business and housing developments planned as part of the Etruria Valley development. Over the next 12 months, we will also progress the statutory planning application and finalise detailed design on the M54 to M6 Link Road.

To help develop our preferred route for the new A46 Newark Bypass scheme, we plan to consult with the public in December 2020.

Appendix D

a. Government priorities

Maintenance

RIS2 has identified a growing challenge on our strategic roads. The network that we have was predominantly built in the 1960s and 1970s, and is around 50 years old. In our cities, many of the other structures built in this era are now coming down; in the case of our major infrastructure we must ensure that they continue to stand up, notwithstanding the ever-growing volumes of traffic using the network. As age takes its toll, there must be no deterioration in safety or journey quality.

RIS1 has made sure that the SRN remains safe and serviceable, with large scale programmes of repair and resurfacing. Highways England has prepared for RIS2 by making a wide-ranging analysis of the long-term condition that we can expect if current trends continue. This shows that the need for maintenance will increase, and that we can best limit the cost and the disruption to road users by acting now.

Three particular areas have been identified as needing a substantial increase in investment, driven by the ageing of our assets and the particular pressures caused by the high volumes of traffic using these key roads.

- Structures – bridges, underpasses, retaining walls and similar – will need more extensive renewal works.

- Safety barriers will require replacement at a faster rate to make sure that they remain effective
- The oldest type of concrete road surface ("pavement"), with its distinctive ridged construction, will need to be phased out entirely over several road periods.

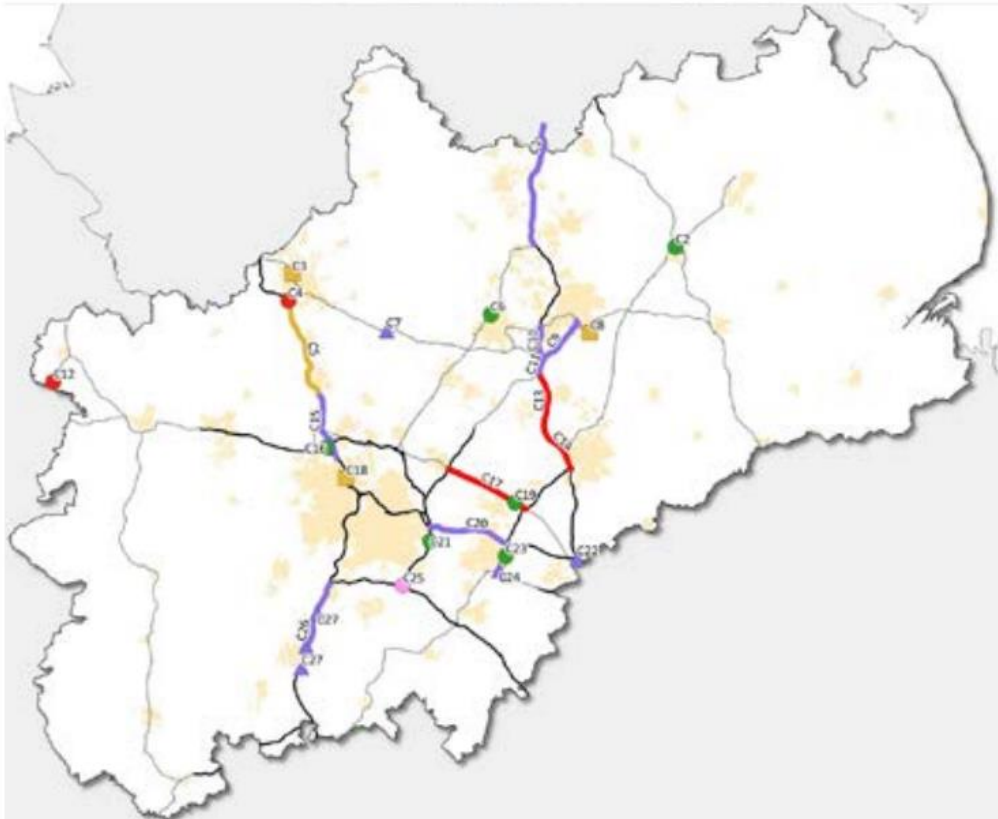
This will cost £1.2 billion over RP2, some of which will be secured through efficiencies in other parts of the budget to maintain and renew assets. As a result, England's strategic roads will continue to be amongst the safest in the world.

Completing RIS1 enhancements

RIS1 set in train a transformational programme of investment in our strategic roads. The average road project takes around eight years to get from inception to opening, and the newest commitments made in RIS1 were always expected to be under construction during the period covered by RIS2. Government is keeping its promise to deliver these improvements where they remain value for money, some of which have been critical local demands for decades.

- Pinch-points like the Black Cat junction on the A1 at St Neots and junction 6 on the M42 at Birmingham Airport will be brought up to a modern standard.
- Key regional connections, such as the A30 into Cornwall and the A1 north from

The Midlands



Urban Areas


SRN Motorways
SRN A-Roads

Scheme Line Representations do not denote route choices
© Crown copyright and database rights 2020 Ordnance
Survey – Licence Number 100039241


RIS1 Open for Traffic 

C1 M1 Junctions 28-31
C7 A50 Uttoxeter (Phase A)
C9 A453 Widening
C10 M1 Junctions 24-25
C11 M1 Junctions 23A-24


C15 M6 Junctions 10a-13
C20 M6 Junctions 2-4
C22 M1 Junction 19 improvement
C24 A45-A46 Tollbar End
C26 M5 Junctions 4A-6
C27 M5 Junctions 5, 6 & 7 Junction upgrades

Under Construction 


C3 A500 Etruria
C5 M6 Junctions 13-15
C8 A52 Nottingham Junctions
C18 M6 Junction 10

Committed for RP2 

C2 A46 Newark Bypass
C6 A38 Derby Junctions
C16 M54-M6 Link Road
C19 A5 Dodwells to Longshoot
C21 M42 Junction 6
C23 A46 Coventry Junctions

Smart Motorways Subject to Stocktake 

C25 M40 / M42 interchange

RIS3 Pipeline 

C4 M6 Junction 15 Potteries Southern Access
C12 A483 Pant Llanymynech bypass
C13 M1 North Leicestershire extra capacity
C14 M1 Leicester Western Access
C17 A5 Hinkley to Tamworth

A46 Newark Bypass

Midlands Connect has highlighted the role of the A46 in connecting the Midlands, running from Lincoln to Gloucestershire via Leicester and Coventry. Much of this road is already high quality dual carriageway, and by filling in key sections it would be possible to create a coast-to-coast highway without the need for major new road-building across open countryside.

The single greatest gap in this route is the A46 at Newark. An upgraded dual carriageway opened in 2012, but which stopped three miles short of the A1. We now propose to fill in this gap, eliminating regular traffic jams and creating a consistently good connection from the A1 at Newark to the M1 at Leicester. Coupled with the upgrades committed in RIS1, this means that the A46 dual carriageway will run unimpeded from Lincoln to Warwick.

We are also developing a proposal to improve the A1 in South Yorkshire. Together with the upgrade to the A46, this would effectively create a bypass to allow traffic to avoid the M1 around Nottingham, Sheffield and Leeds, opening up a high quality corridor for long-distance journeys to and from Scotland, the North East and Northern Ireland.

Under construction

A500 Etruria – widening of the A500 between Wolstanton and Porthill junctions near the Etruria Valley development.

M6 Junctions 13-15 – upgrading of the M6 to smart motorway between junction 13 (Stafford) and junction 15 (Stoke south). This provides continuous extra motorway capacity between Birmingham and Stoke-on-Trent.

A52 Nottingham Junctions – a package of measures to improve the junctions along the length of the A52 in Nottingham, including signalisation and junction reconstruction.

M6 Junction 10 – additional capacity on junction 10, including the replacement of both bridges allowing the widening of the roundabout to four lanes.

Committed for RP2

A46 Newark Bypass – improve the capacity of the single carriageway and junctions of the A46 at Newark, and provide better links to the A1.

A38 Derby Junctions – replacement of three roundabouts on the A38 in Derby with grade-separated interchanges, removing the last at-grade junctions on the A38 in the East Midlands and removing the conflict between local and strategic traffic.

M54-M6 Link Road – adding a north-facing access between the M54 and the M6 around junction 10A and 11.

A5 Dodwells to Longshoot – widening of a short section of the A5 near Hinckley, which carries the traffic of both the A5 and A47, to dual carriageway. This scheme will need to take into account evolving proposals for the A5 Hinckley to Tamworth.

M42 Junction 6 – upgrade of the M42 junction 6 near Birmingham airport, allowing better movement of traffic on and off the A45, supporting access to the airport and preparing capacity for the new HS2 station.

A46 Coventry Junctions – grade separation of the Binley and Walsgrave roundabouts on the A46 near Coventry, upgrading the trunk sections of the A45/A46 between the M6 and M40 to a consistent standard.

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	1,098	1,145	1,113	1,276	1,193	5,825
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)

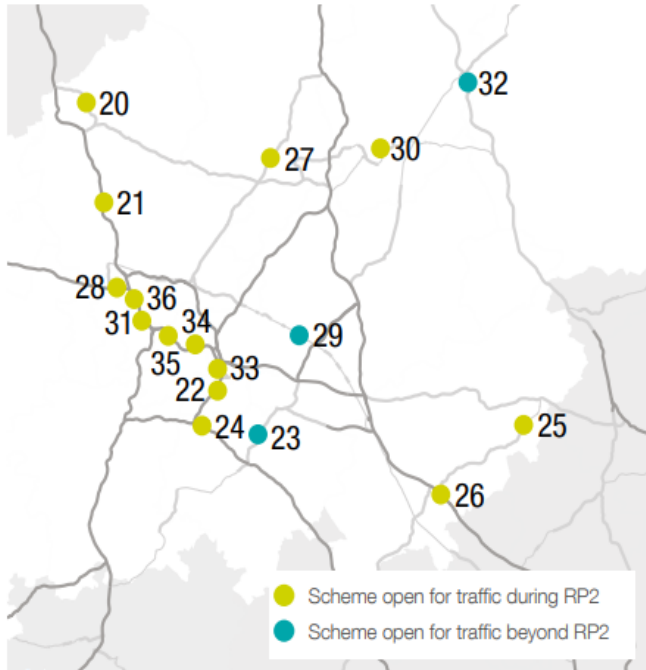
Further funding

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

Appendix E

The midlands



In the first road period in the midlands, we opened 13 schemes and started work on nine additional schemes. Over the second road period, we will start construction on a further eight schemes. We will open 14 of these schemes before the end of the second road period, with the remainder opening in future road periods.

No.	Name
● 20	A500 Etruria
● 21	M6 junctions 13 to 15
● 22	M42 junction 6
● 23	A46 Coventry junctions
● 24	M40/M42 interchange
● 25	A45/A6 Chown's Mill junction
● 26	M1 junctions 13 to 19
● 27	A38 Derby junctions
● 28	M54 to M6 link road
● 29	A5 Dodwells to Longshoot
● 30	A52 Nottingham junctions
● 31	M6 junction 10
● 32	A46 Newark bypass
● 33	M42 junctions 4 to 7 upgrade
● 34	M6 junctions 4 to 5 upgrade
● 35	M6 junctions 5 to 8 upgrade
● 36	M6 junctions 8 to 10a upgrade

These schemes will deliver a range of benefits for customers and travellers across the midlands. For example, the A38 Derby junctions scheme will decrease journey times and provide additional facilities for walkers and cyclists.

Improving capacity, connectivity and access

As customer journeys and our network evolve, we recognise the importance of increasing capacity, connectivity and access. We will upgrade the M42 junction 6, allowing better movement of traffic around the A45, improving access to the airport and preparing for the proposed new HS2 station. We will increase the capacity of the single carriageway and junctions of the A46 at Newark, and provide better links to the A1. As well as improving route consistency, this will increase Lincolnshire's connectivity to the motorway network. On the A5, we will widen a short section of the road near Hinckley, which carries traffic from both the A5 and A47, to dual carriageway. As part of preparing for the third road period, we will also consider evolving proposals for the A5 from Hinckley to Tamworth. In Northamptonshire, we will upgrade the Chowns Mill roundabout between the A45 and A6.

We will provide additional capacity on the M6 junction 10 (Walsall), including replacing both bridges and widening the roundabout to four lanes. Along the length of the A52 in Nottingham, we will improve junctions and signals.

Improving facilities and supporting economic growth

We are committed to delivering schemes which support regional growth. In the second road period, we will add north-facing access from junctions 10a to 11 on the M54 to M6 link road. This will support local economic growth by relieving congestion and improving facilities for customers and communities.

Near Coventry, we will continue work on the A46 Binley and Walsgrave roundabouts and upgrade the A45/A46 trunk road sections between the M6 and M40. Together, these will increase capacity, improve the consistency of the roads and relieve congestion to support the growing local economy. We will also widen the A500 between Wolstanton and Porthill junctions, which will support the Etruria Valley development.

Delivering smart motorways

We will open seven smart motorway schemes in the midlands. We will upgrade the M6 to smart motorway between junction 13 (Stafford) and junction 15 (Stoke south), providing a continuous stretch of smart motorway between Birmingham and Stoke-on-Trent. We will convert the existing smart motorway to all lane running between junctions 4 and 10a on the M6, splitting this into packages of work to reduce disruption. On the M40/42 interchange, we will:

- deliver new smart motorway on the approach to the M40/M42 interchange from the M40 junction 16
- upgrade the existing smart motorway (M42 junctions 3a to 4 and M42 junctions 4 to 7) to all lane running

The excerpt below is from the 2021-2022 delivery plan.

Our activities during 2021-22	
Enhancement schemes in the north	<p>In the north we are committed to open four schemes for traffic which started work in the first road period. One of these, the A61 Westwood roundabout, was opened four months ahead of schedule on 28 February 2021 providing an improved roundabout between A61 and A616. The remaining three schemes are on schedule, these include:</p> <ul style="list-style-type: none">■ A19 Testos near Sunderland.■ Major improvements at junction 19 on the M6 and the A556 in Cheshire.■ A19 Norton to Wynyard, which has accelerated planned opening from 2022-23 to 2021-22 Q3. <p>We will start work on:</p> <ul style="list-style-type: none">■ A1 Birtley to Coal House which will widen the A1 south of Gateshead to dual three lanes, including the replacement of the Allerdene Bridge.■ M62 junctions 25-30 upgrading the dynamic hard shoulder to all lane running. <p>We will begin the statutory planning approval process for A66 Northern Trans-Pennine, Mottram Moor link road and A57 link road projects.</p>
Enhancement schemes in the midlands	<p>In 2021-22 we will open two schemes for traffic:</p> <ul style="list-style-type: none">■ Upgraded M6 between junction 13 (Stafford) and junction 15 (Stoke south).■ A45/A6 Chowns Mill junction between the A45 and A6. <p>We will start work on:</p> <ul style="list-style-type: none">■ Upgrading the dynamic hard shoulder on the M6 junction 4 to 5 to all lane running.■ The M54 to M6 Link Road following the completion of the statutory planning process. <p>We will also announce our preferred route to improve the capacity of the single carriageway and junctions of the A46 at Newark.</p>