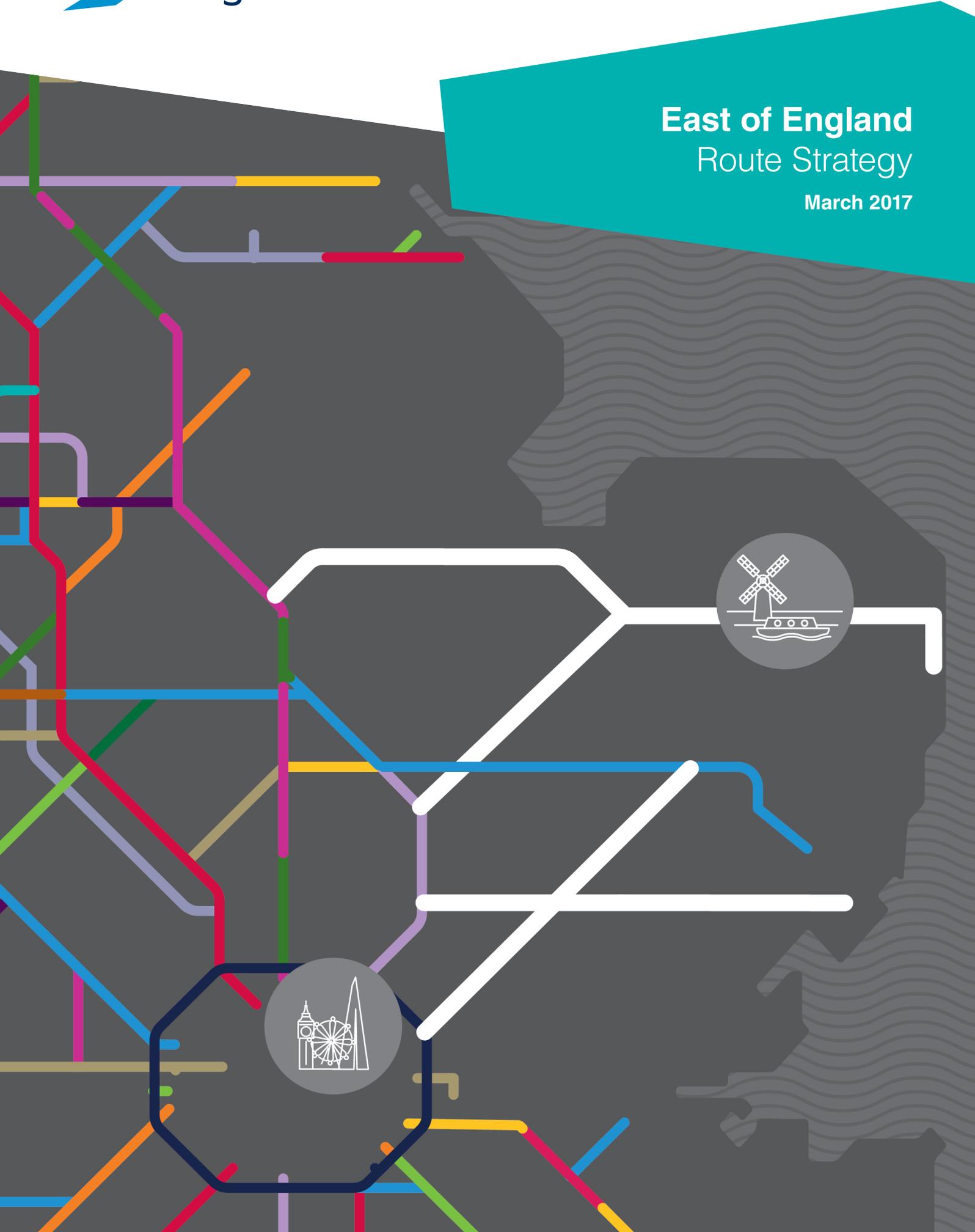


# East of England Route Strategy

March 2017



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# Route strategies

The division of routes for the programme of route strategies on the Strategic Road Network

- London to Scotland East
- London Orbital and M23 to Gatwick
- London to Scotland West
- London to Wales
- Felixstowe to Midlands
- Solent to Midlands
- M25 to Solent (A3 and M3)
- Kent Corridor to M25 (M2 and M20)
- South Coast Central
- Birmingham to Exeter
- South West Peninsula
- London to Leeds (East)
- East of England
- South Pennines
- North Pennines
- Midlands to Wales and Gloucestershire
- North and East Midlands
- South Midlands



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# 1. Introduction

The modernisation of England's motorways and major A roads, also known as the strategic road network (SRN), is making a vital contribution to economic wellbeing and growth. This Route Strategy – one of 18 such reports – provides a statement on the current performance of, and perceived pressures on, the East of England route to inform the planning of future investment.

The SRN supports national and local economic prosperity by:

- linking together major cities
- connecting with extensive local road networks
- providing links to major ports, airports, and rail terminals
- enabling good access to regions and cross-border routes between the nations of the United Kingdom

The establishment of Highways England through the Infrastructure Act 2015 has changed fundamentally the way we plan investment in the network. Funding is now determined every 5 years, in the [Road Investment Strategy \(RIS\)](#), which is set by Government. We are currently delivering on the commitments that were set out in the first RIS covering 2015 to 2020, which are already making a difference for road users across the network.

At the same time, we are working closely with the other 3 bodies with statutory responsibility for the RIS – Department for Transport, Office of Rail and Road and Transport Focus – on preparing for the next RIS (RIS2) for the period after 2020.





### Purpose of Route Strategies

Route Strategies provide a high level view of the current performance of the SRN as well as issues perceived by our stakeholders that affect the network. They are one of the key components of research required for developing the RIS. This suite of Route Strategies builds upon the analysis underpinning the first set of Route Strategies undertaken between 2013 to 2015, which together provided the first comprehensive assessment of the entire network. This time the Route Strategies aim to:

- bring together information from key partners, motorists, local communities, construction partners, environmental groups and across the business
- achieve a better understanding of the condition and performance of our roads, and local and regional aspirations
- shape our investment priorities to improve the service for road users and support a growing economy
- help inform the next RIS<sup>1</sup>

### Strategic themes

The Government’s vision for transforming the SRN is described in the [Road Investment Strategy post 2020: Planning Ahead](#) document available on [www.gov.uk](http://www.gov.uk). This vision builds on the 5 broad aims published in the [Road Investment Strategy for 2015-2020](#): economy; network capability; integration; safety; and the environment. It also builds on Highways England’s 5 strategic outcomes (see Figures 1.1 and 1.2). Using the evidence from this and the other 17 Route Strategies, we will develop proposals that can help bring the Government’s vision for roads to life.

### RIS1 Strategic Vision as reiterated in “RIS Post 2020: Planning ahead”



Figure 1.1 - RIS1 strategic vision

### Highways England Strategic Business Plan’s key outcomes

-  **Supporting economic growth** through a modernised and reliable network that reduces delays, creates jobs and helps business compete and opens up new areas for development
-  **More free-flowing network** where routine delays are more infrequent, and where journeys are safer and more reliable
-  **Safe and serviceable network** where no one should be harmed when travelling or working on the network
-  **Improved environment** where the impact of our activities is further reduced, ensuring a long-term and sustainable benefit to the environment
-  **More accessible and integrated network** that gives people the freedom to choose their mode of transport and enable safe movement across and alongside the network

Figure 1.2 - Highways England strategic outcomes

<sup>1</sup>See Chapter 6 for more information on the next RIS



## Stakeholder engagement

Building on the engagement we started in the first round of Route Strategies, we have continued to work closely with a wide range of stakeholders to enhance our understanding of the strategic road network, and identify where users and other stakeholders feel investment is needed.

We used a number of methods to collate information. For example, we launched an online tool for customers and stakeholders over the summer of 2016 to inform us of the issues and challenges on our roads that affected them. As well as information collated from a range of people within Highways England, more than 300 different stakeholder organisations provided important feedback on the network during the evidence collection period. There were also more than 370 individual members of the public who contributed information. In total, around 2,700 individual points were raised by external stakeholders.

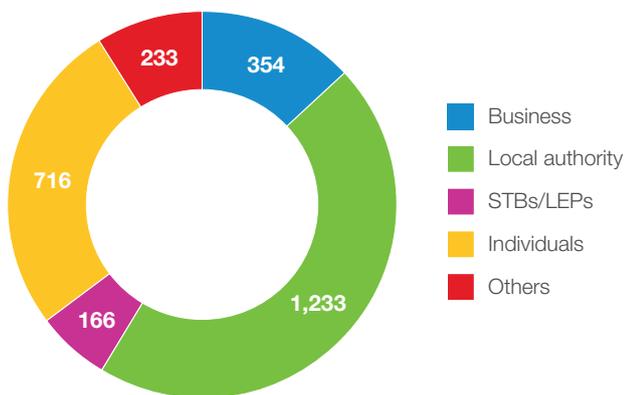


Figure 1.3 - External stakeholder responses

We are increasingly working with subnational transport bodies (STBs), including Midlands Connect, England’s Economic Heartland and Transport for the North, so we can ensure that their developing strategies and planning are integrated into our thinking (and vice versa).

## Transport Focus

We commissioned Transport Focus, the road user watchdog, to undertake research on road user priorities. More than 4,400 interviews were undertaken with drivers across the SRN. Figure 1.4 below shows the breakdown by user type and purpose.

Completed interviews		
	3,487	79%
	322	7%
	407	9%
	206	5%
Commuting	501	11%
Business	1,367	31%
Leisure	2,457	56%

Figure 1.4 - Driver sample breakdown

**250 fleet managers from a mix of industries, size and regions**

The research found that the East of England route was one of the lowest rated of the routes, with only 51% of users rating their experience of the route as either extremely good or fairly good. As Table 1.1 shows, 44% of users experienced problems using the route, with congestion and delays caused by accidents/roads closed cited as the two main causes.

The full report has been published on Transport Focus’s website [www.transportfocus.org.uk/research-publications/publications/road-to-the-future](http://www.transportfocus.org.uk/research-publications/publications/road-to-the-future). We will continue to work closely with Transport Focus to understand customer priorities to ensure that the next RIS reflects their needs.

Experienced problems %	Route impacted	Largest problem	Second largest problem
61%	M25 to Solent		
58%	London Orbital and M23 to Gatwick		
50%	South Coast Central		
46%	Solent to Midlands		
<b>44%</b>	<b>East of England</b>		
43%	Birmingham to Exeter		
41%	South West Peninsula		
41%	North and East Midlands		
40%	London to Scotland East		
40%	South Pennines		
39%	Kent Corridor to M25		
37%	London to Scotland West		
32%	Midlands to Wales and Gloucestershire		 
30%	Felixstowe to Midlands		
30%	South Midlands		
28%	London to Leeds		
27%	London to Wales		
17%	North Pennines		

 Congestion/traffic queuing
  Roadworks
  Delays caused by accidents/roads closed
  Roads busy/high volume of traffic

Table 1.1 - Transport Focus summary

## 2. The route

The East of England route passes through a region that is home to 5.8 million people and is an integral part of the UK economy because of its agricultural, tourism, technology, and research and development industries. It spans the counties of Cambridgeshire, Essex, Norfolk and Suffolk, and the unitary authority of Peterborough.

The East of England route is formed of the A11, A12, A47 and A120 and connects the large and medium-sized urban centres of Peterborough, Norwich, Cambridge, Ipswich and Chelmsford, and the towns of Braintree, Colchester, King's Lynn, Great Yarmouth, Lowestoft and Thetford. These links provide access to the ports of Harwich, Lowestoft and Great Yarmouth on the eastern coast. It intercepts the London to Leeds East route, the London Orbital and M23 to Gatwick, and the Felixstowe to the Midlands routes. A free-flowing network is necessary for the economic performance of the region.

The A11 is a major trunk road connecting London and Norwich. It is a dual carriageway, with sections of 3- and 4-lane dual carriageway. The route has a number of bypasses (Red Lodge, Elveden, Thetford, Attleborough and Wymondham) and a mixture of at-grade and grade-separated junctions and minor accesses.

The A12 runs for approximately 127 miles from the Blackwall Tunnel in London to Great Yarmouth, predominantly along 2- and 3-lane dual carriageways. The section between Great Yarmouth and Lowestoft will be renumbered as the A47 in spring 2017.

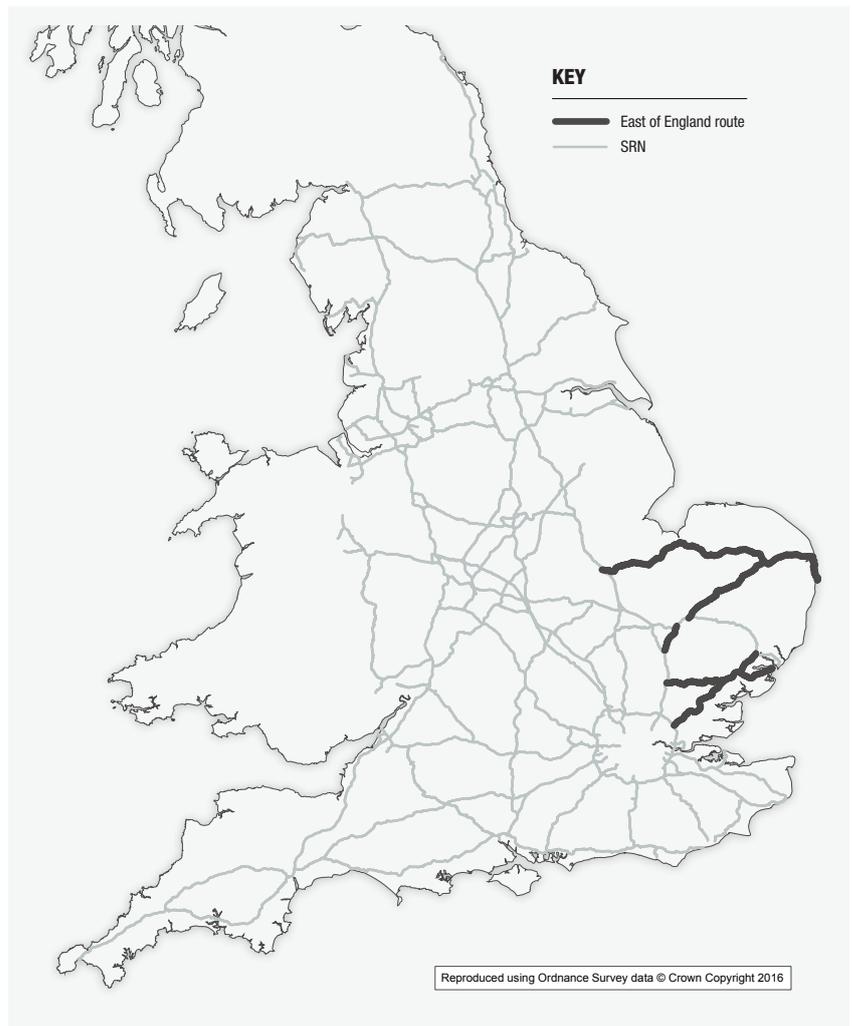


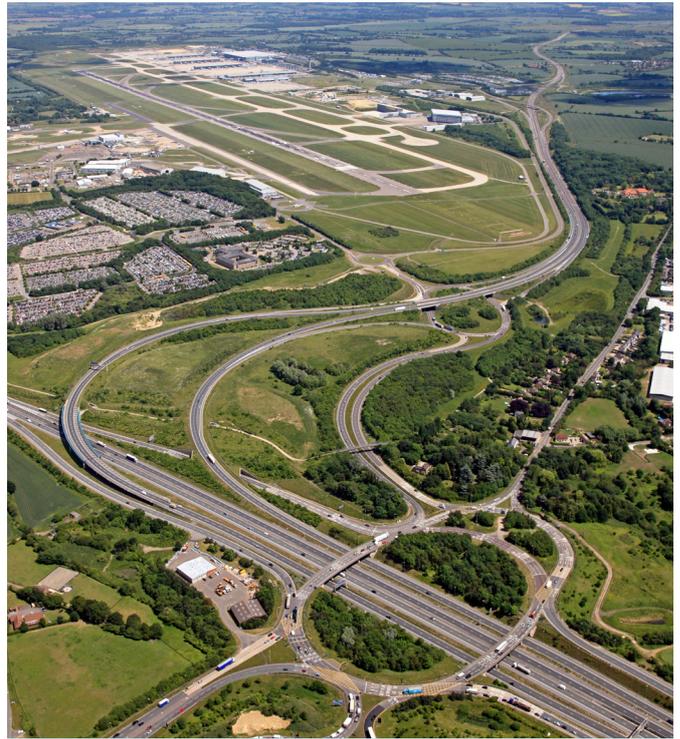
Figure 2.1 - Route overview map

The link provides accessibility and drives economic growth through its proximity to London, Colchester, Chelmsford and Ipswich, and the ports of Felixstowe via the A14 and Harwich via the A120. The region is highly dependent on the A12, as it is the only major access route north and south for commuters and freight companies transporting goods to and from the port of Lowestoft.

Between the M25 at junction 28 and the A14, the A12 is formed of 2- and 3-lane dual carriageways. It provides access to Chelmsford and Colchester as well as to the ports of Harwich and Felixstowe via the A120 and A14, respectively. The route has a number of at-grade junctions that contribute to congestion and journey time delays.

The A120 stretches from the intersection with the A10 at Puckeridge in Hertfordshire to the port of Harwich in Essex, with the section east of the M11 forming part of the SRN. The trunk road is vital, as it is one of the few routes that provide east–west access across the east of England. It is of particular importance to the areas of Harwich and Clacton-on-Sea, as it is the only major trunk road to the west and hence is integral to the shipping industry. The A120 also provides access to Braintree and Stansted Airport, Ipswich and Chelmsford via the A12, Thetford via the A131 and Cambridge via the M11.

The A47 is a 171-mile trunk road linking Birmingham to Lowestoft, with the section east of the A1 at Peterborough forming part of the SRN. The road varies between single and dual carriageway, and is a key east–west route connecting several conurbations, including Great Yarmouth, Norwich, King’s Lynn, Peterborough, Leicester and Nuneaton. Between Lowestoft and Great Yarmouth, the A12 (to be renumbered the A47 in spring 2017) is a mix of dual carriageway and single urban carriageway, with numerous at-grade roundabouts and minor access roads along the link. Several junctions along the route are grade-separated, however most remain at-grade.



*The region is highly dependent on the A12 as it is the only major access route north and south for commuters and freight companies.*



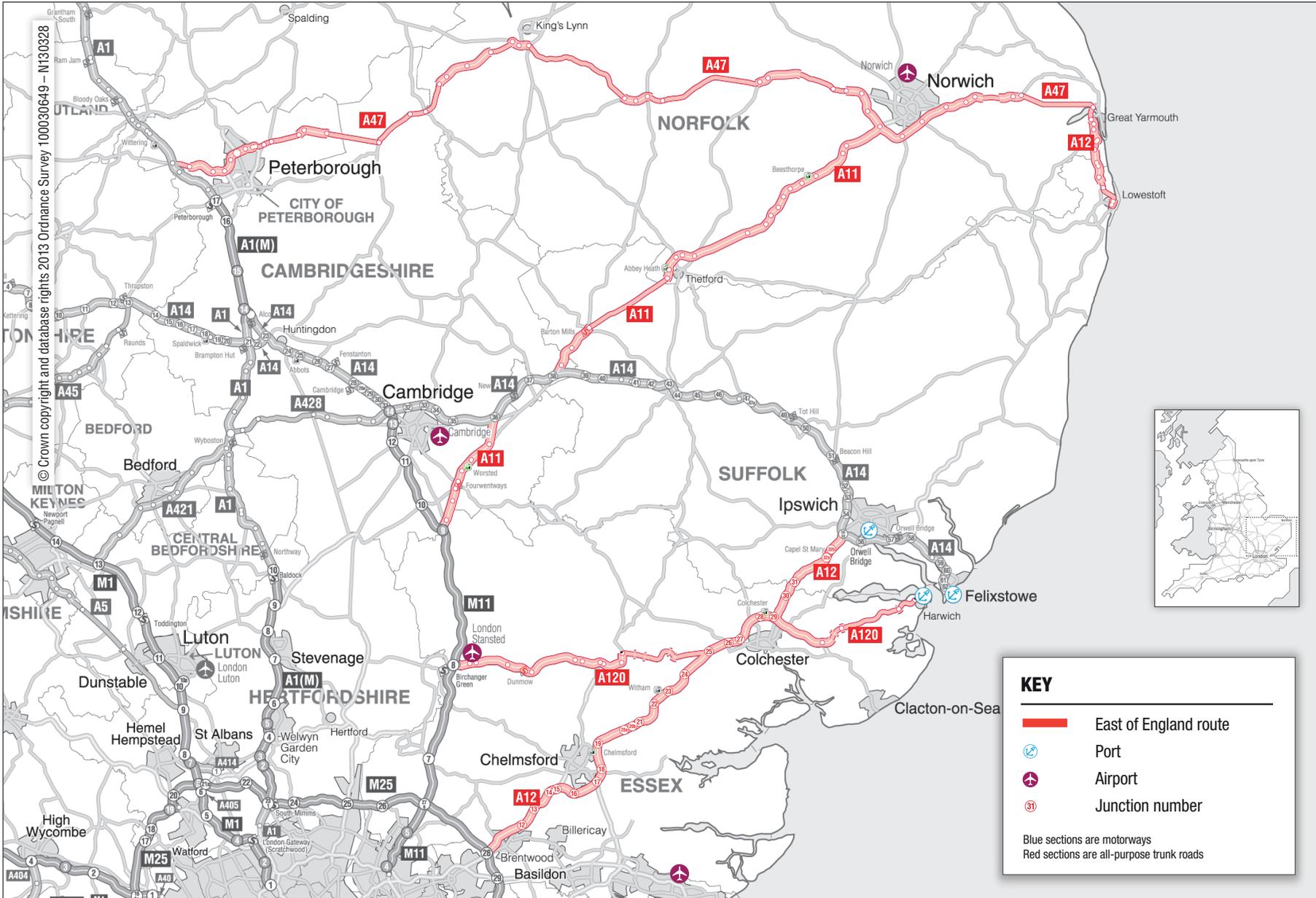


Figure 2.2 - Route Strategy overview map



## 3. Current constraints and challenges

This chapter outlines the emerging issues raised by stakeholders and is supplemented by Highways England information.

The following text and figures within this chapter provide a summary of the information collected and applied to our strategic themes.



### A safe and serviceable network

Safety issues across the route are caused by a number of factors, including: poor alignment and visibility; junction design; layby design; insufficient capacity; and a lack of facilities for motorised users.

There are particular safety related issues on:

- sections of the A11 where there are limited lay-by or hard shoulder facilities and high traffic demand
- the A12 between Lowestoft and Great Yarmouth which has a high collision rate
- on the A12 around junctions 31 and 32, where there are short slip roads
- single carriageway sections of the A47, particularly where there is congestion or the road passes through small settlements



### More free-flowing network

There are congestion issues on various parts of the route, shown in figures 3.1 to 3.4, which lead to delays and journey time unreliability. There is a variety of causes for congestion such as:

- high traffic demand, for example on the A120 between its junctions with the A133 and A1232
- queuing back from junctions onto the mainline, such as on the A12 at junctions 26, 31 and 32
- at grade junctions and roundabouts, for example on the Thetford Bypass (A11) and on the A12 between Lowestoft and Great Yarmouth
- pinch points such as the Bascule Bridge crossing at Lowestoft



### Supporting economic growth

The route has a strong economic function, with performance issues thought to be a potential constraint on further economic growth.

The A12 is strategically important, due to its proximity to large urban areas such as London, Colchester, Chelmsford and Ipswich, and its connection to the ports of Felixstowe via the A14 and Harwich via the A120. Congestion on the A12 is a potential barrier to economic prosperity.

The A120 is also strategically important to the local and regional economy, on account of its connection to the shipping industry. It is considered that the lack of capacity on the route leads to longer trips between the A133 and A1232, which is negatively affecting growth in the surrounding area.

The A47 connects and passes through several areas that have strong growth aspirations, for both residential and employment development. Several locations have issues of congestion which would probably worsen with additional traffic.

The local economies of Lowestoft and Great Yarmouth are highly dependent on this route, because of its strategic importance in connecting the region to the rest of the East of England. The lack of sufficient capacity, including at a number of at-grade roundabouts, may constrain further growth.

Other planned growth on the route includes the West Winch urban extension, which will lead to new employment sites at Hardwick and Saddle Bow, King's Lynn.



## An improved environment

Environmental issues with the route primarily concern: damage to properties, verges and roads; noise pollution; air pollution; and safety incidents.

The density of traffic on the A120 results in significant negative environmental impacts for local residents, most notably near to Marks Tey and Bradwell, where concentrations of poor air quality are identified. The highway surface in this area also creates local noise issues.

The eastern section of the A12 (to be renumbered the A47) is a heavily used section of the route, and Lowestoft and Great Yarmouth both suffer from noise and air pollution impacts.

It is also noted that the A47 passes through the Broads National Park, where environmental impacts are potentially of greater significance.



## A more accessible and integrated network

The main issues on the route are largely due to a lack of local accesses and community severance.

There are a number of areas along the A11 that may benefit from improved accessibility, primarily on the local highway network.

The A12 between M25 junction 28 and the A14 suffers from issues of accessibility. For example, westbound traffic from Colchester has to exit A12 at junction 28 and use 5 miles of local roads to reach west Colchester/Stanway. This creates environmental, severance and congestion issues.

The A47 also has some issues in relation to access and integration:

- There is a lack of alternative routes, as well as limited opportunities for refuge, particularly on the single-carriageway sections of the road
- The high proportion of HGVs using the A47 causes problems for residents, especially when the vehicles run through small settlements
- The route between Lowestoft and Great Yarmouth creates community severance due to insufficient facilities

East of England - Route Strategy: Map 1 of 4

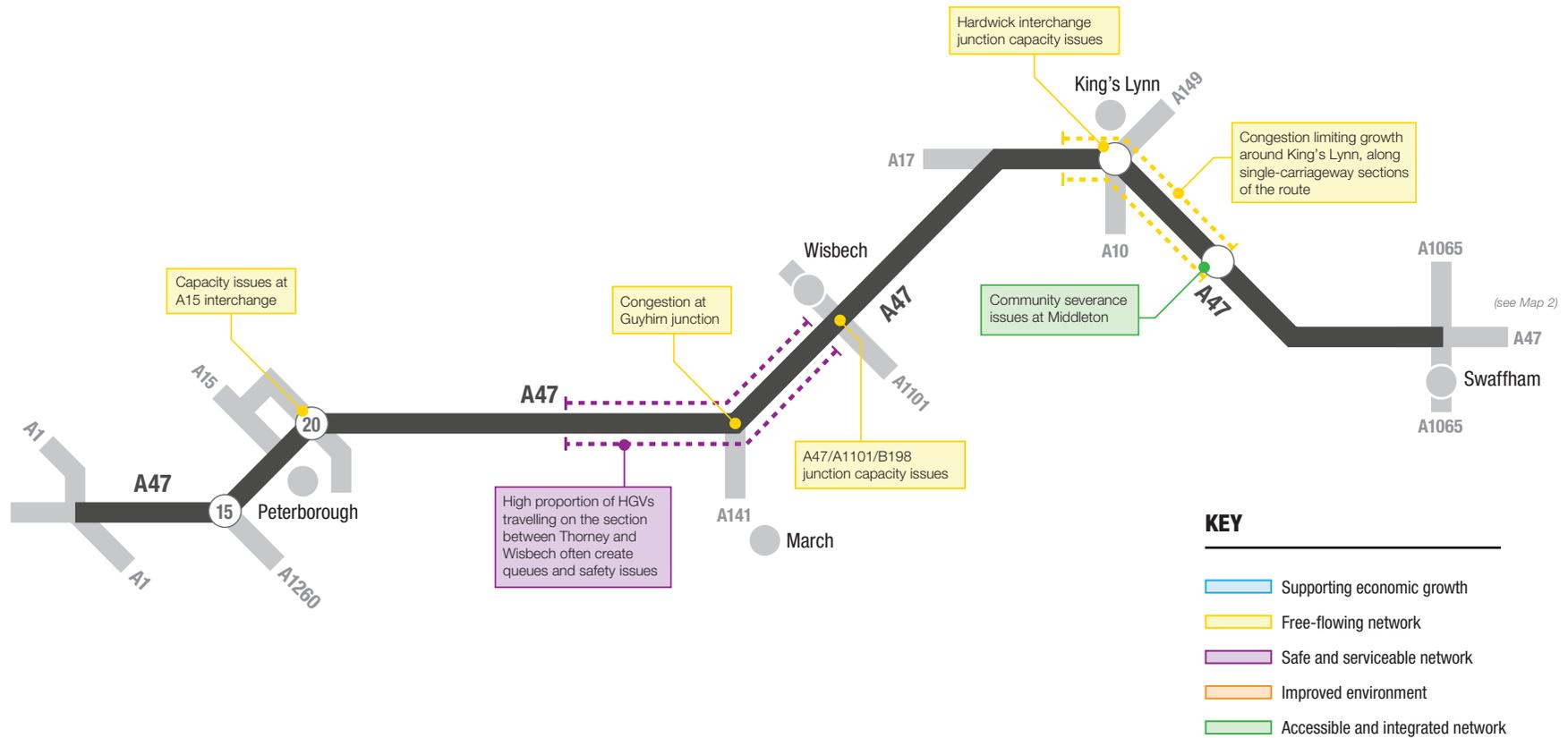


Figure 3.1 - Key challenges for the route

East of England - Route Strategy: Map 2 of 4

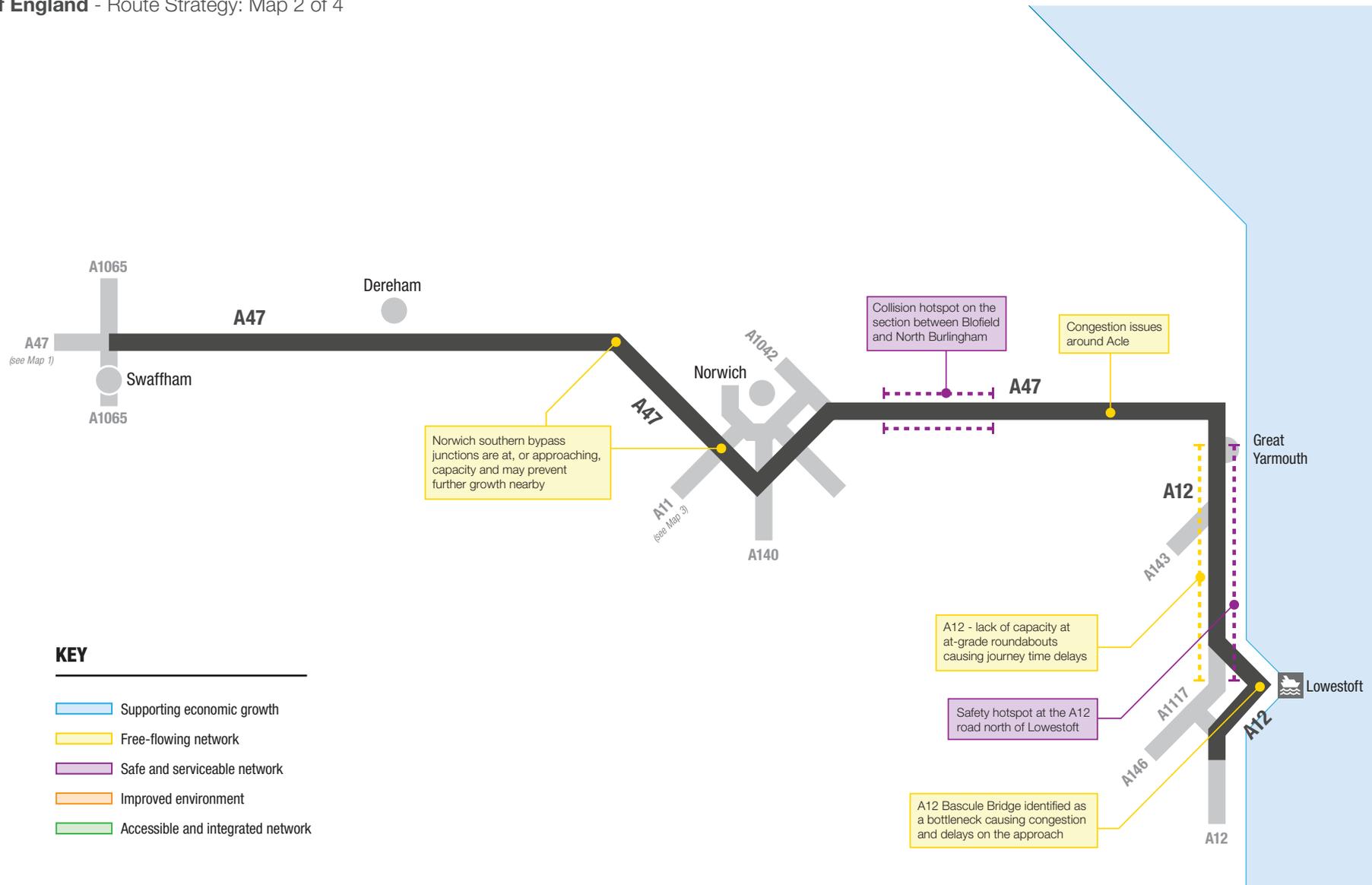


Figure 3.2 - Key challenges for the route

East of England - Route Strategy: Map 3 of 4

KEY

- Supporting economic growth
- Free-flowing network
- Safe and serviceable network
- Improved environment
- Accessible and integrated network

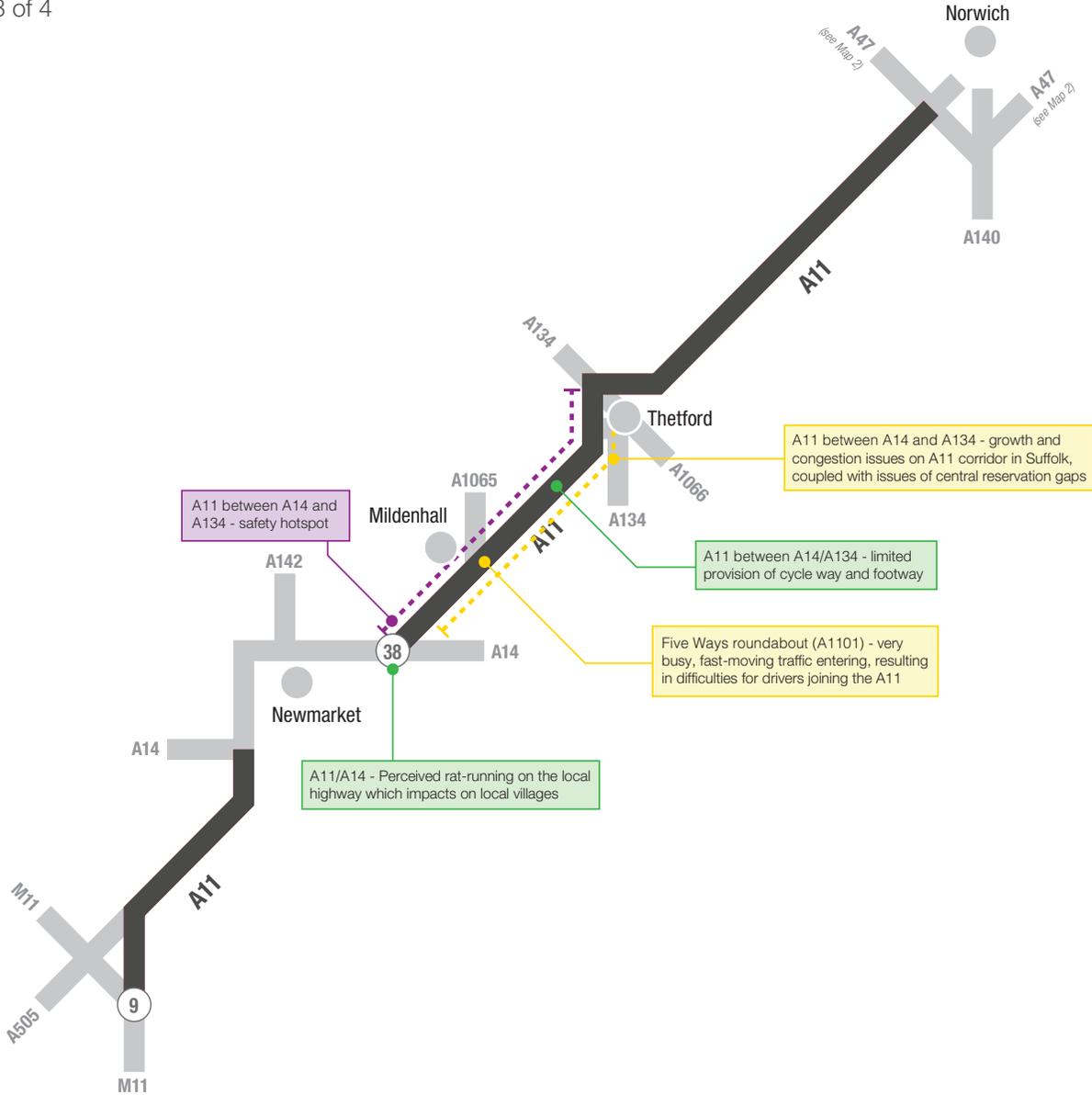


Figure 3.3 - Key challenges for the route

East of England - Route Strategy: Map 4 of 4

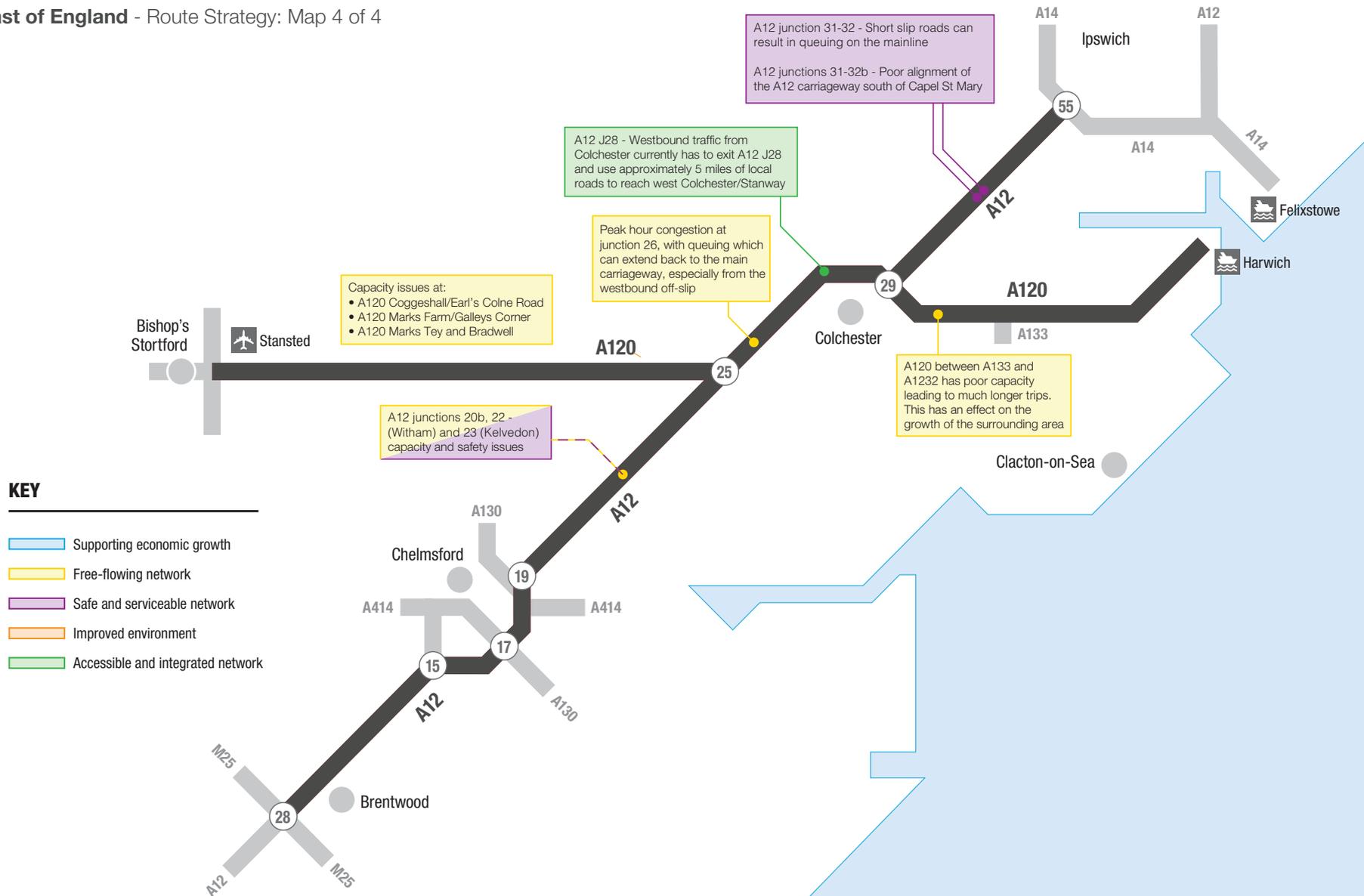


Figure 3.4 - Key challenges for the route

## Diversiónary Routes

An essential facet of a resilient road network is the ability to effectively divert traffic away from closed carriageways in the event of an unplanned incident. The map indicates the diversionary routes that currently exist on this route and that have been agreed with the local road network operator. However, it should be noted that the provision of these routes is dependent upon the nature of the incident and the suitability and availability of the surrounding network. In some instances, the diversion route may not be suitable for HGV traffic or might not be available due to events on the local road network. A review is currently underway to improve the quality and coverage of these routes, and to improve the traffic management procedures that are relied upon to implement these routes in the event of a carriageway closure.

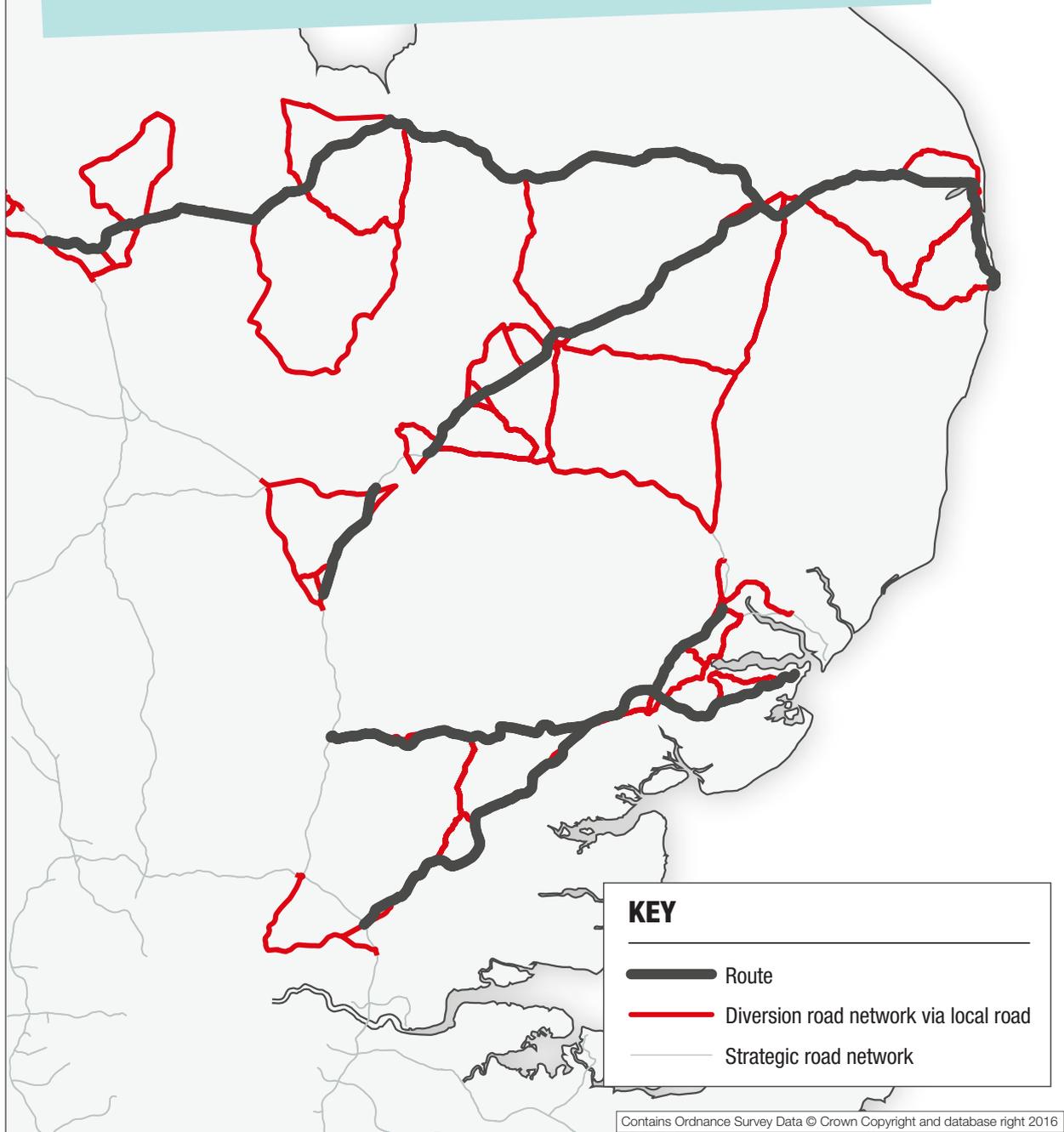


Figure 3.4 - East of England diversionary routes

## Maintaining the strategic road network

We carry out routine maintenance and renewal of roads, structures and technology to keep the network safe, serviceable and reliable. We also ensure that our contractors deliver a high level of service on the SRN to support operational performance and the long-term integrity of the asset.

The heavy year-round use of all our routes means that they require regular maintenance and inspections for repairs to keep them fully operational, in order to support economic growth. Our maintenance regime focuses on 4 key aspects of the routes: road surfaces, bridges and structures, drainage and earthworks. The summary condition of each on this route is set out below:

### Road surface

The surface condition across the route is considered to be sound or having some deterioration with less than 0.5% having severe deterioration that would require focused investigation.

### Bridges and structures

The structures across the route are mostly in very good or good condition. According to an analysis of current data, fewer than 3% of our structures are in poor or very poor condition.

### Drainage

Drainage assets are represented by both linear assets (for example pipes, channels, ditches, drains) and non-linear assets (for example gullies, chambers). Across the route, drainage assets are considered to be in very good condition for both linear and non-linear assets. Of those assets inspected, over 85% of both the linear and non-linear assets have been assessed as having no defects or only superficial defects.

### Earthworks

The geotechnical earthworks across the route are considered to be in very good condition, with the total length of earthworks that require further investigation amounting to less than 1%.

New assets have an operational 'life', during which, under normal conditions and maintenance, the risk of failure is expected to be low. Beyond this period, the risk of asset failure is expected to increase, although for many types of asset the risk of failure remains low and we do not routinely replace assets solely because they are older than their expected operational life. We use a combination of more regular maintenance and inspection, along with a risk-based approach to ensure that assets remain safe while achieving value for money from our maintenance and renewal activities.



### Future developments

We have taken steps to transform our approach to maintenance by establishing an asset management programme that develops and implements the Asset Management Framework for Highways England.

The framework aligns strategic objectives with regional asset management plans and lifecycle asset management plans. It also includes the analysis required to plan the investment and expenditure on the strategic road network during the next road period, developing the business case options for capital renewals. It will provide a clear articulation of the total value that will be delivered by investment in RIS2, including the costs and benefits of delivering the capital renewals programme.

### Operations

We are establishing a nationally consistent approach to the management of our operational capability through our Operational Excellence change programme. This will deepen our understanding of how our interventions impact on the performance of the network and on the journeys of our customers. We are using the latest analytical software to process traffic data and gain insight into:

- how our operational services can improve safety and provide security to road users
- how the attendance of a traffic officer has an impact on incident durations
- how information provided by Highways England can benefit road users who plan their journeys beforehand and then while on their journeys

By better understanding our current operational performance, we can create a baseline from which we can identify opportunities for improvement.

## 4. Current investment plans and growth potential

Investment in the strategic road network can make areas more attractive for inward investment, unlock new sites for employment and housing and facilitate regeneration.

From servicing the UK's logistics needs, linking our manufacturing heartlands and connecting to our international gateways, supporting services-driven activity in high-growth towns and cities, to meeting the needs of our visitor economy, the SRN is critically important to servicing the UK economy.

### Economic context

Highways England has been working with a wide range of stakeholders to develop a strategic economic growth plan, which we are calling *The Road to Growth*. This plan explores the economic role of the strategic road network, and aims to explain how we will further increase our contribution to the UK economy. As part of the evidence base for *The Road to Growth*, over 400 economic hotspots – or economic opportunity areas (EOAs) – around the SRN have been identified in consultation with Local Enterprise Partnerships (LEPs). The figures in this chapter highlight the EOAs which most closely align and are supported by the route.

To inform the development of *The Road to Growth* and assess the relationship between the SRN and economic growth, a suite of evidence reports were completed. These reports were published alongside The Road to Growth discussion paper and were subject to public consultation from November 2016 to January 2017. Alongside the engagement we have undertaken with all LEPs across England, the following evidence reports have ensured we have a more comprehensive economic evidence base and a better understanding of future challenges and opportunities:

- economic growth and the SRN – an evidence review of the relationship between transport investment and economic growth

- commercial development – an assessment of the relationship between the main property sectors and the SRN
- international gateways – a review of principal international gateways (ports and airports) and their contribution to the economy
- socio-economic analysis and future forecasts – mapping of socio-economic data (population, deprivation and employment) and sectoral forecasts up to 2030. This included identification of the likely growth forecasts for all sectors with a particular focus on those sectors heavily dependent on the SRN

*The Road to Growth* sets out our evidence findings to date and the steps we will take to enhance our enabling role in supporting economic growth.

### Innovation

In April 2016, we published our Innovation, Technology and Research Strategy which set out how Highways England will use pioneering behaviours to help support our strategic objectives and create value for customers and stakeholders.

The £150 million Innovation Designated Fund was established to support innovative capital projects and to support developing the use of emerging technologies, new materials and ways of working.

### Investment plans

The following figures show the location of Highways England major improvement projects which have previously been announced to help tackle some of the issues on the network. The Highways England website and delivery plan updates should be consulted for the latest information.

The figures also show strategic studies which have been progressed during RIS1, innovation projects and economic opportunity areas.

East of England - Route Strategy: Map 1 of 4

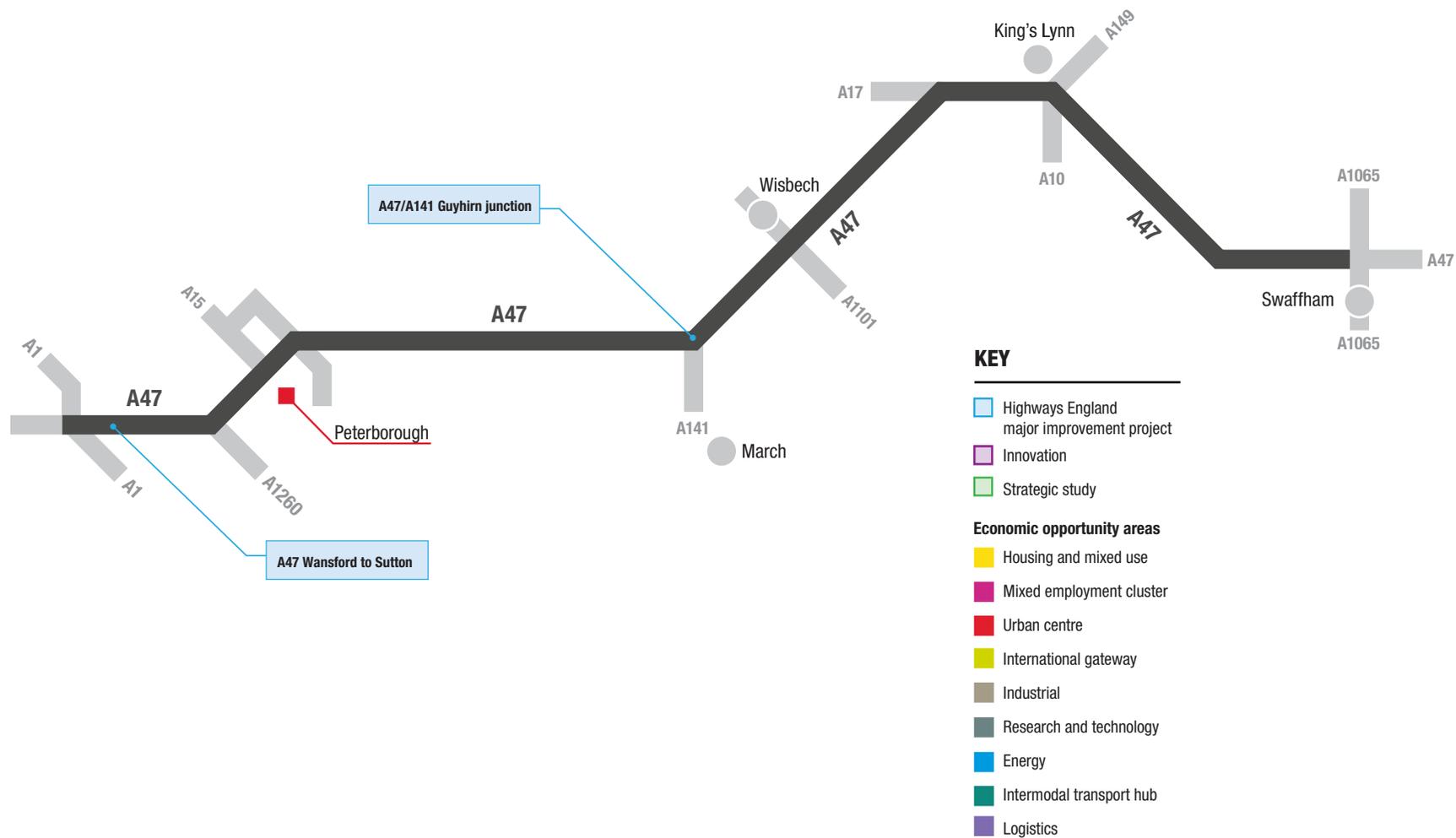


Figure 4.1 - Investment plans and economic opportunity areas

East of England - Route Strategy: Map 2 of 4

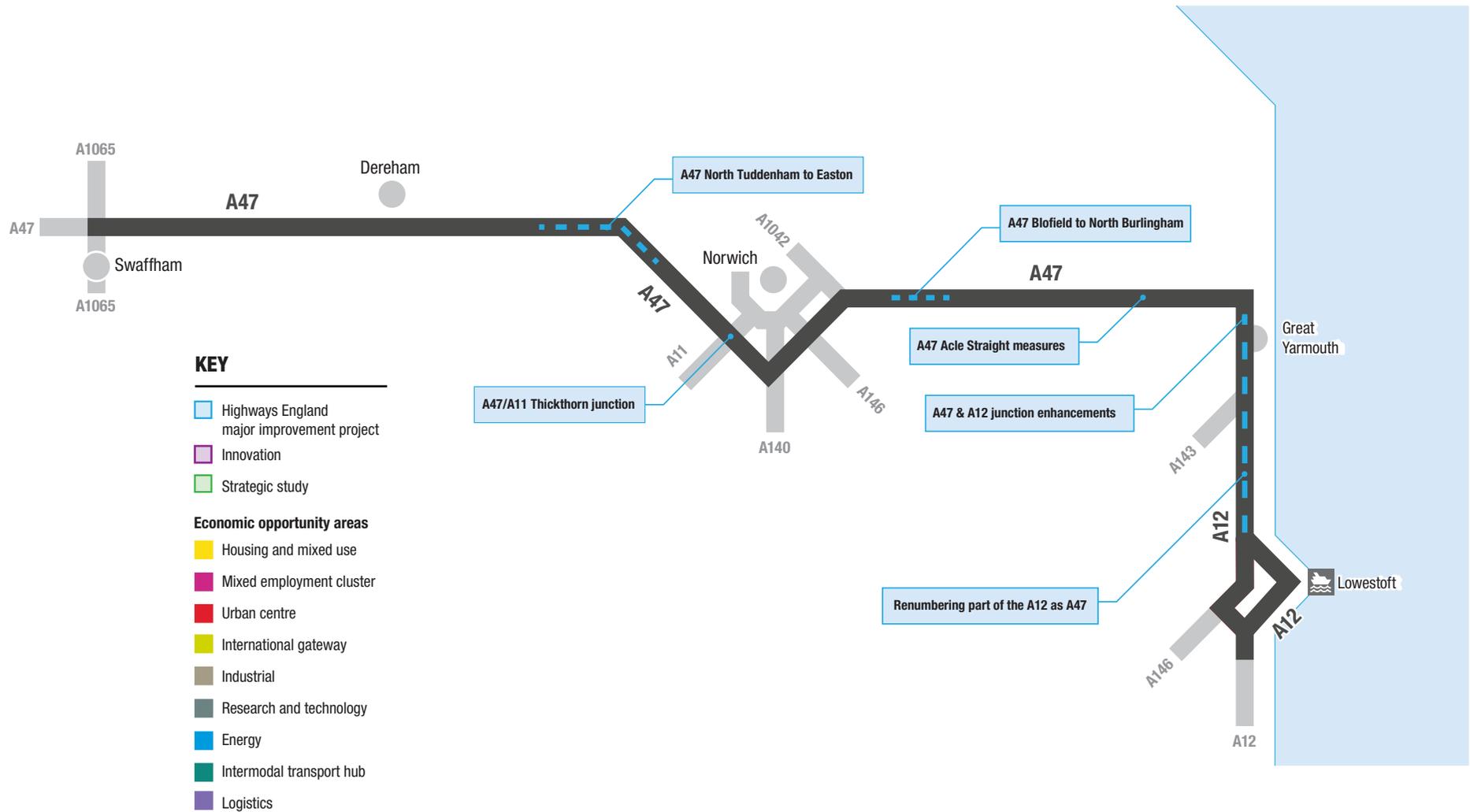


Figure 4.2 - Investment plans and economic opportunity areas

East of England - Route Strategy: Map 3 of 4

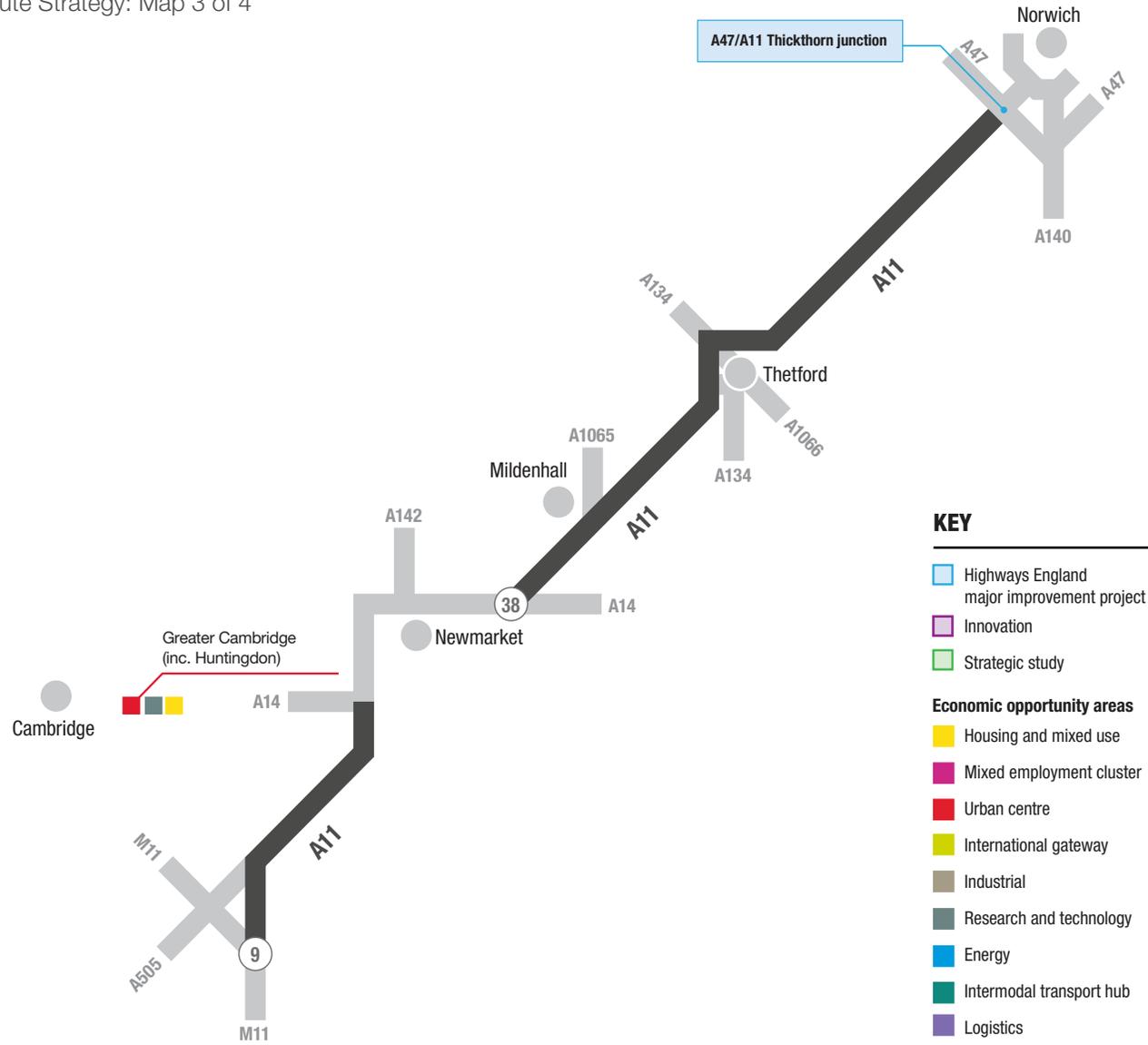


Figure 4.3 - Investment plans and economic opportunity areas

East of England - Route Strategy: Map 4 of 4



Figure 4.4 - Investment plans and economic opportunity areas



# 5. Future challenges and opportunities

Route Strategies have identified study areas on the strategic road network which require further investigation of the issues raised by stakeholders and identified through Highways England intelligence. These study areas will now be assessed further as part of our development for RIS2.

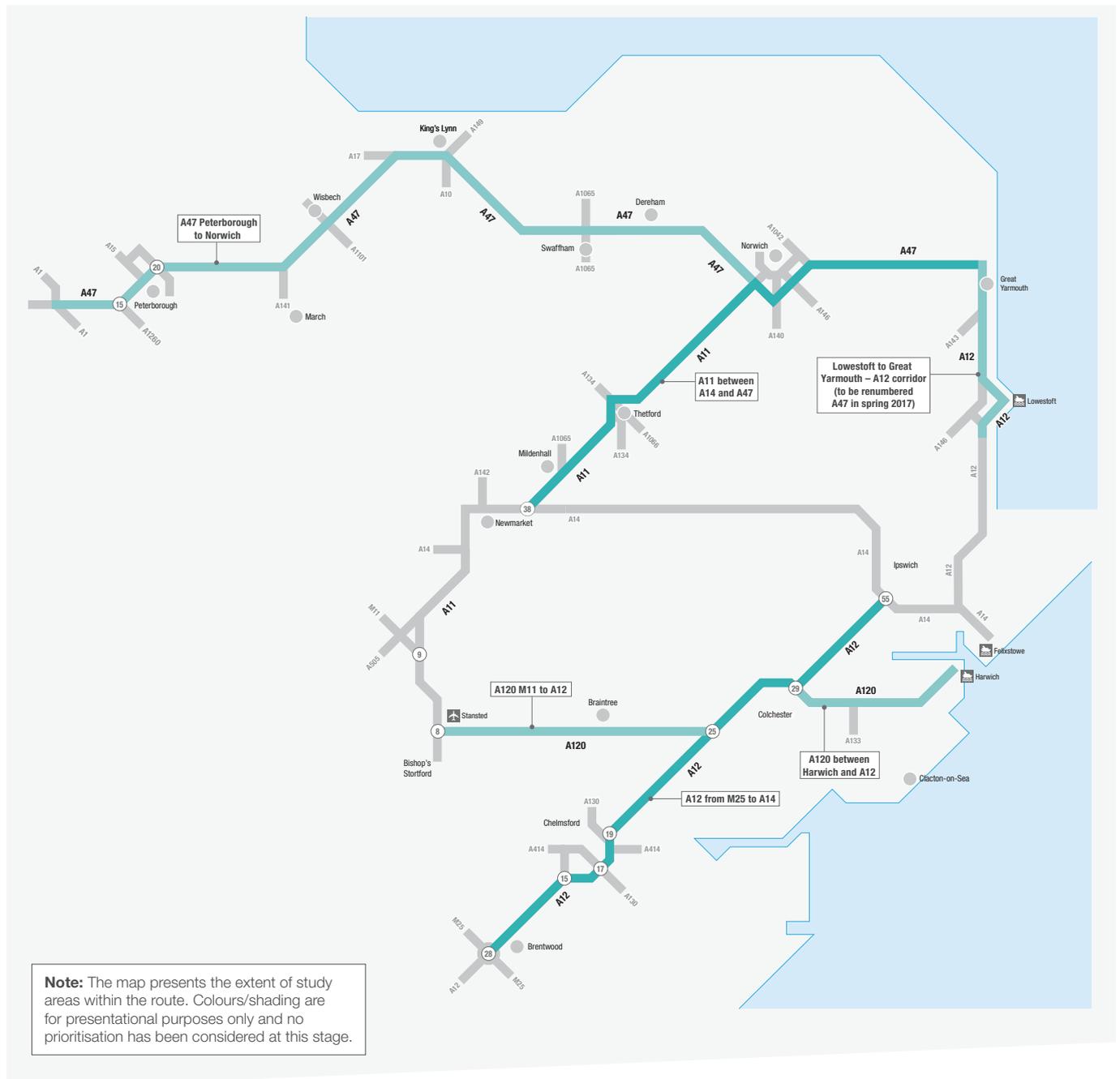
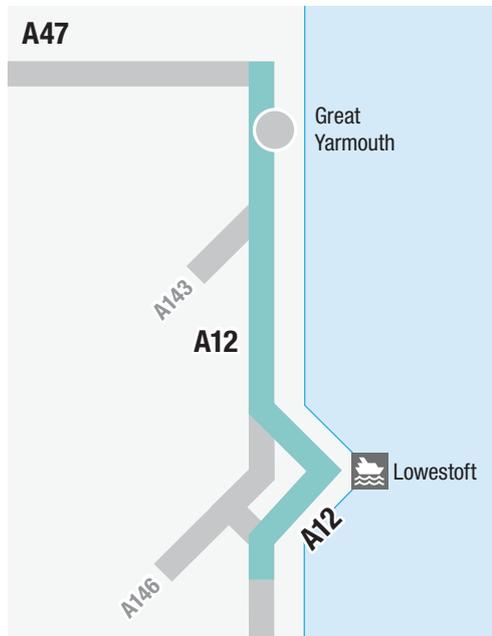


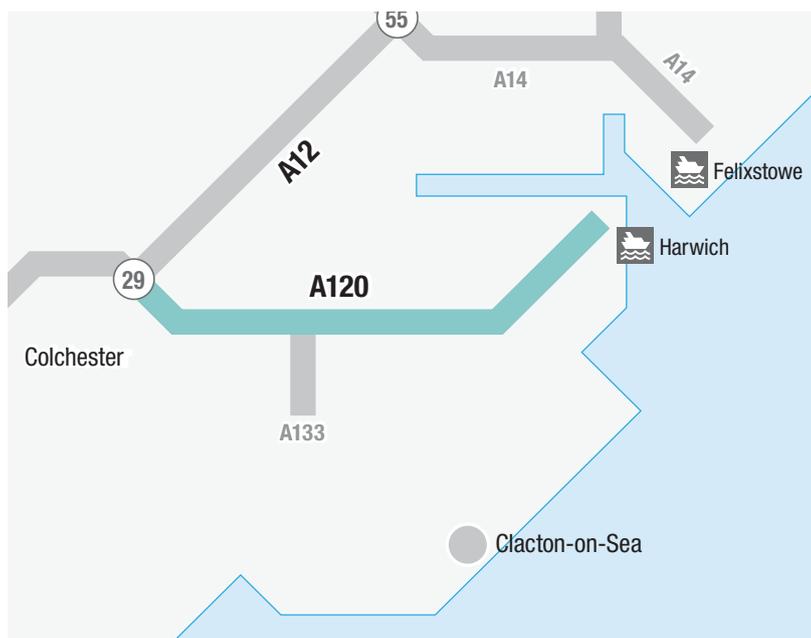
Figure 5.1 - Map of all study areas

## Lowestoft to Great Yarmouth – A12 corridor (to be renumbered A47 in spring 2017)



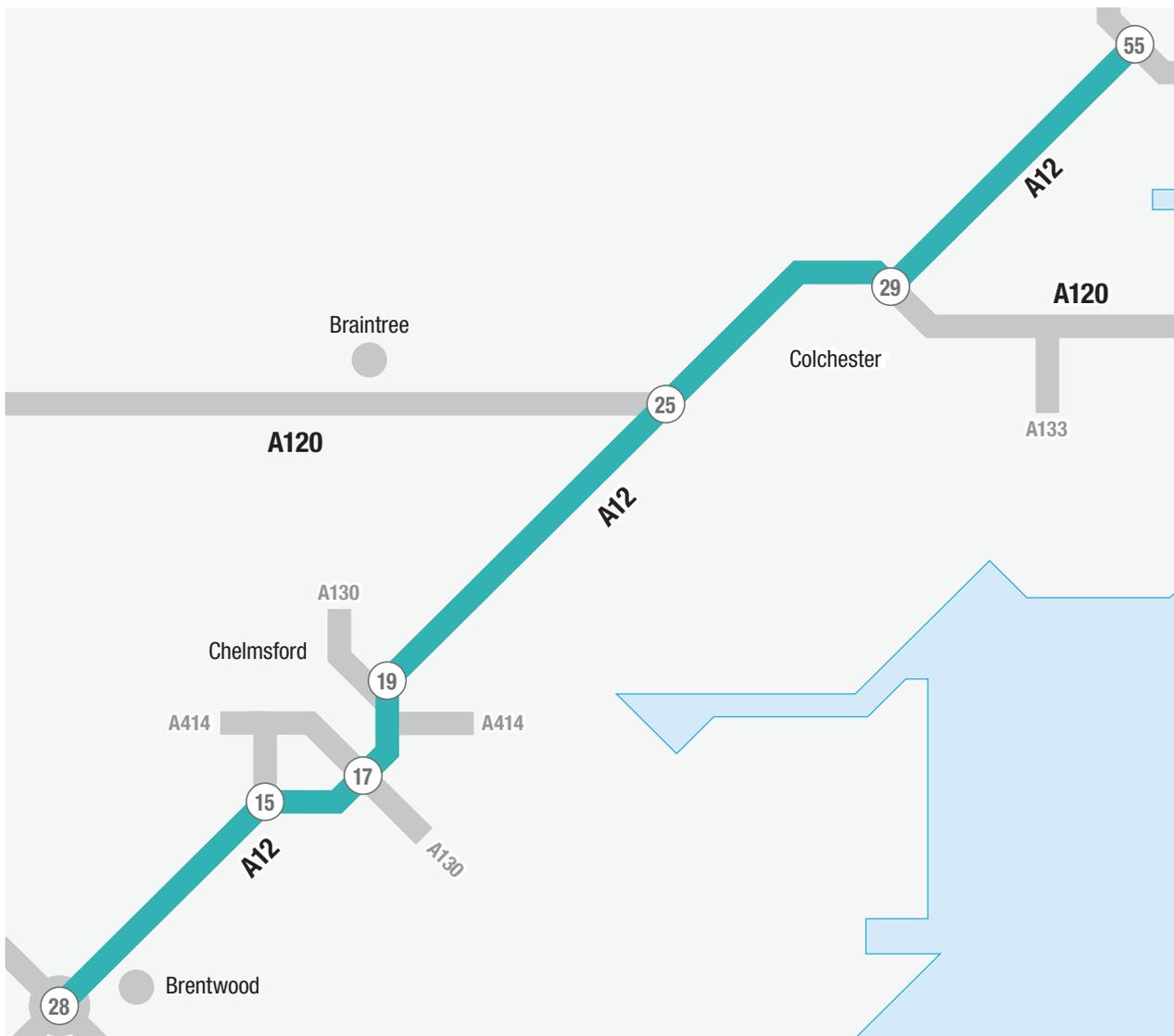
- There are congestion issues along this section of the A12 which are constraining local economic growth.
- There are a number of at-grade junctions in this section which reduce free-flow speeds and increase severance and incidents. These issues are likely to be exacerbated by growing vehicle usage in the area.

## A120 between Harwich and A12



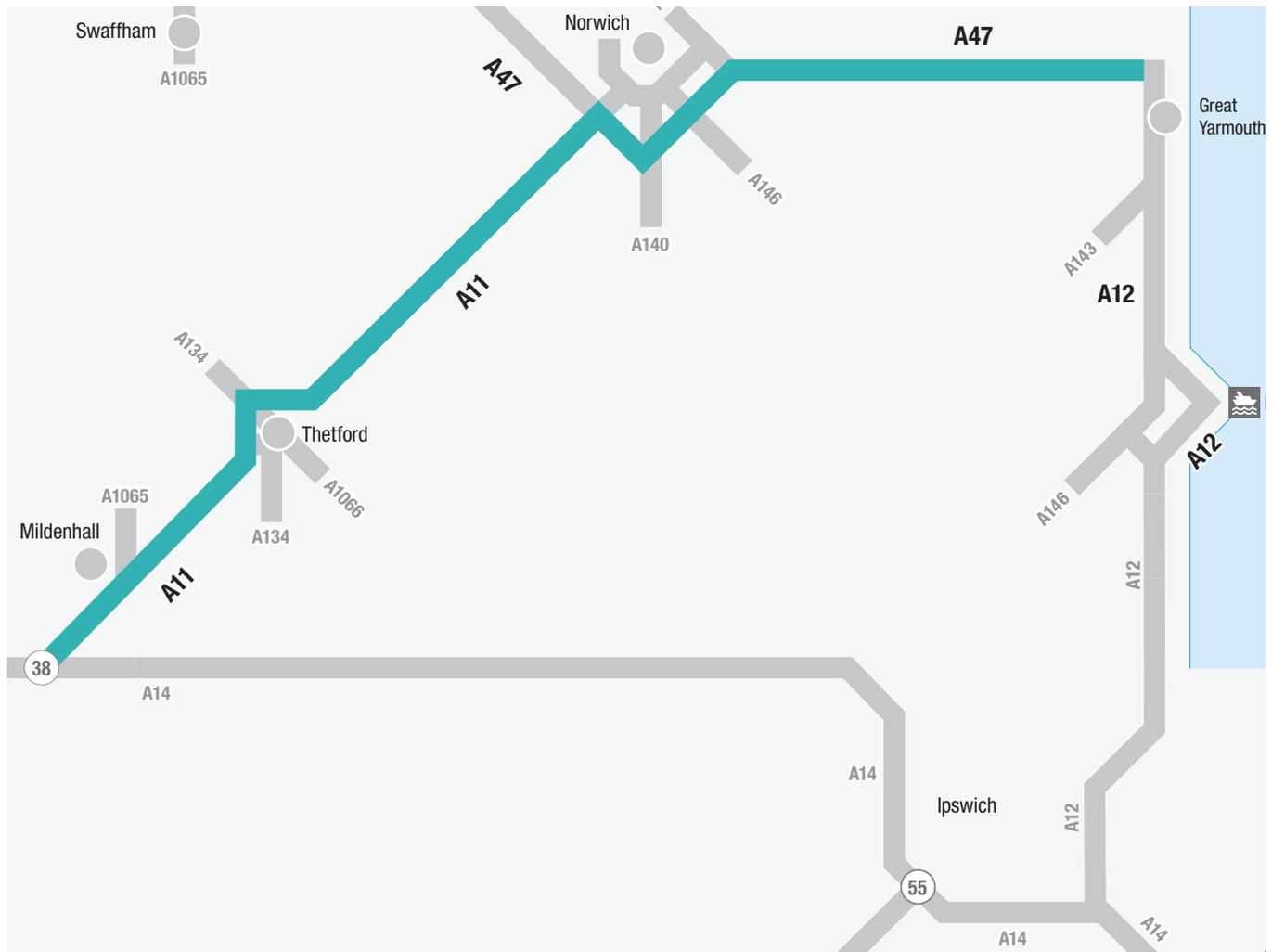
- Capacity issues are perceived to exist along the A120, especially between the intersections with the A133 and A1232, which form a vital part of the network, used by the shipping industry to haul goods from and to Harwich.
- Increasing levels of congestion will hamper economic growth.

## A12 from M25 to A14



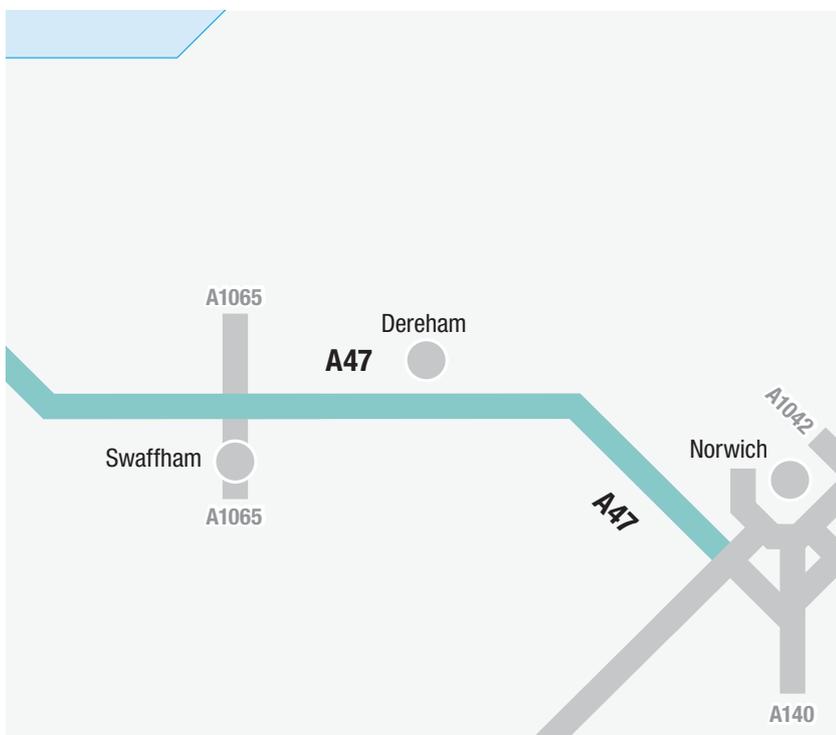
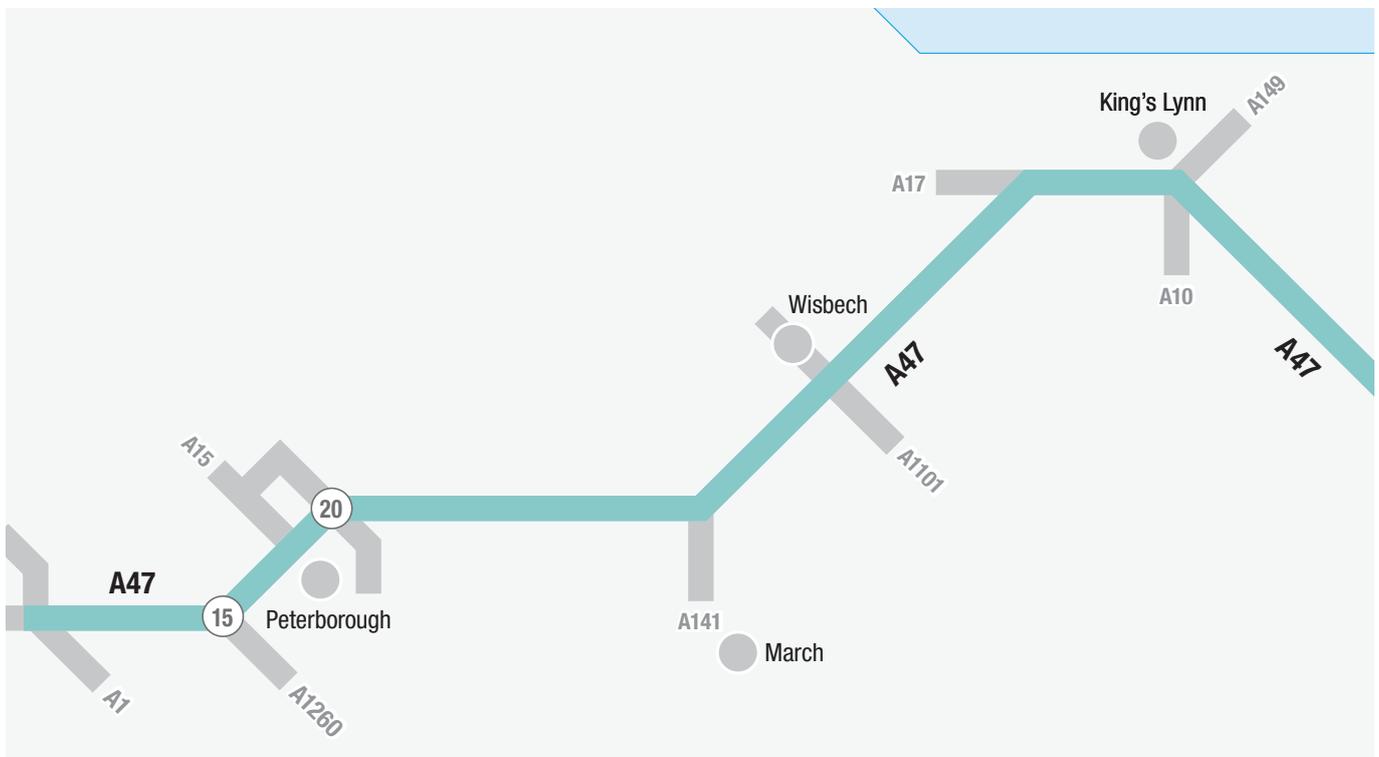
- Capacity and safety issues at junctions 20b, 22 (Witham) and 23 (Kelvedon) and congestion at junction 26 cause queuing on the off-slips. An increase in flows across this part of the network will exacerbate these capacity and safety issues.
- Currently there is limited access from junction 28 westbound to the areas of Colchester/Stanway. This results in vehicles using 5 miles of the local highway network, which has negative implications for local residents.
- Junctions 31 and 32 are prone to safety incidents caused by short slip roads, congestion and poor horizontal and vertical route alignment south of Capel St Mary. These issues will be exacerbated by forecast traffic growth.

## A11 between A14 and A47



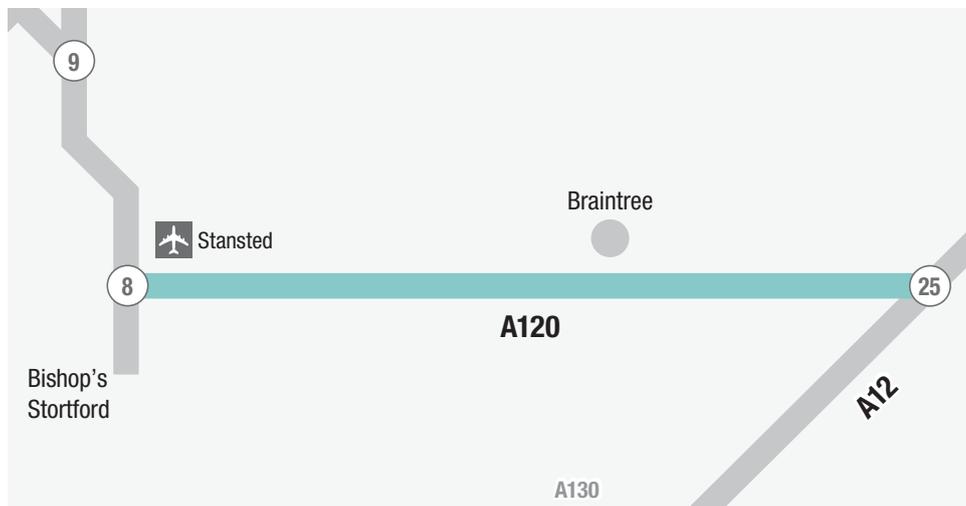
- Growth and congestion issues have been identified along the A11 corridor in Suffolk.
- Significant residential and commercial growth is planned in the region, particularly close to Norwich, which will create increased demand on the network. This will result in an increase in congestion along the corridor and a greater need to manage infrastructure more effectively.
- The Thetford bypass contains 4 at-grade junctions that contribute to delays due to vehicles joining and leaving the A11. With continued economic development, traffic around the area is anticipated to grow, and this will place greater pressure on these junctions.
- The Five Ways roundabout is a heavily used junction on account of the flow from the A11 in both directions. This limits the ability of traffic at the junction to join the roundabout due to vehicles approaching at high speed, leading to congestion and safety issues. Planned redevelopment of RAF Mildenhall will add further pressure.
- The lack of slip roads connecting the A11 South to the A14 East and the A14 West to the A11 North is perceived to encourage rat-running and increase traffic through local villages.

## A47 Peterborough to Norwich



- The route is congested at several locations, which could be expected to worsen due to significant planned developments.
- Dualling of the single-carriageway sections as part of RIS1 (for example, Norwich to Dereham) will help to reduce congestion; however, other sections of the route could see increasing congestion and safety issues.
- There are safety concerns at several locations on the route, for instance between Thorney and Wisbech.

## A120 M11 to A12



- There are concerns from local residents and businesses over safety issues and the condition of the highway in Marks Tey.
- Queuing and delays are significant at several junctions: A120 Coggeshall/Earl's Colne Road, A120 Marks Farm/Galleys Corner and through the villages of Marks Tey and Bradwell.

# 6. Next steps

Our findings from this and other Route Strategies, as well as other research, will inform our first Strategic Road Network Initial Report which is to be published later this year. This will form the basis of a public consultation, which in turn will feed into decision-making on the next Road Investment Strategy (RIS2).

We are looking ahead to the next RIS and how we can support the Secretary of State in ensuring that value for money investments are made in the road network. The process for developing RIS2 is set out in our licence, and is in 3 phases: research, decision and mobilisation.

We are currently in the first phase – **research phase** – where we are gathering wide-ranging evidence on the state of the network and how we can ensure that improvements have maximum impact. The series of Route Strategies, of which this is one, is an important part of this phase alongside the outcomes of strategic studies which looked at particularly complicated problems on parts of the network and how to tackle them. Another key source of evidence is the Strategic Economic Growth Plan (*The Road to Growth*), which examines where and how the SRN can help support economic growth. This will emphasise that sectors dependent on the road network employ 7.4 million people, that we are already doing a great deal to support growth and that we want to do even more.

Now that this series of Route Strategies is published, we will continue our engagement with stakeholders, including other transport providers and authorities, on how best to address problems and maximise opportunities. For example, in working towards seamless end-to-end journeys for our customers, we will be focussing on how the strategic road network links with local roads and other modes of transport.

Findings from the research phase will feed into Highways England’s Strategic Road Network Initial Report, expected to be published later this year, which will outline Highways England’s ambitions for the network across 2020–2025 and beyond. The Initial Report will be the subject of public consultation.

In the **decision phase**, the consultation feedback will assist the Department for Transport in developing RIS2. In turn we will develop a Strategic Business Plan (SBP) setting out how we will deliver RIS2 as a business. Both the RIS and SBP will be reviewed by the regulator of roads, the Office of Rail and Road, to ensure that we have made the most efficient decisions. The final documents are to be published in 2019.



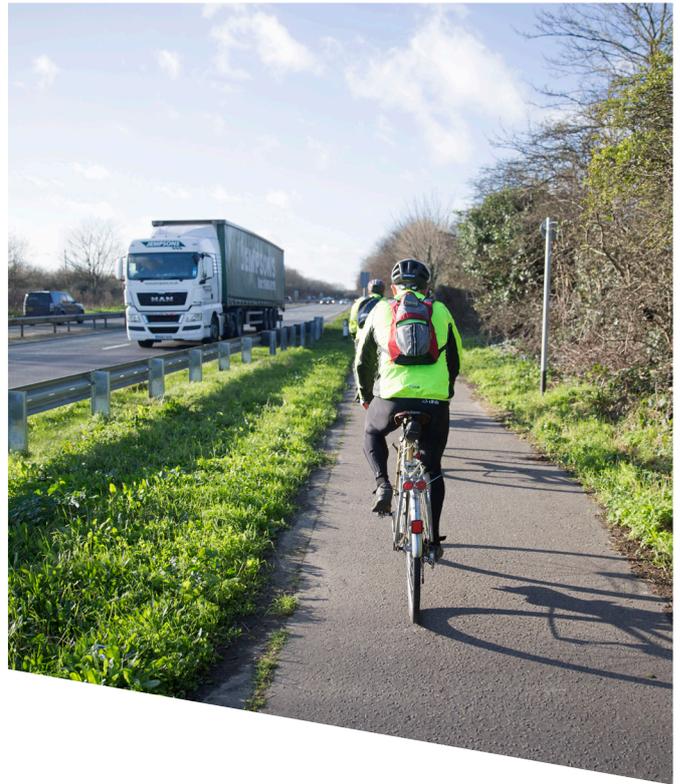
Figure 6.1 - RIS2 high-level process

In the final **mobilisation phase**, we will set out a Delivery Plan with a detailed programme of investment to be carried out in 2020 to 2025 on the basis of the commitments in RIS2.

Continued investment in modernisation, maintenance and operation will further improve the road network on top of the measures and schemes currently being undertaken, and will allow us to further support users of the strategic road network and the UK's economy. The rigorous process of developing RIS2 should ensure that the best use is made of taxpayers' money and that investments have the maximum impact.

The views and perspectives of different stakeholders, including motorists, are important to us. Stakeholders may also wish to contact one of the partner organisations. For example, stakeholders can keep up to date with Transport Focus' work, by signing up to their monthly electronic newsletter *Road User Voice*. Alternatively, stakeholders may prefer to make their views known through one of the many organisations involved in RIS2. They include the AA, RAC, RAC Foundation, Road Haulage Association, Freight Transport Association, Campaign for Better Transport, Confederation of British Industry and many others.

We will provide information about the process and emerging findings at events for representative organisations in spring 2017. At the same time, we are developing the dialogue with emerging STBs, local government, LEPs, business groups and environmental organisations. We want to align our analysis, and eventually our decision-making, with that of other organisations, so that we can maximise the benefit of investment, for example focusing on improving the interconnectivity between different modes and between the strategic and local road networks. This should lead to a richer discussion during public consultation on the Strategic Road Network Initial Report.





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