



Department
for Transport

Road Investment Strategy

M25 South West Quadrant Strategic Study

Stakeholder Reference Group





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Welcome



Agenda

	Time
1. Welcome and introduction	10:00 – 10:30
2. Roundtable 1 (inc. 15 mins feedback): Challenges	10:30 – 11:30
<i>Break</i>	11:30 – 11:45
3. Roundtable 2 (inc. 15 mins feedback): Addressing challenges	11:45 – 12:45
4. Closing remarks	12:45 – 13:00
<i>End</i>	13:00



Objectives For The Day

1. To inform and discuss with stakeholders the study and how it will influence the next Road Investment Strategy
2. To discuss with key stakeholders the challenges faced by the M25 SWQ and how these could be addressed
3. To seek views on the type of interventions we should be pursuing to meet these challenges



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The Team Today



- Paul Harwood, Project Manager
- Amelia Yeodal, Regional Sponsor M25
- Janice Burgess, Planning Manager M25



- Martyn Brooks, Project Director
- Andrew Stoneman, Project Manager



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- Philip Andrews, Deputy Director
Roads Futures
- Paul Hersey, Project SRO
- Shona Johnstone, Strategic Studies
Programme Lead
- David Bull, Regional Engager
- Maureen Pullen, Regional Engager



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The Study



Road Investment Strategy



Road Investment Strategy:
Overview



Road Investment Strategy:
Strategic Vision



Road Investment Strategy:
Performance Specification



Road Investment Strategy:
Investment Plan



- December 2014, the Government published the Road Investment Strategy, which outlined how £15.2 billion in capital spend will be invested on the strategic road network between 2015 and 2020.
- 84 new national road projects were announced, bringing the total being taken forward as part of the Road Investment Strategy to 127.



Background

Six Studies were announced in the first Road Investment Strategy to address issues too large or too complex to resolve in a single 5 year planning period and make fundamental choices about the future of transport in congested parts of the country.



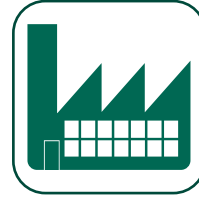
Trans-Pennine Tunnel



A1 East of England



Manchester Orbital
North-West Quadrant



Oxford to Cambridge
Expressway



Northern Trans-Pennine



London Orbital (M25)
South-West Quadrant



The Problem



The south-west quadrant of the M25 is the busiest road in Britain; it is essential to local people and long distance traffic



Pressure is also increasing fast: the busiest parts now carry over 220,000 vehicles per day and severe congestion is a regular occurrence



A strategic study has been commissioned to consider this issue and identify a lasting solution that can keep people moving for a generation to come





Challenges



The study will have to assess whether it is desirable and possible to enhance the M25; widening the road would be a considerable feat of engineering.



The study will also need to consider how to make best use of different transport modes and ensure that public transport and the local road network play their part.



The study needs to consider Government decisions taken on the location of airport expansion in the South East.



Existing Enhancement Plans



The first Road Investment Strategy made a number of commitments to begin enhancing the M25, through a mixture of schemes to improve sections, junctions and connections.



Within the study area, these commitments include introducing hard shoulder running between junctions 15 and 16 and four-lane through-junction running between junctions 10 and 12.



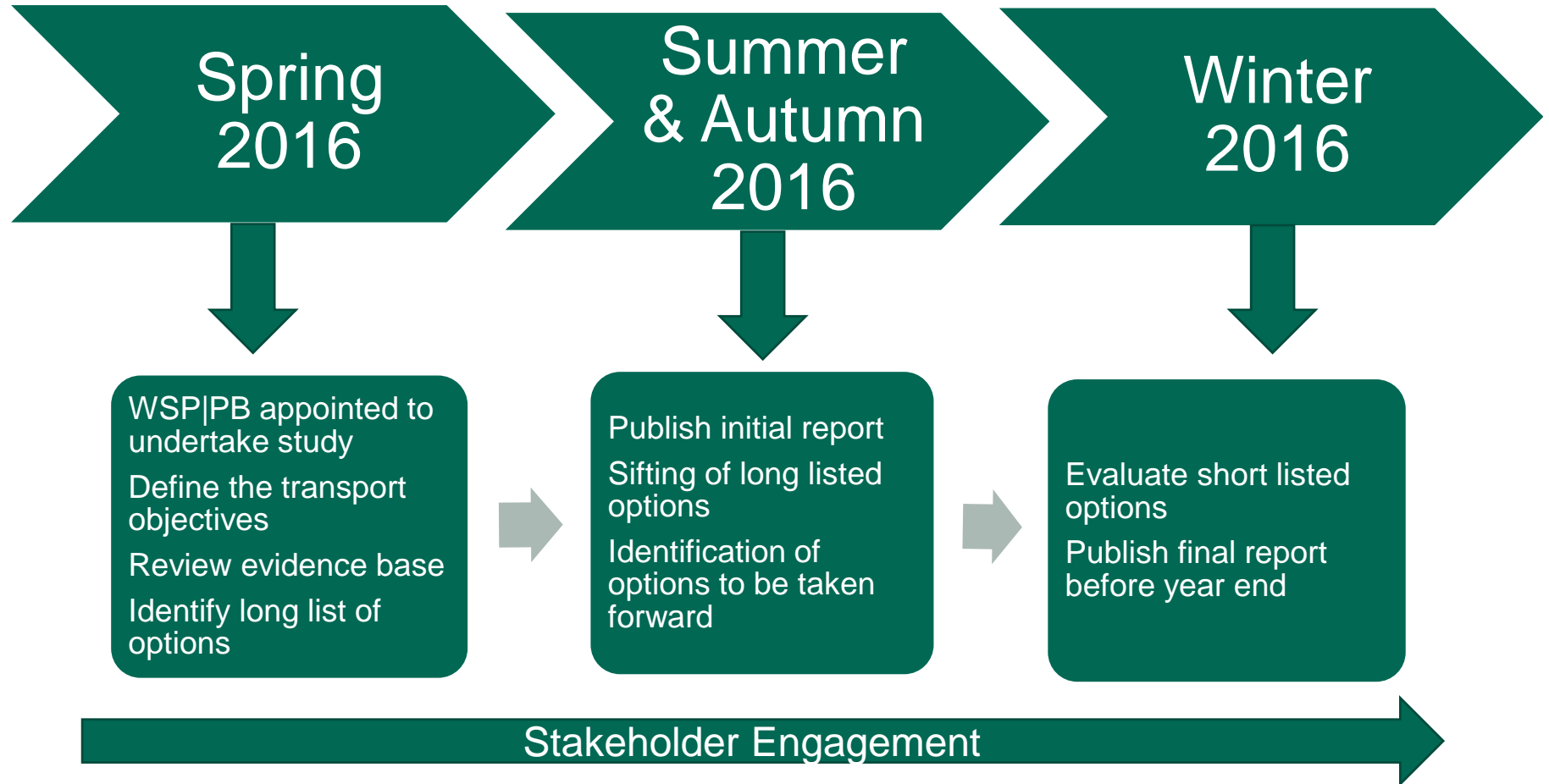
Plans for these improvements will be developed throughout 2016, 2017 and 2018, to enable works to start in 2019/20, and the schemes to open in 2022/23.



Stakeholder Reference Group

Aim:

Ensure that stakeholder views are understood and properly considered during the study process. It will provide a forum for dialogue between the study sponsors and project managers and the principal stakeholders with interests in the project.



PROJECT PHASES

- Making the case for change
- Agreeing a sifting tool & starting the long list
- Sifting the long list
- Detailing the short list

MAKING THE CASE FOR CHANGE

- **January 2016**
- **February 2016**
- **March 2016**
- **April 2016**
- May 2016
- June 2016
- July 2016
- August 2016
- September 2016
- October 2016
- November 2016
- December 2016

- Assembling evidence of “now”
 - Economic performance
 - Traffic performance
 - Environmental performance
 - Community characteristics
- Confirming constraints
 - Planning constraints
 - Environmental constraints
- Understanding the evidence for the “future”
 - Strategic economic plans
 - Population and economic growth
 - Housing need
 - Planned transport interventions
 - Macro-economic influences

SIFTING TOOL CRITERIA – WHAT IS SUCCESS?

- January 2016
- February 2016
- March 2016
- **April 2016**
- **May 2016**
- June 2016
- July 2016
- August 2016
- September 2016
- October 2016
- November 2016
- December 2016

- Statutory requirements
 - Environmental
- Government and local objectives
 - Political
 - Economic
 - Social and community
- Delivery requirements
 - Legal requirements
 - Funding needs
 - Timeframes
 - Delivery organisation processes
- Public acceptance

GENERATING AND SIFTING THE LONG LIST

- January 2016
- February 2016
- March 2016
- April 2016
- May 2016
- **June 2016**
- **July 2016**
- **August 2016**
- September 2016
- October 2016
- November 2016
- December 2016

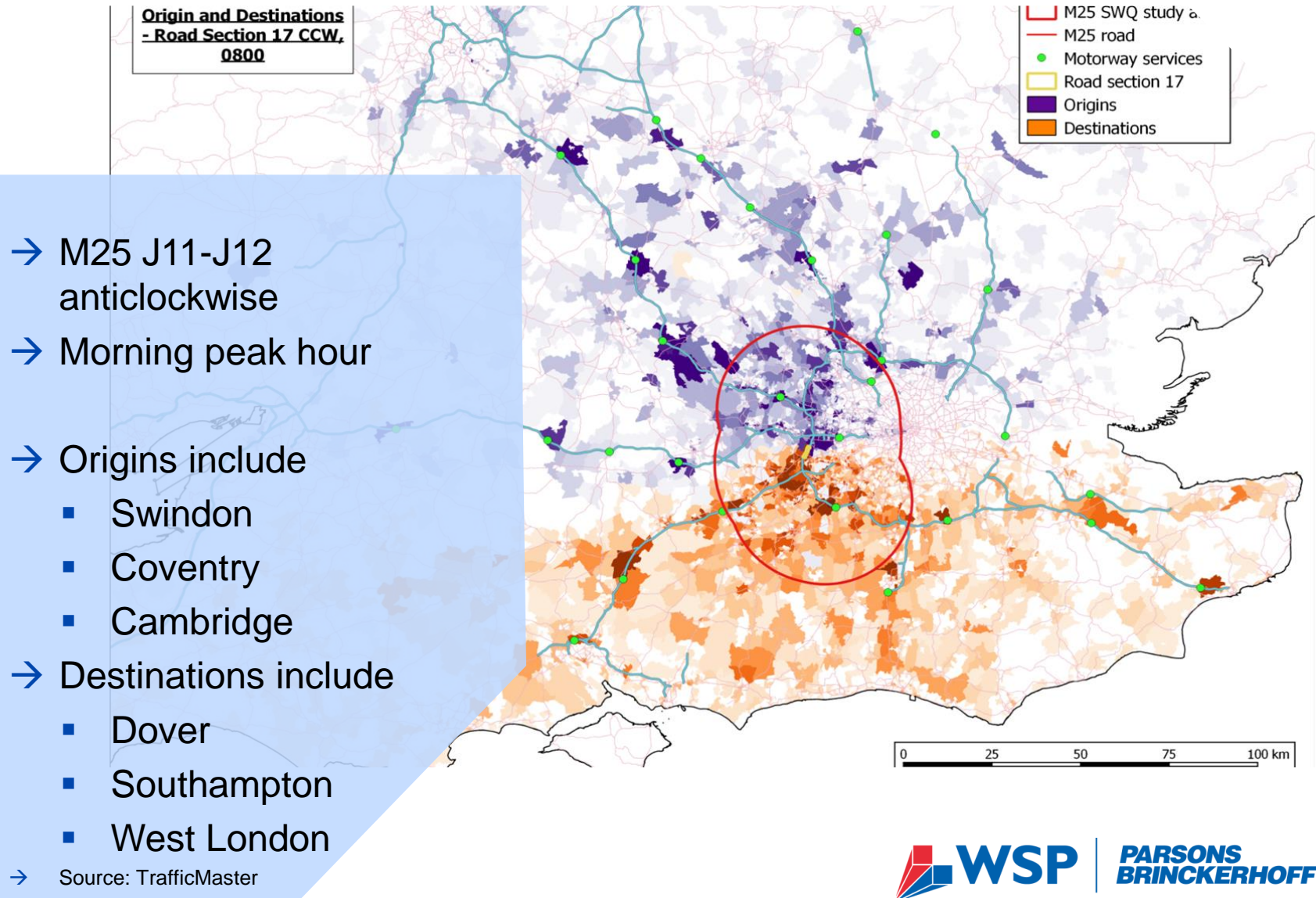
- Creating the long list of interventions
 - Policy
 - Spatial planning
 - Make better use of existing infrastructure
 - Additional infrastructure
 - Non transport
- Packaging interventions
- Testing and scoring with the sifting tool
- Confirming a shortlist of “most likely to succeed” interventions

DETAILING THE SHORT LIST

- January 2016
- February 2016
- March 2016
- April 2016
- May 2016
- June 2016
- July 2016
- August 2016
- **September 2016**
- **October 2016**
- **November 2016**
- **December 2016**

- Design
- Environmental impacts
- Costs
- Travel impacts
- Wider economic impacts
- Delivery timeframe
- Delivery process

TRAVEL ON THE M25



TABLES

→ 8 table facilitators

- Names and discipline

→ Role

- Keep you talking
- Make some notes

- Tom Metcalfe
 - *Transport models and data*
- Fintan Geraghty
 - *Economist*
- Louise Mantrunola
 - *Environmental co-ordinator*
- Nigel Wilkinson
 - *Local highway infrastructure*
- Oliver Stanyon
 - *Rail planning*
- Graham James
 - *Public transport planning*
- James Purkiss
 - *Spatial planning*
- Fraser Reid
 - *Sustainable transport planning*

ROUNDTABLE 1

→ The challenges.

1. What do you believe are the causes of the congestion on the M25 between Junctions 10 and 16 and what evidence is there to support these claims?
2. What challenges (existing and future) does the congestion on the M25 between Junctions 10 and 16 present to you in terms of impacts on businesses, your local environment, your communities and those you represent and speak on behalf of?

ROUNDTABLE 2

→ How to address the challenges

1. What should be done (considering all transport modes, government objectives and local objectives)?
2. What should not be done?
3. What does success look like?



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Closing Remarks



Next Steps

- ▶ Comments from today will be used to inform the initial report. Please send us any additional comments, questions, data, reports or ideas – M25SWQuadrant@highwaysengland.co.uk
- ▶ We will circulate a minute of this meeting alongside the slides presented today
- ▶ Next stakeholder reference group will be in spring /early summer