



Department
for Transport

Strategic studies programme update

Stakeholder Reference Group, 20 February 2017





Agenda

Time	Item
10:00 – 10:10	Plan for the day / strategic studies update
10:00 – 10:40	Summary of responses received back from stakeholders and what we did with the responses
10:40 – 11:10	Study findings
11:10 – 11:20	Break
11:20 – 12:00	Roundtable discussions on study findings
12:00 – 12:30	Feedback from roundtable session / next steps

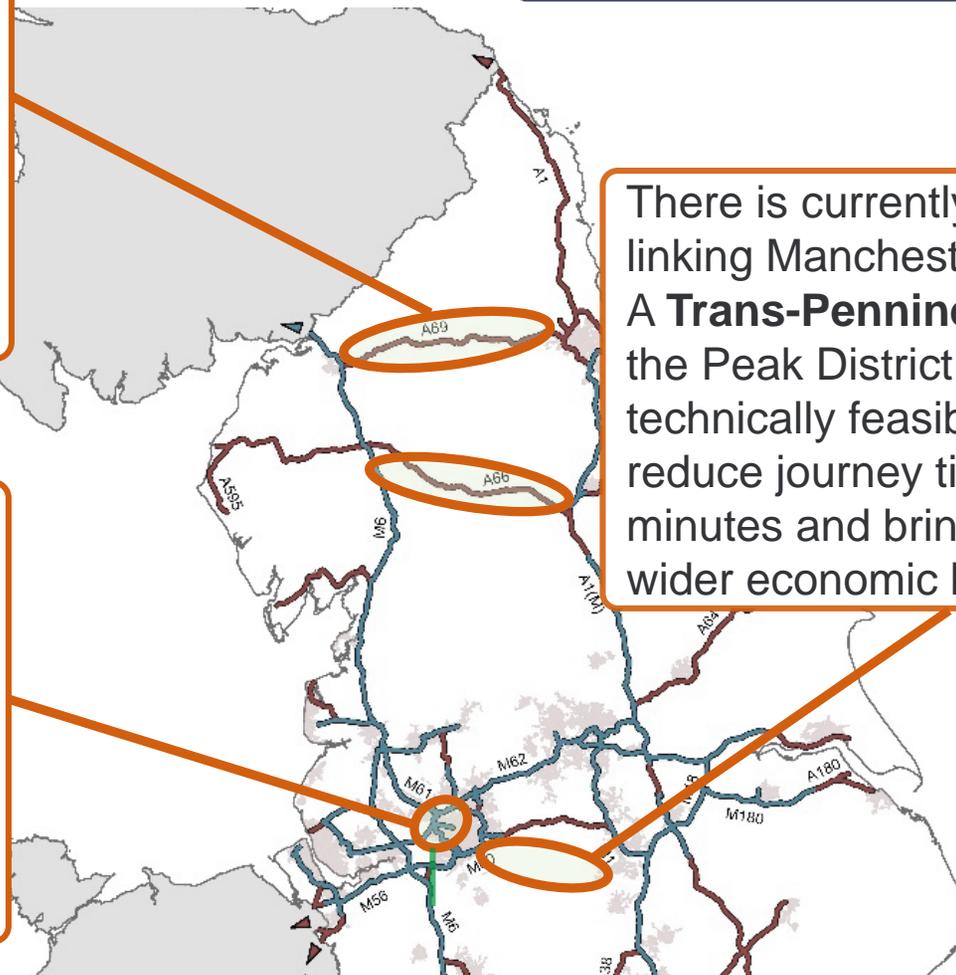


Trans-Pennine connectivity north of Manchester is poor; there is no complete east-west dual carriageway link before Edinburgh. Upgrading **Northern Trans-Pennine** routes, the A66 and A69, could bring significant benefits to freight.

Stage 3 reports published Nov '16

Manchester's North West Quadrant is very congested and near capacity; additional capacity either on the road or nearby could support growth. Multimodal options are being considered to mitigate the environmental challenges.

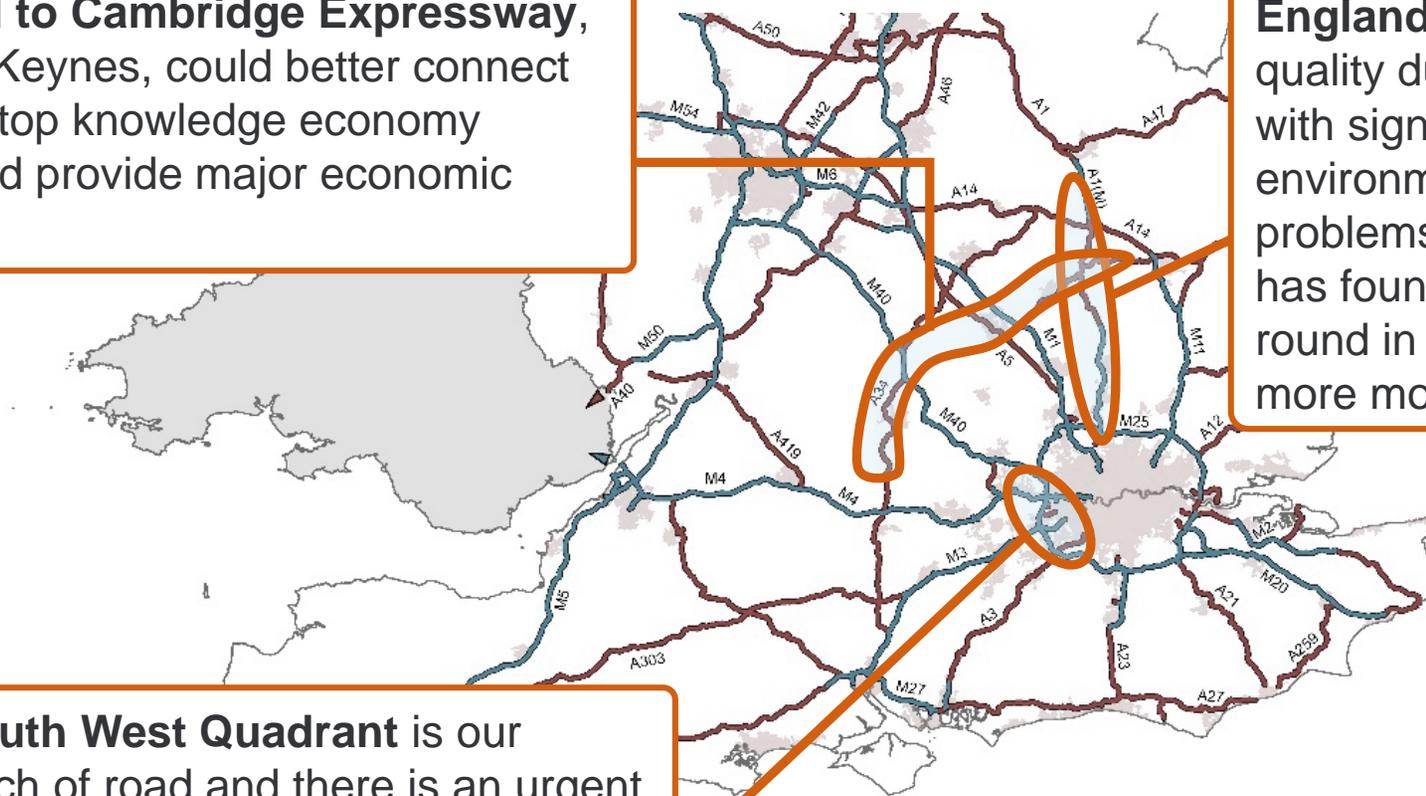
There is currently no modern road linking Manchester and Sheffield. A **Trans-Pennine Tunnel** under the Peak District National Park is technically feasible and could reduce journey times by 30 minutes and bring significant wider economic benefits.





An **Oxford to Cambridge Expressway**, via Milton Keynes, could better connect England's top knowledge economy centres and provide major economic benefits.

The **A1 in the East of England** is a poor quality dual carriageway with significant environmental problems. The study has found benefits all-round in providing a more modern link.



The **M25 South West Quadrant** is our busiest stretch of road and there is an urgent need to address congestion. Introducing extra capacity, multi-modal improvements or demand management would reduce this barrier to growth.

A1 and Oxford to C'bridge stage 3 reports published Nov '16. M25 to be published soon.



What next for the strategic studies?



3 studies are moving into formal scheme development now



2 studies require further modelling and analysis to determine how to progress



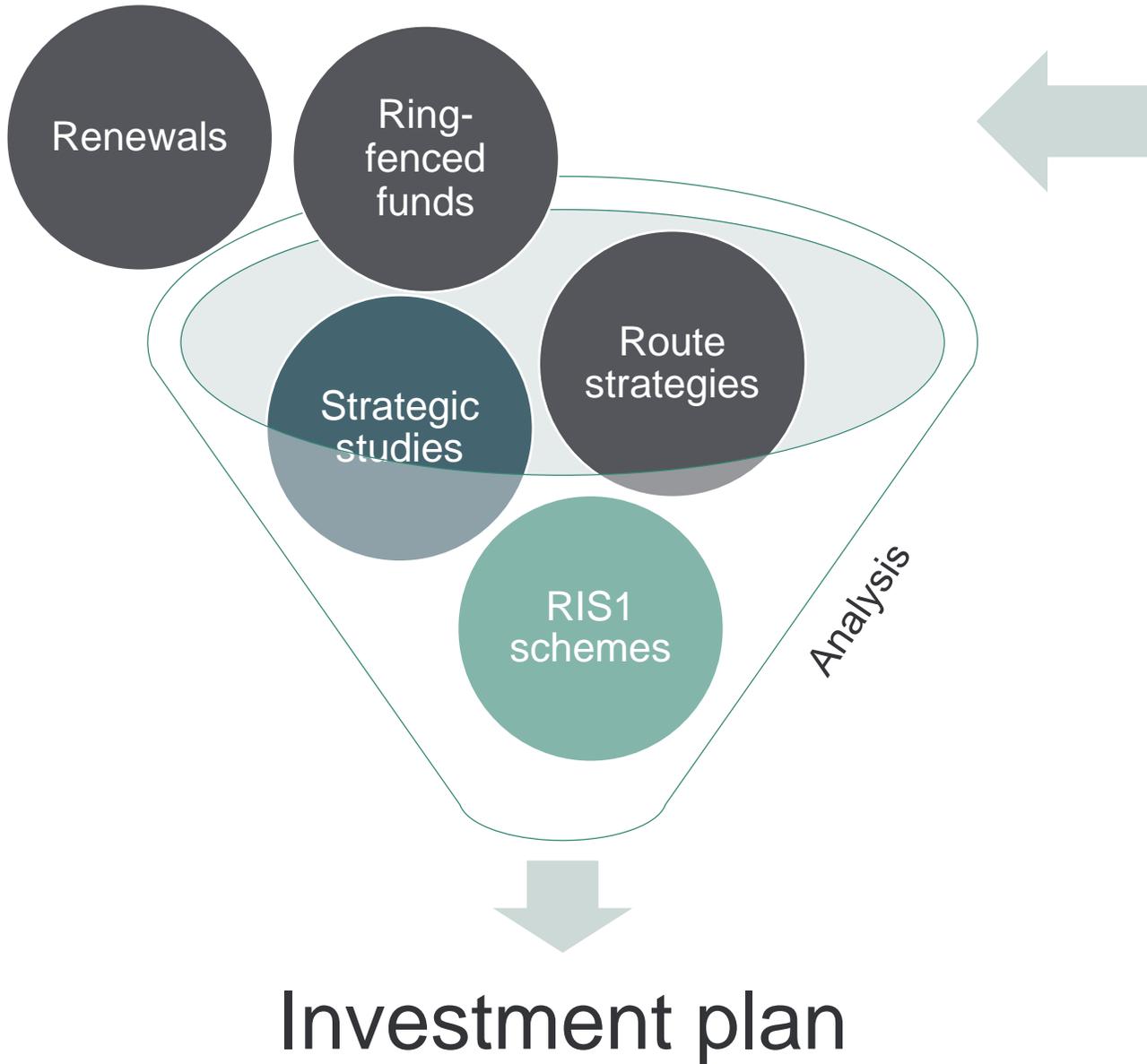
All studies will undergo further analysis using Highways England Regional Transport Models. This further analysis will be used to inform final SOBCs, which will be published when complete.

Autumn Statement confirmed that some could progress to the next stage of development now

The M25 Study is likely to fall into the category of requiring further analysis before moving into scheme development



How will the strategic studies be considered in the RIS?



Stakeholder / public engagement





We have set out a framework for how RIS2 will look

1

RIS2 has five key aims ...

- a) Economy
- b) Network Capability
- c) Integration
- d) Environment
- e) Safety

2

It seeks to take account of a
changing world ...

- a) Devolution
- b) Growth & Economic
Change
- c) Population Growth &
Demographic Shifts
- d) Environment & Climate
Change
- e) Technology

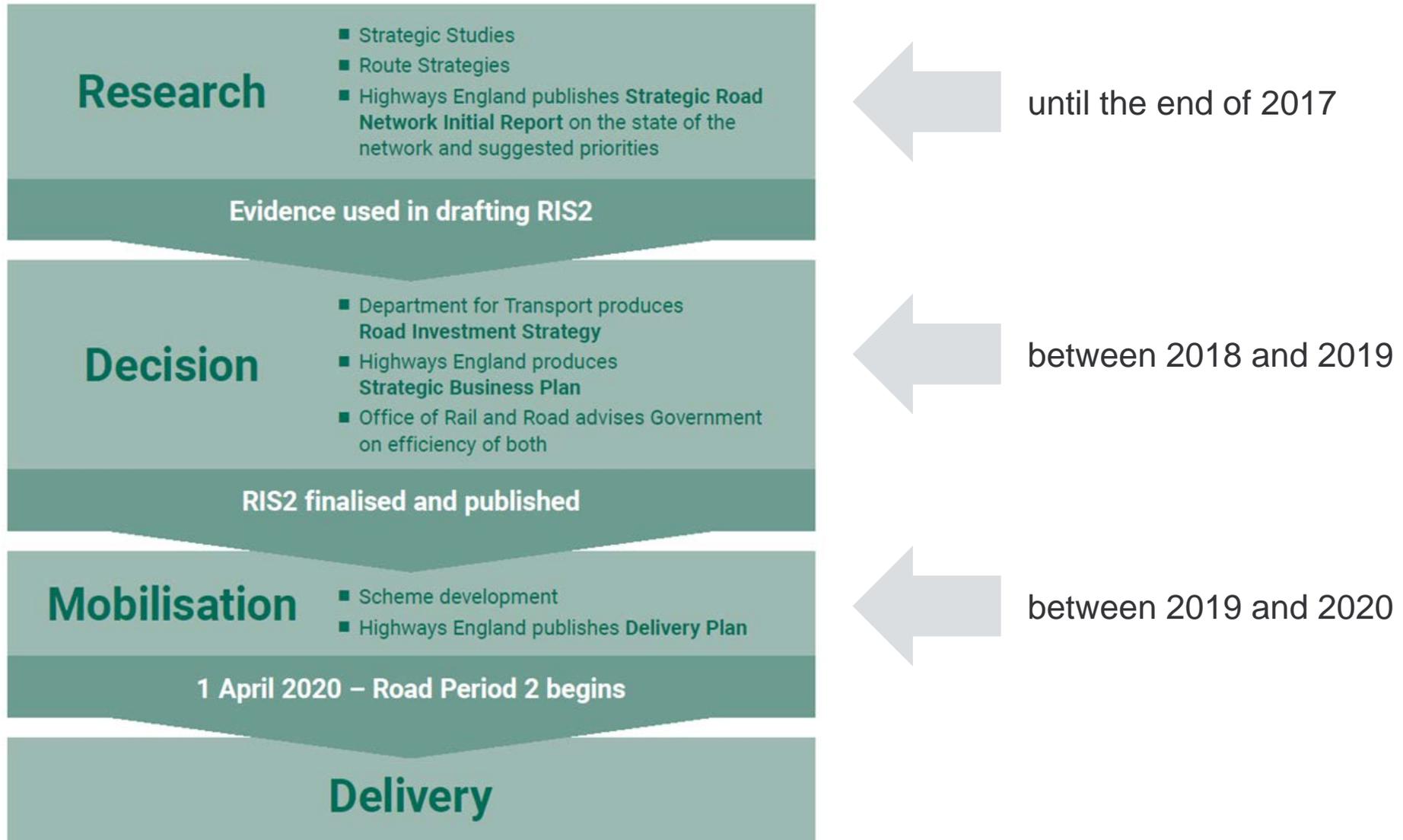
3

And will need to make
decisions about ...

- a) Shape of the Network
- b) Lessons from RIS1
- c) Linking up our work with
the NIC
- d) National Roads Fund



Road Investment Strategy: key dates





M25 South West Quadrant Strategic Study

Stakeholder Reference Group 3

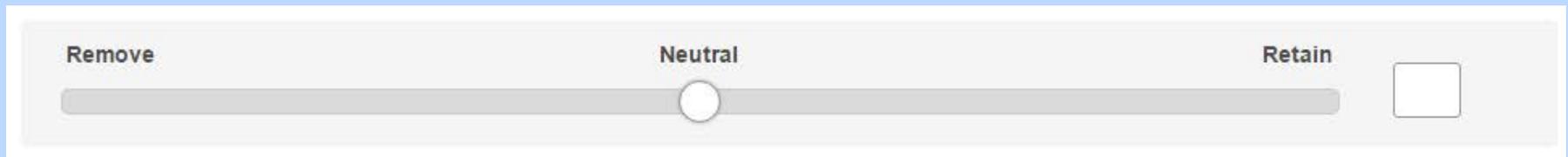
February 2017

Study Objectives

- **Boost Economic Growth and Prosperity**
- **Improve Transport Conditions**
- **Improve Environmental Conditions**

What you told us

- Stakeholders were given the option to provide a view on each of the 132 interventions in the long list



A horizontal slider control with three labels: 'Remove' on the left, 'Neutral' in the center, and 'Retain' on the right. A white circle marker is positioned at the 'Neutral' point. To the right of the slider is an empty square checkbox.

- 85 organisations invited by email (of which 40 attended SRG2)
- 32 completed the tool (18 local authorities, 7 transport bodies, 5 national bodies and 2 campaign groups)

What you told us

- Some categories of intervention received greater support than others
- Weighted average - votes within a category are summed and divided by the number of interventions in that category

Class	Retain	Remove
Bus and Coach Improvements	16.22	0.78
Active Travel	17.00	2.00
Behavioural Change	17.00	2.67
Rail	13.68	1.61
Intelligent Transport Systems	13.40	3.27
Freight interventions	11.60	4.20
Strategic Road Network	10.97	3.58
Local Road Network	7.27	3.08
Policy interventions	10.40	6.40
Charging	9.50	7.25
Thames Estuary Airport	2.00	14.00

What you told us

- Specific interventions with greatest and least support – examples
 - Greatest support
 - Next generation traffic management system (CHARM)
 - Crossrail 2
 - Smart ticketing
 - Comprehensive quality bus corridor package
 - Junction optimisation
 - High speed broadband
 - Least support
 - Thames Estuary Airport
 - Exclusion of non-autonomous vehicles on SWQ
 - Slip road closures
 - M25 additional elevated lanes

Description of assessment process

- Use of DfT Early Assessment & Sifting Tool (EAST)
 - 5 cases tested by 66 questions
 - Performance against study objectives
 - Independent reviewers to ensure consistency

- Applied to all 132 interventions

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Early Assessment and Sifting Tool (EAST) Guidance

The Early Assessment and Sifting Tool (EAST) is a new tool and as such is likely to evolve and adapt over time in response to priorities and new analytical techniques. The guidance will be updated to reflect any changes.

1. Overview

1.1 EAST is a decision support tool that has been developed to quickly summarise and present evidence on options in a clear and consistent format. It provides decision makers with relevant, high level, information to help them form an early view of how options perform and compare¹. The tool itself does not make recommendations and is not intended to be used for making final funding decisions.

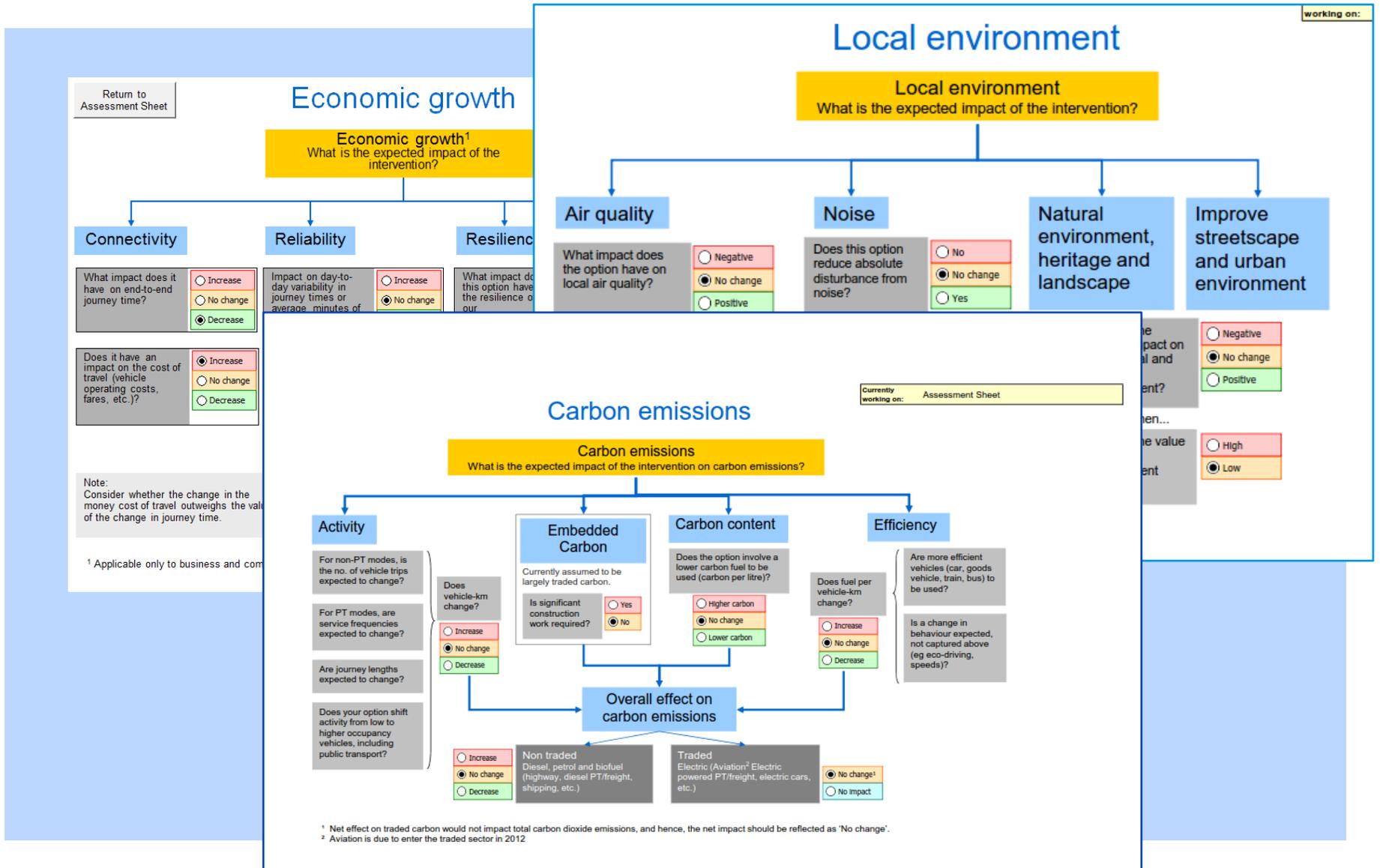
1.2 The tool can be used to:

- help refine options by highlighting adverse impacts or unanticipated consequences;
- compare options, for example, within or across modes, geographical areas and networks;
- identify trade-offs between objectives aiding package development;
- filter the number of options, i.e. discount non-runners early on to ease the appraisal burden and avoid resources being spent unnecessarily; and
- identify key uncertainties in the analysis and areas where further appraisal effort should focus.

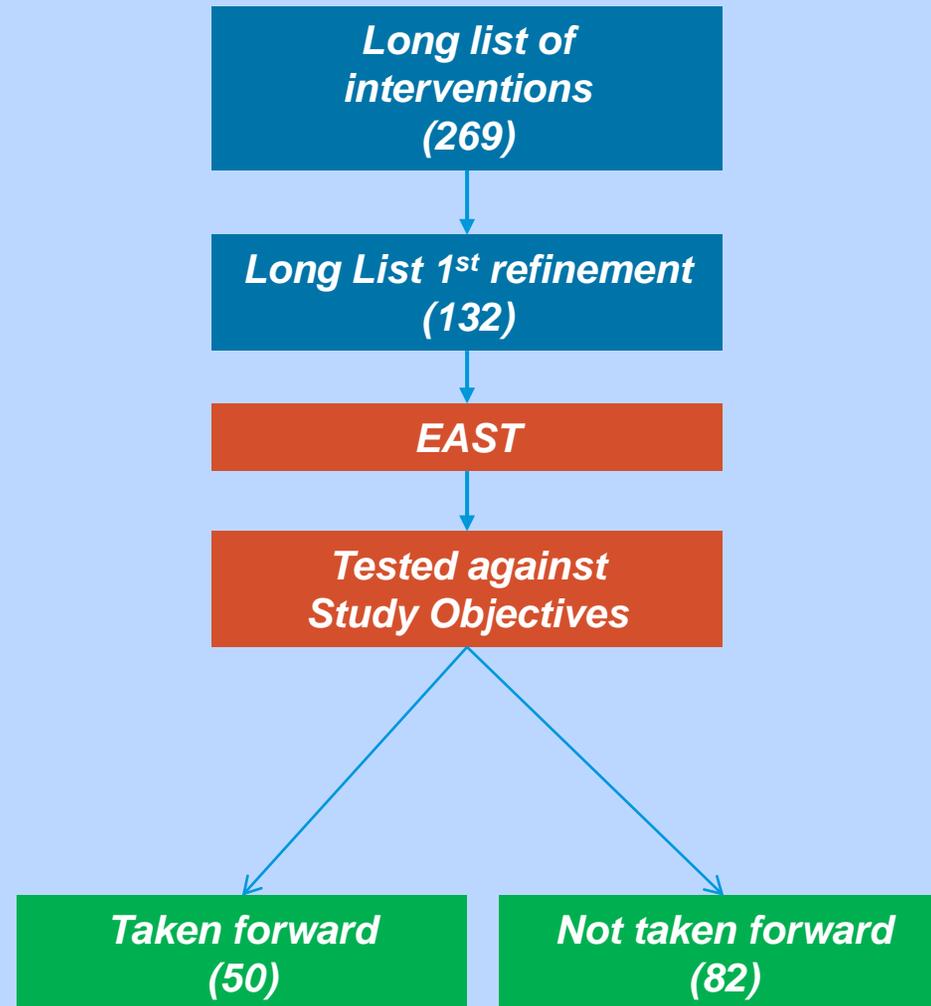
1.3 This guidance note explains how the EAST summary sheet should be completed. It sets out the issues that need to be considered and addressed by respondents. In many cases, only high level information will be available at the early stage of assessing options: respondents are expected to form a view based on the best evidence available. This is likely to vary widely between options from data and analysis of the problem identified to modelling results for options that have been considered and assessed previously.

1.4 EAST has been designed so that it can be applied without having to obtain detailed evidence as is usually required to support funding applications. This flexibility allows options to be considered at an early stage of development, however, the level of confidence that can be applied to

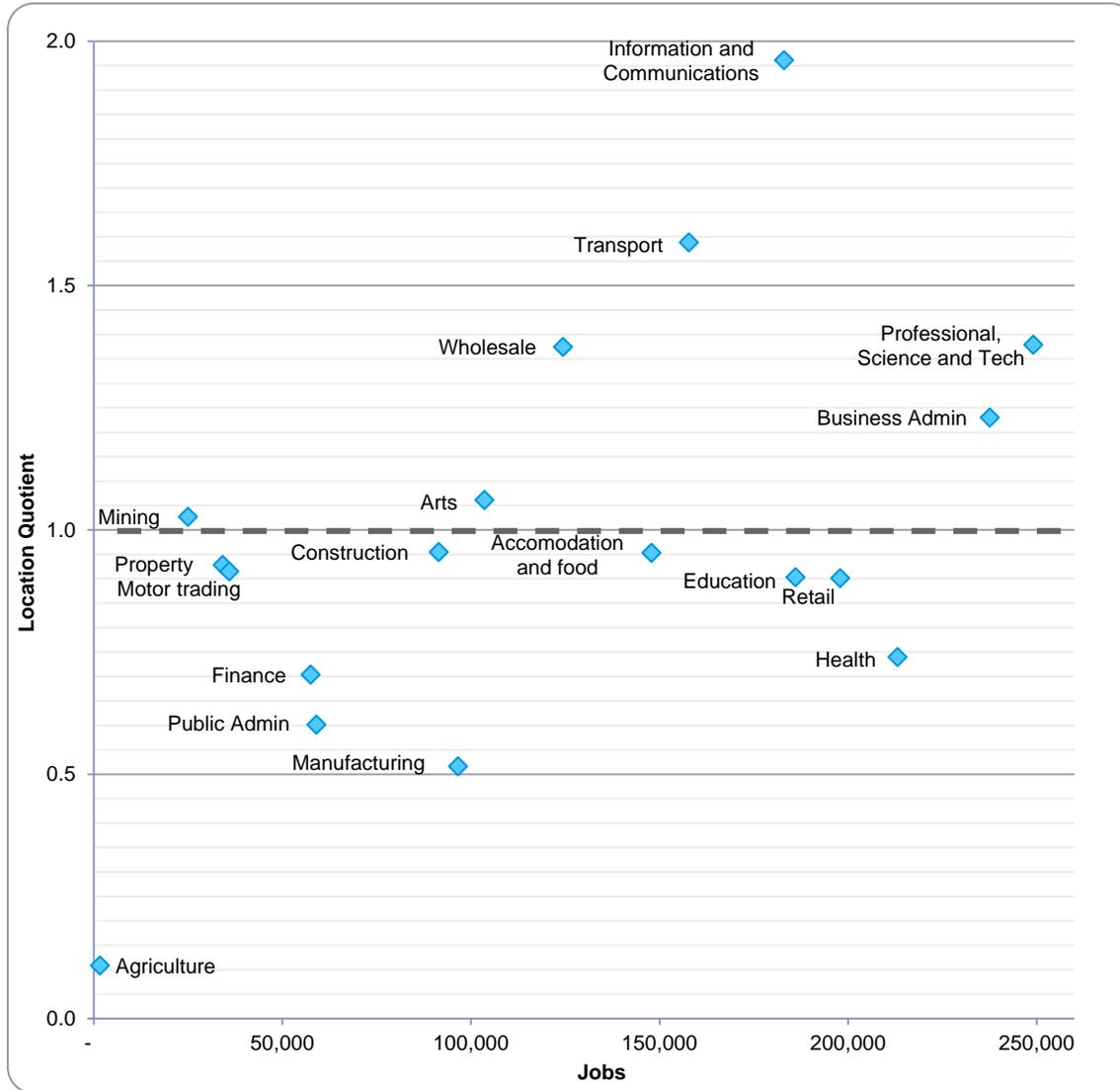
EAST spreadsheet



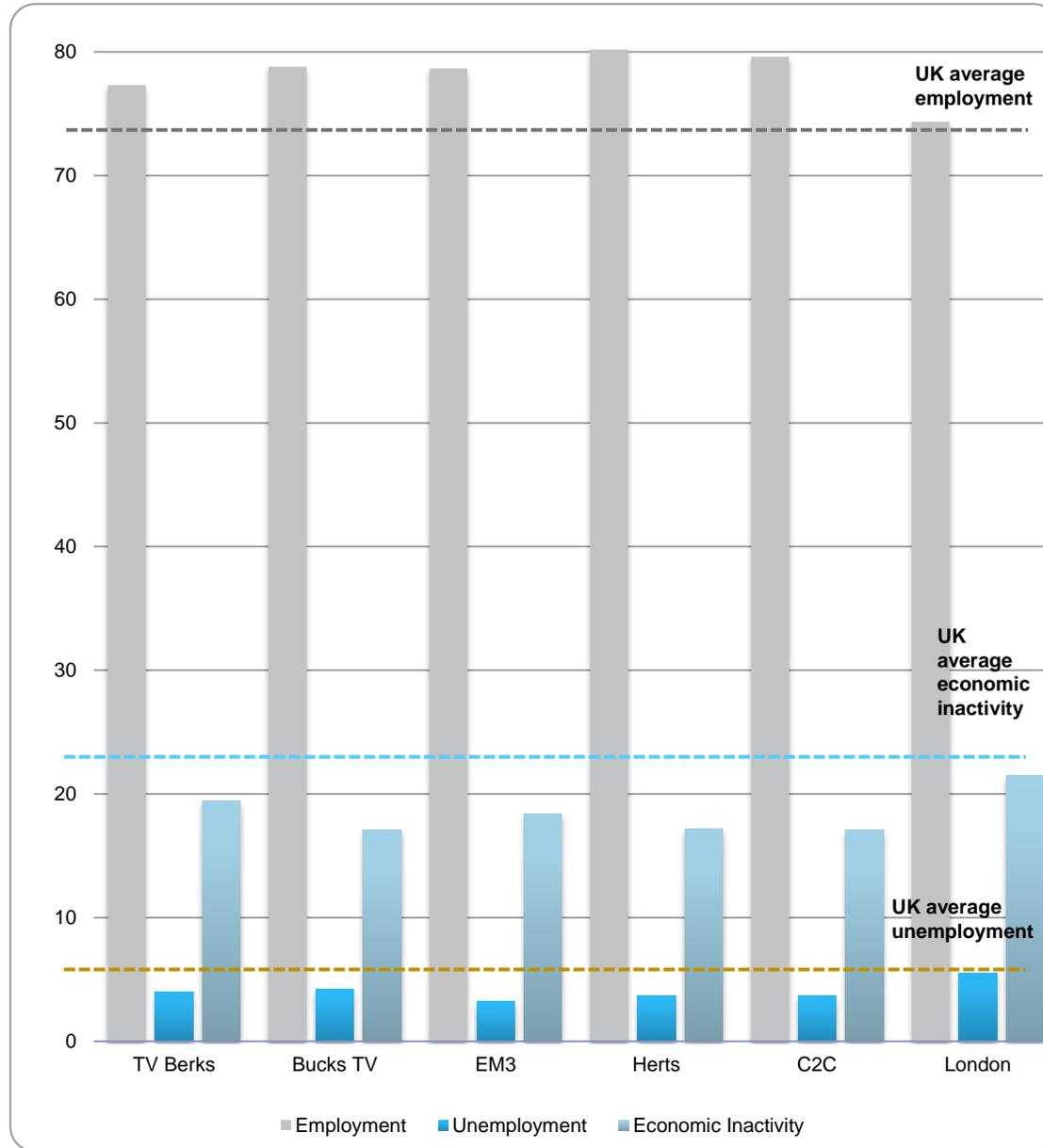
Description of assessment process



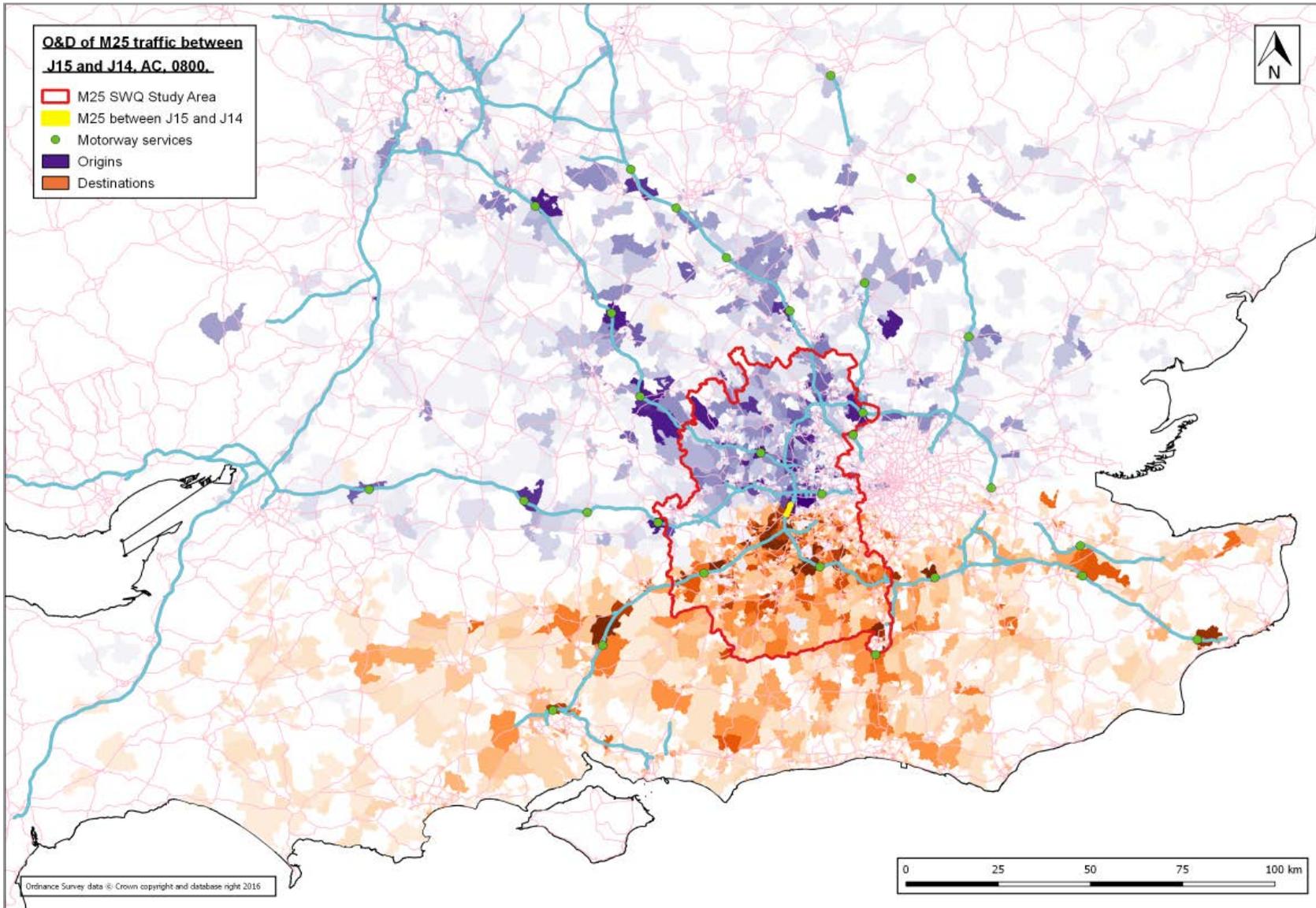
Evidence



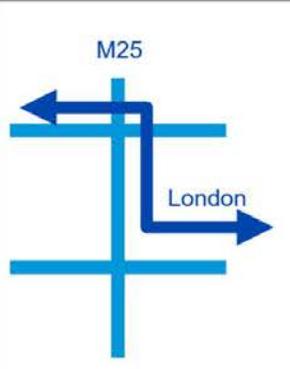
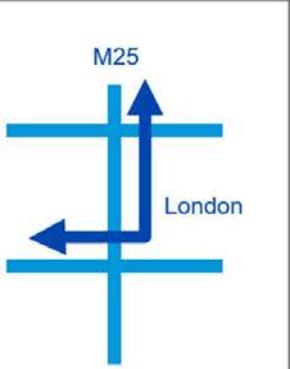
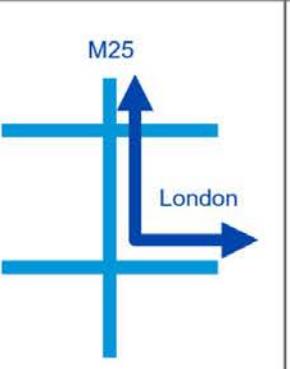
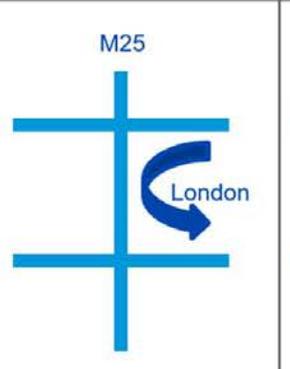
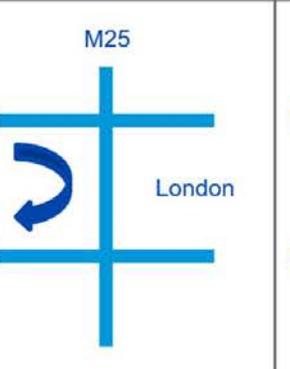
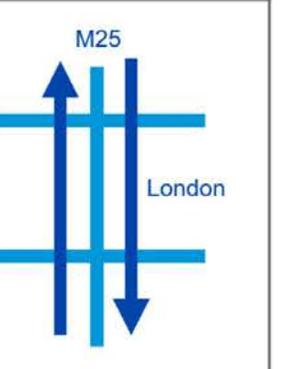
Evidence



Evidence

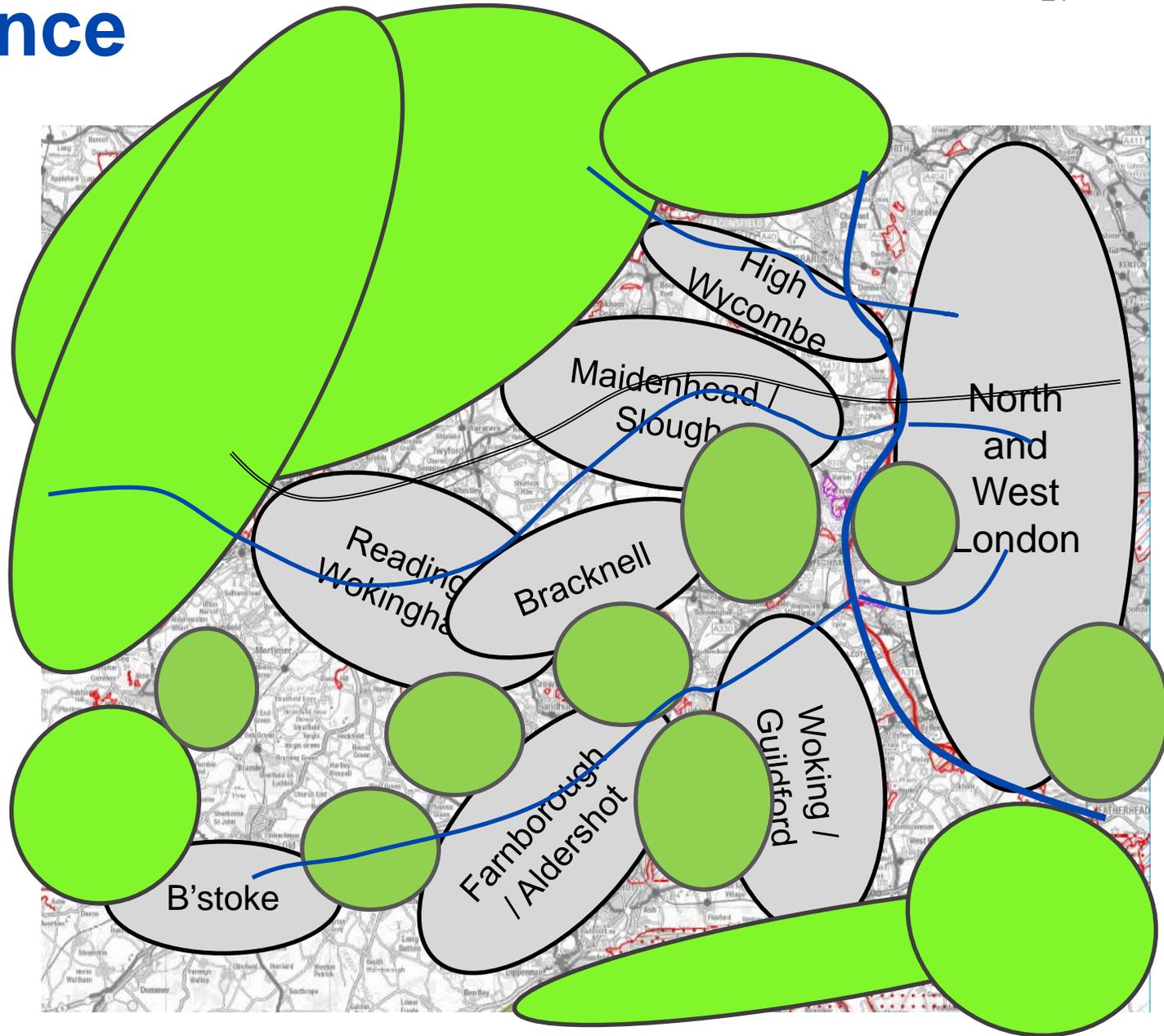


Evidence

25%	30%	22%	6%	15%	2%
					



Evidence



Emerging Options Framework

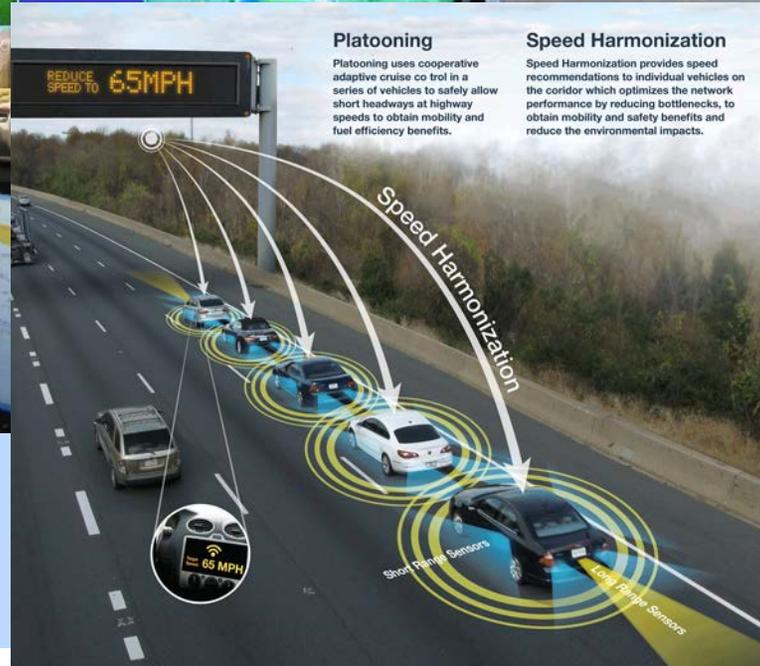
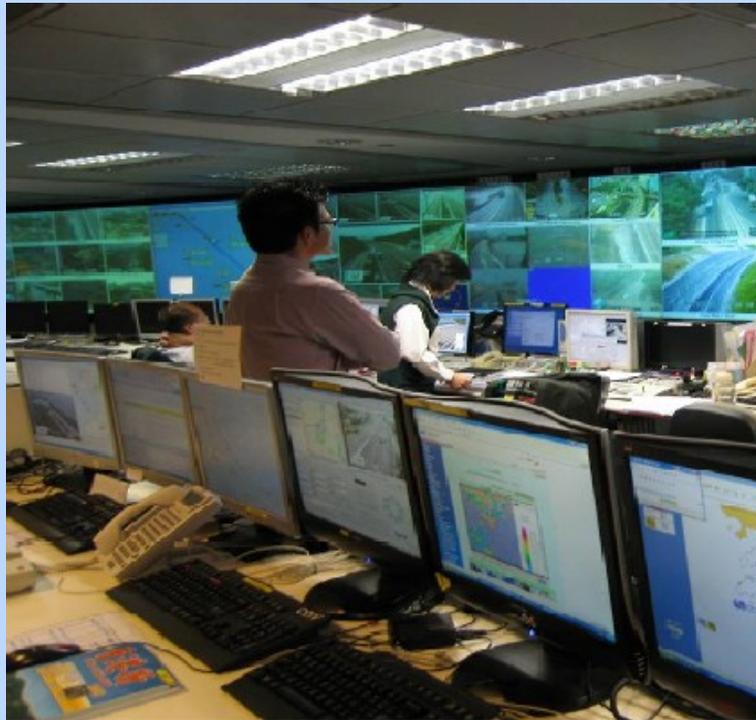
→ Interventions currently grouped in four themes:

- Reducing the need to travel
- Making the most efficient use of the M25
- Enabling more journeys to be made by sustainable transport modes
- Enhancing road infrastructure to improve route choice away from the M25

Reducing the need to travel

The image is a collage on a light blue background. On the left, there is a white rectangular area containing the 'Communities and Local Government' logo (a green circle of dots) and the text 'National Planning Policy Framework'. Below this is a grey area with large, overlapping white circles. At the bottom left of this grey area is the text 'www.communities.gov.uk' and 'community, opportunity, prosperity'. To the right of the white area is a vibrant, multi-colored fiber optic light tunnel. Below the fiber optic image is a photograph of a man in a yellow shirt sitting at a desk in a modern office, working on a laptop. The office has large windows, a white chair, and a desk with a computer monitor and keyboard.

Most efficient use of the M25





Sustainable transport modes



Enhancing road infrastructure away from the M25

Theme currently includes interventions around:

- Road improvements to enhance alternative orbital corridors, providing motorists with alternative options than using the M25 for some journeys
- High quality routes bringing about faster and more reliable journeys

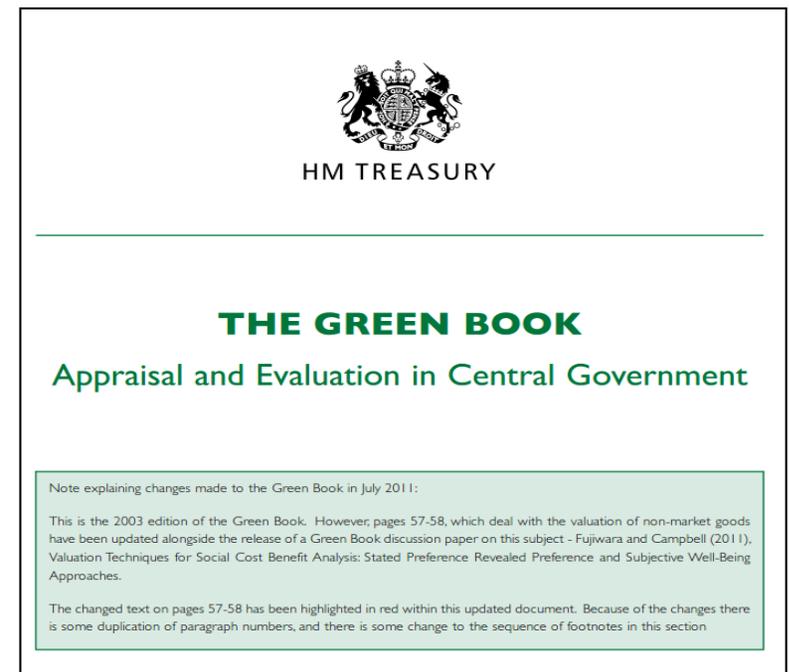
What isn't included in the draft framework?

27

- Charging to use the M25 SWQ
- Building above, below or widening the M25
- Access control to the M25

Delivery

- Large number of national and local transport authorities
- Including but not limited to the following:
 - Department for Transport
 - Highways England
 - Network Rail
 - Local Transport Authorities
 - Local Planning Authorities
- Final options will need to satisfy value for money considerations



Impacts

→ Boost economic growth and prosperity

- Focus on existing corridors
 - Extends the labour market
 - Enhances business connections
 - Supports LEP aspirations
- New and improved sustainable modes
 - Provides more choice for more people to get to ports, airports, leisure attractions and participate in social activities
- Improvements to public transport
 - Attracts some road users reducing the pressure on the M25
- Support for investment in broadband infrastructure
 - More efficient movement of information, rather than people;
 - Reduces the need to travel for business.

Impacts

→ Improve transport conditions

- Incident response interventions
 - Improve journey time predictability
 - Reduce secondary incidents
 - Reduce congestion
- Investment in sustainable transport
 - Widens choice as alternatives are seen as usable
 - Encourages some orbital travellers to choose public transport,
- Strengthened planning policy
 - Reduces the intensity of future demand from new developments
- Enhancing road infrastructure
 - Facilitates more efficient movement of freight,
 - Improves road safety
 - Offers alternative routes at times of congestion on the M25.

Impacts

→ Environmental conditions

- The Options Framework represents a balance between achieving different objectives;
- The options of reducing the need to travel, investing in the M25 itself and enabling more journeys by public transport will limit the requirements for new and additional transport infrastructure; and
- The strongest opportunities to address existing environmental impacts in the M25 corridor are likely to arise through national programmes to accelerate the take-up of ultra-low emissions vehicles.

Roundtable session

→ Questions to consider:

- To what extent do you agree with the four categories of the option framework?
- Does the options framework strike the right balance between the different study objectives?



Next steps

- Feedback from this event will inform final package interventions
- Study expected to conclude by end of March
- Further analysis expected to establish firm conclusions