

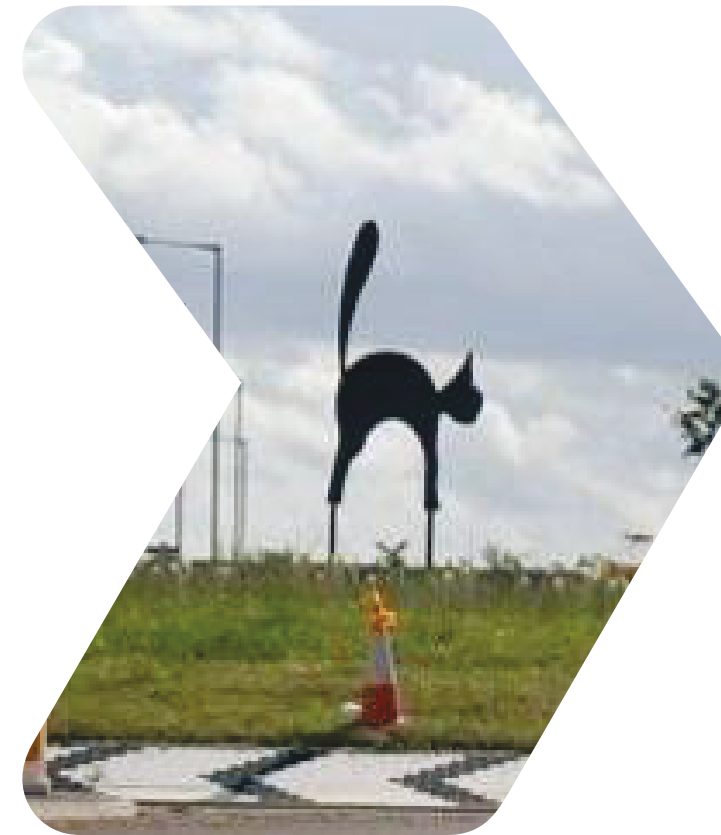


Department
for Transport

Roads Investment Strategy

Oxford to Cambridge Expressway – Stakeholder Reference Group

12 November 2015





- ▶ Shona Johnstone – DfT, Strategic Studies Lead
- ▶ Michael Dnes – DfT, Head of RIS2 Development
- ▶ Alan Kirkdale – Highways England, Project Manager
- ▶ Adrian Hames – Study Consultant





Road Investment Strategy:
Overview



Road Investment Strategy:
Strategic Vision



Road Investment Strategy:
Performance Specification



Road Investment Strategy:
Investment Plan

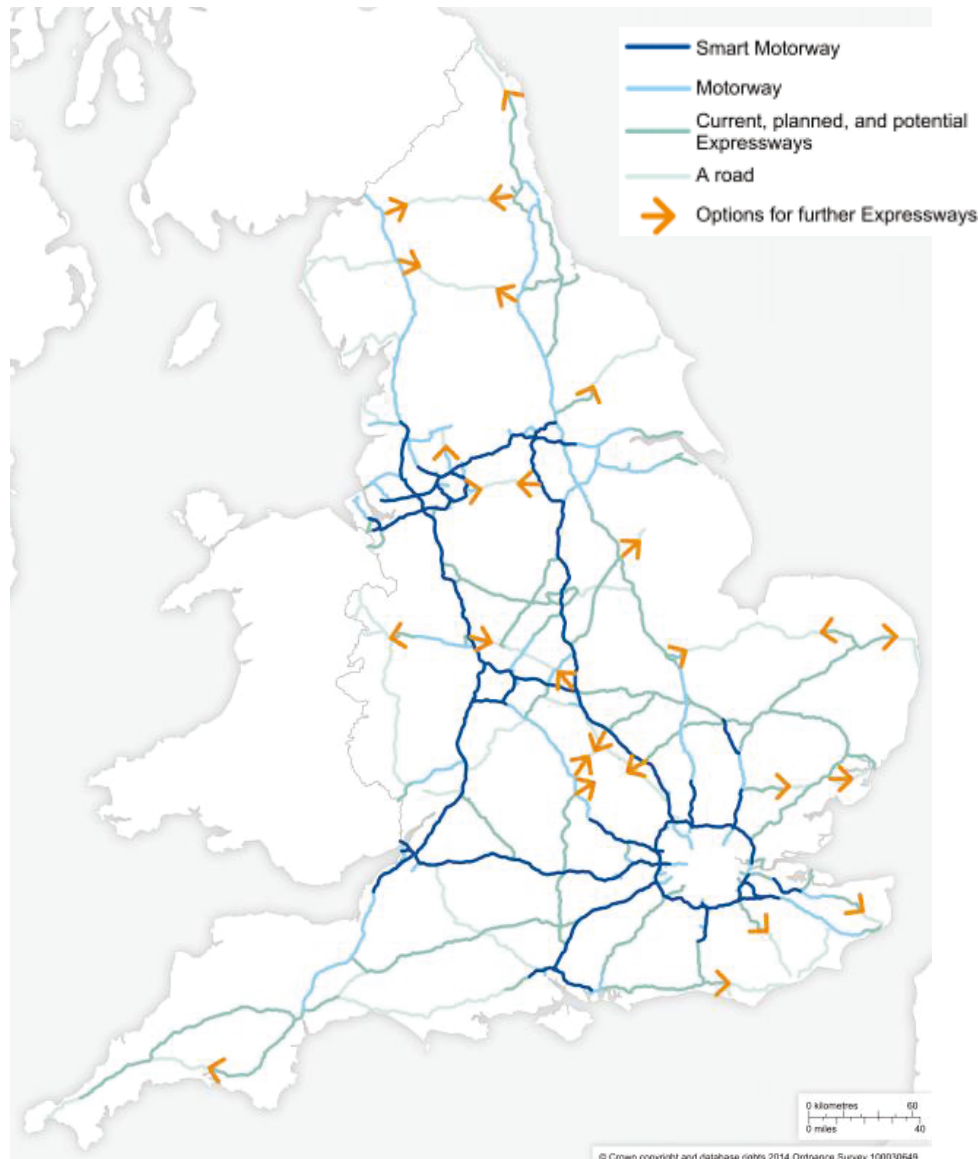


- ▶ On 1 December 2014, the government published the Road Investment Strategy, which outlined how £15.2 billion in capital spend will be invested on the strategic road network between 2015 and 2020.
- ▶ 84 new national road projects were announced, bringing the total being taken forward as part of the Roads Investment Strategy to 127.





The Strategic Studies and the Network towards 2040



“...some of the challenges and opportunities facing the network are too large and too complex to fix in a single Road Period. The answers could involve major new network connections, or fundamental choices about the future of transport in congested parts of the country. These issues need to be examined carefully, and the conclusions need to reflect the views of local residents, business, local authorities and road users of all kinds.”

We are commissioning a series of new strategic studies, to address of the biggest challenges facing the road network.”

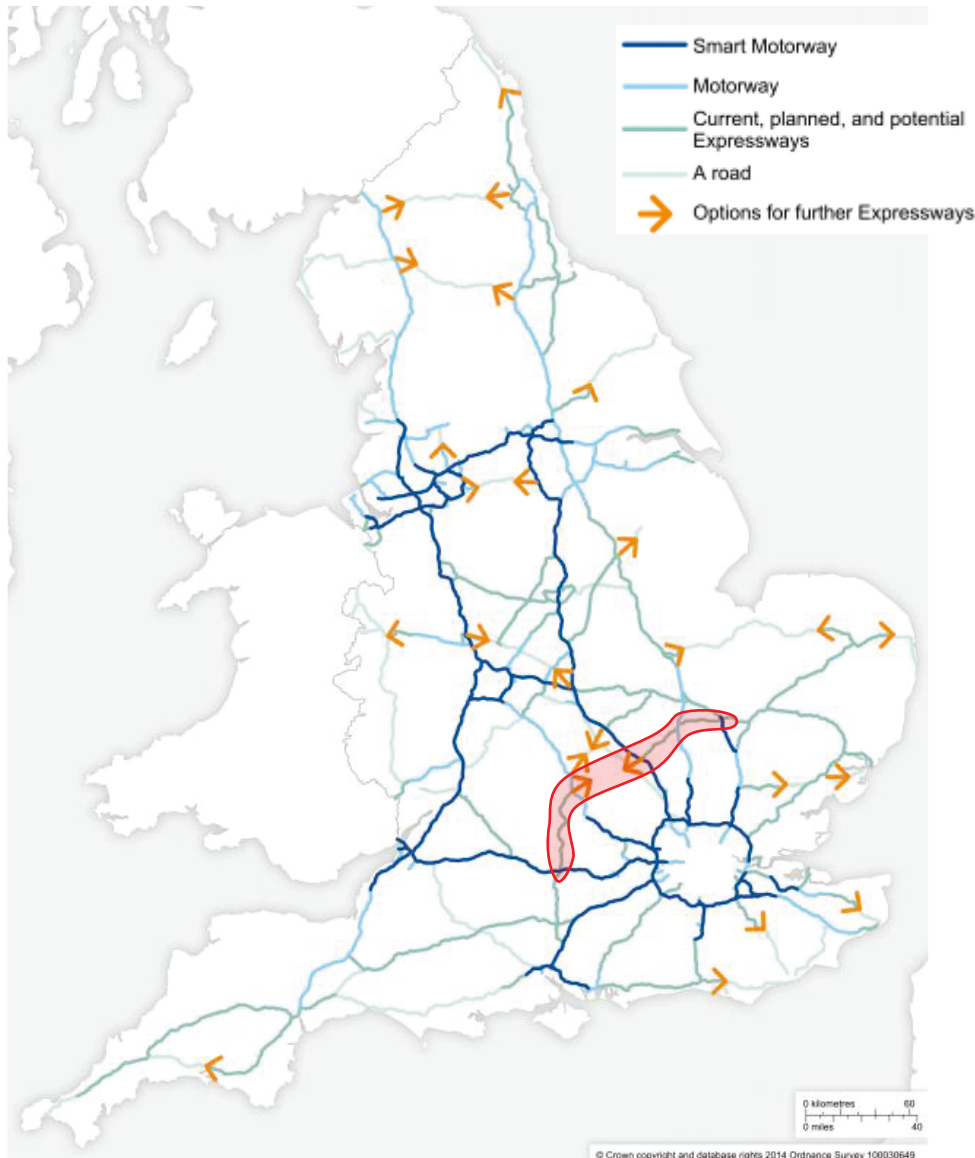
Investment Plan: December 2014




This Map appeared in the Roads Investment Strategy. The strategic studies are a key part of determining how, and if, we should get to this point.





Oxford to Cambridge Expressway Strategic Study



-  Filling 30 mile Oxford-Milton Keynes gap in SRN
-  Supporting growth in other communities, e.g. Bicester
-  Understand improvements to East-West Rail and A428





Oxford to Cambridge Strategic Study: Objectives

- ▶ Understand the strategic case for making improvements between Cambridge and the M4
- ▶ Define the transport objectives of a major improvement to the route
- ▶ Identify the options for improving the route and form a long-list.
- ▶ Calculate the benefits and impacts resulting from improving access to the strategic corridor in the region - including the benefits and impacts accruing on existing routes and local roads
- ▶ Identify connections and links with local growth and development.
- ▶ Recommend whether an expressway is worth constructing, and if so what options are the most viable.





- ▶ A report that:
 - ▶ Has clear and concise conclusions
 - ▶ Supports growth objectives along the route
 - ▶ Whose analysis is relevant, robust and trusted
 - ▶ Will gain the confidence of Ministers
 - ▶ Is timely and within budget
 - ▶ Recognises and is consistent with the other strategic studies





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.





Stakeholder Reference Group: Role

- Consider the scope of the study
- Provide advice and opinion on the proposed objectives, impacts and benefits
- Support the study team in identifying regional sources of information and analysis
- Facilitate wider representation from local and regional bodies
- Communicate information
- Review and provide feedback on the interim and final study outputs
- Discuss and recommend changes in the Stakeholder Reference Group membership
- Ensure that there is a “regional voice” to the study





- ▶ Study Sponsors & Project Managers

Department for Transport, Highways England, Project Consultants

- ▶ Local Authorities

Transport and Planning Authorities directly affected by improvements to the corridor

- ▶ Local Enterprise Partnerships

- ▶ Statutory Bodies

- ▶ Other Transport Operators

- Network Rail

- Stagecoach

- ▶ Road Users

Freight Groups, Road Users, Motoring Associations

- ▶ Trade and Industry

Business associations

- ▶ Environment and amenity groups





Black Cat Roundabout and the A1





Input from the SRG will be required to inform various stages of the report:

February 2016

Review of the initial report which sets out the strategic case for action
Review to define the transport objectives to solve the problems identified and identify a long-list of options which could meet the transport objectives

May 2016

Review to consider the initial sifting of options

November 2016

Review to assess the affordability, value for money and deliverability of short-listed potential options





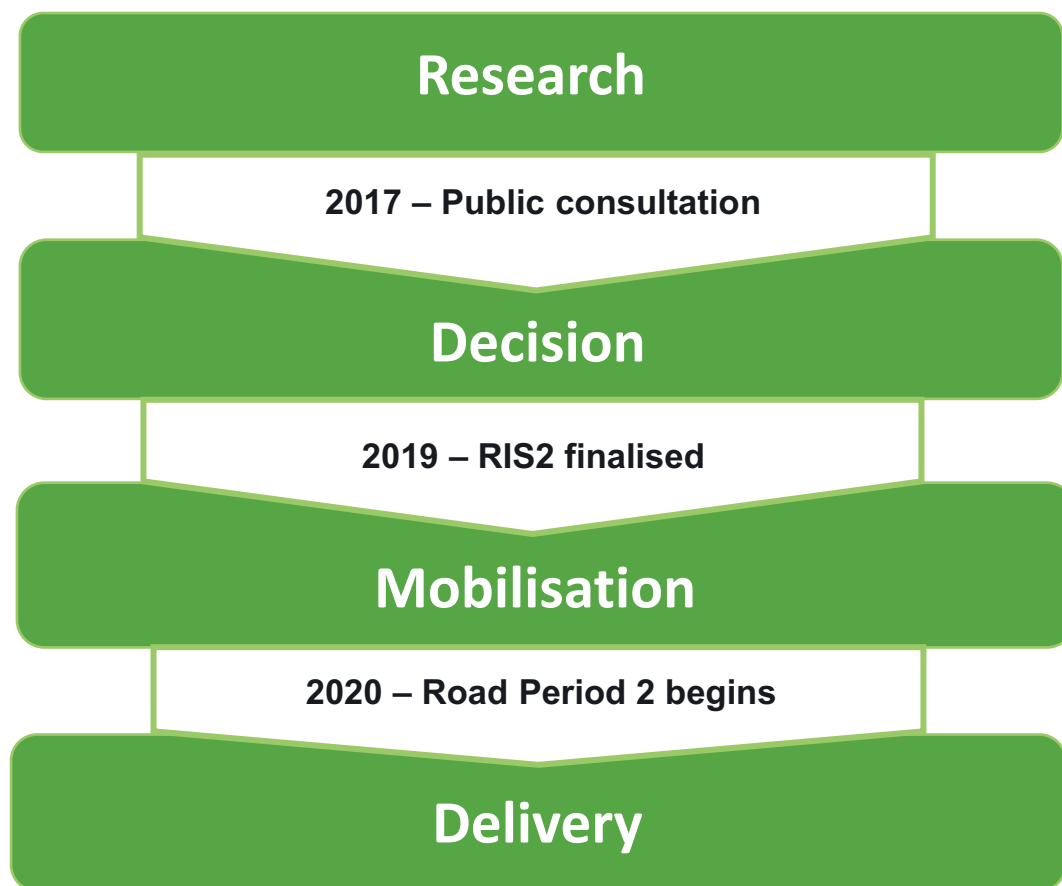
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Preparing the next RIS

Michael Dnes
Head of RIS2 Development - DfT



What is RIS2?

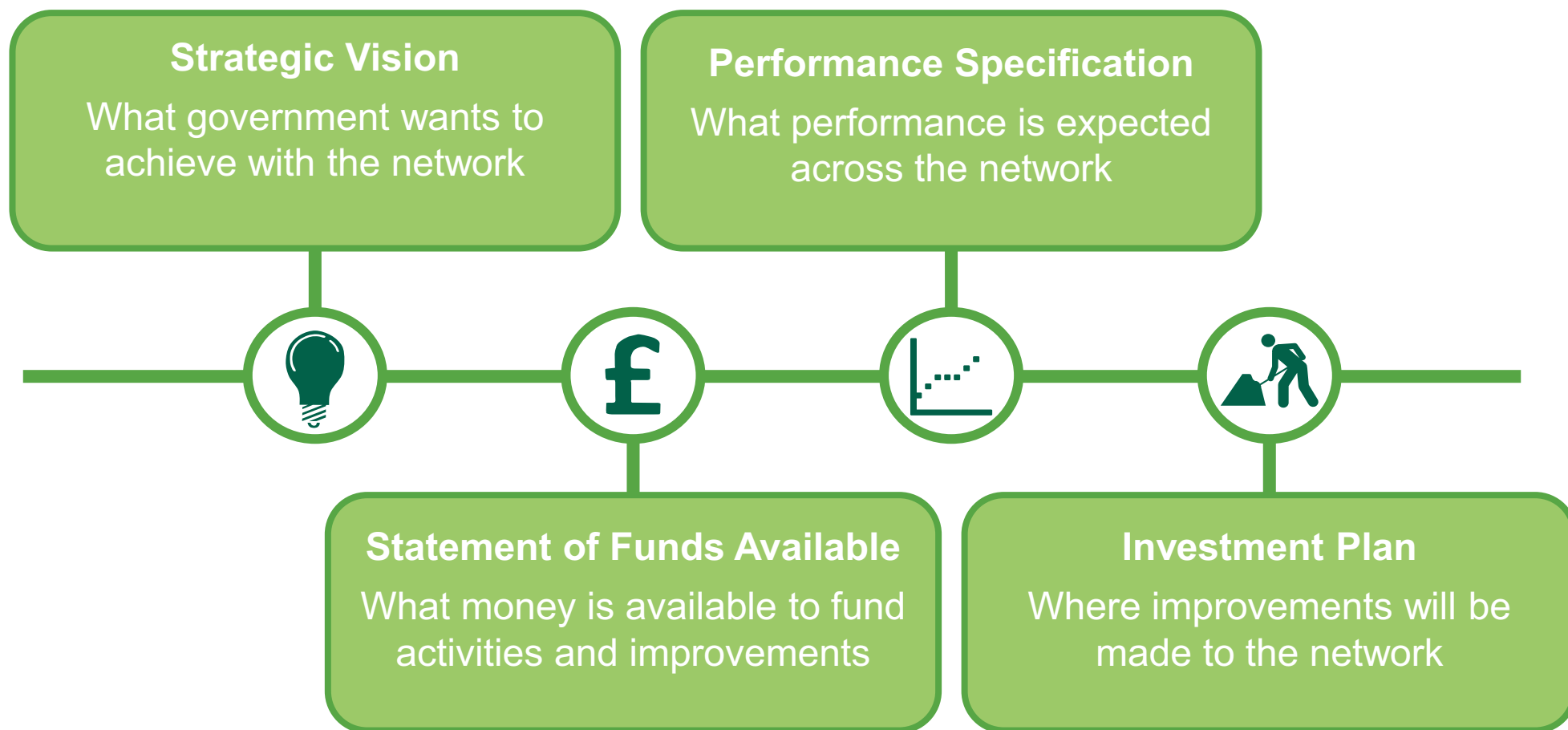


From 2015 to 2020, the RIS2 team will be developing the next road investment strategy. This covers everything from performance measures to investment.

A major phase of research, involving people inside and outside of government, is crucial to the overall process



What makes up RIS2?





Economy

- ▶ Drive the creation of the northern powerhouse
- ▶ Help exporters to get goods to market



Integration

- ▶ Links with other modes
- ▶ Links with local road network



Safety

- ▶ Road standards
- ▶ Operation of the network

What goes into the vision?



Network capability

- ▶ Keep the main arteries flowing
- ▶ Linking the country together
- ▶ Tackling pinchpoints

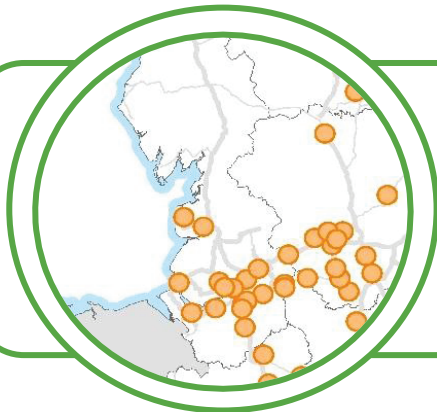


Environment

- ▶ Cycle-proofing the network
- ▶ Tackling noise and air quality
- ▶ Managing impacts on nature



What goes into the investment plan?



RIS 1 Schemes

Projects started in RIS1 will need to be completed. Schemes identified for development ahead of RIS2 will also be brought forward so they can start work early in RIS2.

Strategic Studies

Six studies looking in detail at large scale and transformational projects.

- Northern Transpennine Route
- Manchester NW Quadrant
- Transpennine Tunnel
- A1 East of England
- Oxford to Cambridge Expressway
- M25 SW Quadrant



Route Strategies

Audit of pressures, needs and opportunities across the whole of the network. Main channel through which interested groups can put the case for or against particular improvements and actions.

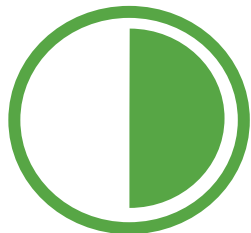


What are the crucial dates?



Late 2016

The Oxford-Cambridge Study reaches its conclusions



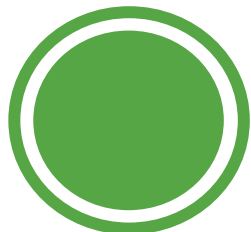
Early 2017

Route Strategies reach their conclusions. Research phase starts giving way to decision-making



Early 2019

RIS2 is formally published



April 2020

The first RIS2 schemes start to enter construction

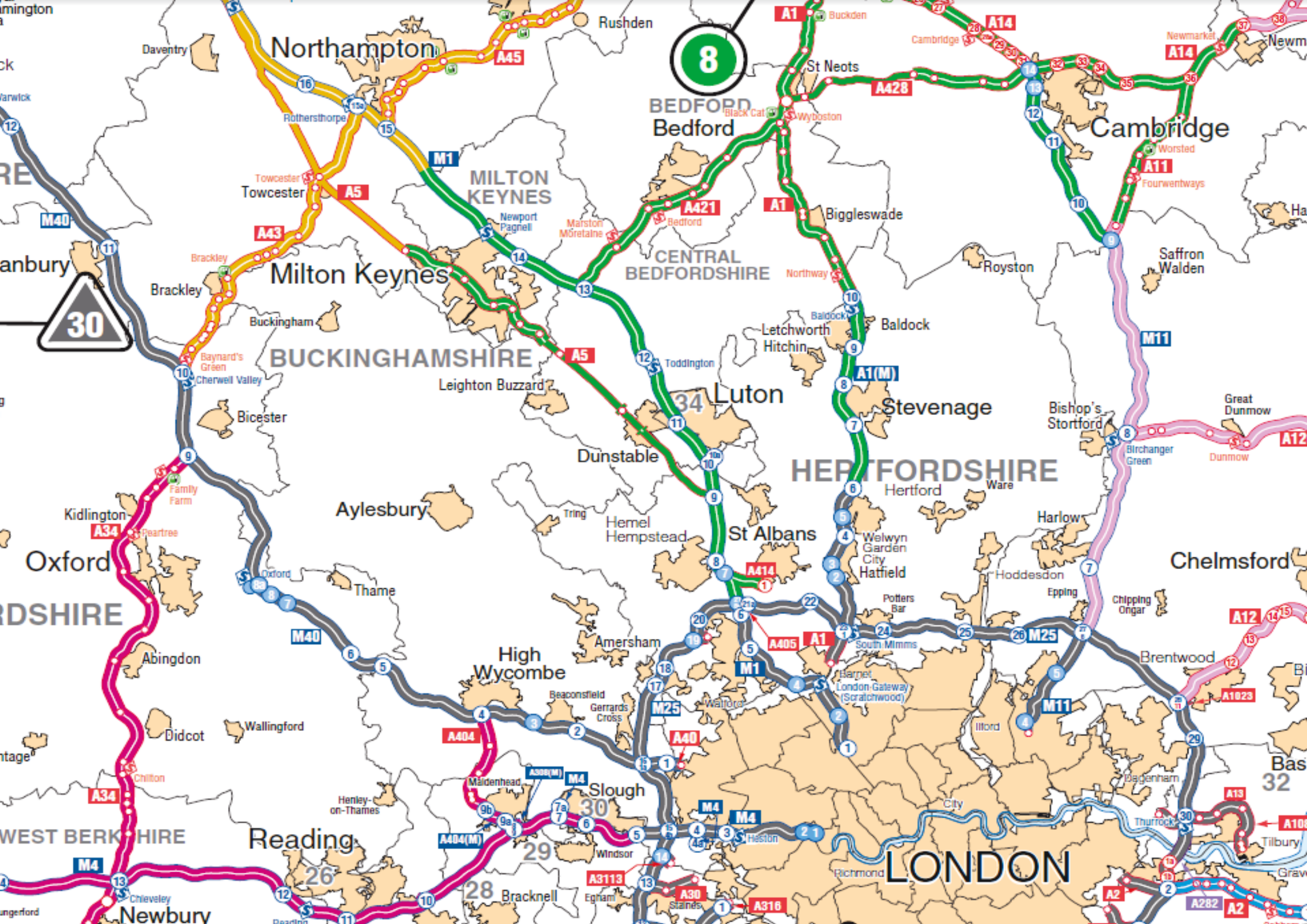




Figure 2.1

Network performance 2012/13
Peak period speeds

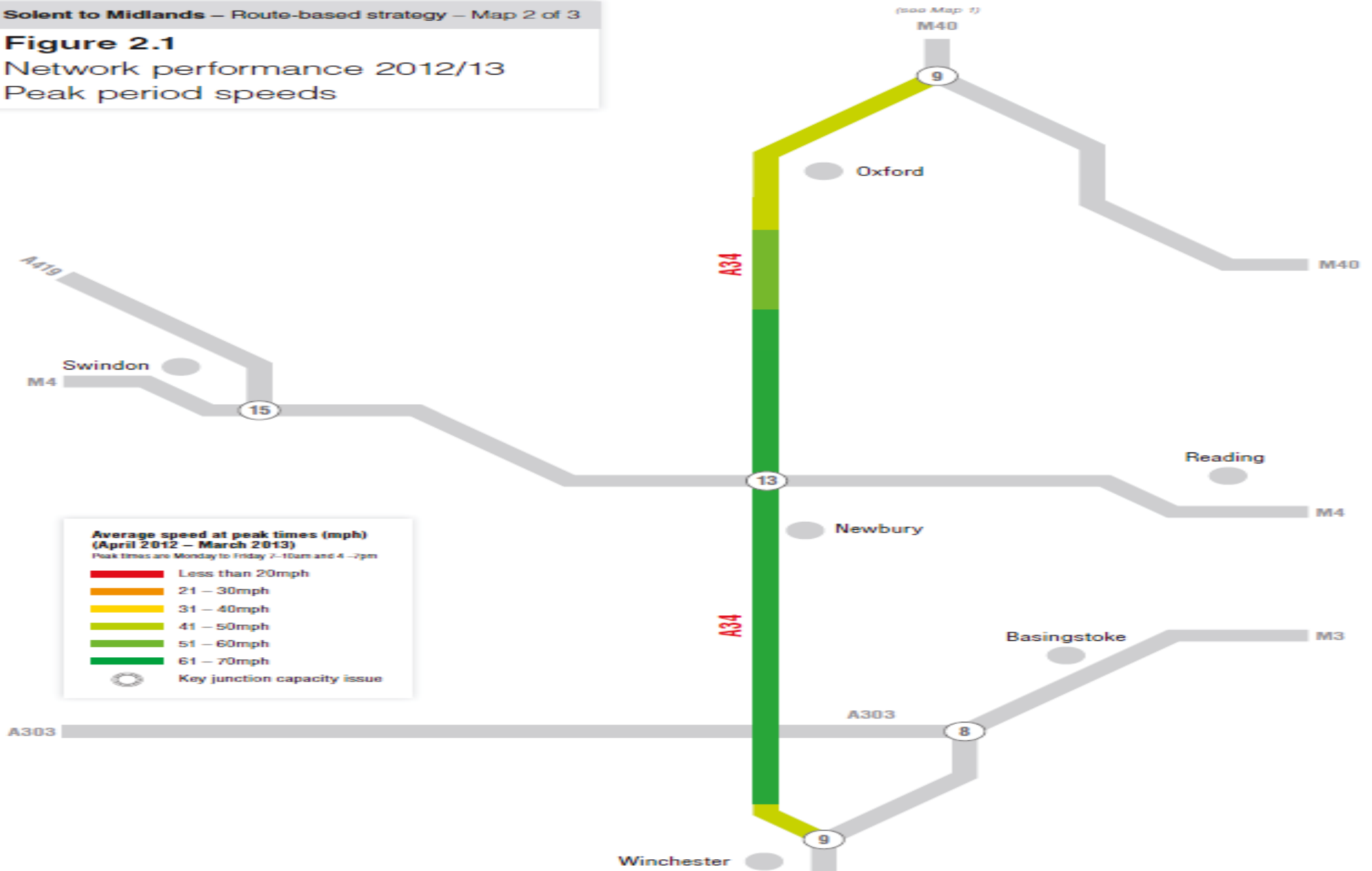




Figure 2.2

Network performance 2012/13

Delay

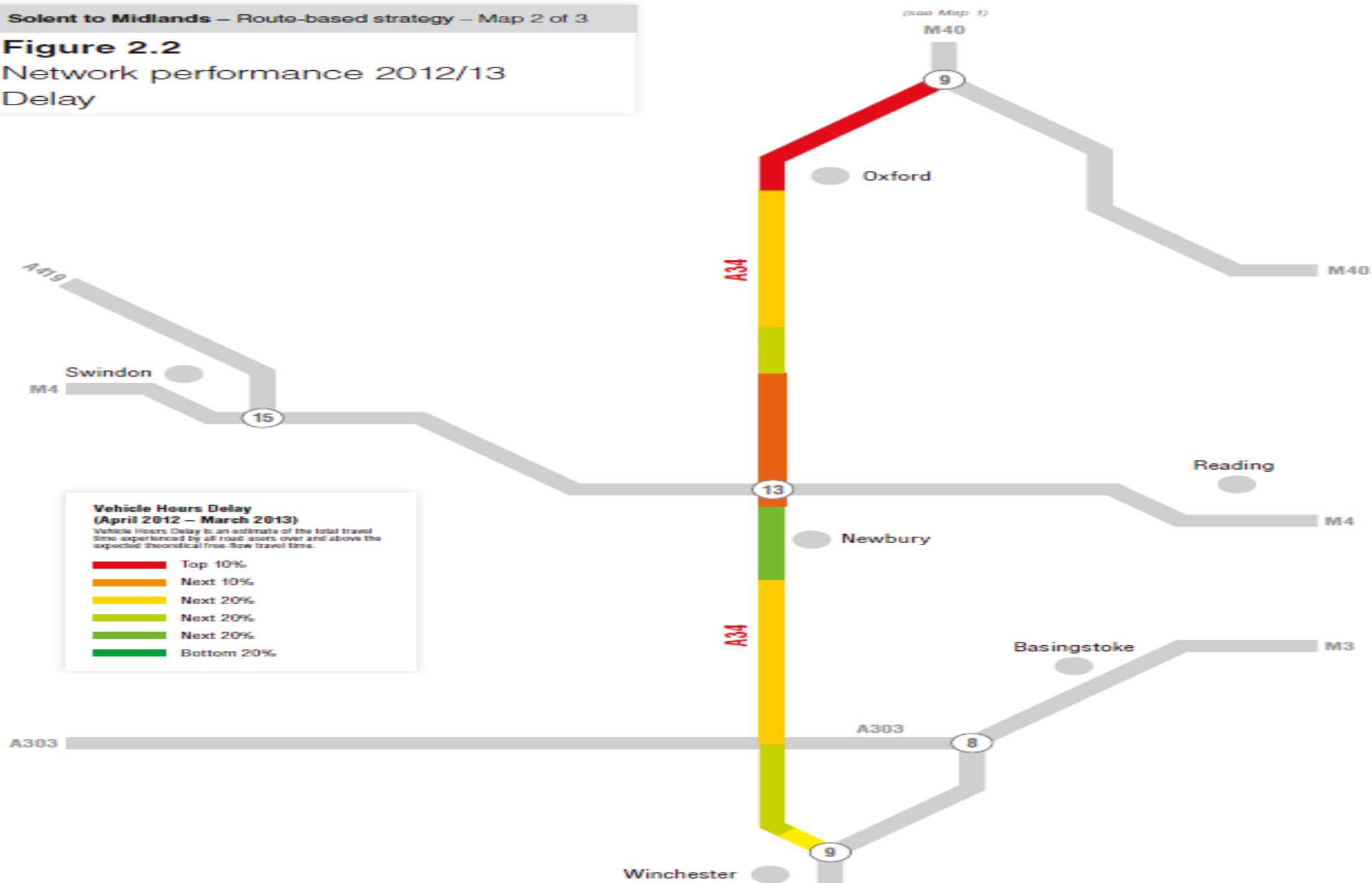




Figure 2.3
Safety on the network

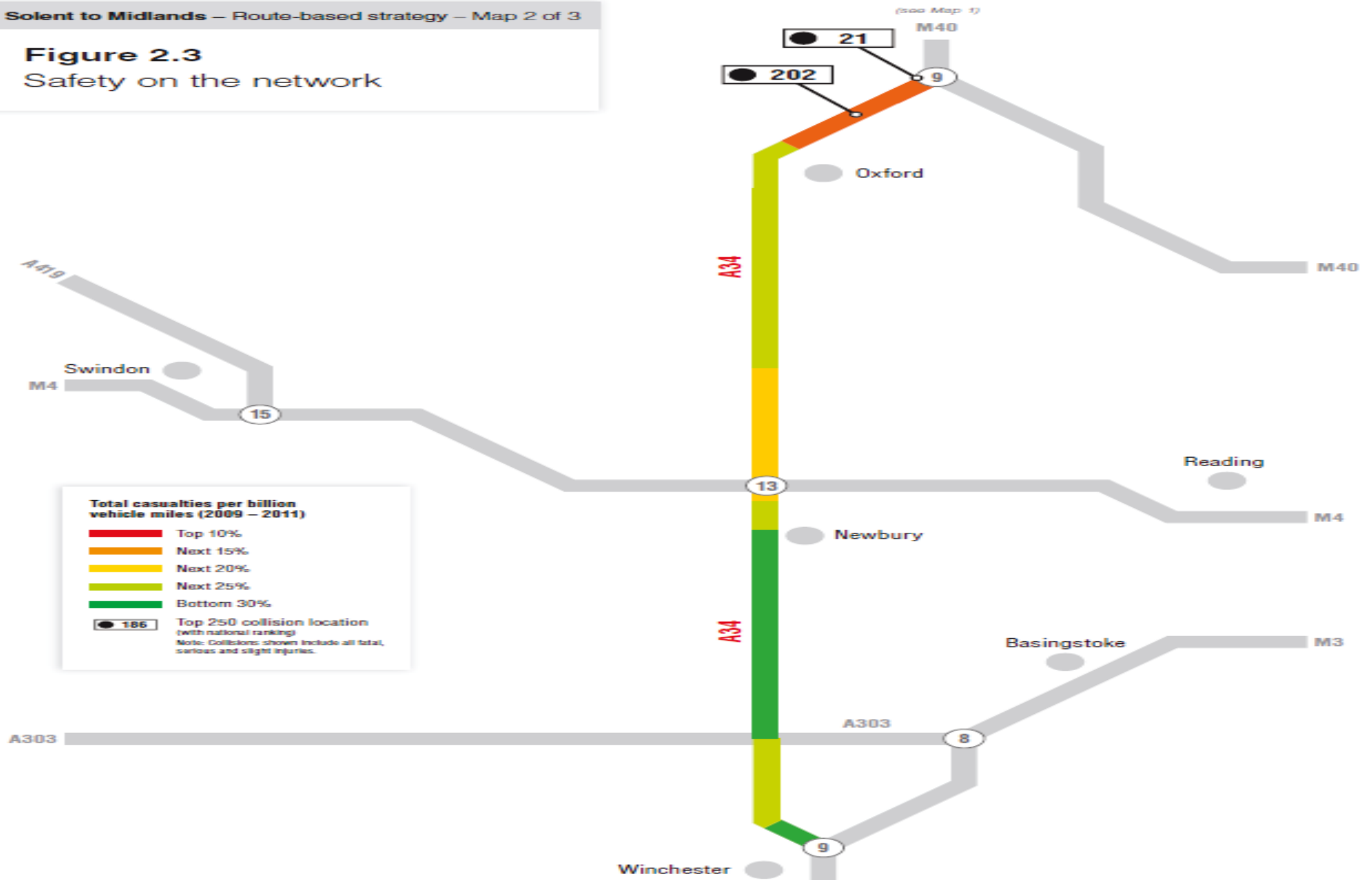
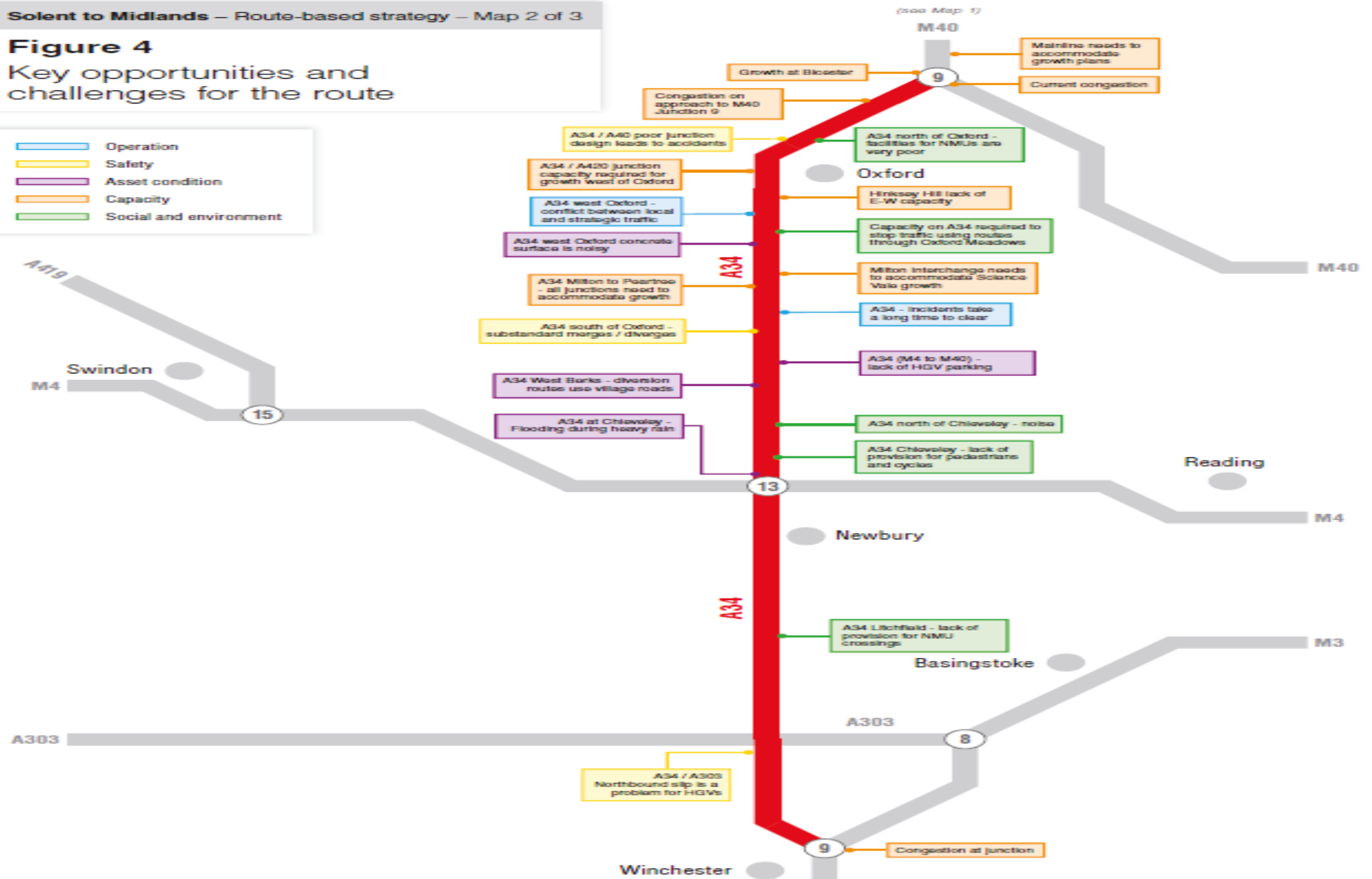




Figure 4
Key opportunities and challenges for the route

- Operation
- Safety
- Asset condition
- Capacity
- Social and environment





Felixstowe to Midlands
Route-based strategy – Map 3 of 4

Figure 2.1
Network performance 2012/13
Peak hour speeds

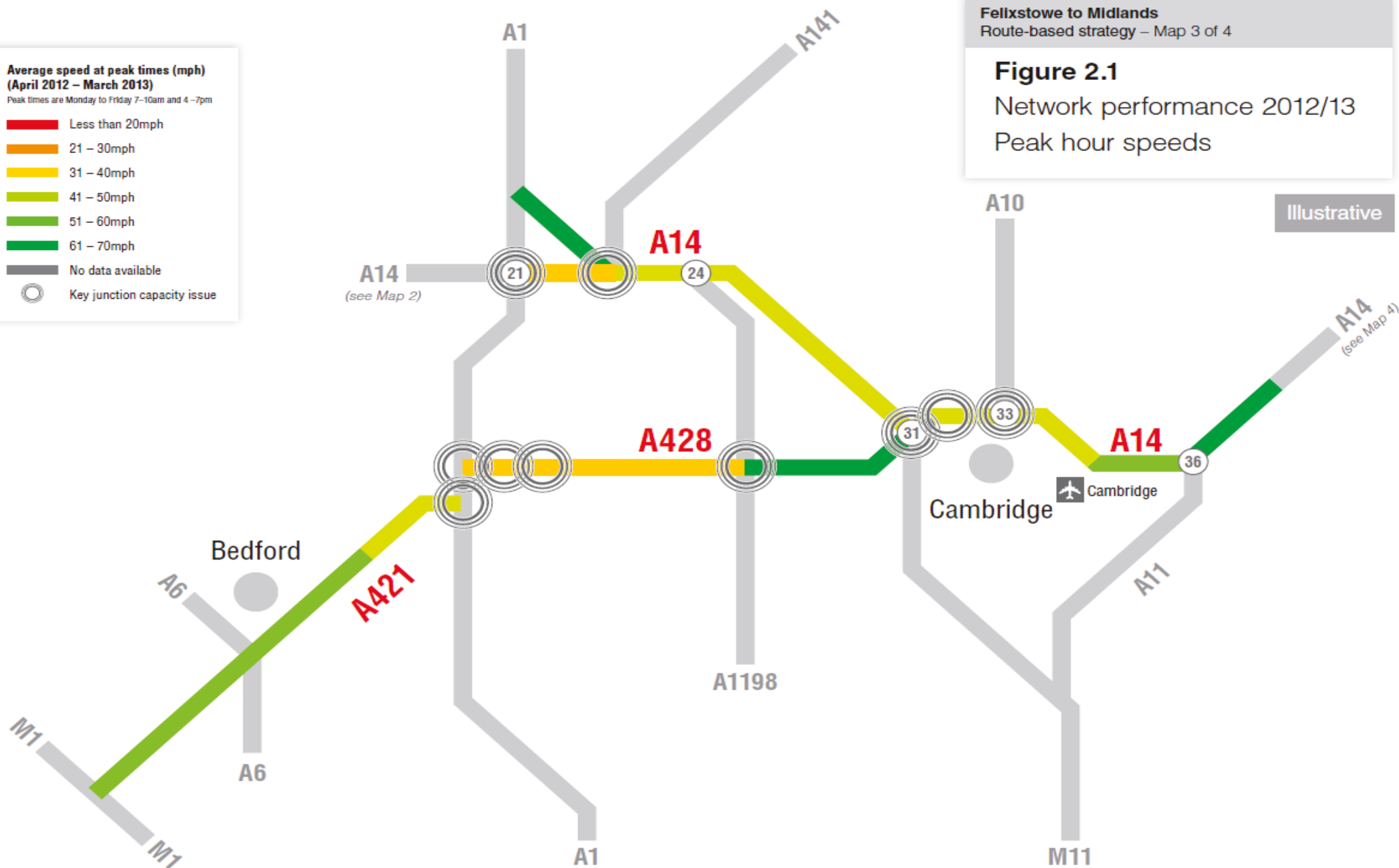
Average speed at peak times (mph)
(April 2012 – March 2013)

Peak times are Monday to Friday 7–10am and 4–7pm

- Less than 20mph
- 21 – 30mph
- 31 – 40mph
- 41 – 50mph
- 51 – 60mph
- 61 – 70mph

No data available

Key junction capacity issue



Illustrative



**Vehicle Hours Delay
(April 2012 – March 2013)**

Vehicle Hours Delay is an estimate of the total travel time experienced by all road users over and above the expected theoretical free-flow travel time.

- Top 10%
- Next 10%
- Next 20%
- Next 20%
- Bottom 20%
- No data available

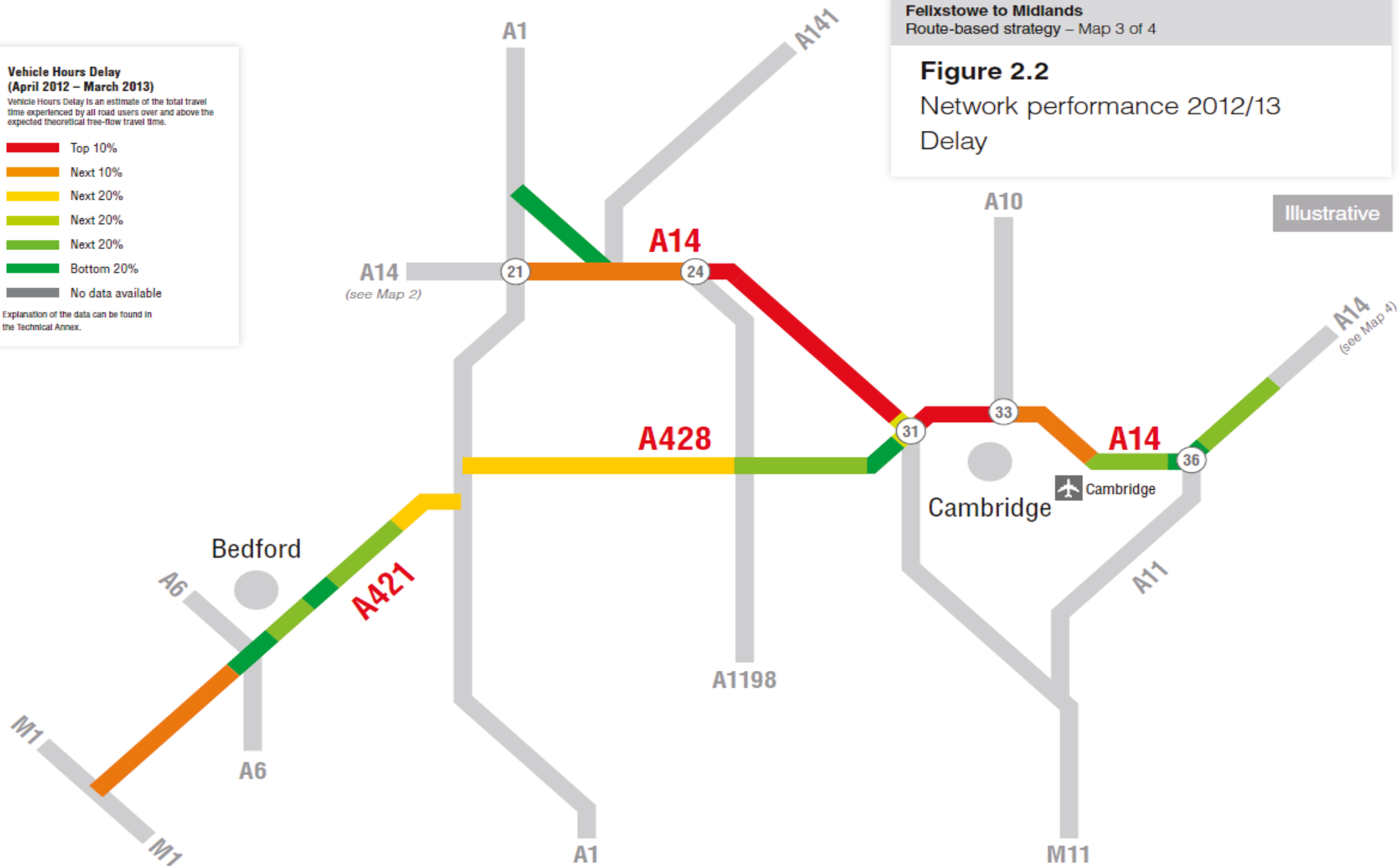
Explanation of the data can be found in the Technical Annex.

Felixstowe to Midlands
Route-based strategy – Map 3 of 4

Figure 2.2

Network performance 2012/13
Delay

Illustrative

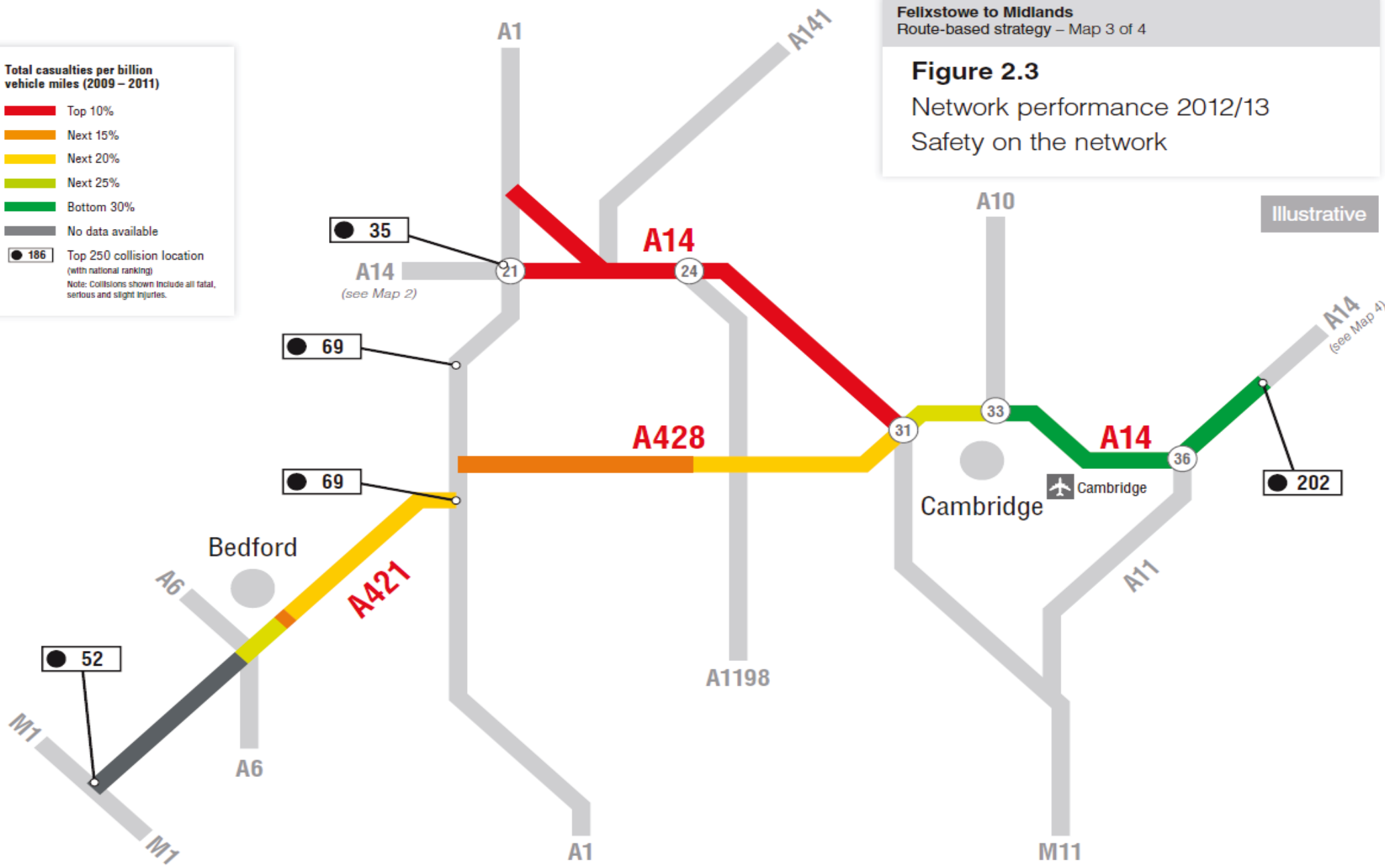




Total casualties per billion vehicle miles (2009 – 2011)

- █ Top 10%
- █ Next 15%
- █ Next 20%
- █ Next 25%
- █ Bottom 30%
- █ No data available

● 186 Top 250 collision location (with national ranking)
 Note: Collisions shown include all fatal, serious and slight injuries.



Felixstowe to Midlands
Route-based strategy – Map 3 of 4

Figure 2.3
Network performance 2012/13
Safety on the network

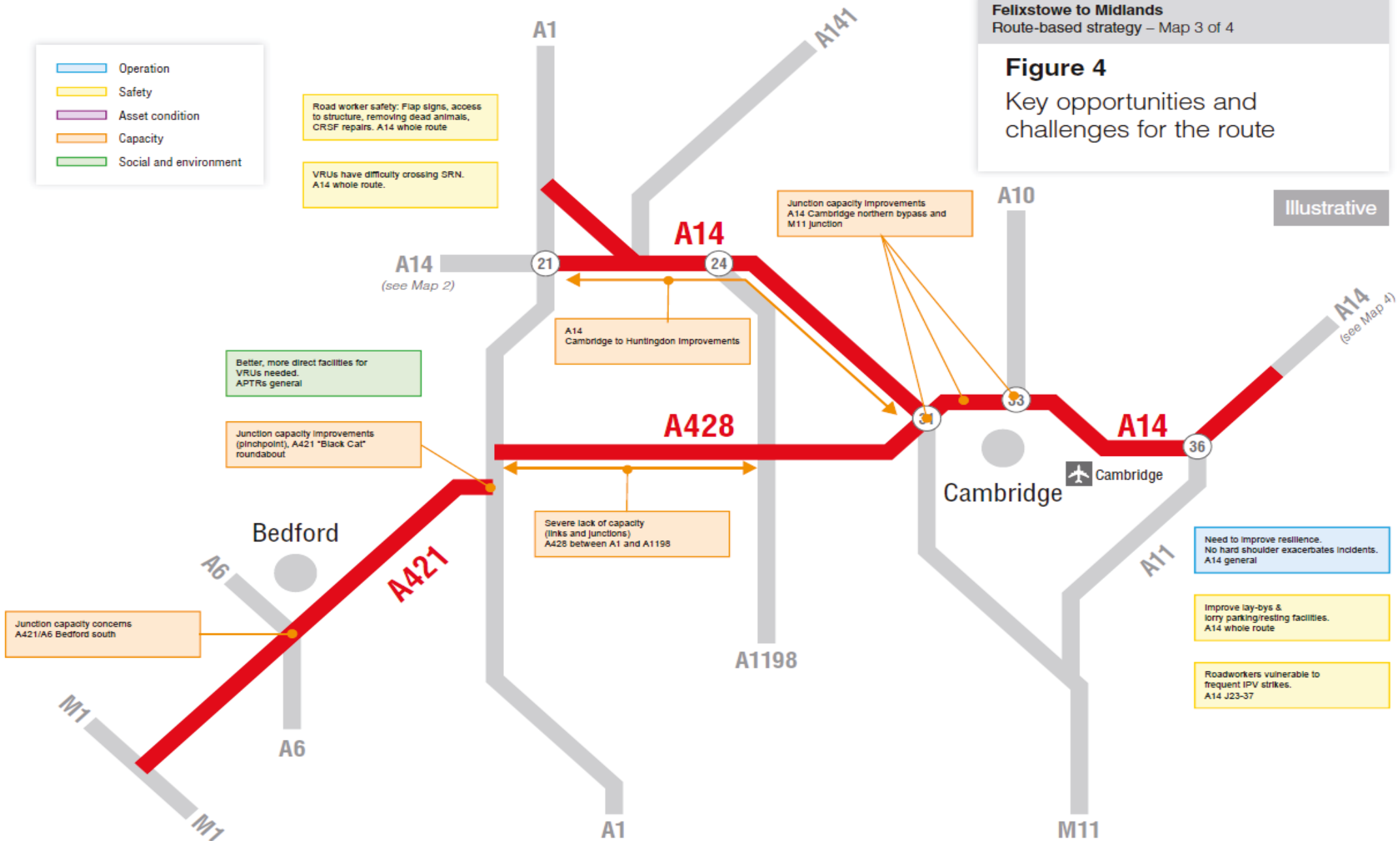
Illustrative



Figure 4

Key opportunities and challenges for the route

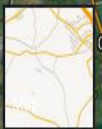
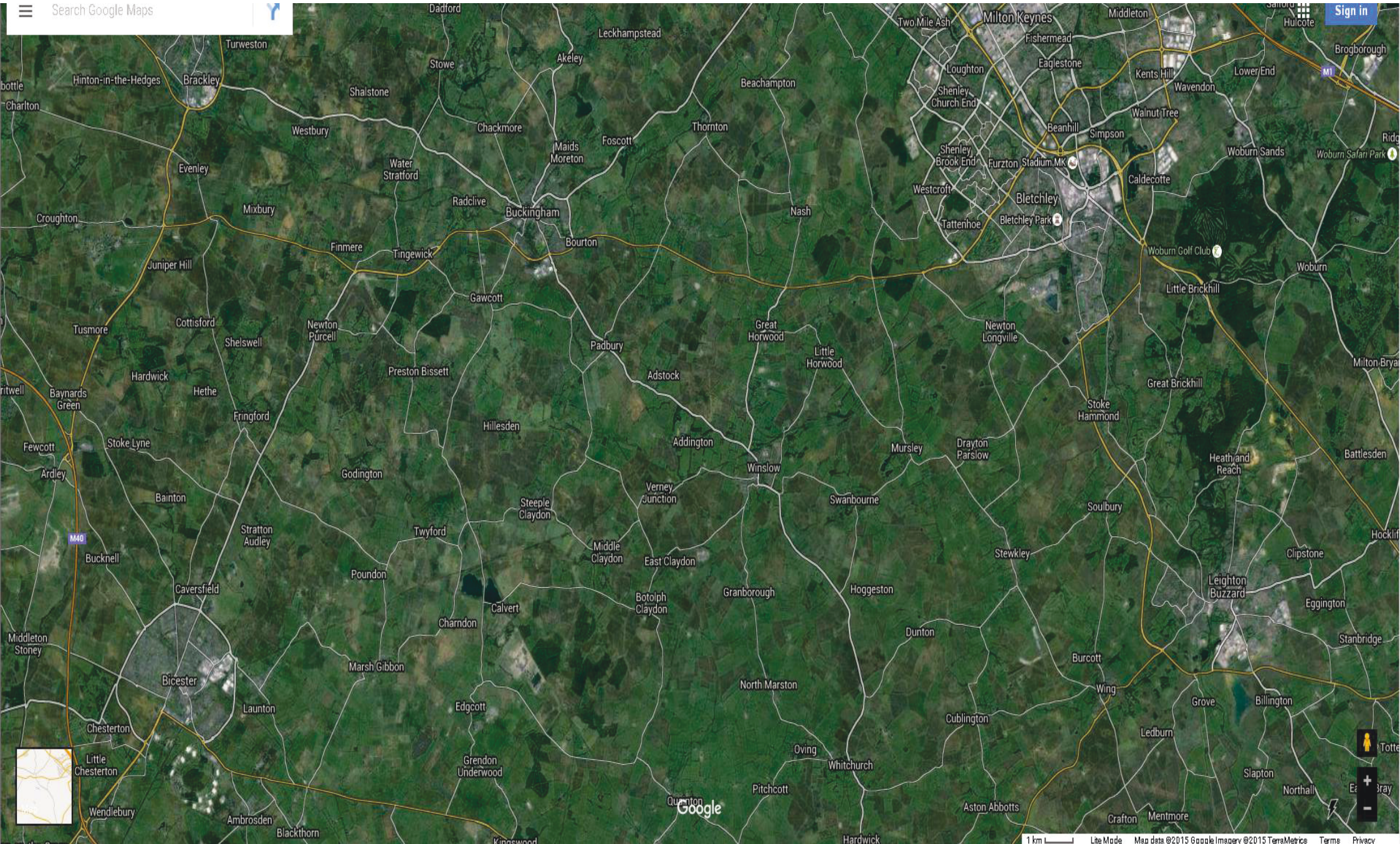
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Search Google Maps



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- ▶ The initial report will be published early next year
- ▶ We will be in touch with further developments and arrangements for future meetings

Thank you for coming!

