

Felixstowe to Midlands 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 Felixstowe to Midlands 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 RIS¹

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. 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

¹See 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.

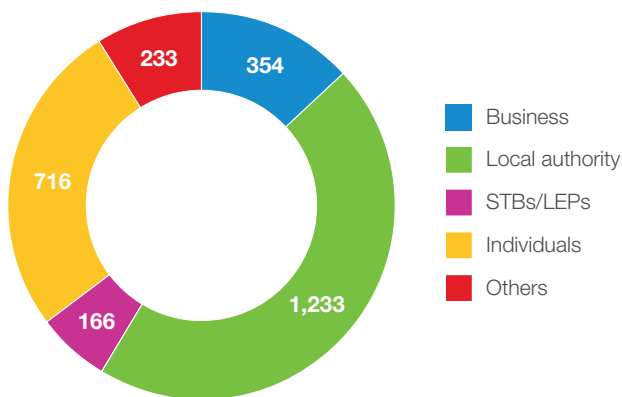


Figure 1.3 - External stakeholder responses

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 Felixstowe to the Midlands route was well rated, with 63% and 60% of users rating their experience on the motorway and A road sections of the route respectively as either extremely good or fairly good. However, as Table 1.1 shows, 30% of users still experienced problems using the route, with congestion and roadworks 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.

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		
44%	East of England		
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 Felixstowe to Midlands route provides a key connection to the Port of Felixstowe and is therefore important to both national and international freight movements. It comprises the whole of the A14 carriageway and the M6 motorway between its intersections with the M1 and M42 motorways. There are also parts of the route that branch off from this section, namely the A45 between M1 junction 15 and the A14 and the A428/A421 between M1 junction 13 and the A14.

The route is made up of 4 component parts: the A14, M6, A45 and A428/A421. These vary from stretches of single-lane trunk road to 3-lane motorway. The route provides a corridor for traffic moving from the ports of Felixstowe and Harwich (via the A120 and A12) on the east coast to the Midlands, passing Ipswich, Cambridge, Kettering, Bedford, Northampton and Coventry. It intercepts with the London to Scotland (East), London to Leeds (East) and East of England routes and spans the counties of Suffolk, Cambridgeshire, Bedfordshire, Northamptonshire and Warwickshire.

A high proportion of these journeys are associated with freight due to the important role the route plays in linking the Port of Felixstowe with arterial freight routes. Felixstowe is the largest container port by volume in the UK and represents a major international gateway both to the region and nationally. The route therefore allows freight to be distributed to a number of wider national destinations while also providing a link for goods to be exported from the Port of Felixstowe.

The A14 is a major trunk road made up of 2 and 3-lane dual carriageway sections. It runs east to west linking the M1 near Catthorpe to Felixstowe, passing the urban centres of Kettering, Cambridge, Bury St Edmunds and Ipswich. These are also economic centres that attract vehicles from the surrounding area, many of which use the A14 as a means of access.

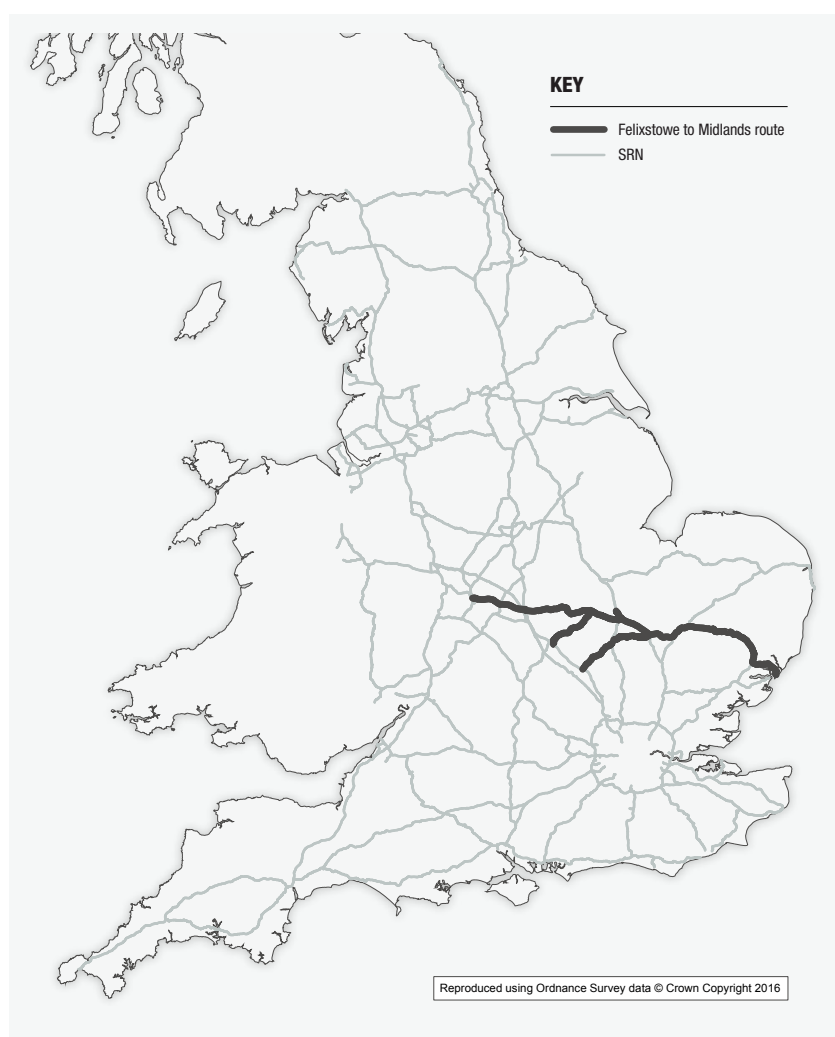


Figure 2.1 - Route overview map

Investment through RIS1 means the A14 Cambridge to Huntingdon scheme, which aims to relieve traffic congestion and unlock local economic growth in the area, is currently being constructed. This, along with other planned improvements, will support economic and residential growth demands along the A14 corridor.

The M6 runs from M1 junction 19 near Catthorpe via Birmingham, Stoke-on-Trent, Manchester, Lancaster and Carlisle to the border with Scotland. The section within this route links the east of Birmingham to the M1. It has 3 lanes and hard shoulder provision which enable high volumes of traffic to travel to employment centres such as Birmingham and Coventry. There is provision for non-motorised users (NMUs) at some junctions which allows pedestrians and cyclists to use these interchanges. The easternmost point of the M6 meets the M1 and A14 at junction 19 of the M1. This interchange has recently been upgraded to address congestion and safety issues with improvements including the removal of signalised roundabouts to create a direct free flowing link. Junctions 2 to 4 of the M6 are being upgraded to smart motorway standard to deal with current levels of high demand.

The A45 runs on a north-east to south-west axis, enabling vehicles travelling on the A14 to access Northampton and the M1. The A45 is a single-lane carriageway for its north-eastern 6 miles with a mix of 2 and 3-lane dual carriageway sections further south-west. The interchange with the A6 at Chowns Mill experiences frequent incidents of congestion as well as safety issues.

The A428/A421 runs on a north-east to south-west axis and links Cambridge to Bedford and the M1 near Milton Keynes. It is predominantly dual carriageway with the exception of the section between the Black Cat and Caxton Gibbet roundabouts.



Felixstowe is the largest container port by volume in the UK and represents a major international gateway both to the region and nationally.



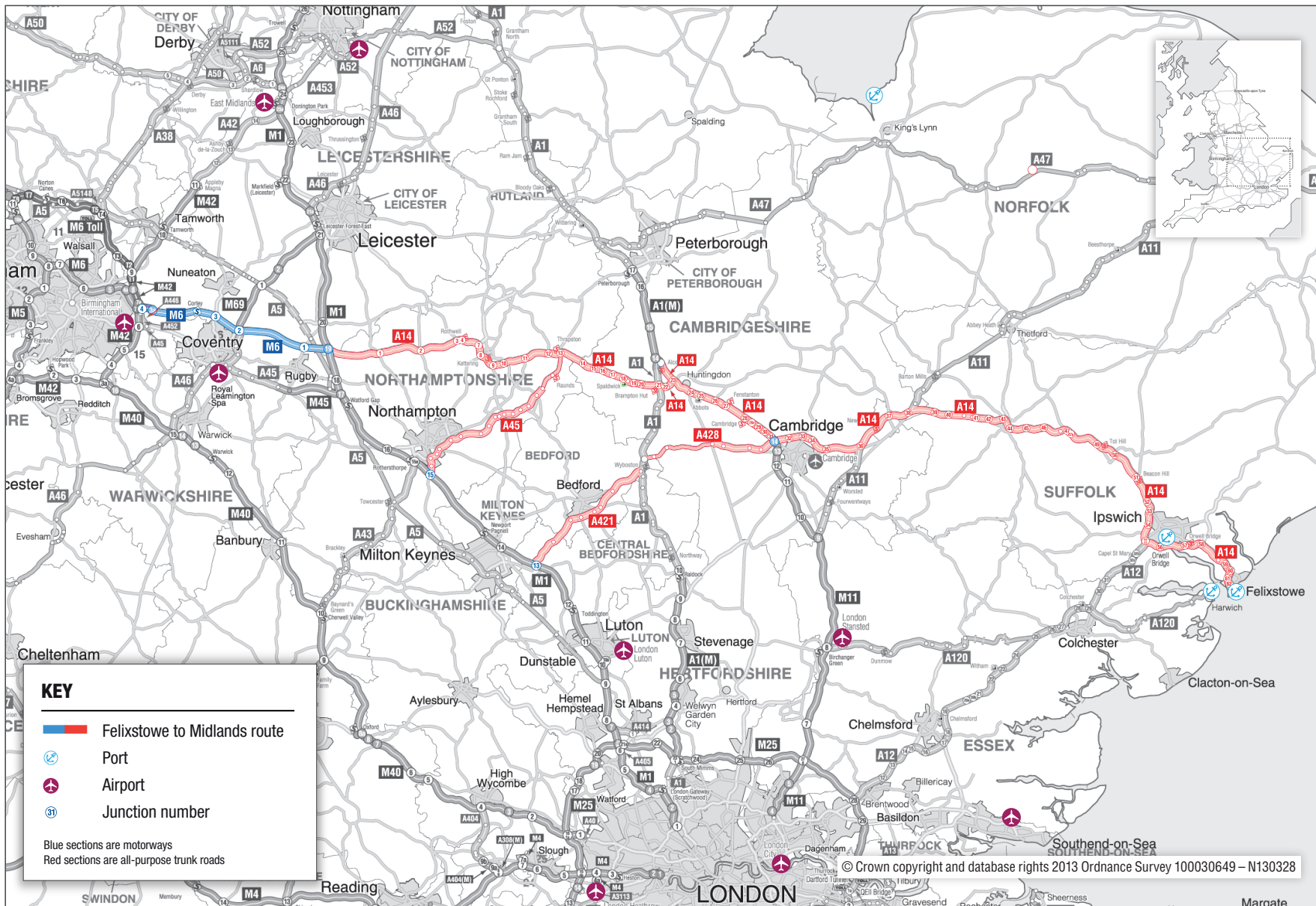


Figure 2.2 - Route Strategy overview map



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

There are a number of safety and service issues at various points along the route. A lack of hard shoulder provision means there are fewer safe places available for vehicles to wait when they are forced or choose to stop. As a result, slow moving or stationary vehicles are left with no other option but to remain on the mainline carriageway, putting other vehicles at risk. This is particularly the case on sections of the A14, A45 and A421/A428.

Limited layby and lorry parking facilities is a further constraint along the route, particularly on older sections of the A14. These facilities provide places for vehicles to stop, as well as giving opportunities for HGVs to wait safely away from the mainline carriageway. Without this provision the likelihood of safety issues is increased.

Due to congestion at some junctions, vehicles are not able to cross oncoming traffic on the local highway network when trying to leave the route. Evidence of this can be seen at A14/A142 junction 37 and contributes to queuing back along off-slips which is a safety issue.

Another safety issue along the route is central reserve gaps and junctions which are at-grade. These allow direct access on to the local highway network or to properties. However, they are often a source of incidents along the length of the route.



More free-flowing network

Stakeholders have raised congestion and the free flow of traffic as issues along the majority of the route.

At-grade junctions are a cause of delay and congestion. Vehicles have to reduce speed in order to allow other vehicles to leave the carriageway or to give priority at roundabouts. This occurs, for example, at the A421/A1 Black Cat junction.

Congestion also occurs due to a lack of link capacity, particularly when a section of road is single carriageway. This causes queues especially at peak times, such as at A14 junction 13, particularly on the A45 approach to this interchange. Single-carriageway sections of the A45 and A428 corridors also experience delay.

Congestion problems lead to blocking back at junctions. This results in lower journey time reliability, more congestion and a higher risk of collisions occurring. Junction 2 of the M6 where it meets the M69 and A46 experiences blocking back for this reason, particularly when vehicles attempt to manoeuvre from the A46 to the M6.

The free flow of traffic tends to be reduced when the route passes near to areas of economic development or locations where nature has dictated the infrastructure – bridges, for example. Sections of the A45 corridor such as between Collingtree and Great Billing are testament to infrastructure being dictated by the environment and resulting in a lack of free-flowing traffic.



Supporting economic growth

The route is key to serving freight traffic movements from ports in the east to the midlands, north and west. Efficient and safe operation needs to be maintained to ensure future economic growth. Areas along the route such as Ipswich and Bury St Edmunds will see planned economic growth and consequently the route will have to carry additional traffic generated by new employment and residential developments.

This growth will put increased pressure on sections of the route. Due to the arterial nature of the route, this pressure will be felt along its length as vehicles seek to reach economic centres. Points on the route which link large economic centres such as the A14/A12 junction 37 at Newmarket will experience an increase in vehicles as economic growth occurs.

Congestion that results from economic growth in turn limits the economic benefits that would be gained from both current and planned highways improvements along sections of the route. An example of this is congestion on the A45 at Northampton which limits the effectiveness of any future improvements.



An improved environment

Air Quality Management Areas (AQMAs) are currently in place on sections of the route. Any further traffic growth on sections of the route within these AQMAs may worsen the air quality situation.

Other junctions along the route which are not covered by AQMAs are also an issue in terms of the environment. Any further traffic growth at the A14 Copdock junction, for example, will lead to a decrease in air quality standards.

Other environmental issues such as drainage and flooding occur at various junctions along the route. The A14 between junctions 37 and 38 experiences drainage issues while a number of flooding issues have been reported to occur on the A14 between its junctions with the A45 and A428 and as well as at the A421 Beancroft Road junction.

Noise issues are also reported along some sections of the route, for example, on the M6 and on the A14 south of Ipswich.



A more accessible and integrated network

Accessibility and integration issues have been highlighted along the length of the route. These include provision for NMUs.

Poor NMU provision results in severance and a lack of willingness among pedestrians and cyclists to use the network. This is currently an issue on the A14 between the A140 and A1156.

Felixstowe to Midlands - Route Strategy: Map 1 of 4

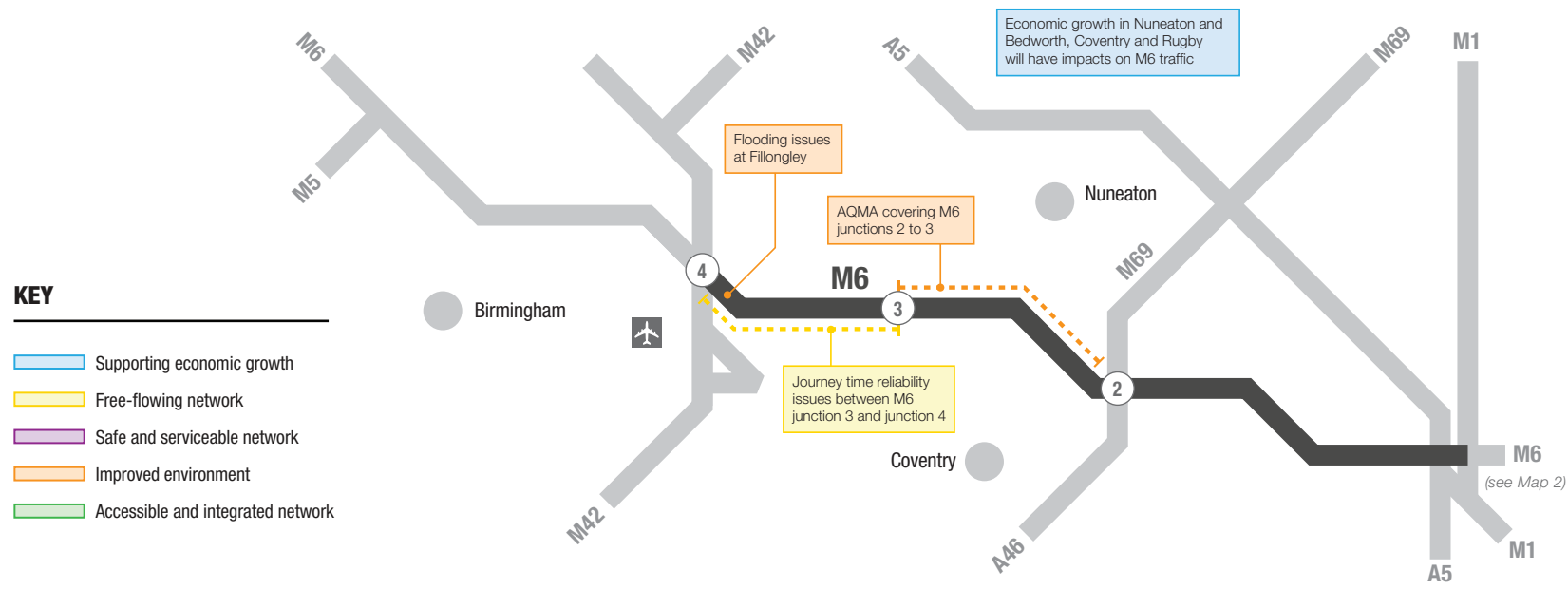


Figure 3.1 - Key challenges for the route

Felixstowe to Midlands - Route Strategy: Map 2 of 4

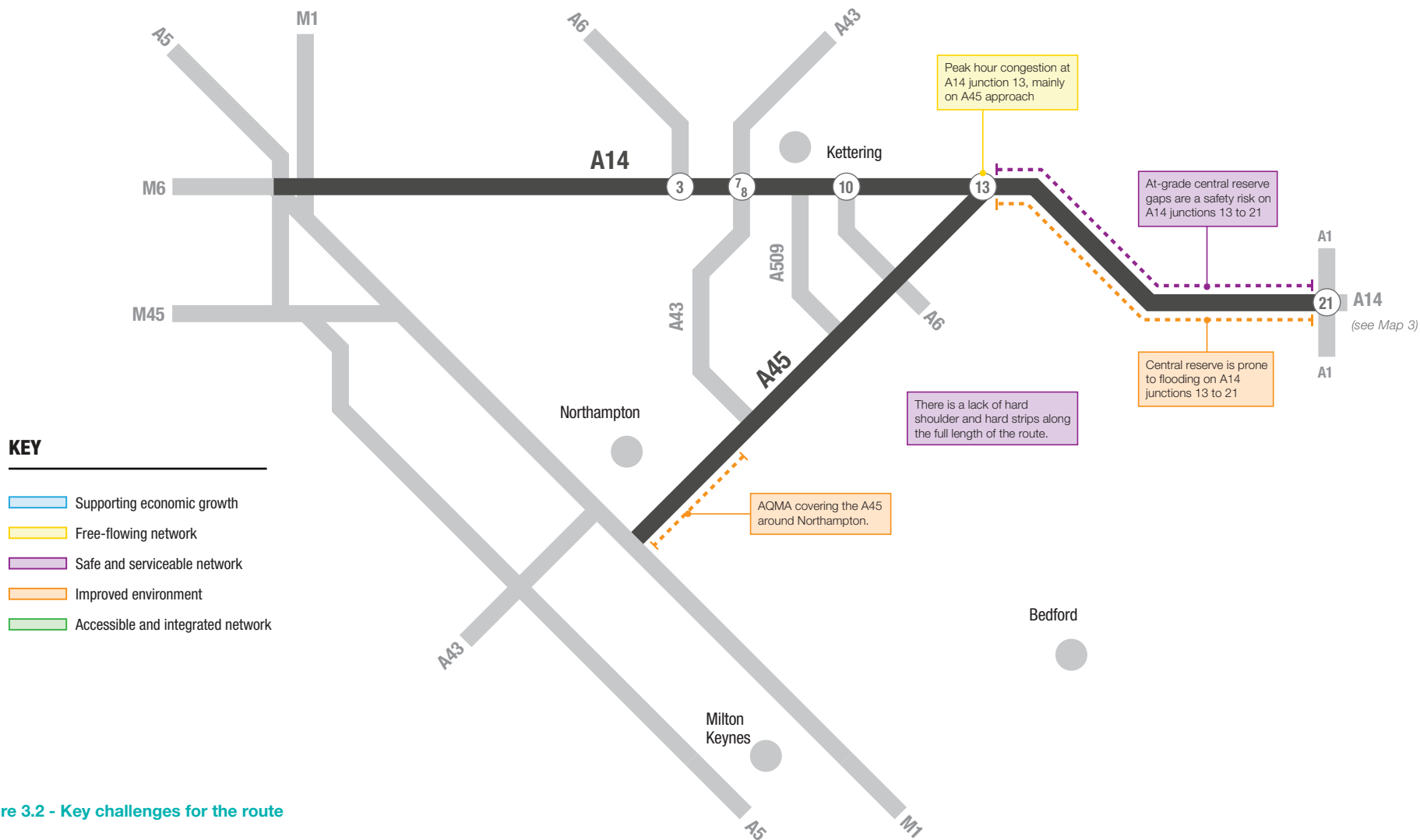


Figure 3.2 - Key challenges for the route

Felixstowe to Midlands - Route Strategy: Map 3 of 4

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

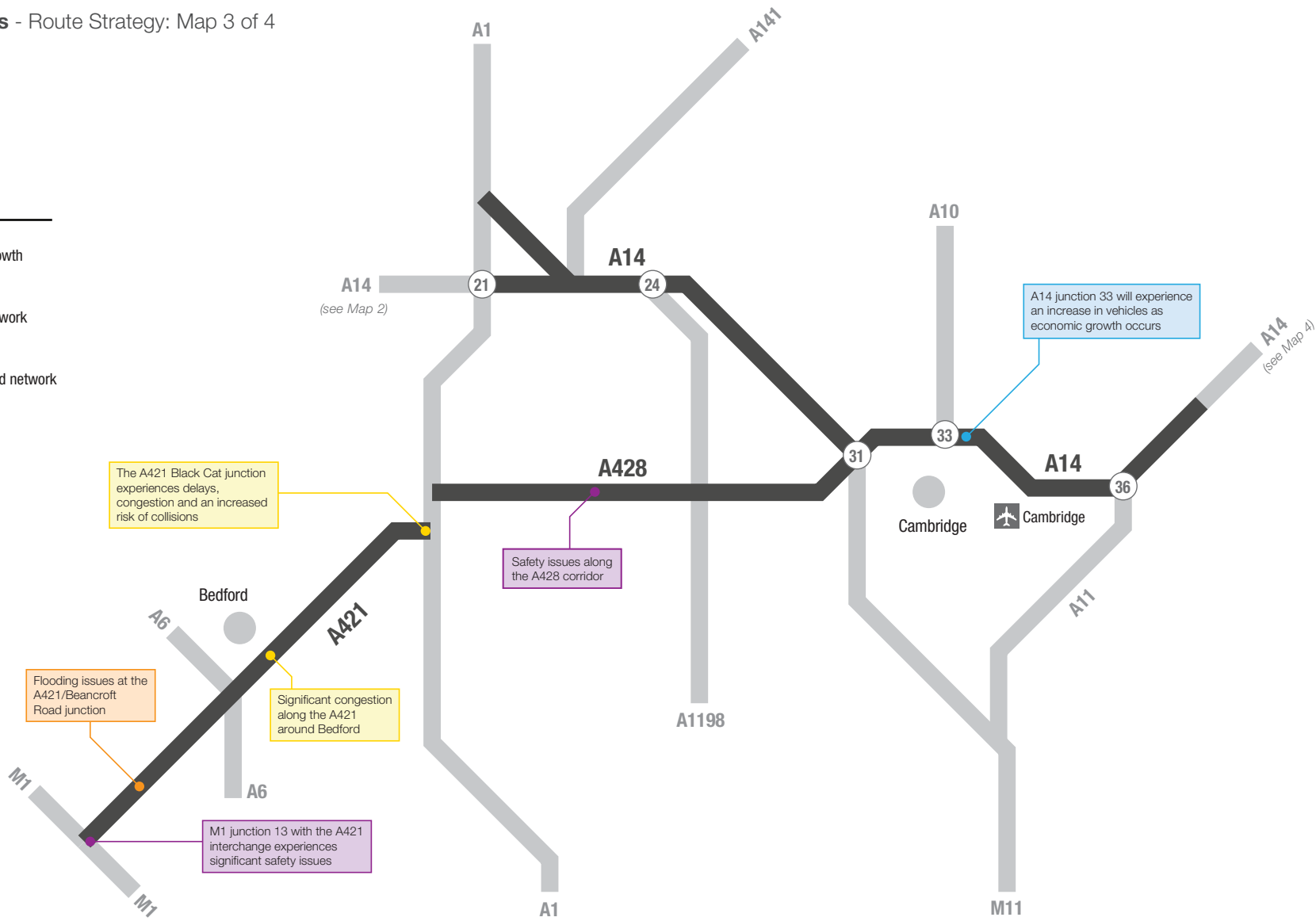


Figure 3.3 - Key challenges for the route

Felixstowe to Midlands - Route Strategy: Map 4 of 4

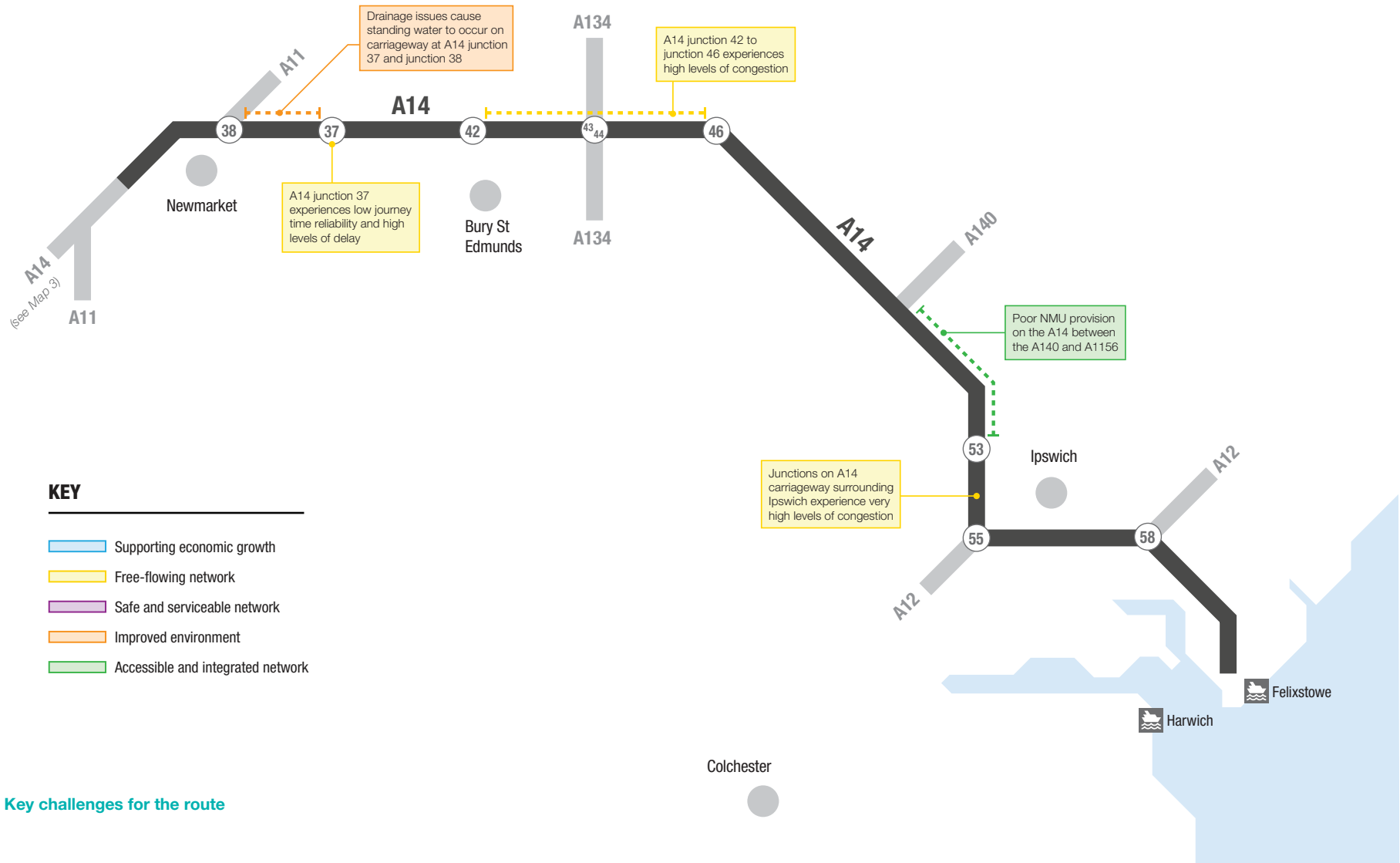


Figure 3.4 - Key challenges for the route

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.

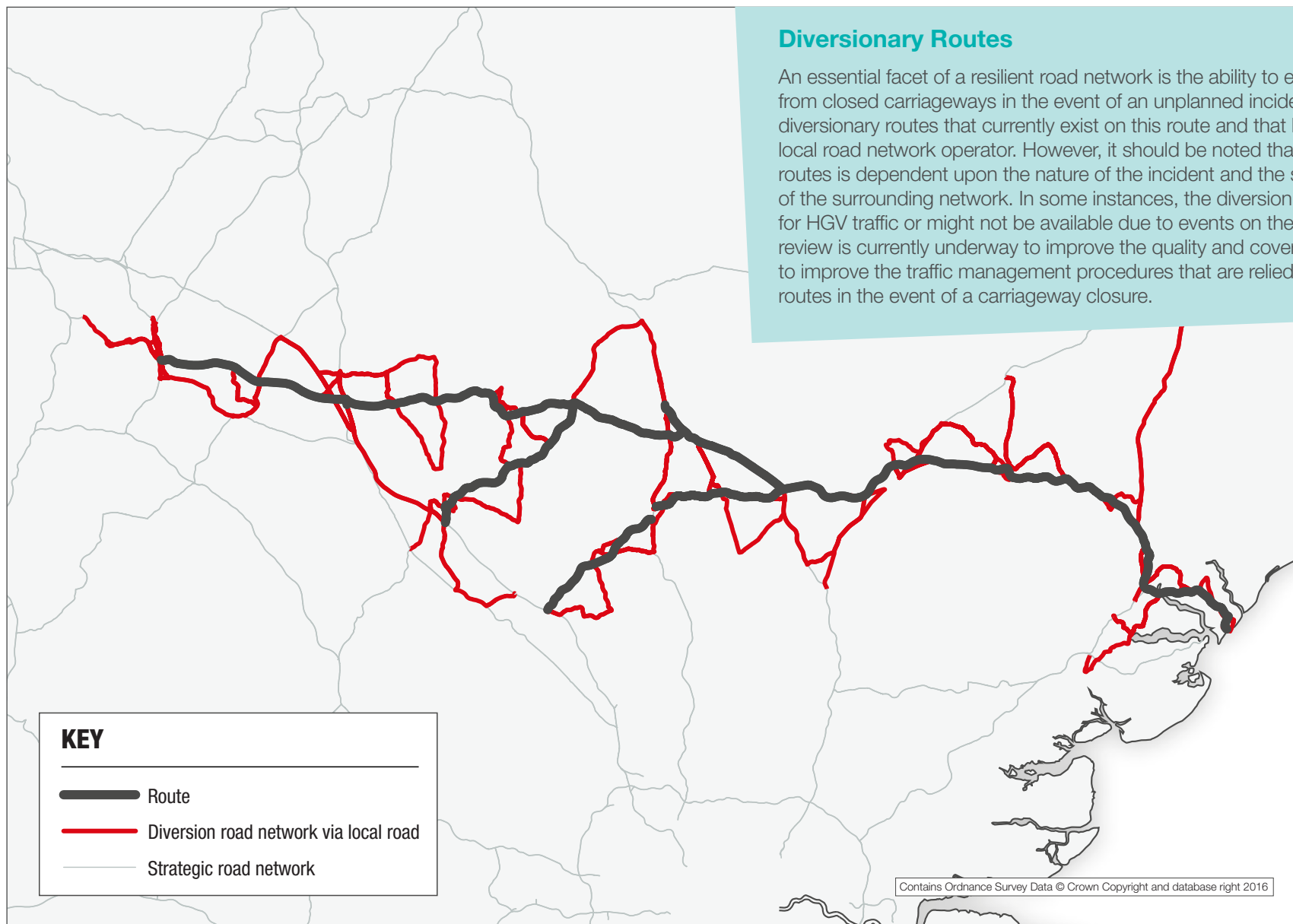


Figure 3.5 - Felixstowe to Midlands diversionary routes

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, less than 1% 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 good overall condition for both linear and non-linear assets. Of those assets inspected, just under 45% of linear assets have no defects, while just under 55% of the non-linear assets have only superficial defects.

Earthworks

The geotechnical earthworks across the route are considered to be in fair condition, with the total length of earthworks that require further investigation amounting to less than 4%.

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.



Felixstowe to Midlands - Route Strategy: Map 1 of 4

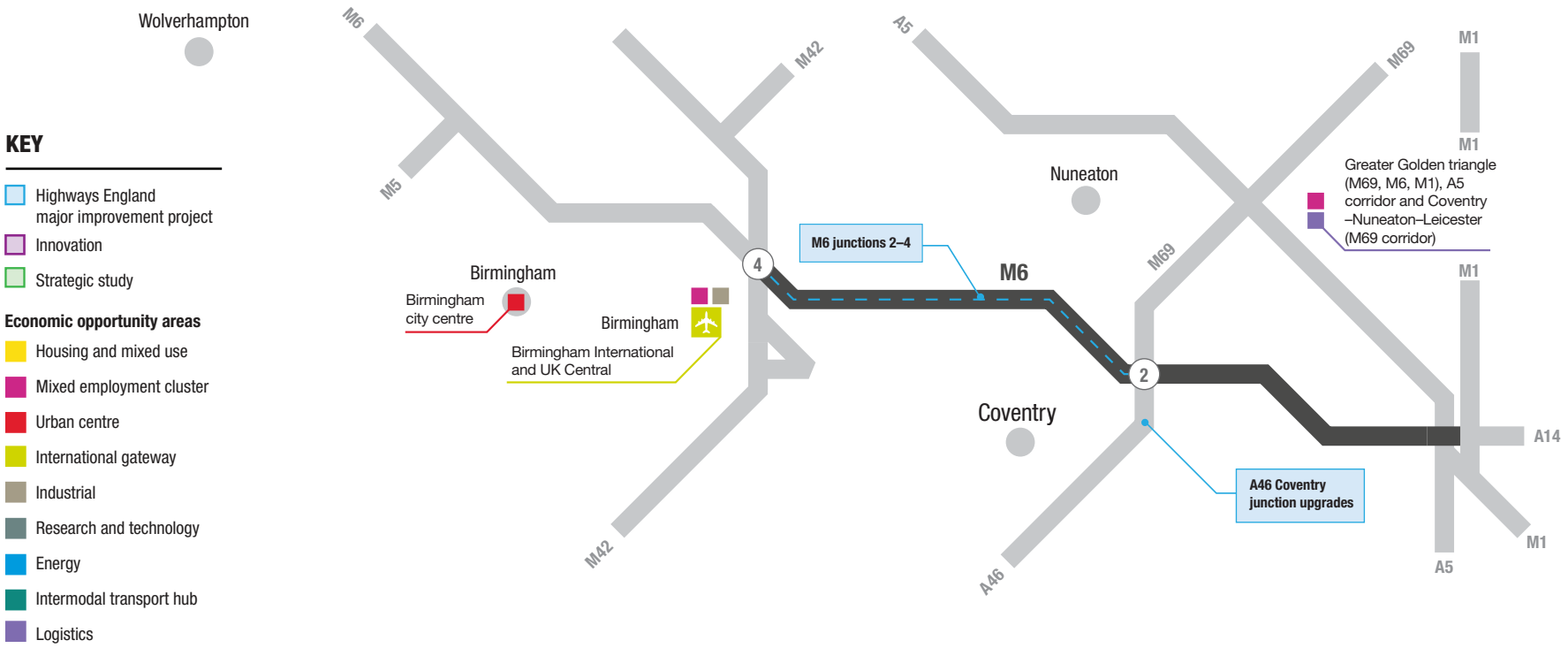


Figure 4.1 - Investment plans and economic opportunity areas

Felixstowe to Midlands - Route Strategy: Map 2 of 4

KEY

Highways England major improvement project

Innovation

Strategic study

Economic opportunity areas

Housing and mixed use

Mixed employment cluster

Urban centre

International gateway

Industrial

Research and technology

Energy

Intermodal transport hub

Logistics

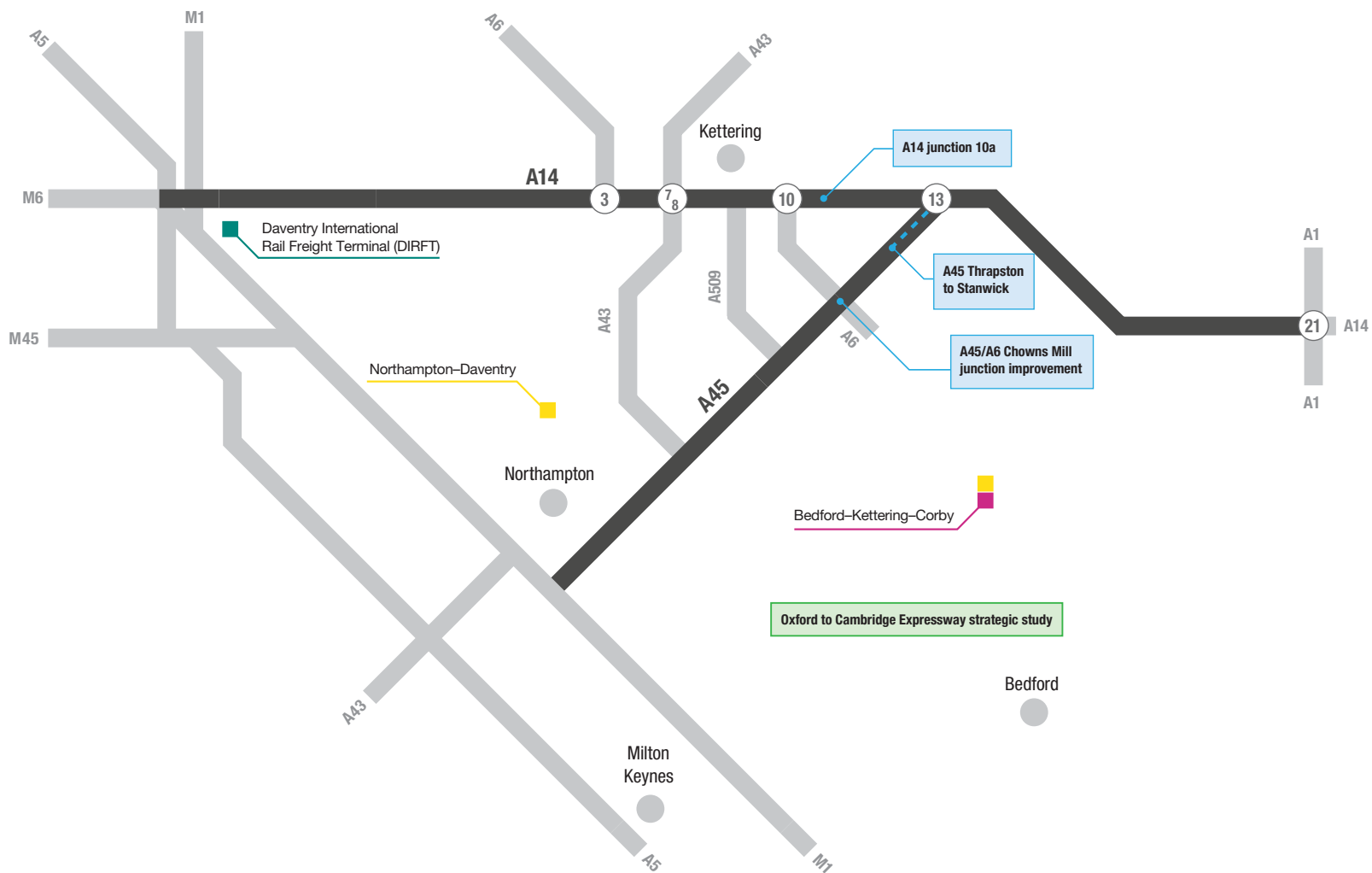


Figure 4.2 - Investment plans and economic opportunity areas

Felixstowe to Midlands - Route Strategy: Map 3 of 4

KEY

- Highways England major improvement project
- Innovation
- Strategic study

Economic opportunity areas

- Housing and mixed use
- Mixed employment cluster
- Urban centre
- International gateway
- Industrial
- Research and technology
- Energy
- Intermodal transport hub
- Logistics

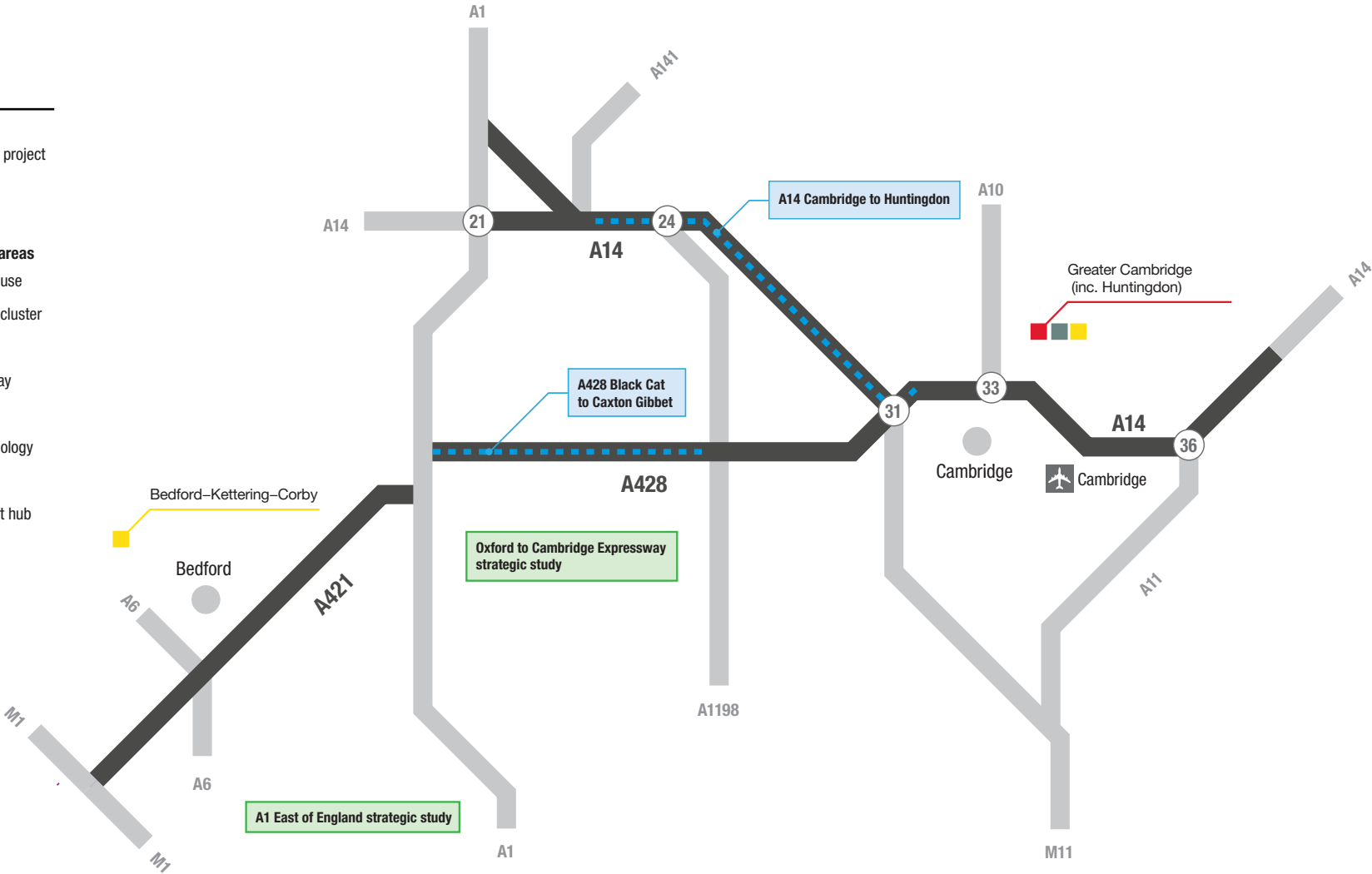


Figure 4.3 - Investment plans and economic opportunity areas

Felixstowe to Midlands - Route Strategy: Map 4 of 4

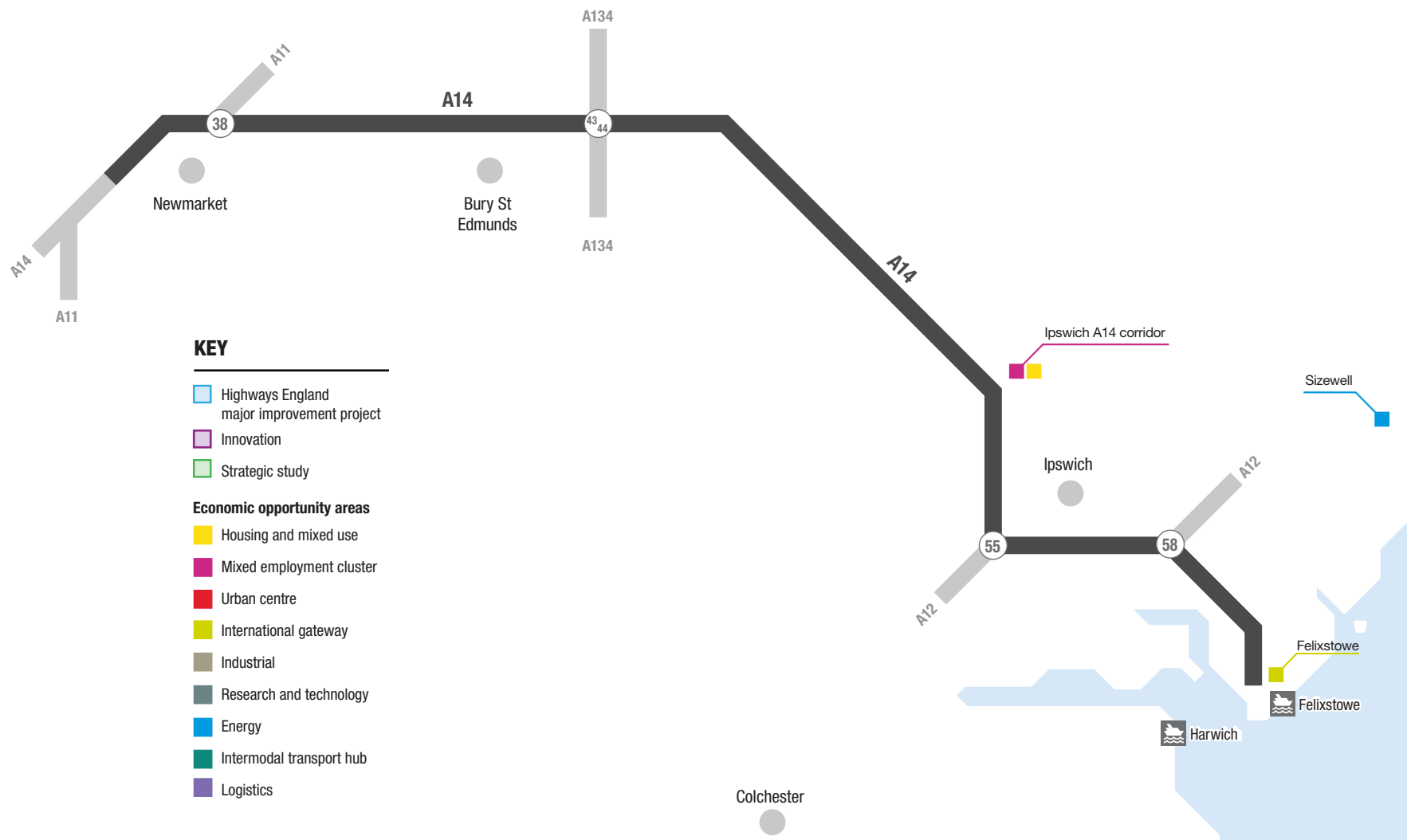


Figure 4.4 - Investment plans and economic opportunity areas

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.

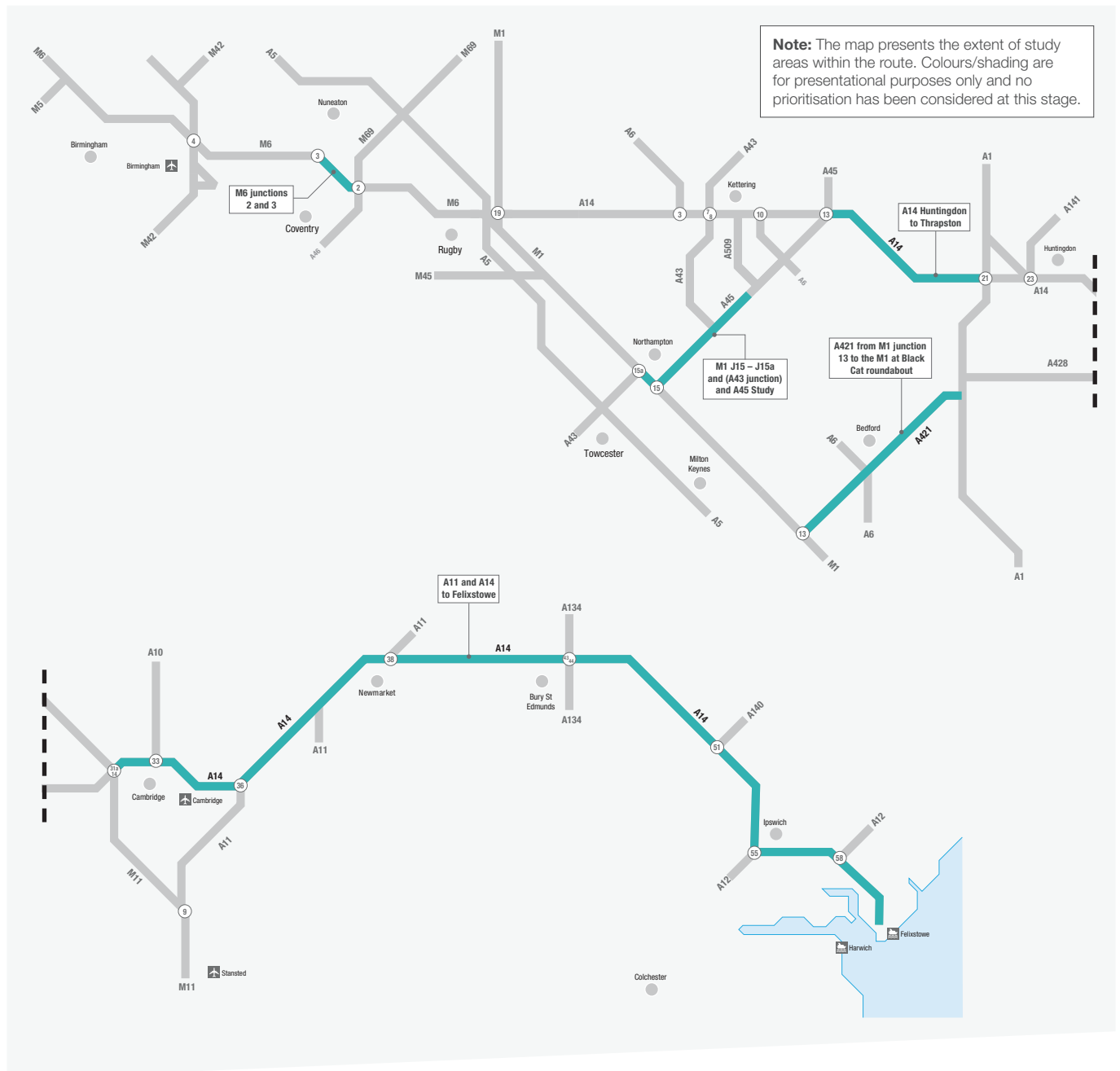
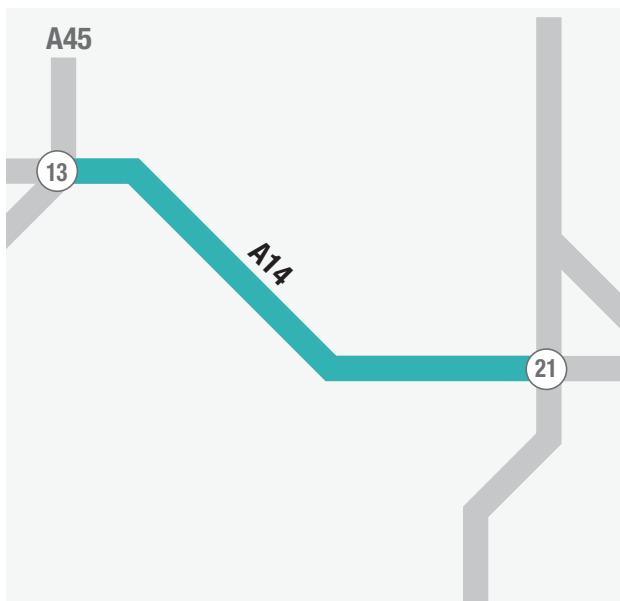


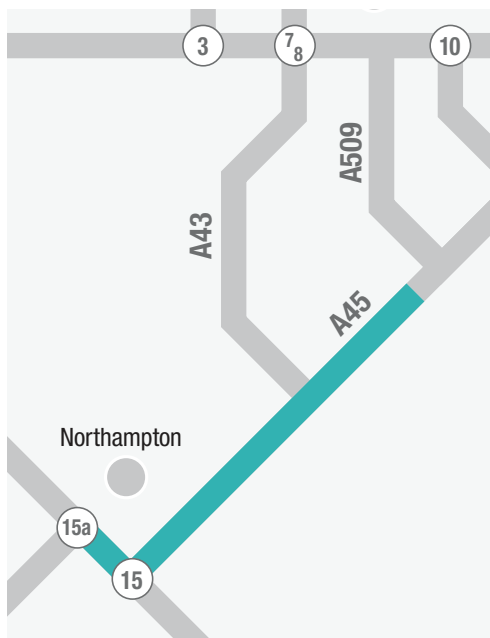
Figure 5.1 - Map of all study areas

A14 Huntingdon to Thrapston



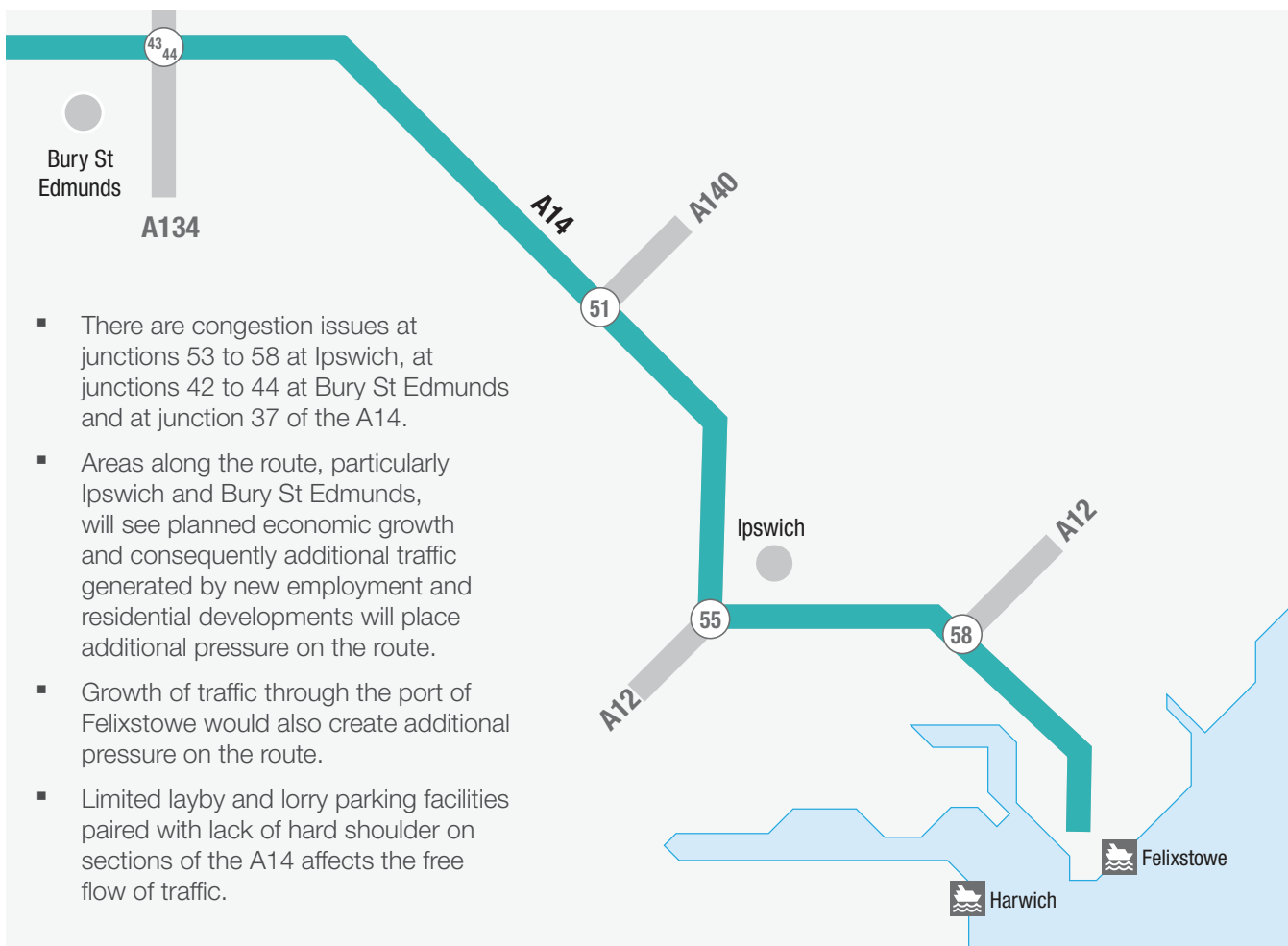
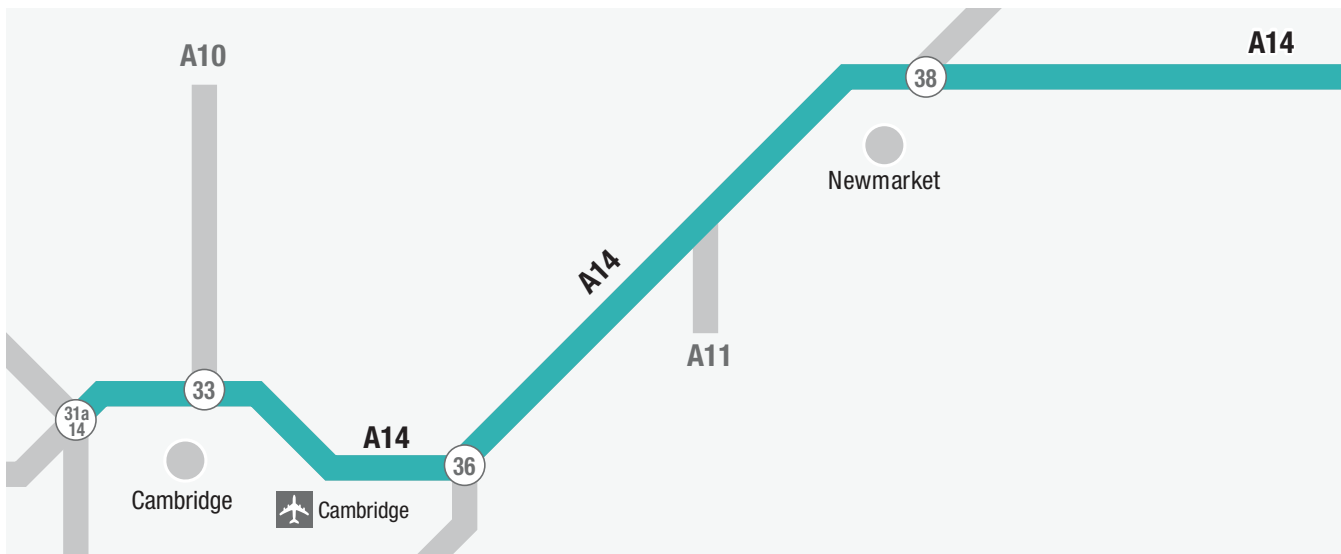
- The levels of congestion at A14 junction 13, particularly on the A45 approach, during peak hours will continue to increase.
- The risk of collisions on the A14 between Thrapston and Brampton is anticipated to worsen.
- Additional traffic as a result of economic growth and increased Cambridge to Huntingdon capacity may exacerbate current issues.

M1 J15–J15a and (A43 junction) and A45 study

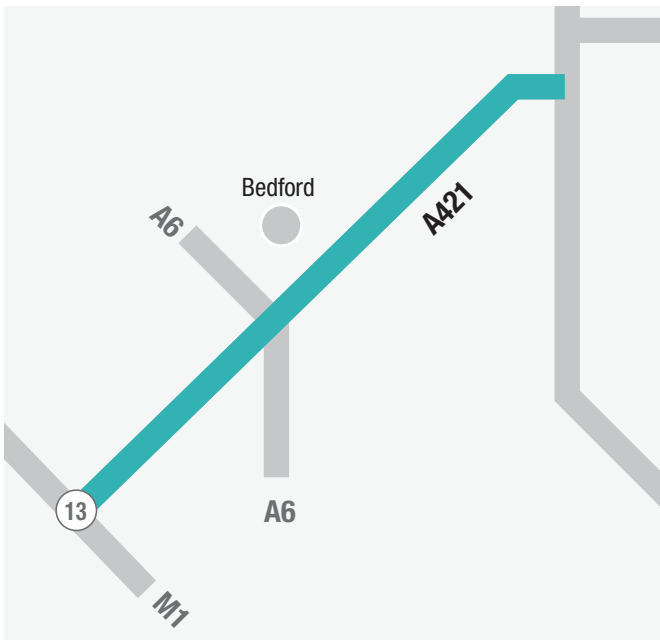


- Proposed economic growth and the resultant traffic increases in Northampton may lead to a decline in performance of the A45.
- Economic growth will increase the demand on peak hour operation.

A11 and A14 to Felixstowe

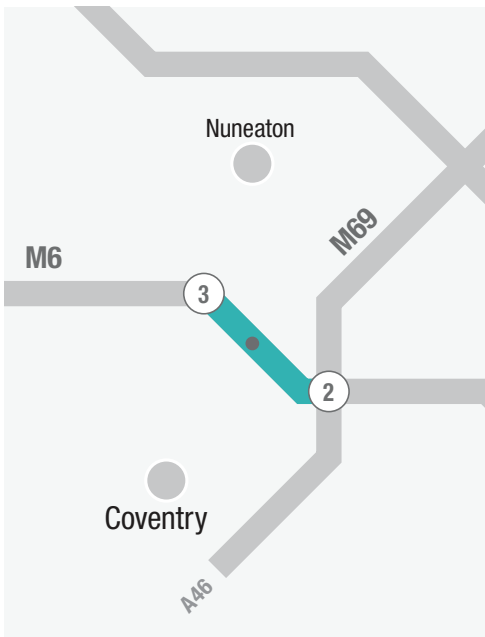


A421 from M1 junction 13 to the M1 at Black Cat roundabout



- The number of severe incidents at A421/M1 junction 13 will likely increase in response to increased traffic.
- Economic growth means congestion on the A421 around Bedford may worsen.
- Flooding issues will continue to exist on sections of the A421/A428.
- Upgrade to the A428 is likely to add further pressure to the A421.

M6 junctions 2 and 3



- Population and economic growth in the areas of Nuneaton and Bedworth, Coventry and Rugby may result in more congestion along this section of the route.
- An AQMA has been declared in Coventry (city wide) and includes the junction and area within between junctions 2 and 3 of the M6. Further congestion is likely to exacerbate the issue and/or extend the boundary.

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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Highways England Creative job number N160375

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