

# North and East 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 North and East Midlands route to inform the planning of future investment.

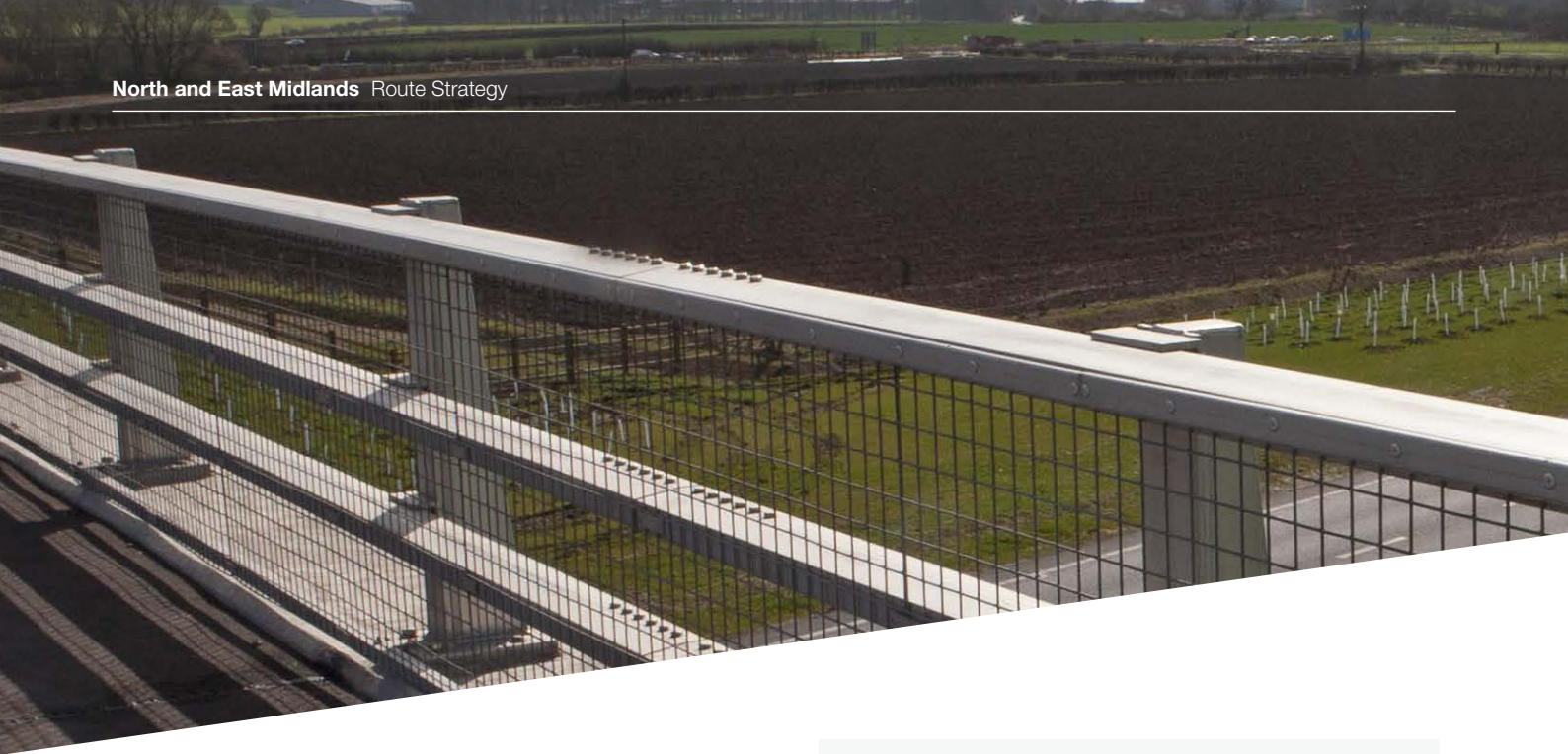
The SRN supports national and local economic prosperity by:

- 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 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.

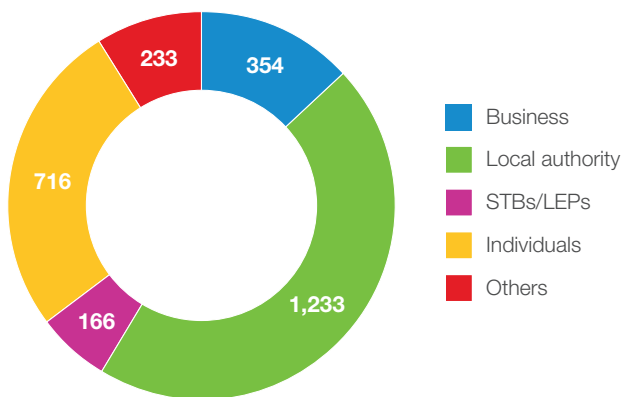


Figure 1.3 - External stakeholder responses

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 of the users of the North and East Midlands route 72% rated their experience as either extremely good or fairly good. As Table 1.1 shows, 41% of users still 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		
44%	East of England		
43%	Birmingham to Exeter		
41%	South West Peninsula		
<b>41%</b>	<b>North and East Midlands</b>		
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 North and East Midlands route links the cities of Stoke-on-Trent, Derby, Nottingham, Leicester and Lincoln and is a key cross-country corridor linking the East and West Midlands. The route links the main arterial north–south routes to each other, namely the M6, M1 and A1.

The whole route is all-purpose trunk road that is mostly dual carriageway and does not include any motorways. Between the M6 and the M1 the route comprises the A50, A500, A6, A5111, A52 and the length of the A38 between the A50 at Derby and the M1 at junction 28. East of the M1 the route includes the A52 through Nottingham, the A453 south–west of Nottingham and the A46 through Newark between Leicester and Lincoln.

The A50 between Stoke-on-Trent and Derby is predominantly dual carriageway and the route from Nottingham (A52) to the A46 is a mix of single and dual carriageway. The route between Leicester and Lincoln is mostly dual carriageway with sections of wide single carriageway around Newark-on-Trent and standard single carriageway around parts of Lincoln.

The route links the cities of Stoke-on-Trent, Derby, Nottingham, Leicester and Lincoln and directly serves the international airport for the East Midlands and the Donington Park racing circuit. The strategic and local road network around Donington Park is heavily used during annual events such as the Download Festival.

There are high proportions of locally based short trips on the sections around Stoke-on-Trent and between Derby and Nottingham, and more strategic and commercial traffic between the arterial routes of the M6, M1 and A1. The current capacity challenges on this route focus on the sections around the main towns and cities across the route that accommodate different types of road users.



Figure 2.1 - Route overview map

On the A50 the Stoke to Derby section of the route is maintained and operated on behalf of Highways England as part of the private finance initiative under the terms of a design, build, finance and operate (DBFO) contract.

Further economic development is planned or under construction in the region, including the East Midlands rail freight interchange, at the A50/A38 Burnaston interchange, and the planned HS2 Phase 2 Hub station at Toton on the A52 corridor. The East Midlands rail freight interchange will generate substantial additional traffic demand on the A50.

The East Midlands HS2 Hub, which is planned to open in 2033 as part of the HS2 Full Phase Two Core Network, will be located to the south of Bramcote between Derby and Nottingham at Toton on the A52. These nationally important infrastructure proposals are expected to generate substantial additional traffic demand on the route, particularly the A50 and A38.



“

*This route is a key cross-country corridor linking the East and West Midlands*

”



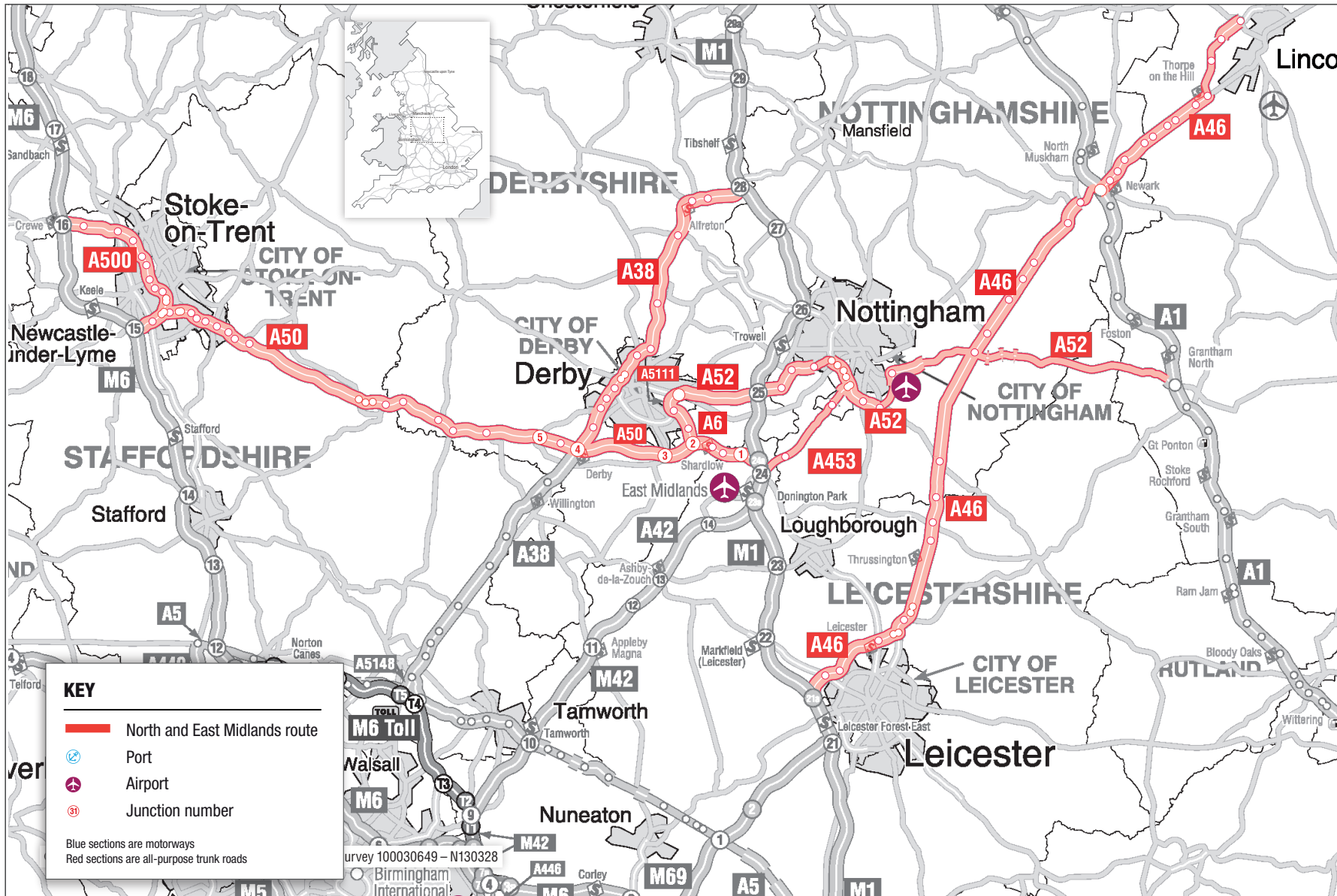


Figure 2.2 - Route Strategy overview map







## 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

The safety challenges for this route are focused around key urban centres in Stoke-on-Trent, Derby, Nottingham and Leicester and where there are also performance issues such as journey time reliability and delays.

There are concentrations of safety issues at various points on the route: some safety issues are occurring in congested conditions, while others relate to the non-standard layout of junctions and the mainline carriageway.

Stakeholder evidence highlighted safety issues at specific junctions, including the A38/A50 junction near Derby, the A46 Hobby Horse roundabout in Leicestershire, the A50/A500 junction in Stoke-on-Trent, and the A46/A1 junction in Newark-on-Trent.

There are also problems on the network on the A50 and the A46 where there are concerns about speed management and traffic operation. Some parts of the network are within the worst 25% of national links for safety, including the A46 north of Leicester and the A50 corridor.



### More free-flowing network

The current capacity challenges on this route are primarily on the sections around the main towns and cities across the route, which accommodate both local users and strategic traffic. Congestion is an issue within a number of sections on the route.

There are junction capacity issues with anticipated growth on the A38/M1 junction 28, capacity issues at the A46 Hobby Horse roundabout north of Leicester, and urban congestion on the A500 in Stoke-on-Trent due to high flows and the close proximity of junctions. There is also congestion on the A52 corridor between Derby and Nottingham where high volumes of traffic use the A52, as it is a key route linking Derby, Nottingham, the M1, A61 and A38. The A453 major improvement scheme that dualled the section of the A453 between M1 junction 24 and the A52 has relieved some pressure from these routes, although congestion still remains a problem on parts of the route around Derby and Nottingham.

On the A52 up to the junction with the A46 there are also congestion issues. Various routes in the region lack technology and speed management, meaning that real-time driver information is not available on some parts of the route.



## Supporting economic growth

The route links the major urban areas of Stoke-on-Trent, Derby, Nottingham, Leicester and Lincoln and is a key inter-regional corridor linking the East and West Midlands.

Parts of the network around the main towns and cities across the route have significant economic development plans. The ambitious economic growth being promoted by the Midlands Engine will increase the case for better and more reliable connectivity on a regional and national scale. The evidence base identifies a large number of current and proposed development opportunities, which should come forward either alongside the route or near to other major highway corridors that have direct access from the route.

There is significant housing growth expected near the A50, and south of Derby in particular. Further development along this corridor is expected to support existing employers. Economic growth is anticipated around the A38 and A50 junctions in Derby with the construction of the strategic rail freight interchange. The planned HS2 Hub station in Toton will also have an impact on the surrounding network during construction and on opening. This includes the A52, A453 and M1 junction 25. There is projected development around East Midlands Airport affecting the A50 to the east of Derby, and also near the A52 towards Nottingham. There will also be growth near the A1/A46 towards Lincoln, adding pressure to locations with existing congestion.



## An improved environment

There are a variety of environmental challenges along the route. Nottingham, Derby and Stoke-on-Trent all have Air Quality Management Areas (AQMAs) declared and some parts of the route are included within these AQMAs, including the A52, A50 and A500.

Some parts of the route are included within or close to several Noise Important Areas (NIAs), where stakeholders have raised concerns about the level of noise. The A52 lies close to a number of NIAs in several settlements across the route, as does the A38 west of the M1 junction 28.



## A more accessible and integrated network

Ensuring appropriate provision for different types of road users, especially in built-up areas along the route, is a key challenge.

Severance has been identified on the A500 through Stoke-on-Trent. There is a concern about the insufficient facilities for cyclists and pedestrians at key points in urban areas of the A500 in Stoke-on-Trent where significant development is taking place, and a lack of crossing facilities in the rural areas including the A50. The A38 around Derby is also a key location where there are concerns about the lack of provision for cyclists.

The evidence review also highlighted locations where HS2 Phase 2 will have an impact on the route. The construction of the HS2 Hub station at Toton will have impacts on the route, particularly parts surrounding the Hub including the A50, A52 and A453.



North and East Midlands - Route Strategy: Map 1 of 2

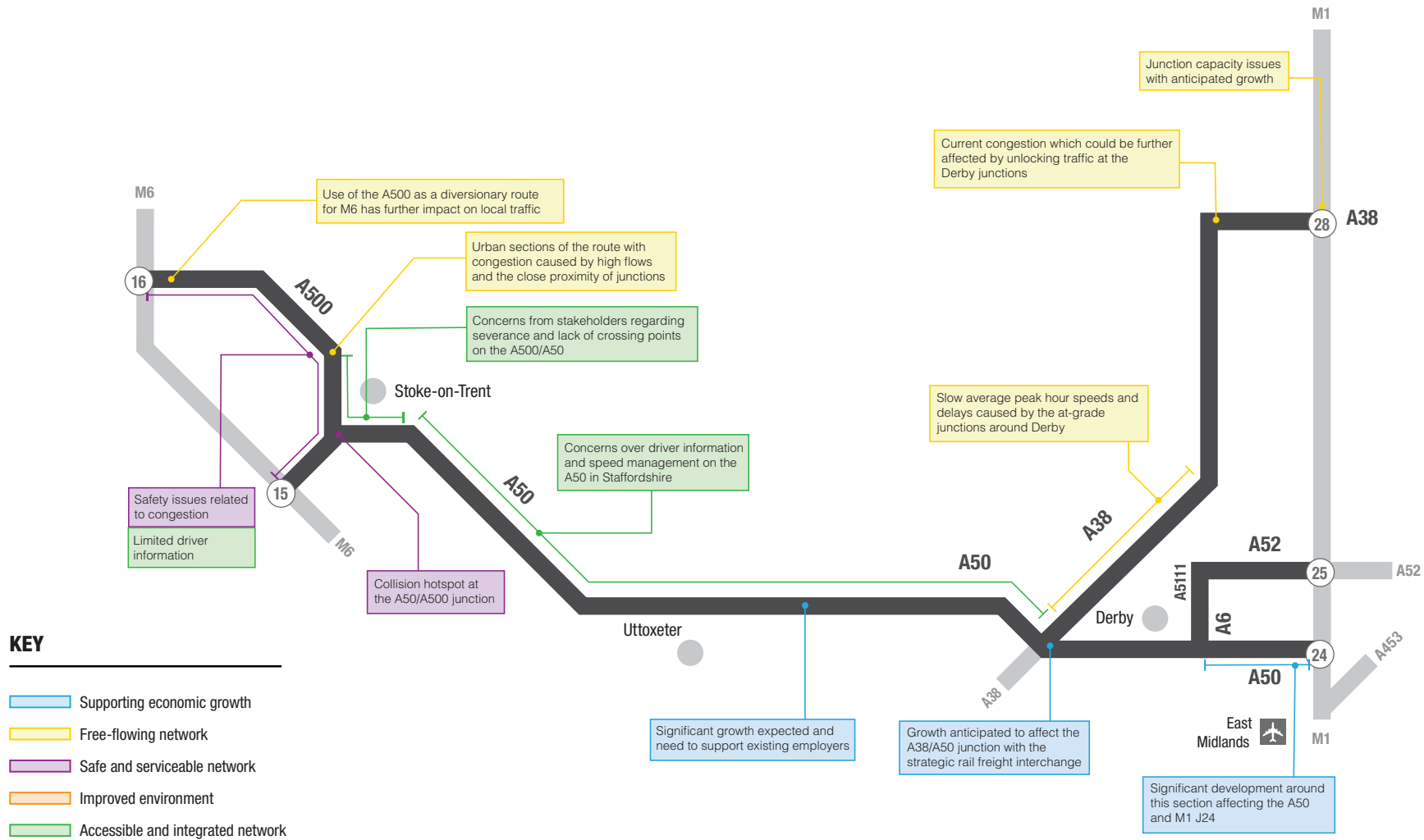


Figure 3.1 - Key challenges for the route

North and East Midlands - Route Strategy: Map 2 of 2

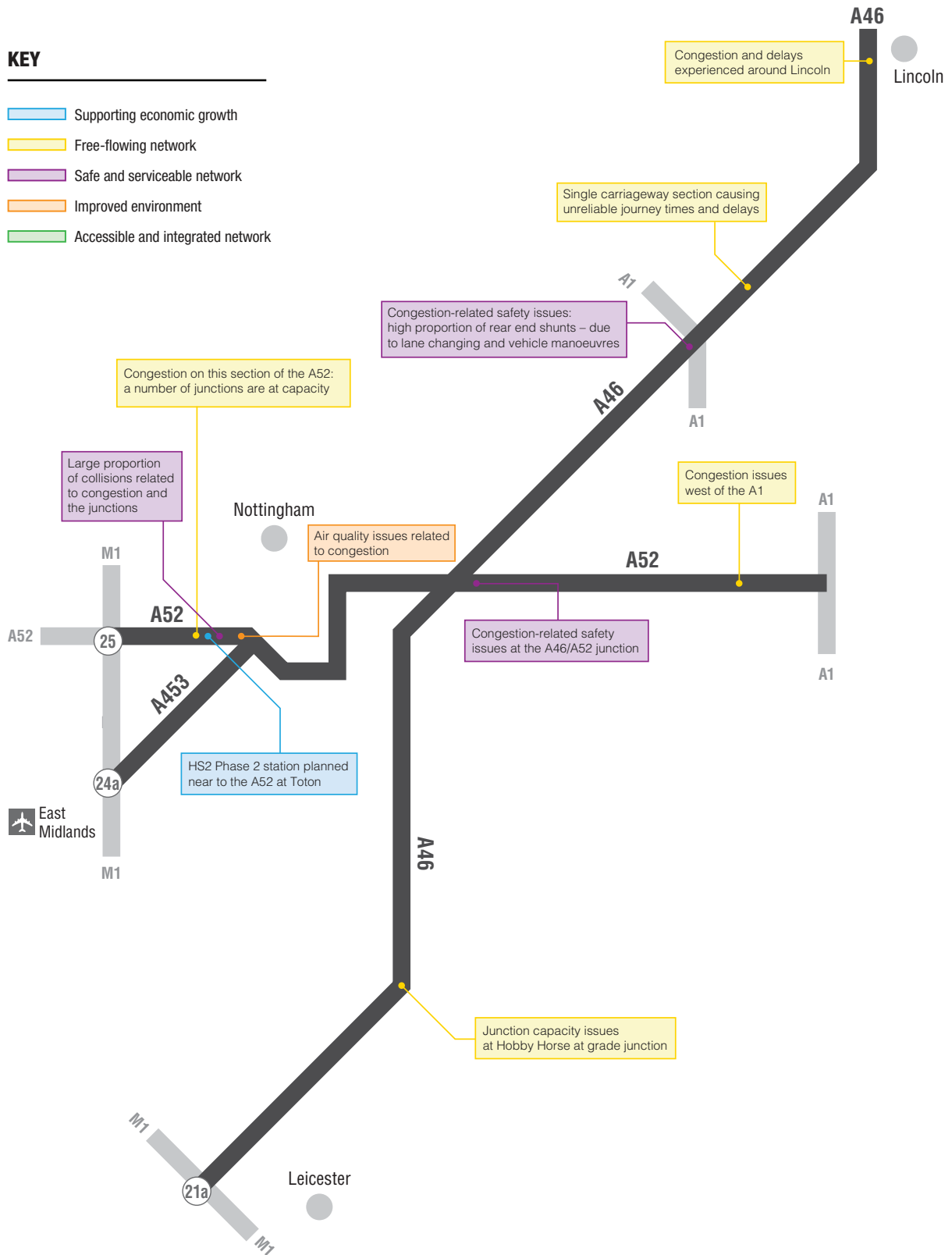
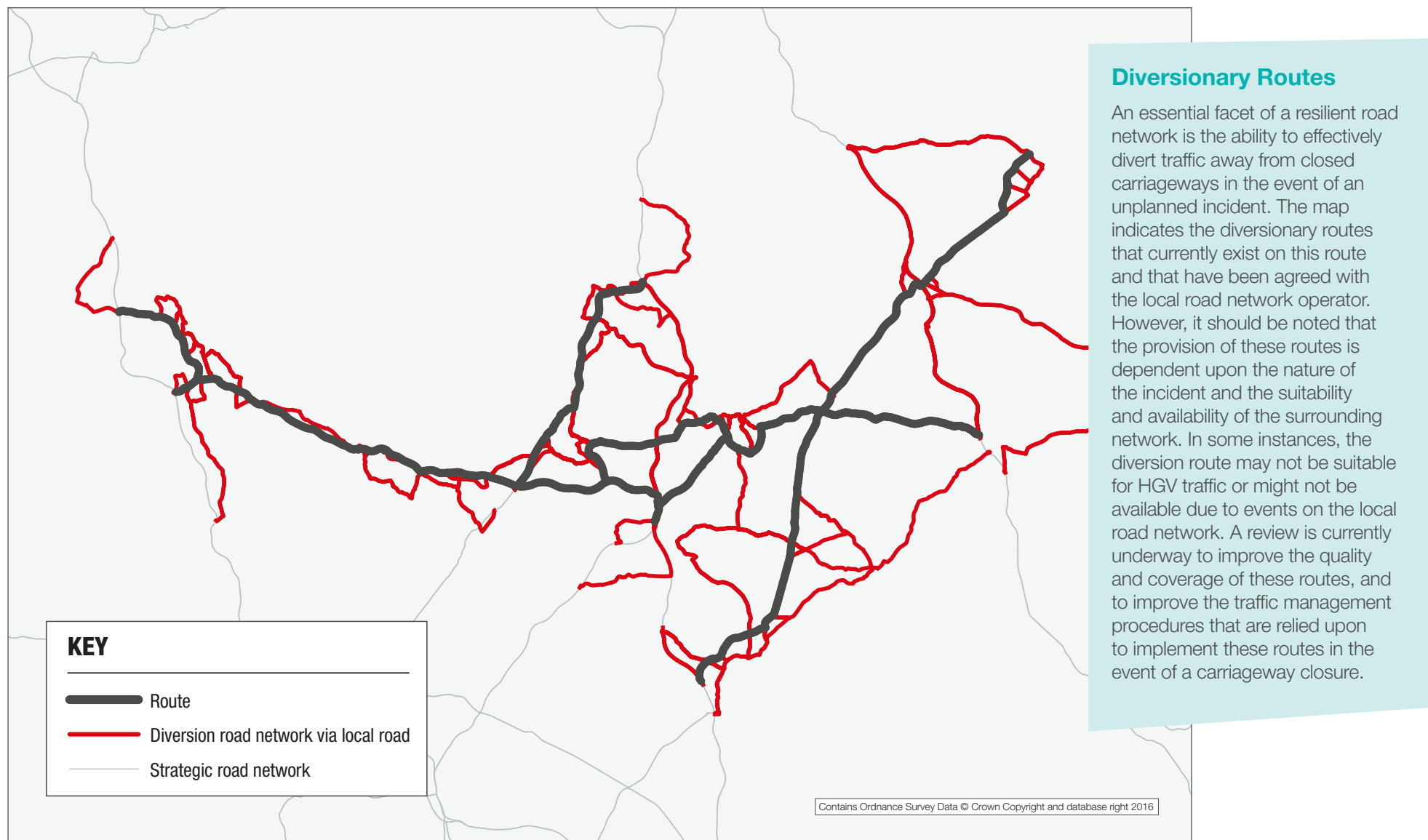


Figure 3.2 - Key challenges for the route





### Diversionsary 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 3.3 - North and East 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, fewer 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 condition for both linear assets and fair condition for non-linear assets. Of those assets inspected, just under 65% of the linear assets have been assessed as having no defects (grade 1), while a similar percentage of 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 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.



North and East Midlands - Route Strategy: Map 1 of 2

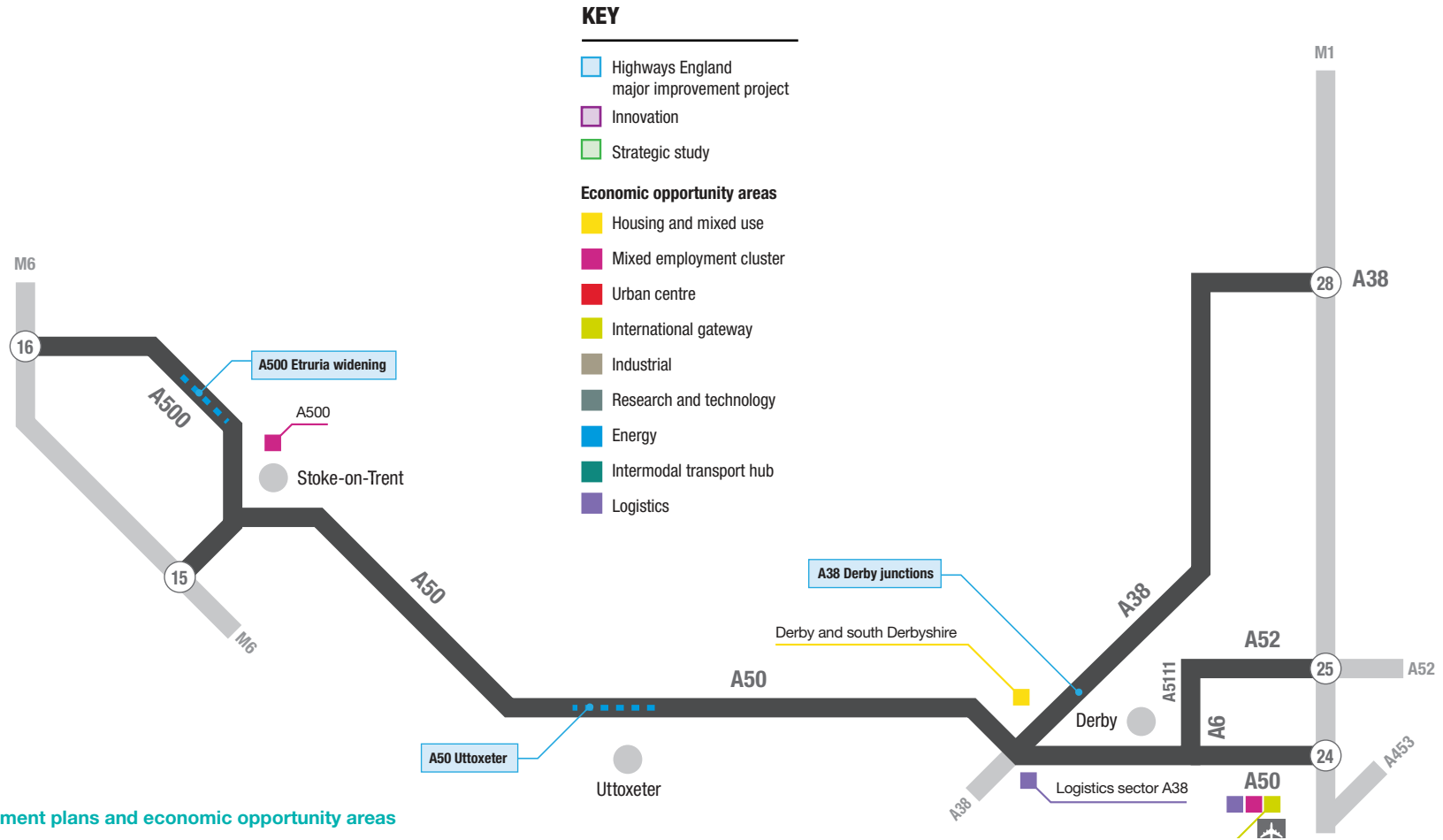


Figure 4.1 - Investment plans and economic opportunity areas

North and East Midlands - Route Strategy: Map 2 of 2

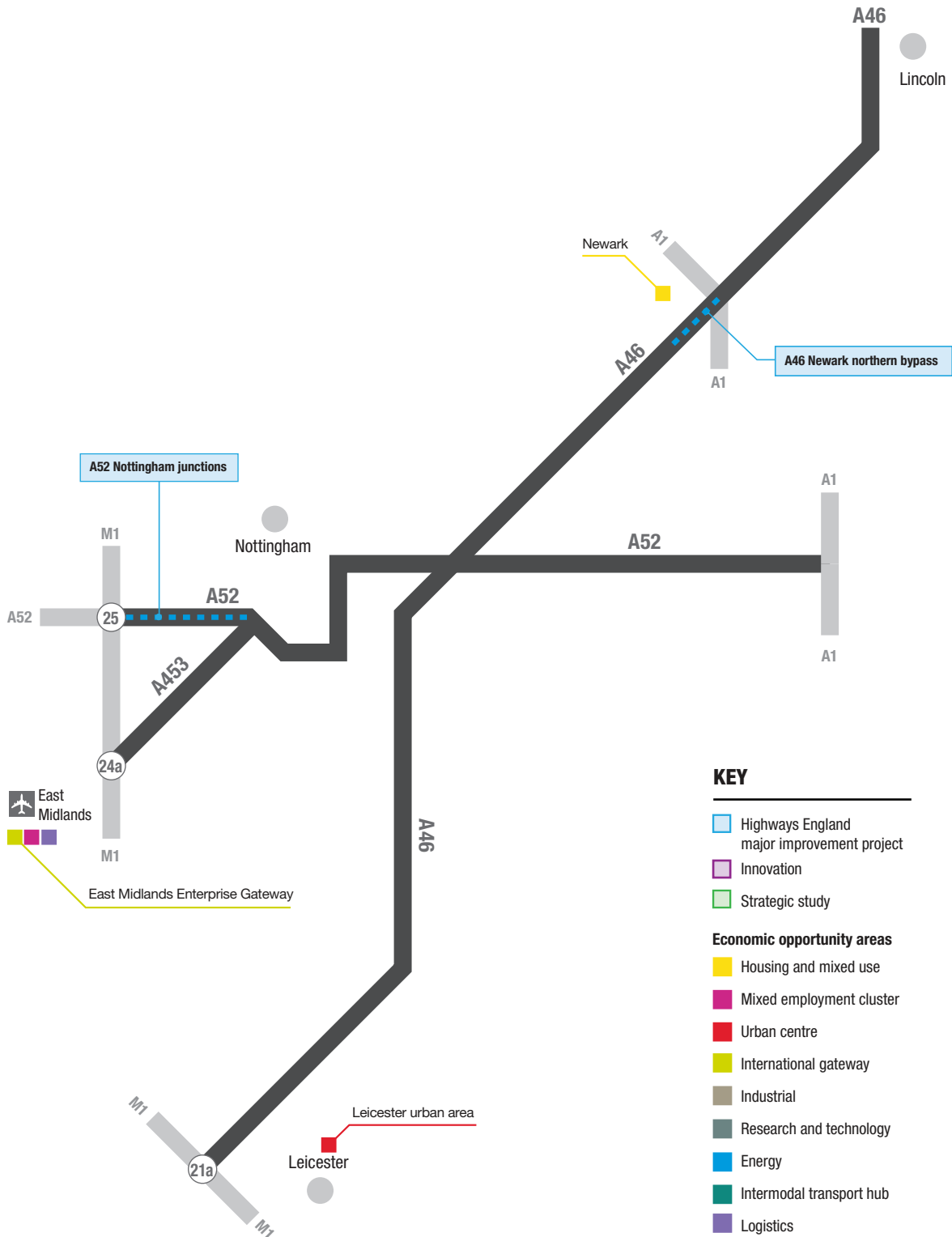


Figure 4.2 - Investment plans and economic opportunity areas







# 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.

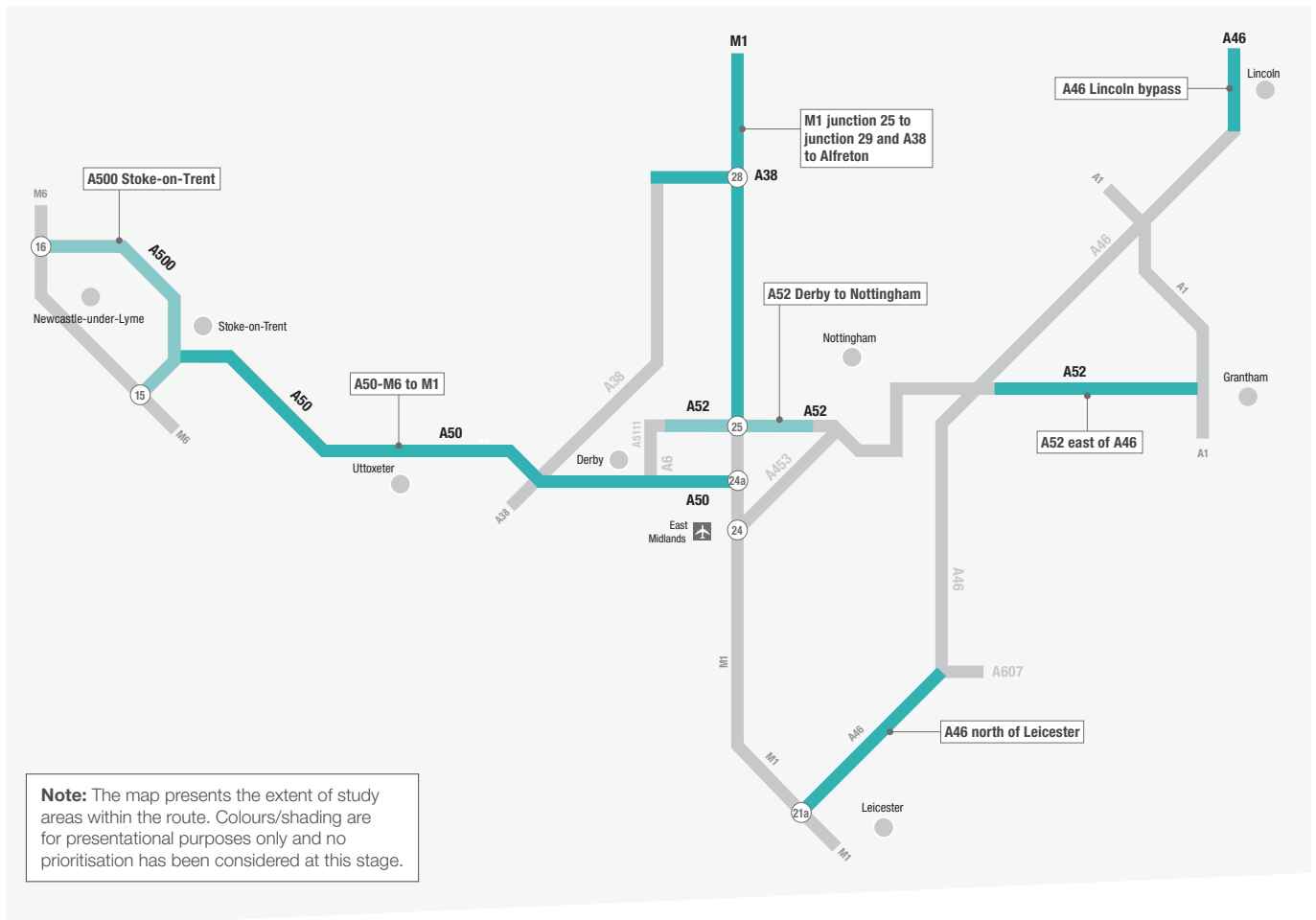


Figure 5.1 - Map of all study areas

## A46 north of Leicester



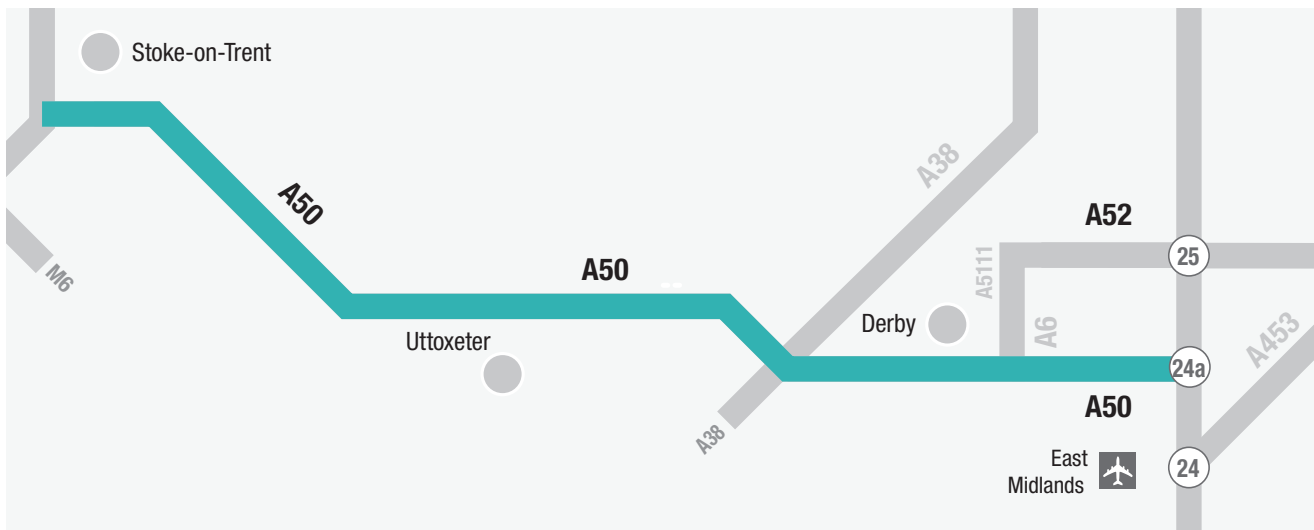
- Congestion at the A46 Hobby Horse roundabout may have a negative impact on the economic opportunity areas identified around Leicester, and on the Enterprise Zone.
- Congestion on the A46 around Leicester has the potential to constrain economic growth in the region and further east on the A46 corridor in Lincolnshire.
- Continued safety issues due to congestion and non-standard road layouts in the study area could be exacerbated by future traffic growth.
- Increasing congestion may worsen the air quality problems in the AQMA around the A46 Leicester western bypass and the A50 Groby Road, which could lead to further environmental issues.
- Continuing rat-running issues through the villages of Cossington, Rothley and Anstey due to the performance of the A46 could lead to more localised congestion and environmental issues.

## A500 Stoke-on-Trent Bypass



- Regeneration and growth expected within east and north Staffordshire will depend on the performance of the A50 and A500 routes.
- Forecast traffic growth in Stoke-on-Trent may have an impact on severance as the A500 is already a significant barrier for connectivity in the urban areas.
- The capacity of a number of junctions on the A500 may not be sufficient to accommodate future years' growth.
- The proposed HS2 station at Crewe may lead to an increase in traffic along the A500 as more people choose this part of the network as a gateway to HS2.

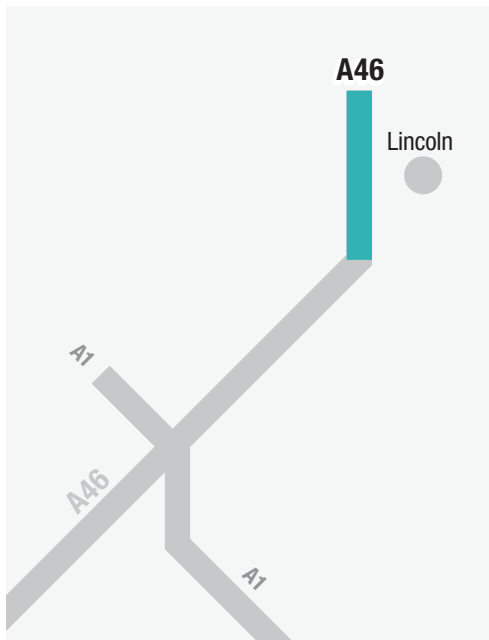
## A50 – M6 to M1



- Safety problems around existing at-grade roundabouts and at access slip roads will remain.
- Congestion and safety issues at Toyota Island, the A38/A50 interchange, will continue to be experienced at this junction.
- Significant housing and employment growth will come forward across multiple local and city authorities along the length of the corridor, including Derby City Council, Stoke-on-Trent City Council and Staffordshire County Council. The A50 is likely to act as a key access route for nationally significant infrastructure projects (such as the proposed East Midlands Gateway Strategic Freight Interchange and the East Midlands Intermodal Park) as well as supporting the growth of East Midlands Airport.
- The capacity of the existing A50 road may not be sufficient to accommodate traffic or future years' traffic growth.
- Traffic and road safety issues along the A50 corridor will continue due to high demand for east–west movements along this corridor due to lack of alternative routes.



## A46 Lincoln Bypass



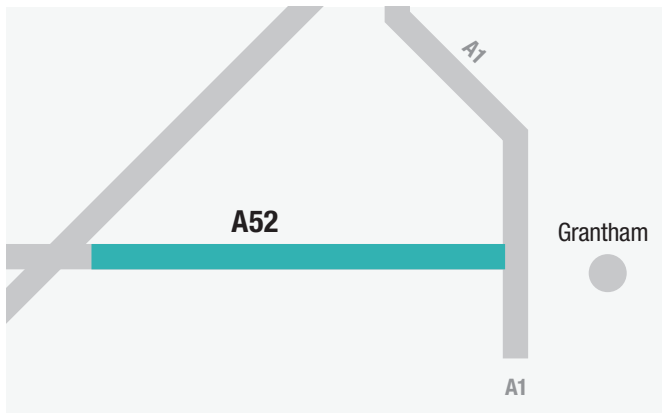
- There are single carriageway parts of the Lincoln bypass that are operating close to or at capacity resulting in delays.
- Congestion on the A46 will have an impact on the strategic growth sites around Lincoln, which could mean future growth in Lincolnshire will be constrained.
- General congestion and recurring delays at junctions may get worse, meaning they will not be sufficient to accommodate future growth.
- Increased congestion may worsen the air quality in the Lincoln AQMA, which extends from the city centre to the A46.
- There are safety issues with the layout at the Skellingthorpe roundabout being unsuited to HGV traffic.

## A52 Derby to Nottingham



- Congestion on the A52 has the potential to restrict growth within Derby and Nottingham.
- Strategic links such as the M1, A453, A46 and other links to the planned HS2 Phase 2 Hub station could be affected by a poor-performing network within this study area. It is important for economic growth in the area that the Hub station is well connected to the surrounding transport network.
- Congestion, journey times and journey reliability are likely to deteriorate along the A52 and the route will not be able to meet further demand, especially in the peak periods and at congestion hotspots.
- Congestion could mean an increase in noise pollution and carbon dioxide emissions. There is already 1 AQMA that covers part of the A52 route in Spondon, Derby.
- The largely urban and intra-urban nature of the study area, together with the high demand for non-motorised user routes along and across the A52, means that severance of communities along the corridor could worsen with increased congestion levels.

## A52 east of A46



- The A52 in the study area is single carriageway with at-grade junctions and forms an east–west link between the M1 junction 25 and the A1 at Grantham. Increased congestion on this part of the route is likely.
- Further congestion issues are likely at the A46/A52 junction as residential development is planned in nearby Bingham.
- The A52 lies close to Noise Important Areas in several settlements in the study area. Further congestion could exacerbate noise issues.

## M1 J25 to J29 and A38 to Alfreton



- Increasing congestion on the A38 in this study area is likely, due to projected extra demand.
- There is likely to be increased congestion along the A38 mainline west of the M1 junction 28, caused by congestion at the M1 junction 28.
- The anticipated growth within the cities of Derby and Nottingham will lead to further journey unreliability and longer journey times on this section of the A38.
- A poor-performing transport network in this study area could deter investors from investing in the local area.





## 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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