

M25 junction 28 improvement scheme

TR010029

4.2 Funding statement

APFP Regulation 5(2)(h)
Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

M25 junction 28 scheme Development Consent Order 202[x]

4.2 FUNDING STATEMENT

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Planning Inspectorate Scheme Reference:	TR010029
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1. Introduction

1.1 Purpose of document

- 1.1.1 This Funding Statement (this "Statement") relates to an application made by Highways England (the "Applicant") to the Planning Inspectorate under the Planning Act 2008 (the "2008 Act") for a Development Consent Order ("DCO"). If made, the DCO would grant consent for the Applicant to undertake the M25 junction 28 scheme (the "Scheme").
- 1.1.2 The purpose of this document is to demonstrate that the Scheme will be adequately funded through the Road Investment Strategy ("RIS") (see 3.1.2 and 3.1.9), using the change control processes set out in Part 6 of the Highways England Licence¹ if required, and therefore that funding is no impediment to the delivery of the Scheme or the payment of compensation to persons affected by compulsory acquisition, temporary possession, or a blight claim.
- 1.1.3 This Statement has been prepared and submitted in compliance with Regulation 5(2)(h) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the "2009 Regulations") and in accordance with the Department for Communities and Local Government guidance 'Planning Act 2008: Guidance related to procedures for compulsory acquisition' (September 2013).
- 1.1.4 This Statement is required due to the fact that the DCO would authorise the compulsory acquisition of land, interests in land or rights over land. This leads to the requirement under Regulation 5(2)(h) for a statement indicating how the implementation of these powers in the DCO would be funded.
- 1.1.5 As this Statement is part of the application documents, it has been informed by and should be read alongside the other application documents, including:
- the Statement of reasons (application document TR010029/APP/4.1), which is included in the application to comply with the requirements of Regulation 5(2)(h) of the 2009 Regulations
 - the draft DCO (application document TR010029/APP/3.1)
 - the Book of reference (application document TR010029/APP/4.3) containing details of those who may have an interest in the land affected by the Scheme and where compulsory acquisition and temporary possession powers are being sought
 - the Land plans (application document TR010029/APP/2.2) showing the land over which it is proposed to exercise compulsory acquisition and temporary possession powers.
- 1.1.6 A detailed description of the Scheme can be found in Chapter 2 of the **Environmental Statement** (application document TR010029/APP/6.1).

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/431389/strategic-highways-licence.pdf

2. Capital expenditure

2.1 Capital cost

- 2.1.1 The Scheme has a most likely estimate of £124 million in outturn costs, including allowances for risk and inflation at the date of application. This estimate includes all costs to deliver the Scheme from Options stages through to the opening for traffic. It includes an allowance for compensation payments relating to the compulsory acquisition of land interests in, and rights over, land and the temporary possession and use of land. It also takes into account potential claims under Part 1 of the Land Compensation Act 1973, Section 10 of the Compulsory Purchase Act 1965 and Section 152(3) of the 2008 Act.
- 2.1.2 The estimates for these items have been informed by land referencing activities, engagement of professional surveyors, and information received from consultation and engagement with parties having an interest in the land.
- 2.1.3 Highways England has been, and will continue to be, responsible for all preparation costs associated with the Scheme. These may include items such as design costs, legal costs, land acquisition costs, advance payments to statutory undertakers and surveying costs.
- 2.1.4 The estimate has been prepared in accordance with Highways England's procedures and, in combination with the approved budget, provides sufficient cost certainty to enable the Applicant to confirm the viability of the Scheme.

3. Sources of funding

- 3.1.1 Highways England is a Government owned company and is responsible for operating, maintaining and improving the Strategic Road Network (“SRN”) in England. These responsibilities include the acquisition, management and disposal of land and property in relation to SRN projects, together with the payment of compensation related to these activities. Highways England is responsible for delivering the major projects in the RIS.
- 3.1.2 The Government’s commitment to fully fund a scheme for the alteration of M25 junction 28 was first announced in the Department for Transport’s ‘Road Investment Strategy: for the 2015/16-2019/20 Road Period’, published in December 2014 (RIS). RIS sets out the Government’s long-term vision for improving the SRN together with spending plans for the first five years.
- 3.1.3 The RIS document pledged some £11.4 billion of Government funding to deliver more than 100 major schemes in the period between 2015/16 and 2019/20 (see appendix A.1 of this Statement). A list of commitments underpinning the RIS investment plan was published alongside RIS (a copy of which is provided in Appendix A.2 of this Statement).
- 3.1.4 As part of the HM Treasury’s Spending Review and Autumn Statement 2015, further funding to cover the remainder of the Road Period 1 (“RP1”) and an additional year beyond was confirmed, providing certainty for a total of £15 billion worth of funding to Highways England until March 2021 (see appendix A.3 of this Statement which reproduces extracts from the Spending Review document). The 2015 Spending Review and Autumn Statement reiterated the Government’s commitment to fully funding the delivery of the RIS. Whilst a further £200 million for investment in the SRN was pledged in the 2016 Spending Review.
- 3.1.5 In March 2015, Highways England published its first Delivery Plan for the period 2015-2020, setting out how it intended to deliver the commitments made in RIS. The Delivery Plan confirmed the commitment to delivering the M25 junction 28 improvement scheme. Extracts from the Delivery Plan are reproduced in Appendix B of this Statement.
- 3.1.6 Highways England has since published updates to the Delivery Plan on an annual basis. Each successive update has maintained Highway England’s commitment to delivering the Scheme and has demonstrated the continued availability of funding. Relevant extracts are provided in Appendix C.1 of this Statement.
- 3.1.7 On 19 October 2017, Highways England published a Delivery Plan Update – Supplementary Annex 2017-2018. This document explained that Highways England had carried out a review of all remaining RIS projects to ensure that they are delivered in ways that optimise value for money for the taxpayer, whilst reducing the impact of multiple roadworks along eight sections of the SRN, including the M25. Annex 1a of the Supplementary Annex (extracts from which are reproduced in Appendix C.2 of this Statement) confirmed that the M25 junction 28 improvement scheme would be rescheduled to start at the beginning of Road Period 2 (“RP2”) on 2020-2021. This rescheduling has no effect on the funding and the Scheme would still be funded as part of RIS.
- 3.1.8 Highways England’s Delivery Plan for 2018-2019 continued to show the Scheme as a commitment for construction commencing in 2021-2022. Extracts from the

2018-2019 Delivery Plan are provided in appendix C.3 of this Statement.

Highways England's most recent Delivery Plan for 2019-2020 continues to show the Scheme as a commitment for RP2 and extracts of this plan are provided in appendix C.4 of this Statement.

- 3.1.9 On 11 March 2020, the Government published its second Road Investment Strategy for the period 2020-2025 ("RIS2"). The RIS2 document commits the Government to spending £27.5 billion to both build new road capacity and improve the quality and reduce the negative impacts of the existing SRN. Part 3: the Investment Plan sets out the Government's expenditure priorities and the details of what that programme is expected to mean in terms of output, including the '*M25 junction 28 – upgrade of the junction between the M25 and A12 in Essex, providing a free-flowing link from the northbound M25 to the eastbound A12*' (an extract is provided in appendix A.4 of this Statement). As of the date of submission, the 2020/2021 Delivery Plan has not yet been published.
- 3.1.10 The Government's and Highways England's commitments set out above demonstrate that the Scheme will be fully funded by the Department for Transport and consequently the Scheme is not dependent on funding contributions from other parties.

4. Blight

- 4.1.1 The term 'blight' refers to the reduction of economic activity or property values in a particular area resulting from possible future development, or restriction of development. Blight notices may be served on the Applicant by those with a qualifying interest in affected land.
- 4.1.2 To date no blight notices have been served in respect of the Scheme.
- 4.1.3 Should any future claims for blight arise as a consequence of the proposed compulsory acquisition of land, or rights in land, affected by the Scheme, the costs of meeting any valid claim will be met by Highways England.

Appendices

Appendix A. Relevant extracts from the Road Investment Strategy for the 2015/16-2019/20 Road Period, Department for Transport, December 2014 and HM Treasury Spending Review and Autumn Statement 2015

A.1.1 Appendix A provides extracts from:

- A.1: The Department for Transport's Road Investment Strategy Overview (published in December 2014) – Investment Plan – London and the South East (pages 38 and 39)
- A.2: The Department for Transport's Road Investment Strategy: Investment Plan Commitments (published in December 2014) List of Commitments (page 9)
- A.3: HM Treasury, Spending Review and Autumn Statement 2015, Cm 9162 (published in November 2015) Chapter 2, Departmental Settlements, Department for Transport (page 94)
- A.4: The Department for Transport's Road Investment Strategy (published in March 2020) Part 3: Investment Plan (page 100)

A.1 Extracts from the Department for Transport's Road Investment Strategy: Overview (published in December 2014) Investment Plan – London and the South East (pages 38 and 39)



Road Investment Strategy: Overview



Investment Plan – London and the South East

The M25 remains the busiest motorway in the UK, and one of the busiest roads in the world. 2014 marks an important milestone – the upgrading of the whole route to four lanes throughout¹. Smart Motorways have filled the last gaps, fulfilling a pledge first made in 1989.

Work is now underway to improve the links that radiate out from the M25. Smart Motorways can provide more reliable journeys and more peak-time capacity, both of which will be valuable on the M3, M4, M20 and M23. The stretch on the M20 will support housing growth and new jobs around Maidstone, as will improvements to junctions on the A2 at Bean and Ebbsfleet, and a further new junction in south Kent near Ashford. The M23 Smart Motorway will provide better access to Gatwick airport. We will also carry out improvements to Junctions 25 (Cheshunt) and 28 (Brentwood) to fix longstanding congestion hotspots.

The south west quadrant of the M25, between Junctions 10 and 16, remains the busiest section. Congestion remains bad and, to improve conditions, we will bring forward a package of improvements for this stretch, including four-lane through-running at Junctions 10 to 12 and hard shoulder running from Junctions 15 to 16. Coupled with this, a major rebuild of the A3/M25 Wisley interchange will fix one of England's least safe motorway junctions.

This will improve conditions in the medium term. Looking to the future, further widening of the road would require major re-engineering, and would have significant consequences for those living nearby. The improvements announced in this document buy some time to find a lasting solution to the problems of the south-west quadrant – one which makes use of all available transport modes and takes proper consideration of the environment. Inaction is not an option, and the Department will begin a wide-ranging study to look at how this section of the network can keep working into the future.

Smart Motorways are not limited to London. Around Southampton and Portsmouth, from Junction 11 on the M27 to Junction 9 on the M3, Smart Motorway technology

¹ While the stretch between Junctions 3 and 5 remains unwidened, the parallel M20 and M26 means there is six lanes of capacity in each direction

29 major schemes

£2.2 billion invested from 2015 – 2021

Improvements around 10 out of 31 junctions on M25

Smart technology on seven motorways

will provide an extra lane at peak times throughout the Solent area. Further improvements around Junctions 5, 8 and 10 of the M27 and Junctions 9, 10 and 14 of the M3 will mean far easier movement on and off of the motorway.

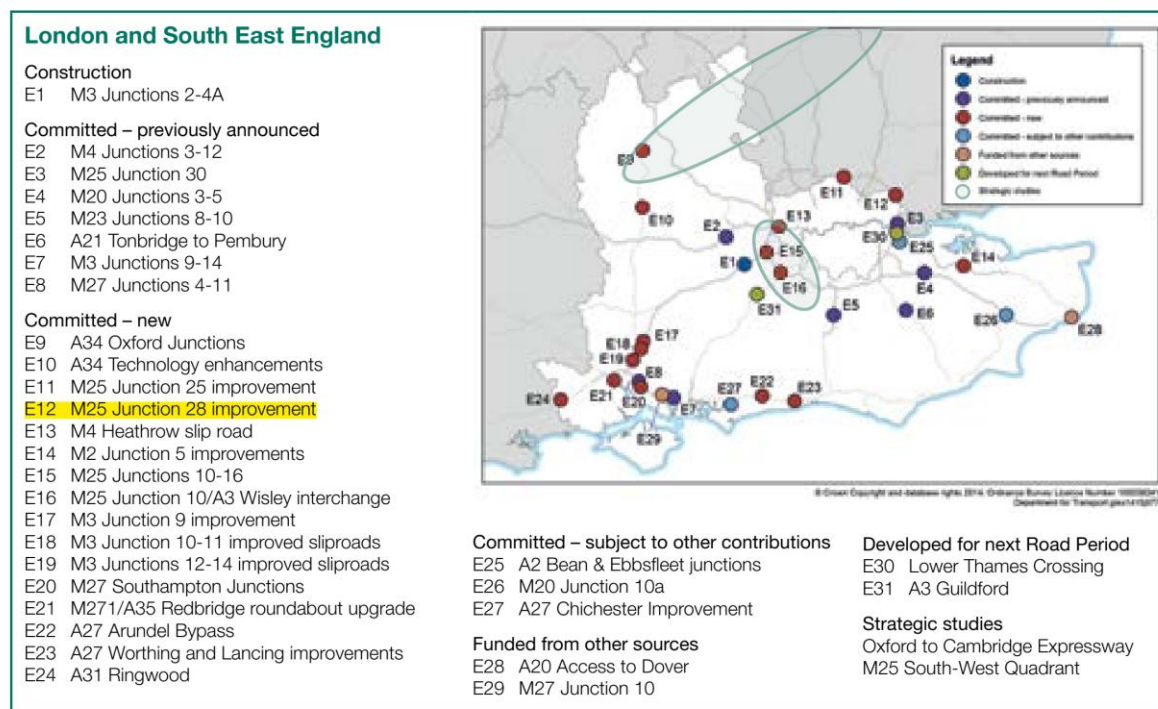
Upgrades to junctions will make access to key ports across the region easier:

- M25 Junction 30 will be rebuilt to improve access to the new London Gateway port
- Junctions on the A20 in Dover will be upgraded to improve access to the port and support new homes and jobs
- The M271 Redbridge Junction, required to get to Southampton docks, will be improved.

The A34, the main route from the Midlands to Southampton, must be kept open for freight. To ensure this happens, we will invest £30 million in new route-management technology in the short term and enhanced junctions, including a free-flowing link to the M3, will improve journeys around Oxford and Winchester.

South of London, the widening of the trunk road network continues to improve access. The newly widened A23 has opened south of Crawley, and the dualling of the Tonbridge bypass is expected to begin next year. The A27 feasibility study has recommended a new dual carriageway bypass of Arundel and extra improvements in Worthing and Lancing, which will fix one of the most notorious 'missing links' in the region, while junction improvements in Chichester will ease journeys on the western part of the route. Smaller bottlenecks will also be targeted, for example with a short widening of the A31 at Ringwood to remove the conflict between local and long-distance traffic, and through improvements to the A27 through Worthing and Lancing.

To the north of London, the M1 has benefitted from heavy investment over the past decade. East-West connections have not received the same attention. To link up the fastest growing towns in England, we will start a new strategic study on creating an Expressway link between Oxford and Cambridge via Milton Keynes, fixing a longstanding gap in the network and bringing new capacity to support growth in the 'Brain Belt'.



**A.2 Extract from the Department for Transport's Road Investment
Strategy: Investment Plan commitments (published in December
2014) (page 9)**

RIS investment plan commitments

Scheme name	Map Key	Region	Scheme Description	Status in Investment Plan	First announced	Expected cost category	Expected start date
M23 Junctions 8-10	E5	South East & London	M23: Jn 8 (M25 interchange) to Jn 10 (Crawley): upgrading to Smart Motorway, improving connections to Gatwick Airport	Committed - previously announced	Spending Review 2013	£100-250m	Late Road Period 1
A21 Tonbridge to Pembury	E6	South East & London	A21: Tonbridge to Pembury: dualling of the A21 between Tonbridge and Pembury, linking existing high quality dual carriageway north of Tonbridge with existing dual carriageway to the south and providing a grade separated junction at Longfield Road	Committed - previously announced	Spending Review 2013	£25-50m	Early Road Period 1
M3 Junctions 9-14	E7	South East & London	M3: Jn 9 (Winchester/A34 interchange) to Jn 14 (M27 interchange): upgrading to Smart Motorway, linking with the Smart Motorway scheme on the M27	Committed - previously announced	Spending Review 2013	£100-250m	Late Road Period 1
M27 Junctions 4-11	E8	South East & London	M27: Jn 4 (M3 interchange) to Jn 11 (Fareham): upgrading to Smart Motorway, linking with the Smart Motorway scheme on the M3	Committed - previously announced	Spending Review 2013	£100-250m	Early Road Period 1
A34 Oxford Junctions	E9	South East & London	A34: Oxford: improvements at Peartree and Botley interchanges	Committed - new	Autumn Statement 2014	£<25m	Early Road Period 1
A34 Technology enhancements	E10	South East & London	A34: M4 (Jn 13) to M40 (Jn 9): technology improvements, including detection loops, CCTV cameras and other driver information systems	Committed - new	Autumn Statement 2014	£<25m	Early Road Period 1
M25 Junction 25 improvement	E11	South East & London	M25: Jn 25 (Cheshunt): junction improvements to provide widening, signals and free flow left turn	Committed - new	Autumn Statement 2014	£25-50m	Late Road Period 1
M25 Junction 28 improvement	E12	South East & London	M25: Jn 28 (Brentwood): upgrading the interchange with the A12 to provide dedicated left turn lanes and improvement of the gyratory system	Committed - new	Autumn Statement 2014	£50-100m	Late Road Period 1
M4 Heathrow slip road	E13	South East & London	M4: Jn 4 and 4a (access to Heathrow Airport): improved access to Heathrow Airport through improved pinch point signing and signals; underpass for non motorised users and local environmental mitigation	Committed - new	Autumn Statement 2014	£<25m	Late Road Period 1
M2 Junction 5 improvements	E14	South East & London	M2: Jn 5 (A249): additional capacity at the junction through improvements to slip roads and enhanced approaches to the junction	Committed - new	Autumn Statement 2014	£50-100m	Late Road Period 1
M25 Junctions 10-16	E15	South East & London	M25: Jn 10 (A3) to Jn 16 (M40 interchange): upgrading Smart Motorway and substantial widening of Jn 11 (Chertsey); this provides for four lane running through junctions on the M25 between junction 10 and junction 16 leading to five lane Smart Motorway	Committed - new	Autumn Statement 2014	£100-250m	Late Road Period 1
M25 Junction 10/A3 Wisley interchange	E16	South East & London	M25: Jn 10 (A3 Wisley): improvement of the interchange to allow free-flowing movement in all directions, together with improvements to the neighbouring Painshill interchange on the A3 to improve safety and reduce congestion	Committed - new	Autumn Statement 2014	£100-250m	Late Road Period 1
M3 Junction 9 improvement	E17	South East & London	M3: Jn 9 (A34): comprehensive package of improvements, to include new links and widening and remodelling of junction 9 to allow more free flowing connections and reduce congestion	Committed - new	Autumn Statement 2014	£50-100m	Late Road Period 1

A.3 Extracts from HM Treasury, Spending Review and Autumn Statement 2015, Cm 9162 (published in November 2015) Chapter 2, Departmental Settlements, Department for Transport (page 94)



SPENDING REVIEW AND AUTUMN STATEMENT 2015

Cm 9162

November 2015

Department for Transport

Table 2.13: Department for Transport

	£ billion					
	Baseline		Plans			
	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21 ²
Resource DEL ¹	2.6	2.0	2.1	2.2	1.8	*
Capital DEL	6.1	6.3	7.6	8.9	11.4	12.4
Total DEL	8.7	8.3	9.7	11.1	13.2	*

¹ In this table, Resource DEL excludes depreciation.

² 2020-21 Resource DEL departmental budgets have only been set for some departments. For the rest, these budgets will be set in full at the next Spending Review.

2.82 The Department for Transport (DfT) settlement includes:

- **£46.7 billion capital investment by DfT over the next 5 years on High Speed 2 (HS2), roads and local transport which, together with Network Rail's investment programme, will deliver the biggest road improvement programme since the 1970s and the largest programme of rail investment since Victorian times**
- **pressing ahead with construction of HS2 beginning this Parliament, providing £300 million development funding for the next generation of transformative transport infrastructure, and £475 million of new funding to support construction of large local transport projects**
- **delivering better value for money for rail passengers by introducing flexible season tickets, ensuring that rail passengers have access to compensation when trains are over 15 minutes late, improving Wi-Fi and mobile connectivity on trains, and freezing rail fares in real terms (RPI) for the course of this Parliament**
- **overall resource savings of 37% by 2019-20, reducing the subsidy paid to rail franchises through reaping the efficiency benefits of competition, and phasing out the TfL Resource grant, representing a 6% efficiency saving to its annual budget**

Security

2.83 Economic security requires long-term investment in infrastructure across the country. To protect the UK's national security, the Spending Review doubles funding for aviation security, both in the UK and international airports used by UK Nationals⁴.

Long-term investment

2.84 The government has committed to fully funding the Roads Investment Strategy. Highways England will deliver 112 major roads schemes worth over £15 billion to 2020-21, with an average benefit of £4 for every £1 invested.⁵

2.85 Construction will begin on HS2 during the Parliament, and the Spending Review confirms a funding envelope of £55.7 billion in 2015 prices, which will deliver HS2 from London to Birmingham by 2026, and to Leeds and Manchester by 2033. During construction, HS2 is anticipated to support up to 25,000 jobs and up to 2,000 apprenticeships.

2.86 The government will also establish a new £300 million Transport Development Fund, supporting development work for transformative transport infrastructure projects. This could include providing development funding for projects such as Crossrail 2 and proposals emerging from the Northern Transport Strategy, following advice from the National Infrastructure

⁴SDSR 2015 p39, para 4.94.

⁵https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381516/RIS_Facts_and_Figures.pdf

A.4 Extract from the Department for Transport's Road Investment Strategy 2 (published in March 2020) (page 100)



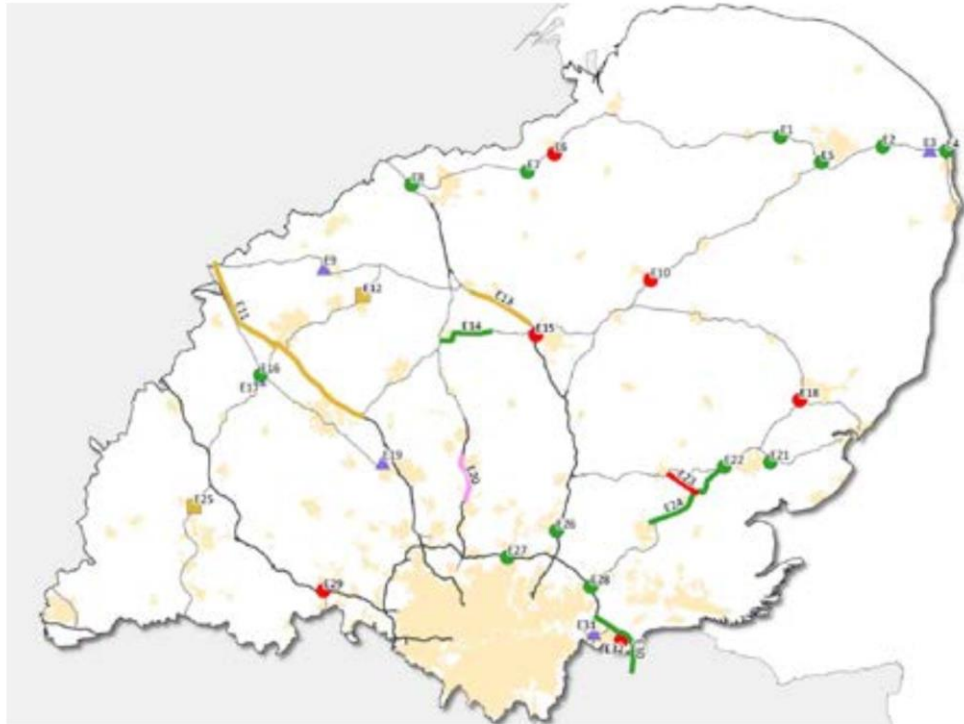
Department
for Transport

Road Investment Strategy 2: 2020–2025



March 2020

The East



SRN Motorways
SRN A-Roads

Urban Areas

Scheme Line Representations do not denote route choices
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RIS1 Open for Traffic

- E3 A47 Acle Straight
- E9 A14 Kettering bypass widening
- E17 A43 Abthorpe Junction
- E19 A5 to M1 link (Dunstable northern bypass)
- E31 M25 Junction 30

Committed for RP2

- E1 A47 North Tuddenham to Easton
- E2 A47 Blofield to North Burlingham
- E4 A47 Great Yarmouth Junctions
- E5 A47 Thickthorn Junction
- E7 A47 Guyhirn Junction
- E8 A47 Wansford to Sutton
- E14 A428 Black Cat to Caxton Gibbet
- E16 A5 Towcester Relief Road

Smart Motorways Subject to Stocktake

- E20 A1(M) Junctions 6 - 8

Under Construction

- E11 M1 Junctions 13-19
- E12 A45/A6 Chown's Mill Junction
- E13 A14 Cambridge to Huntingdon
- E25 A34 Newbury to Oxford Enhancements

- E21 A120 Tendring / Colchester Borders Garden Community (HIF)
- E22 A12 Colchester / Braintree Borders Garden Community (HIF)
- E24 A12 Chelmsford to A120
- E26 M11 Junction 7a
- E27 M25 Junction 25
- E28 M25 Junction 28**
- E30 Lower Thames Crossing

RIS3 pipeline

- E6 A47/A1101 Elm Road Junction
- E10 A11 Fiveways Junction
- E15 M11 Junction 13 Cambridge West
- E18 A12/A14 Copdock Interchange
- E23 A120 Braintree to A12
- E29 A404/M40 Junction 4 High Wycombe
- E32 Tilbury Link Road

Cat interchange will provide free-flowing movements for traffic on the A1 and the A421/A428.

A5 Towcester Relief Road – support for a developer-led scheme providing an alternative route around Towcester in Northamptonshire.

A12 Chelmsford to A120 – widening the A12 to three lanes between junction 19 (north of Chelmsford) and junction 25 (A120 interchange). This may include delivery of additional improvements around the site of the Colchester/Braintree Border Garden Community, subject to support from the HIF. This scheme will need to take into account evolving proposals for the A120 Braintree to A12.

M11 Junction 7a – construction of a new junction to the east of Harlow, improving access to the surrounding areas and reducing traffic on the nearby junction 7. This project is being delivered by Essex

County Council, subject to a funding arrangement with Highways England.

M25 Junction 25 – upgrade of the junction between the M25 and A10 at Cheshunt, providing greater capacity for traffic.

M25 Junction 28 – upgrade of the junction between the M25 and A12 in Essex, providing a free-flowing link from the northbound M25 to the eastbound A12.

Lower Thames Crossing – a new crossing of the River Thames between Kent and Essex, together with supporting roads linking to the M25, A13 and M2.

Under construction

A1(M) Junctions 6–8 – introduction of smart motorway on the existing two-lane section of the A1(M) around Stevenage to provide a third lane of capacity.



Appendix B. Extracts from Highways England Delivery Plan 2015-2020

B.1.1 Appendix B reproduces copies of:

- Appendix B.1: Table 3B from page 24 of the Delivery Plan
- Appendix B.2: Annex A from pages 67 to 68 of the Delivery Plan
- Appendix B.3: Annex C from page 76 of the Delivery Plan



Highways England Delivery Plan 2015-2020



**B.1 Table 3B: Next steps for schemes announced in December 2014
 (page 24)**

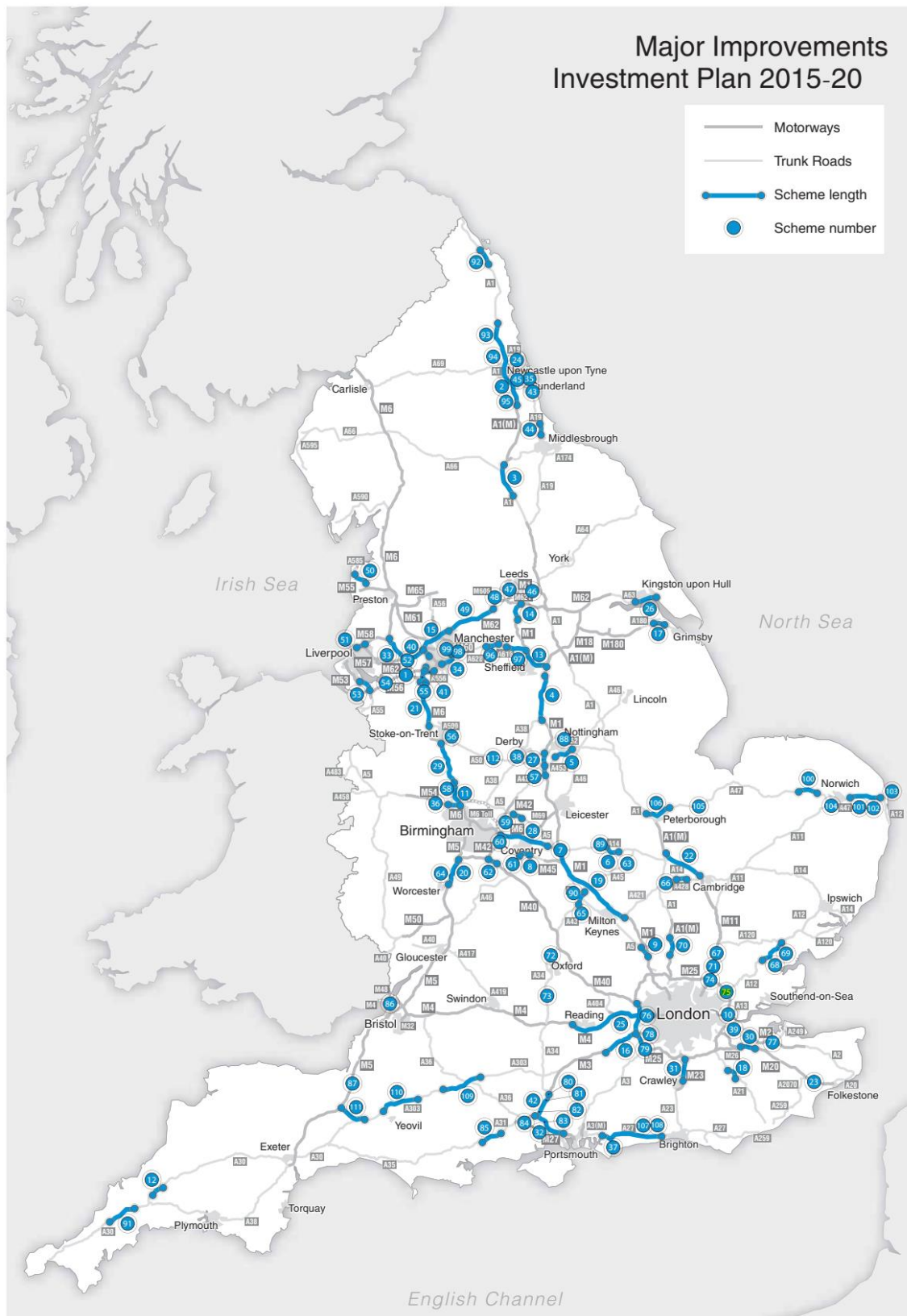
Table 3B: Next steps for schemes announced in December 2014

Key next step in year 1				
Project	Starting	Project	Starting	Activity
Projects at an earlier stage where more generic initial activities are planned				
M56 new Junction 11A	Q2	M25 Junction 25 Improvement	Q2	Identifying options and initiating surveys to inform the more detailed development, including engagement with wider stakeholders. Typically we would expect this stage to take a year to 18 months to complete. Following which we will prepare the schemes for consultation ahead of progressing with detailed design.
A5 Dodwells to Longshoot Widening	Q2	M25 Junction 28 Improvement	Q2	
A14 Junction 10a	Q2	M25 Junction 10/A3 Wisley Interchange	Q2	
A428 Black Cat to Caxton Gibbet	Q2	M271/A35 Redbridge Roundabout Upgrade	Q2	
M11 J8 to 14 Technology Upgrade	Q2	M3 Junction 9 Improvement	Q2	
A12 Chelmsford to A120 Widening	Q2	A31 Ringwood	Q2	
A12 Whole-route Technology Upgrade	Q2	M3 Junction 10-11 Improved Slip Roads	Q3	
A1(M) Junctions 6-8 Smart Motorway	Q2	M3 Junctions 12-14 Improved Slip Roads	Q3	
M11 Junction 7 Junction Upgrade	Q2	M27 Southampton Junctions	Q3	
A34 Oxford Junctions	Q2	A5 Towcester Relief Road	Q3	
A34 Technology Enhancements	Q2			
A19 Norton to Wynyard	Q1	M40/M42 Interchange Smart Motorways	Q1	Initiate procurement for design consultants, needed to work up and assess a range of options. This stage will typically take six to nine months to complete, following which we will be in a position to start engaging stakeholders in the development and assessment of the options.
M62 Junctions 20-25	Q1	M4 Heathrow Slip Road	Q1	
M53 Junctions 5-11	Q1	M25 Junctions 10-16	Q1	
A500 Etruria Widening	Q1	M6 Junction 22 Upgrade	Q3	
M1 Junctions 23A-24	Q1	A52 Nottingham Junctions	Q3	
A46 Coventry Junction Upgrades	Q1			

B.2 Annex A, Major Improvements Investment Plan and Scheme Schedule 2015-2020 (pages 67-68)



Annex A – Enhancement Projects



Major Improvements Investment Plan

Scheme Schedule 2015-20

Number on Map	Schemes already in construction
1	A556 Knutsford to Bowdon
2	A1 Coal House to Metro Centre
3	A1 Leeming to Barton
4	M1 Junctions 28-31
5	A453 Widening
6	A14 Kettering bypass widening
7	M1 Junction 19 improvement
8	A45-A46 Tollbar End
9	A5/M1 J11a Link
10	M25 Junction 30
11	M6 Junctions 10a-13
12	A30 Temple to Carblake ¹
13	M1 Junctions 32-35A
14	M1 Junctions 39-42
15	M60 Junction 8 to M62 Junction 20: Smart Motorway
16	M3 Junctions 2-4A
Number on Map	Schemes announced in June 2013 and due to start construction by end 2019/20
17	A160/A180 Immingham
18	A21 Tonbridge to Pembury
19	M1 Junctions 13-19
20	M5 Junctions 4A-6
21	M6 Junctions 16-19
22	A14 Cambridge to Huntingdon
23	M20 Junction 10a
24	A19/A1058 Coast Road
25	M4 Junctions 3-12
26	A63 Castle Street
27	M1 Junctions 24-25
28	M6 Junctions 2-4
29	M6 Junctions 13-15
30	M20 Junctions 3-5
31	M23 Junctions 8-10
32	M27 Junctions 4-11
33	M6 Junctions 21A-26
34	M60 Junctions 24-27 & J1-4
35	A19 Testos
36	M54 to M6 / M6 toll
37	A27 Chichester Bypass
38	A38 Derby Junctions
39	A2 Bean & Ebbsfleet
40	M62 Junctions 10-12
41	M56 Junctions 6-8
42	M3 Junctions 9-14
Number on Map	Schemes announced in December 2014 and due to start construction by end 2019/20
43	A19 Down Hill Lane junction improvement
44	A19 Norton to Wymyard
45	A1 & A19 Technology enhancements
46	M1 Junction 45 Improvement
47	M621 Junctions 1-7 improvements
48	M62/M606 Chain Bar
49	M62 Junctions 20-25
50	A585 Windy Harbour - Skippool
51	A5036 Princess Way - Access to Port of Liverpool
52	M6 Junction 22 upgrade
53	M53 Junctions 5-11
54	M56 new Junction 11A
55	M6 Junction 19 Improvements
56	A500 Etruria widening

57	M1 Junctions 23A-24
58	M6 Junction 10 improvement
59	A5 Dodwells to Longshoot widening
60	M42 Junction 6
61	A46 Coventry junction upgrades
62	M40/M42 interchange Smart Motorways
63	A45/A6 Chowns Mill junction improvement
64	M5 Junctions 5, 6 & 7 junction upgrades
65	A43 Abthorpe Junction
66	A428 Black Cat to Caxton Gibbet
67	M11 Junctions 8 to 14 - technology upgrade
68	A12 Chelmsford to A120 widening
69	A12 whole-route technology upgrade
70	A1(M) Junctions 6-8 Smart Motorway
71	M11 Junction 7 junction upgrade
72	A34 Oxford Junctions
73	A34 Technology enhancements
74	M25 Junction 25 improvement
75	M25 Junction 28 improvement
76	M4 Heathrow slip road
77	M2 Junction 5 improvements
78	M25 Junctions 10-16
79	M25 Junction 10/A3 Wisley interchange
80	M3 Junction 9 improvement
81	M3 Junction 10-11 improved sliproads
82	M3 Junctions 12-14 improved sliproads
83	M27 Southampton Junctions
84	M271 / A35 Redbridge roundabout upgrade
85	A31 Ringwood
86	M49 Avonmouth Junction
87	M5 Bridgwater Junctions
88	A52 Nottingham junctions
89	A14 Junction 10a
90	A5 Towcester Relief Road
91	A30 Chiverton to Carland Cross
Number on Map	Schemes identified following the outcomes from the six feasibility studies
92	A1 North of Ellingham
93	A1 Morpeth to Ellingham dualling
94	A1 Scotswood to North Brunton
95	A1 Birtley to Coal House widening
96	A628 Climbing Lanes
97	A61 Dualling
98	Mottram Moor link road
99	A57(T) to A57 Link Road
100	A47 North Tuddenham to Easton
101	A47 Blofield to North Burlingham dualling
102	A47 Acle Straight
103	A47 & A12 junction enhancements
104	A47/A11 Thickthorn Junction
105	A47 Guyhirn Junction
106	A47 Wansford to Sutton
107	A27 Arundel Bypass
108	A27 Worthing and Lancing improvements
109	A303 Amesbury to Berwick Down
110	A303 Sparkford - Ilchester dualling
111	A358 Taunton to Southfields
Number on Map	Schemes contributing to investment with local authorities
112	A50 Uttroter

¹Scheme is being delivered by Cornwall County Council and is partly funded by Highways England.

B.3 Annex C – Funding table (page 76)



Annex C – Funding table

£m	2015/16	2016/17	2017/18	2018/19	2019/20	Period 1
Capital						
Modernise/Enhance						
SR10 & SR13 Schemes	1,012	892	1,088	1,174	1,226	5,392
RIS Schemes	14	80	177	322	578	1,171
Feasibility Studies	3	12	48	67	191	321
Major Projects Pipeline Schemes	10	15	29	36	44	134
Air Quality	0	10	15	25	25	75
Cycling, Safety & Integration	18	32	40	42	43	175
Environment	6	40	60	61	58	225
Innovation Fund	1	10	32	37	40	120
Supporting Growth Schemes	0	10	20	25	25	80
Sub Total	1,064	1,101	1,509	1,789	2,230	7,693
Maintain/Renew						
Renewals	718	726	732	738	744	3,658
Total Capital	1,782	1,827	2,241	2,527	2,974	11,351
Resource/Operational						
Operate the Network						
Operations	229					
PFI Contracts	413					
Maintenance & Renewals	261	262	263	271	268	1,325
Sub Total	903					
Support	130					
Protocols	39					
Total Resource/Operational	1,072					

Operational expenditure

The resource budget for 2015/16 was set in the 2013 Spending Round. As an exception the Government also agreed future budgets for resource maintenance and renewals spending up to 2020/21, reflecting the importance of taking sound maintenance decisions in line with good asset management principles. The remaining resource funding from 2016/17 will be agreed in the usual way at the next Spending Review.

Appendix C. Extracts from Highways England Delivery Plan relevant updates

C.1.1 Appendix C provides copies of:

- Appendix C.1: Extracts from Highways England Delivery Plan 2016-2017 (page 44)
- Appendix C.2: Extracts from Highways England Delivery Plan Update Supplementary Annex 2017-2018 (pages 8 and 13)
- Appendix C.3: Extracts from Highways England Delivery Plan 2018-2019 (page 54)
- Appendix C.4: Extracts from Highways England Delivery Plan 2019-2020 (page 56)

C.1 Annex 1 – Major Improvement Projects, Highways England Delivery Plan 2016-2017 (page 44)



Highways England Delivery Plan 2016-2017

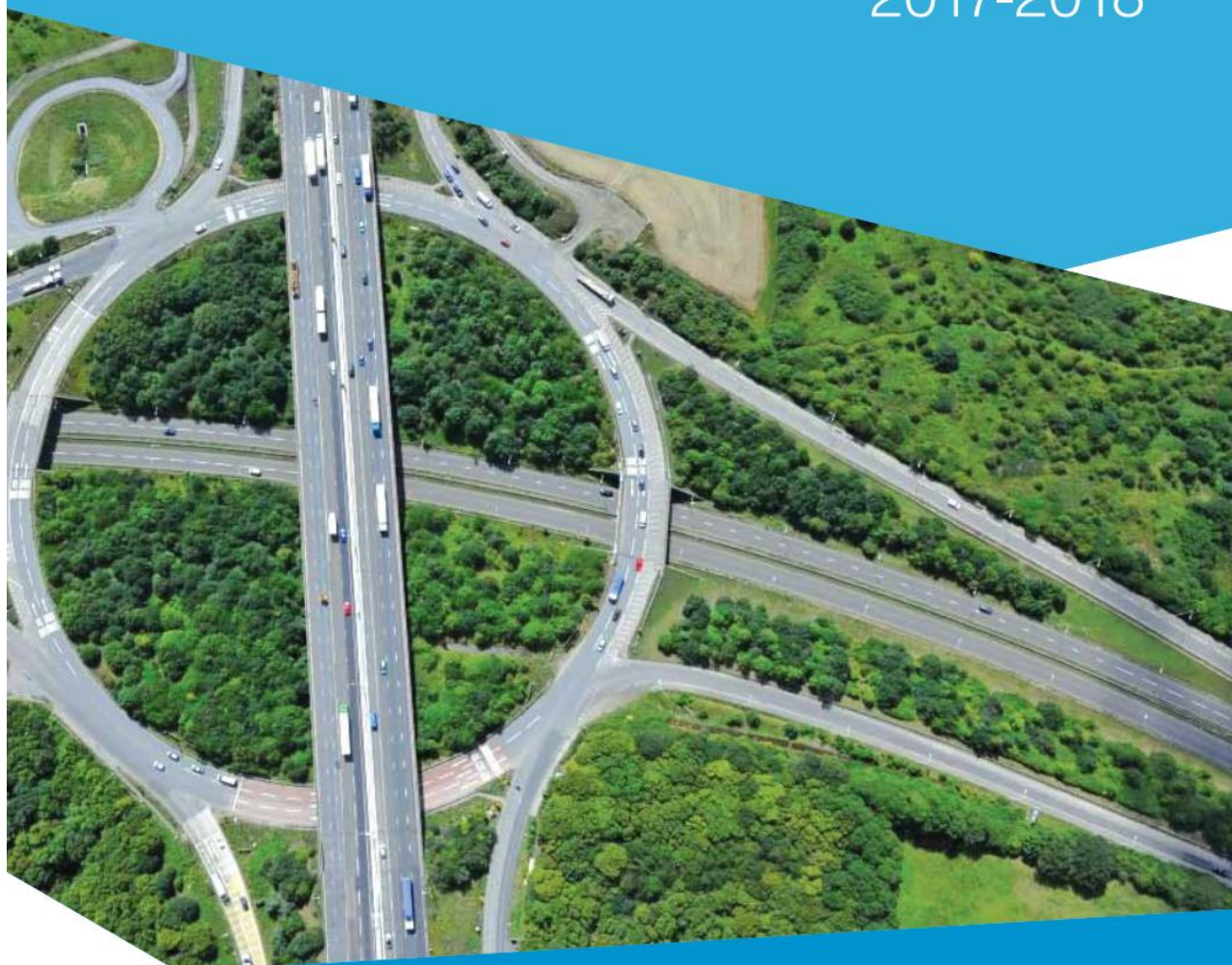


Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
66	A428 Black Cat to Caxton Gibbet	East	2019-20			
67	M11 junctions 8-14 – technology upgrade	East	2019-20			
68	A12 Chelmsford to A120 widening	East	2019-20			
69	A12 whole-route technology upgrade	East	2019-20			
70	A1(M) junctions 6-8 smart motorway	East	2019-20			
71	M11 junction 7 – junction upgrade	East	2019-20			
72	A34 Oxford junctions	South East and London	2019-20			
73	A34 technology enhancements	South East and London	2019-20			
74	M25 junction 25 improvement	South East and London	2019-20			
75	M25 junction 28 improvement	South East and London	2019-20			
76	M4 Heathrow slip road	South East and London	2019-20			
77	M2 junction 5 improvements ⁵¹	South East and London	2019-20			
78	M25 junctions 10-16	South East and London	2019-20			
79	M25 junction 10/A3 Wisley interchange	South East and London	2019-20			
80	M3 junction 9 improvement	South East and London	2019-20			
81	M3 junction 10-11 improved sliproads	South East and London	2019-20			
82	M3 junctions 12-14 improved sliproads	South East and London	2019-20			
83	M27 Southampton junctions	South East and London	2019-20			
84	M27/A35 Redbridge roundabout upgrade	South East and London	2019-20			
85	A31 Ringwood	South East and London	2019-20			
86	M49 Avonmouth junction ⁵²	South West	2019-20			
87	M5 Bridgwater junctions ⁵³	South West	2019-20		2017-18 Q3	
88	A52 Nottingham junctions	Midlands	2019-20			
89	A14 junction 10a	Midlands	2019-20			
90	A5 Towcester relief road	Midlands	2019-20			
91	A30 Chiverton to Carland Cross	South West	2019-20			
92	A1 North of Ellingham ⁵⁴	Yorkshire and North East	2019-20			
93	A1 Morpeth to Ellingham dualling	Yorkshire and North East	2019-20			
94	A1 Scotswood to North Brunton	Yorkshire and North East	2019-20			
95	A1 Birtley to Coal House widening	Yorkshire and North East	2019-20			
96	A628 climbing lanes	Yorkshire and North East	2019-20			
97	A61 dualling	Yorkshire and North East	2019-20			
98	Mottram Moor link road	North West	2019-20			

C.2 Extracts from Highways England Delivery Plan Update Supplementary Annex 2017-2018 (pages 8 and 13)



Highways England Delivery Plan 2017-2018



Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
58	M6 junction 10 improvement	Midlands	2019-20			
59	A5 Dodwells to Longshoot widening	Midlands	2020-21			
60	M42 junction 6	Midlands	2019-20			
61	A46 Coventry junction upgrades	Midlands	2019-20			
62	M40/M42 interchange smart motorways	Midlands	2019-20			
63	A45/A6 Chowns Mill junction improvement	Midlands	2019-20			
64	M5 junctions 5,6 and 7 junction upgrades	Midlands	2019-20	Started	2018-19	
65	A43 Abthorpe junction	Midlands	2019-20	Started	2017-18 Q1	
66	A428 Black Cat to Caxton Gibbet	East	2019-20			
67	M11 junctions 8-14 – technology upgrade*	East				
68	A12 Chelmsford to A120 widening	East	2020-21			
69	A12 whole-route technology upgrade*	East				
70	A1(M) junctions 6-8 smart motorway	East	2019-20			
71	M11 junction 7a – junction upgrade ⁹	East	2019-20			
72	A34 Oxford junctions	South East and London	2019-20			
73	A34 technology enhancements	South East and London	2019-20			
74	M25 junction 25 improvement	South East and London	2020-21			
75	M25 junction 28 improvement	South East and London	2021-22			
76	M4 Heathrow slip road	South East and London	2017-18 Q2		2017-18 Q4	
77	M2 junction 5 improvements	South East and London	2019-20			
78	M25 junctions 10-16	South East and London	2020-21			
79	M25 junction 10/A3 Wisley interchange	South East and London	2020-21			
80	M3 junction 9 improvement	South East and London	2021-22			
81	M3 junction 10-11 improved sliproads	South East and London	2019-20			
82	M3 junctions 12-14 improved sliproads	South East and London	2019-20			
83	M27 Southampton junctions	South East and London	2019-20			
84	M271/A35 Redbridge roundabout upgrade	South East and London	2019-20			

Map Ref 32, 33, 34, 35, 41, 43, 52, 56, 58, 59, 68, 74, 75, 76, 78, 79, 80, 85, 95, 100, 101, 102, 103, 104, 105, 106: Changes to start of works dates that are designed to reduce the impact of roadworks on the road user. Details of these changes are summarised in Annex 1a.

*We will reconsider scheduling scheme as part of future road investment planning.

⁹ M11 junction 7a – DfT have requested that funding previously allocated for improvements to M11 junction 7 be transferred to Essex County Council for the delivery of an alternative junction – M11 junction 7a. It is envisaged that this new scheme will start works within this roads period and a more detailed delivery programme is under development with the local authority.

Map ref.	Scheme description	Updated
Winchester to Southampton		
The regional based study focuses on the impact of 8 road improvement projects on M3, M27 and M271 and avoiding disruption to access to city centres and port locations at Southampton and Portsmouth. The programme reschedules 3 of 8 schemes, addressing potential delivery risk on M3 and M27 and provides the opportunity to develop smart motorway delivery sequences that reduces potential disruption at intersections of M27, M271 and M3 projects and co-ordinate with local stakeholder/individual junction upgrades.		
32	M27 junctions 4-11	2018-19
85	A31 Ringwood	2020-21
80	M3 junction 9 improvement	2021-22
A47 - A12		
This route based review seeks to optimise the delivery programme of 7 projects along the A47 linking Peterborough and Norwich. All schemes within this study have been rescheduled to avoid potential impact of simultaneous roadworks and minimise delivery risk. The schedules for the 2 schemes around Peterborough enable a joint traffic management strategy to be developed for improved delivery efficiency. Traffic management and supply chain delivery strategies for the remaining projects around Norwich have been developed to minimise risk of overlapping road works to the west, south and east of the city.		
102	A47 Acle Straight	Started
103	A47 and A12 junction enhancements	2018-19
105	A47 Guyhirn Junction	2020-21
104	A47/A11 Thickthorn	2020-21
106	A47 Wansford to Sutton	2020-21
100	A47 North Tuddenham to Easton	2021-22
101	A47 Blofield to North Burlingham dualling	2021-22
Chelmsford to Colchester		
This study develops a regional programme approach for 6 major improvements. The programme has rescheduled 5 of 6 schemes of which 2 will be reconsidered for scheduling in future road investment plans. The schedule for the remaining 3 projects seeks to minimise the disruption caused by overlapping work on M25, M11 and A12. Changes to A12 programme assist in minimising delivery risk and the proposed build sequence aligns planned housing growth plans.		
74	M25 junction 25 improvement	2020-21
75	M25 junction 28 improvement	2021-22
67	M11 junctions 8-14 – technology upgrade	Note 1
69	A12 whole-route technology upgrade	Note 1
68	A12 Chelmsford to A120	2020-21
A1/A19 Gateshead		
This regional review addresses the potential impact of simultaneous work of projects planned on 2 main routes on A1 and A19 adjacent to river Tyne crossing areas. It considers 6 schemes of which 5 have been re-programmed. Work south of river Tyne on A19 is sequenced to minimise overlap with work to the north of the river on A1 as well as deliver benefits as early as possible to local stakeholders, Nissan/International Advanced Manufacturing Park. Projects on A1 have been sequenced to prioritise road improvements to support local economic and housing developments and seek to minimise delivery risk as well as simultaneously on line road works.		
35	A19 Testos ¹⁵	2018-19
43	A19 Downhill Lane ¹⁶	2019-20
95	A1 Birtley to Coal House	2020-21
Note 1: Some will not be taken forward at this time and will be reviewed as part of route strategies to identify future needs across the SRN, these will be reconsidered as part of this future planning.		

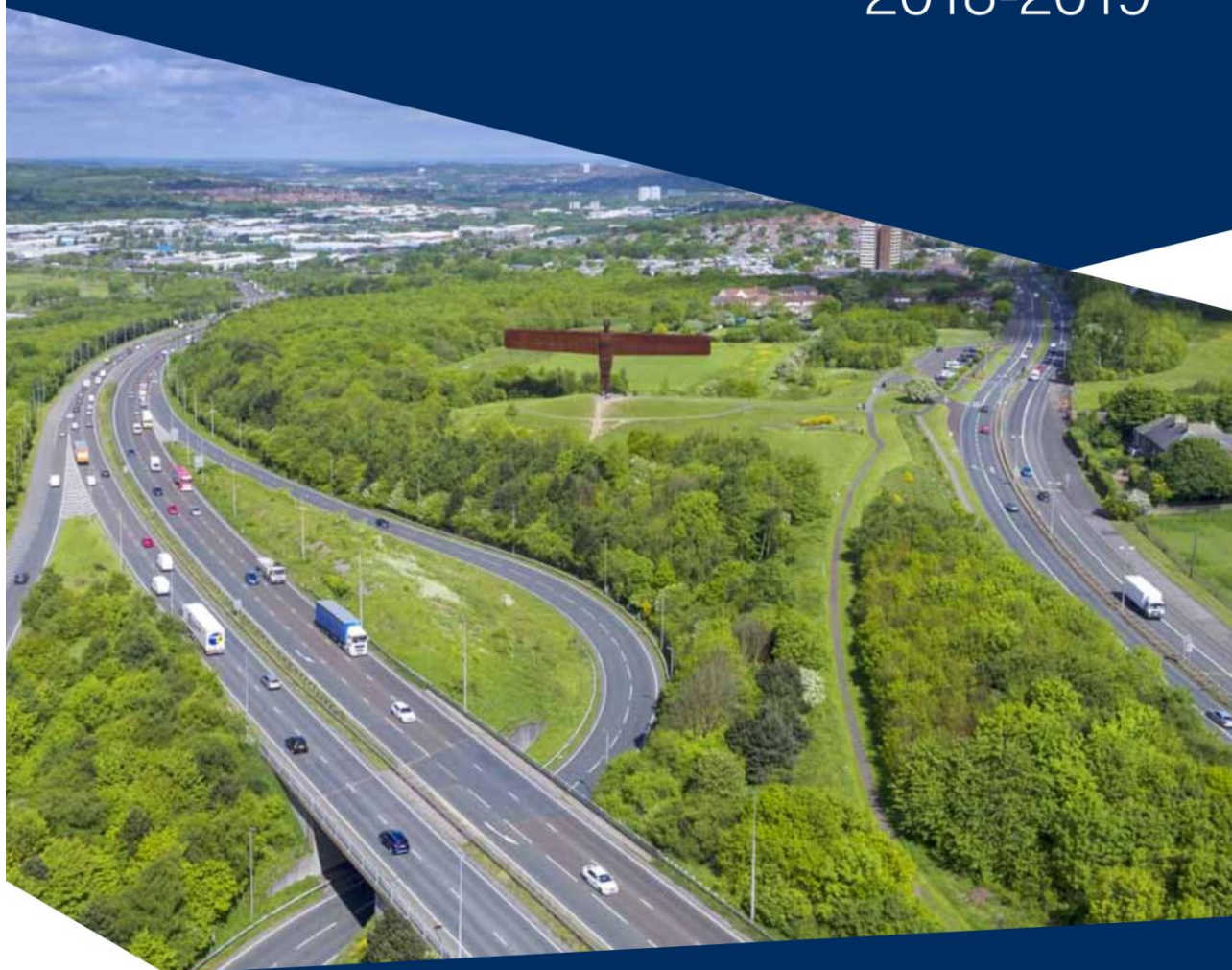
¹⁵ A19 Testos – We plan to reschedule start of works earlier by 3-6 months to avoid overlap with work on A1 and develop a combined traffic management strategy with A19 Downhill Lane to minimise impact on key local stakeholder – Nissan.

¹⁶ A19 Downhill Lane – Request for "Corridor Approach" for A1/A19 Newcastle/Gateshead we plan to reschedule start of works earlier by 6-9 months to avoid overlap with work on A1 and develop a combined traffic management strategy with A19 Testos to minimise impact on key local stakeholder – Nissan.

C.3 Extracts from Highways England's Delivery Plan 2018-2019 (page 54)



Highways England Delivery Plan 2018-2019



Updated scheme schedule 2015-2020

Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
66	A428 Black Cat to Caxton Gibbet ²⁹	East	RP2			
67	M11 junctions 8-14 – technology upgrade ³⁰	East				
68	A12 Chelmsford to A120 widening ³¹	East	RP2			
69	A12 whole-route technology upgrade ³²	East				
70	A1(M) junctions 6-8 smart motorway	East	2019-20			
71	M11 junction 7a – junction upgrade	East	2019-20			
72	A34 Oxford junctions	South East and London	2019-20			
73	A34 technology enhancements	South East and London	2019-20			
74	M25 junction 25 improvement	South East and London	2020-21			
75	M25 junction 28 improvement	South East and London	2021-22			
76	M4 Heathrow slip road	South East and London	2017-18 Q2	Complete	2017-18 Q4	Complete
77	M2 junction 5 improvements	South East and London	2019-20			
78	M25 junctions 10-16	South East and London	2020-21			
79	M25 junction 10/A3 Wisley interchange	South East and London	2020-21			
80	M3 junction 9 improvement	South East and London	2021-22			
81	M3 junction 10-11 improved sliproads	South East and London	2019-20			
82	M3 junctions 12-14 improved sliproads	South East and London	2019-20			
83	M27 Southampton junctions	South East and London	2019-20			
84	M271/A35 Redbridge roundabout upgrade	South East and London	2019-20			
85	A31 Ringwood	South East and London	2020-21			
86	M49 Avonmouth junction	South West	2019-20	Started	2020-21	
87	M5 Bridgwater junctions ³³	South West	2020-21			
88	A52 Nottingham junctions	Midlands	2019-20	Started	2023-24	
89	A14 junction 10a ³⁴	Midlands				
90	A5 Towcester relief road	Midlands	2019-20			
91	A30 Chiverton to Carland Cross	South West	2019-20			
92	A1 North of Ellingham	North East and Yorkshire	2019-20			
93	A1 Morpeth to Ellingham dualling	North East and Yorkshire	2019-20			
94	A1 Scotswood to North Brunton	North East and Yorkshire	2019-20			
95	A1 Birtley to Coal House widening	North East and Yorkshire	2020-21			

²⁹ The development of the scheme has been rescheduled to ensure that full consideration of the impact of the A1 strategic study is taken into account prior to committing to a preferred route.

³⁰⁻³²⁻³⁴ The scheme has been assessed as providing low value for money and we will reconsider scheduling this scheme as part of future road investment planning.

³¹ Progress to the preferred route announcement has been rescheduled, to enable us to develop a delivery solution that aligns with the proposed development at Marks Tey.

³³ Work is progressing during the first road period to develop options that are aligned with local stakeholder needs and will be included in the RIS2 planning prioritisation process.

C.4 Extracts from Highways England's Delivery Plan 2018-2019 (page 56)



Highways England Delivery Plan 2019-2020



Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
57	M1 junctions 23a-24	Midlands	2019-20	Complete	2018-19 Q3	Complete
58	M6 junction 10 improvement	Midlands	2019-20 Q4		2022-23	
59	A5 Dodwells to Longshoot widening	Midlands	RP2			
60	M42 junction 6	Midlands	2019-20 Q4			
61	A46 Coventry junction upgrades	Midlands	2019-20 Q4			
62	M40/M42 interchange smart motorways	Midlands	2019-20 Q4		2021-22	
63	A45/A6 Chowns Mill junction improvement	Midlands	2019-20 Q4		2021-22	
64	M5 junctions 5,6 and 7 junction upgrades	Midlands	2019-20	Complete	2018-19 Q4	Complete
65	A43 Abthorpe junction	Midlands	2019-20	Complete	2017-18 Q1	Complete
66	A428 Black Cat to Caxton Gibbet	East	RP2			
67	M11 junctions 8-14 – technology upgrade ¹⁵	East				
68	A12 Chelmsford to A120 widening	East	RP2			
69	A12 whole-route technology upgrade ¹⁵	East				
70	A1(M) junctions 6-8 smart motorway	East	2019-20 Q4		2021-22	
71	M11 junction 7a – junction upgrade ⁴	East	2019-20 Q4		2022-23	
72	A34 Oxford junctions ⁵	South East and London	2019-20 Q2		2021-22	
73	A34 technology junction enhancements ⁵	South East and London	2019-20 Q2		2021-22	
74	M25 junction 25 improvement	South East and London	RP2			
75	M25 junction 28 improvement	South East and London	RP2			
76	M4 Heathrow slip road	South East and London	2017-18 Q2	Complete	2017-18 Q4	Complete
77	M2 junction 5 improvements	South East and London	2019-20 Q4		2021-22	
78	M25 junctions 10-16	South East and London	RP2			
79	M25 junction 10/A3 Wisley interchange	South East and London	RP2			
80	M3 junction 9 improvement	South East and London	RP2			
81	M3 junction 10-11 improved sliproads	South East and London	2019-20 Q4		2021-22	
82	M3 junctions 12-14 improved sliproads	South East and London	2019-20 Q4		2021-22	
83	M27 Southampton junctions ²	South East and London	RP2			
84	M271/A35 Redbridge roundabout upgrade	South East and London	2019-20 Q1		2019-20 Q4	
85	A31 Ringwood	South East and London	RP2			
86	M49 Avonmouth junction	South West	2019-20	Started	2019-20 Q4	

²Schemes SoW have been moved to RP2 to align with stakeholder and network requirements - as agreed with the DfT this year. Work is continuing on these schemes.

⁴Commitment met by Highways England with agreement to transfer funds to Essex County Council.

⁵Schemes combined in to the A34 Oxford enhancements scheme.

¹⁵Scheme paused for consideration in RIS2.

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