

M25 junction 10/A3 Wisley interchange

TR010030

4.2 Funding Statement

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 (as amended)**

M25 junction 10/A3 Wisley interchange

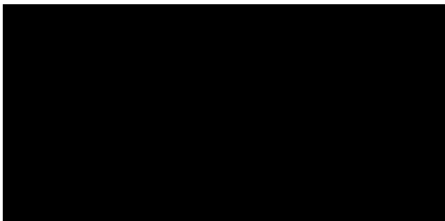
**The M25 junction 10/A3 Wisley interchange
Development Consent Order 202[x]**

4.2 FUNDING STATEMENT

Regulation Number:	Regulation 5(2)(h)
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Application Document Reference	TR010030/APP/4.2
Author:	M25 junction 10/A3 Wisley interchange Project Team, Highways England

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FUNDING STATEMENT



Signed

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Project Manager

on behalf of Highways England

Date: 18/06/19

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1. Introduction

1.1 Purpose of this statement

- 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 10 / A3 Wisley Interchange (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), 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 forms part of Highways England's DCO application, it has been informed by and should be read alongside the other relevant application documents, including:
- the Statement of Reasons (Application document TR010030/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 TR010030/APP/3.1);
 - the Book of Reference (Application document TR010030/APP/4.3) containing details of the those who may have an interest in the land affected by the Scheme and where compulsory acquisition and temporary possession powers are being sought; and
 - the Land Plans (Application document TR010030/APP/2.2) showing the land over which it is proposed to exercise compulsory acquisition and temporary possession powers.
- 1.1.6 Details of the Scheme objectives and a full description of the Scheme proposals can be found in the 'Introduction to the Application' (Application document TR010030/APP/1.2).

¹ 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 whole Scheme has a most-likely estimate of £272.6 million 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 s152(3) of the 2008 Act.
- 2.1.2 The estimate includes the costs associated with works to convert the M25 hard shoulders at junction 10 to provide an additional running for traffic through the junction in each direction, together with associated improvements to M25 signage and gantries. This was part of the M25 junctions 10-16 scheme but has been transferred in to the Scheme (see para 3.1.7).
- 2.1.3 Designated funds are required to be successfully obtained in Roads Period 2 to cover the additional £1.9 million required to cover the costs associated with replacing the existing Footpath 17 Cockcrow overbridge with a 'green bridge' structure.
- 2.1.4 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.
- 2.1.5 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.
- 2.1.6 The estimate has been prepared in accordance with Highways England 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 in England. These responsibilities include the acquisition, management and disposal of land and property in relation to strategic road network improvement 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 M25 junction 10/A3 Wisley interchange was first announced in the Department for Transport's 'Road Investment Strategy: for the 2015/16 – 2019/20 Road Period', published in December 2014. This document, known as RIS1 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 RIS1 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 RIS1 (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 Road Investment Strategy, 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 RIS1. The Delivery Plan confirmed the commitment to delivering both the M25 junction 10/A3 Wisley interchange scheme and the M25 junction 10 to 16 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 Highways England's commitment to delivering the Scheme at the end of RP1 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 RIS1 projects to ensure that they are delivered in ways that optimise value for money for the tax payer, 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 10/A3 Wisley interchange and the M25 junctions 10-16 schemes would be rescheduled to start at the beginning of RP2 in 2020-2021, albeit funded from RIS1 commitments. At the same time, it was agreed that the through-junction

running works would be incorporated within the M25 junction 10/A3 Wisley interchange scheme.

- 3.1.8 Highways England's most recent Delivery Plan for 2018-2019, continues to show the scheme as a commitment for construction commencing in 2020-2021. Annex 3 of the 2018-2019 update also confirms the availability of funding for the delivery of the remaining RIS1 schemes, together with additional funding announced in the Autumn Statement of 2016. Extracts from the 2018-2019 Delivery Plan are provided in Appendix C.3 of this Statement.

4. Blight

- 4.1.1 The term 'blight' is used to describe the reduction of economic activity or in property values within a particular area resulting from possible future development, or a 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 The estimated Capital Cost, as detailed in paragraph 2.1.1 above, includes an estimation of £23.5 million (excluding allowances for risk and inflation) to be made available for Compulsory Acquisition/compensation for the Scheme.
- 4.1.4 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

Appendix A provides extracts from:

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



Department
for Transport

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.

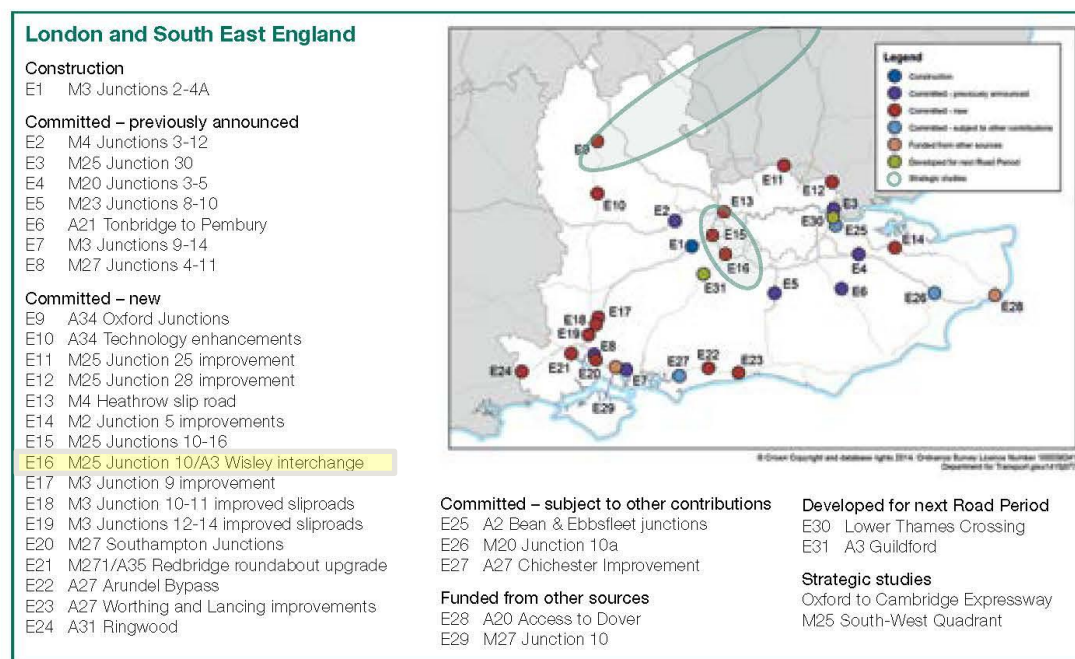
Upgrades to junctions will make access to key ports across the region easier:

- 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 Road Investment Strategy: investment plan commitments' page 9, Department for Transport, December 2014

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

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

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.

B.1 Table 3B: Next steps for schemes announced in December 2014, page 24, Highways England Delivery Plan 2015-2020



Highways England Delivery Plan 2015-2020

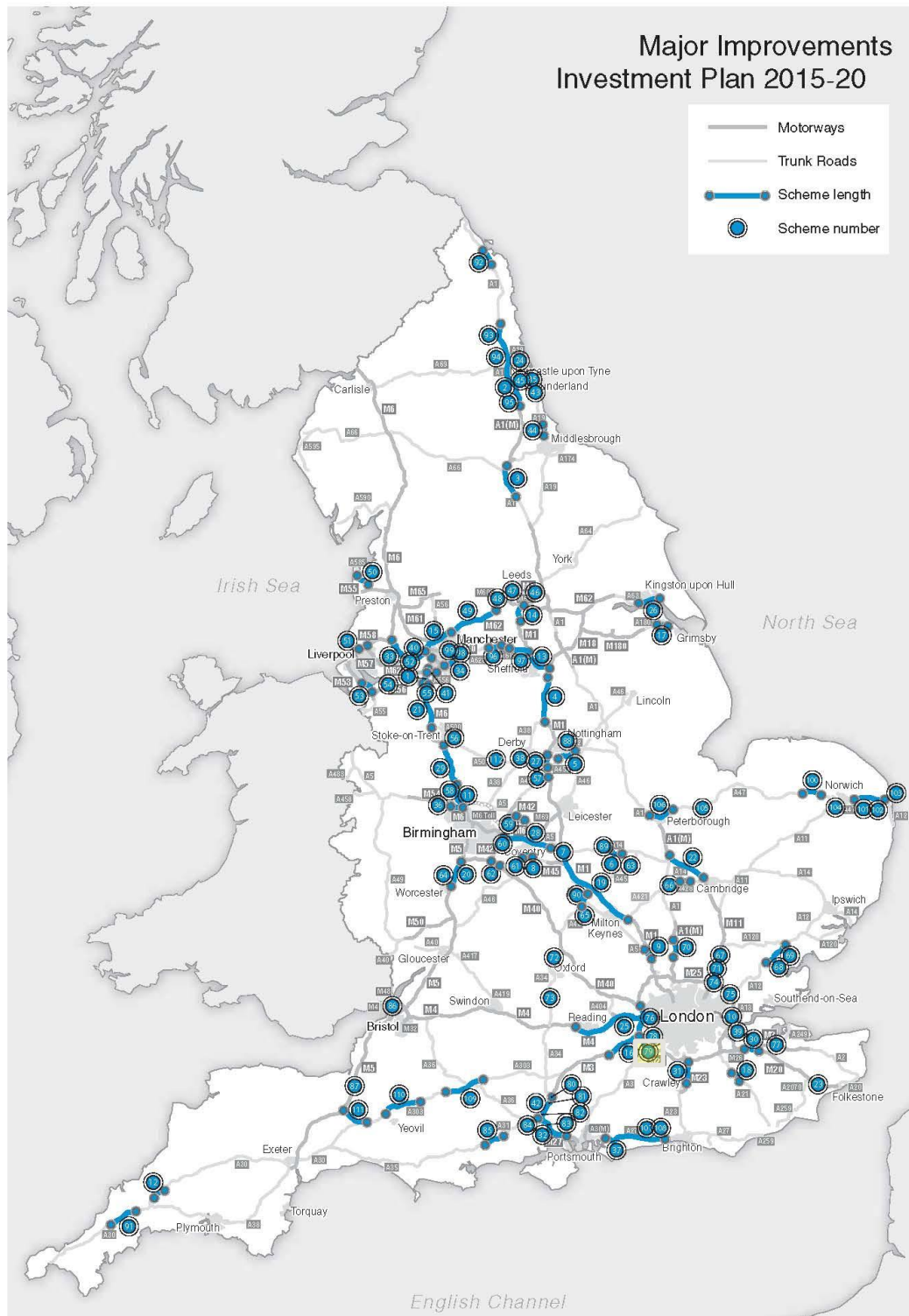


Table 3B: Next steps for schemes announced in December 2014

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 2015-20 and Scheme Schedule, pages 67-68 Highways England Delivery Plan 2015-2020

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 Wynyard
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 Bridgewater 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, Highways England Delivery Plan 2015-2020



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

Appendix C provides copies of:

- Appendix C.1 Extracts from Highways England Delivery Plan 2016-2017 (page 44); and
- Appendix C.2: Extracts from Highways England Delivery Plan Update Supplementary Annex 2017-2018 (pages 8 and 12); and
- Appendix C.3: Extracts from Highways England Delivery Plan 2018-2019 (page 54).

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



Highways England Delivery Plan 2016-2017

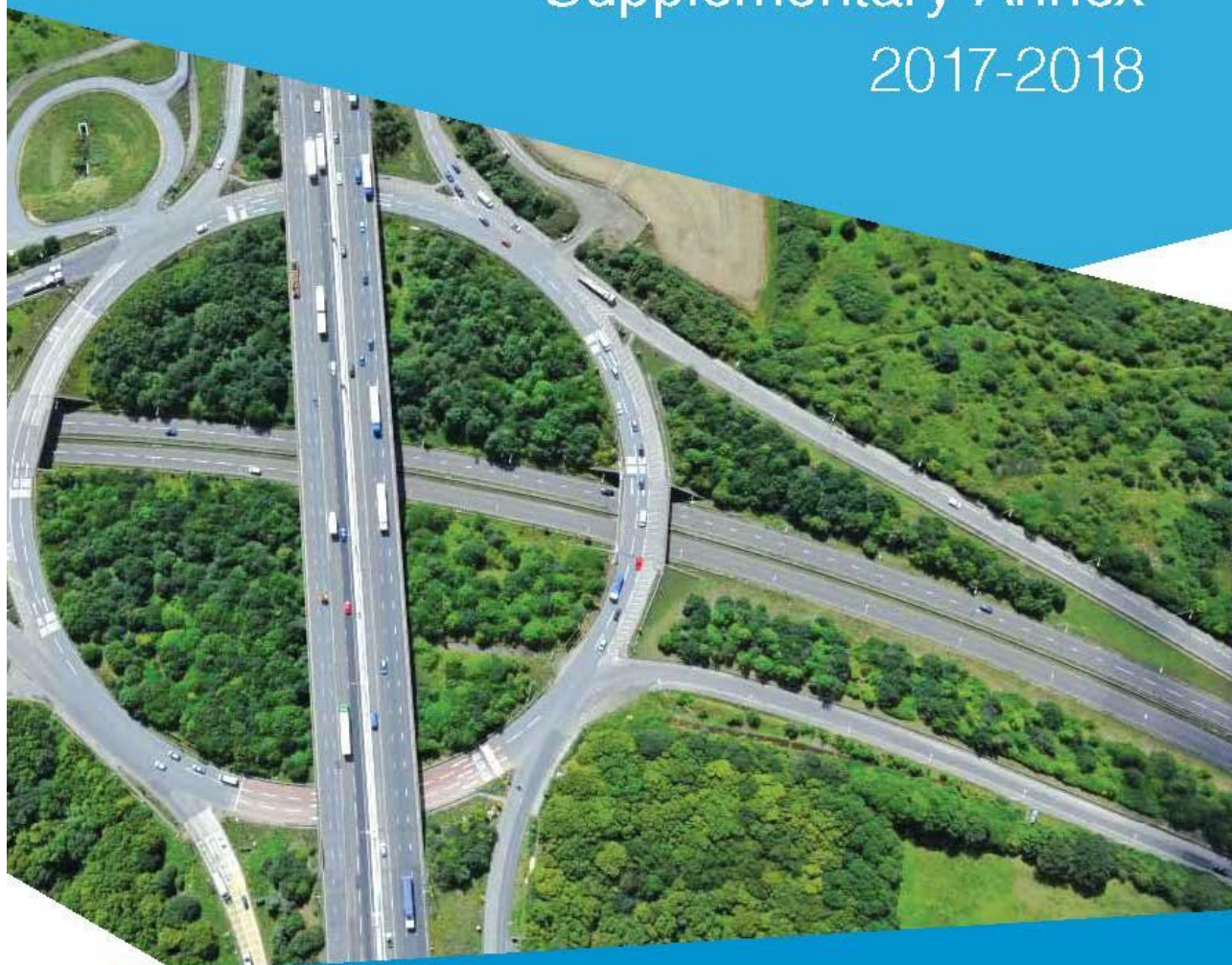


Updated scheme schedule 2015-2020						
Map Ref	Scheme	Region	Programme			
			Start of works		Open for traffic	
			Commit	Status	Commit	Status
66	A428 Black Cat to Caxton Gibbet	East	2019-20			
67	M11 junctions 8-14 – technology upgrade	East	2019-20			
68	A12 Chelmsford to A120 widening	East	2019-20			
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	M271/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 12)



Highways England Delivery Plan Update - Supplementary Annex 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, 96, 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.



Annex 1a: Changes proposed for multiple roadworks

We have developed plans for the following routes where we can use a corridor approach to re-programme a number of major road projects. In making the schedule changes we expect to reduce the impact on road users and minimise delays caused by roadworks. As outlined in the table below, the revised programme brings

forward a number of schemes and postpones the start date of others to RIS 2.

No further updates or amendments have been made to our other commitments, these changes follow on from discussions held with National Audit Office and Office of Rail and Road.

Map ref.	Scheme description	Updated
Liverpool to Manchester		
This regional review considers the impact of 9 interdependent major road improvement projects on M6, M62, M60, M56 and M53. A programme of works has been developed that reschedules 5 of 9 schemes to minimise the overlap of multiple construction projects. The junction build sequence for smart motorway schemes is programmed to maximise distance/time duration to be between adjacent works and align with individual junction improvement schemes.		
41	M56 junctions 6-8: smart motorways	2018-19
52	M6 junction 22 upgrade ¹²	2019-20
33	M6 junctions 21a-26: smart motorways ¹³	2018-19
53	M53 junctions 5-11: smart motorways	Note 1
34	M60 junctions 24-27 and junctions 1-4: smart motorways	2020-21
Birmingham to Stoke		
This is 1 of 2 regional studies in the Midlands area and considered the interdependency of 5 schemes on M5, M6, M54 and A500. It is proposed to modify 2 of 5 major projects to enable a workflow from south on M5 to north on M6 around Stoke. Work has been scheduled to avoid overlapping work with improvements on M5 at Oldbury viaduct and carry out work on A500 to provide a diversion route for latter stages of M5 junctions 13-15 smart motorway project. The sequencing of work has been designed to maximise the opportunity to assess the impact of potential future requirements of HS2 plans.		
56	A500 Etruria	2018-19
58	M6 junction 10 ¹⁴	2019-20
Birmingham to Coventry		
This is the second of the 2 regional reviews in the Midlands area. Of the 5 schemes assessed on M6, M42, M40, A46 and A5, one has been reprogrammed on the A5 to avoid any overlap with work on M6 junctions 2-4. Work on A46 at Coventry junctions remain in line with commitment to address as early as possible peak traffic volumes in this location. Traffic management strategies for M42 and M40 will be developed to minimise disruption, however, 3rd party projects by HS2 and local developers may require further re-evaluation of this delivery programme.		
59	A5 Dodwells to Longshoot widening	2020-21
M25 Heathrow		
This regional based review addresses the impact of 5 major projects to the west of M25 around Heathrow. The programme reschedules 3 of 5 projects to avoid simultaneous working on M3/M4 and provide maximum opportunity for diversion route options. M25 and M4 has been sequenced enable a combined traffic management strategy to be developed around Heathrow whilst still looking to maximise delivery efficiency of M25 smart motorway with junction improvements at M25 junction 10. The impact of several 3rd party stakeholder infrastructure projects planned for this area will require continuous evaluation to assess the potential impact on this programme.		
76	M4 Heathrow Slips	2017-18 Q2
79	M25 junction 10/A3 Wisley Interchange	2020-21
78	M25 junctions 10-16	2020-21

¹² M6 junction 22 upgrade – Request for "Corridor Approach" around Manchester/Liverpool we plan to reschedule start of works earlier by 3-6 months to reduce potential for disruption resulting from simultaneous work on interdependent schemes on M6/M62 and increase opportunity for delivery efficiency of M6 junctions 21a-26.

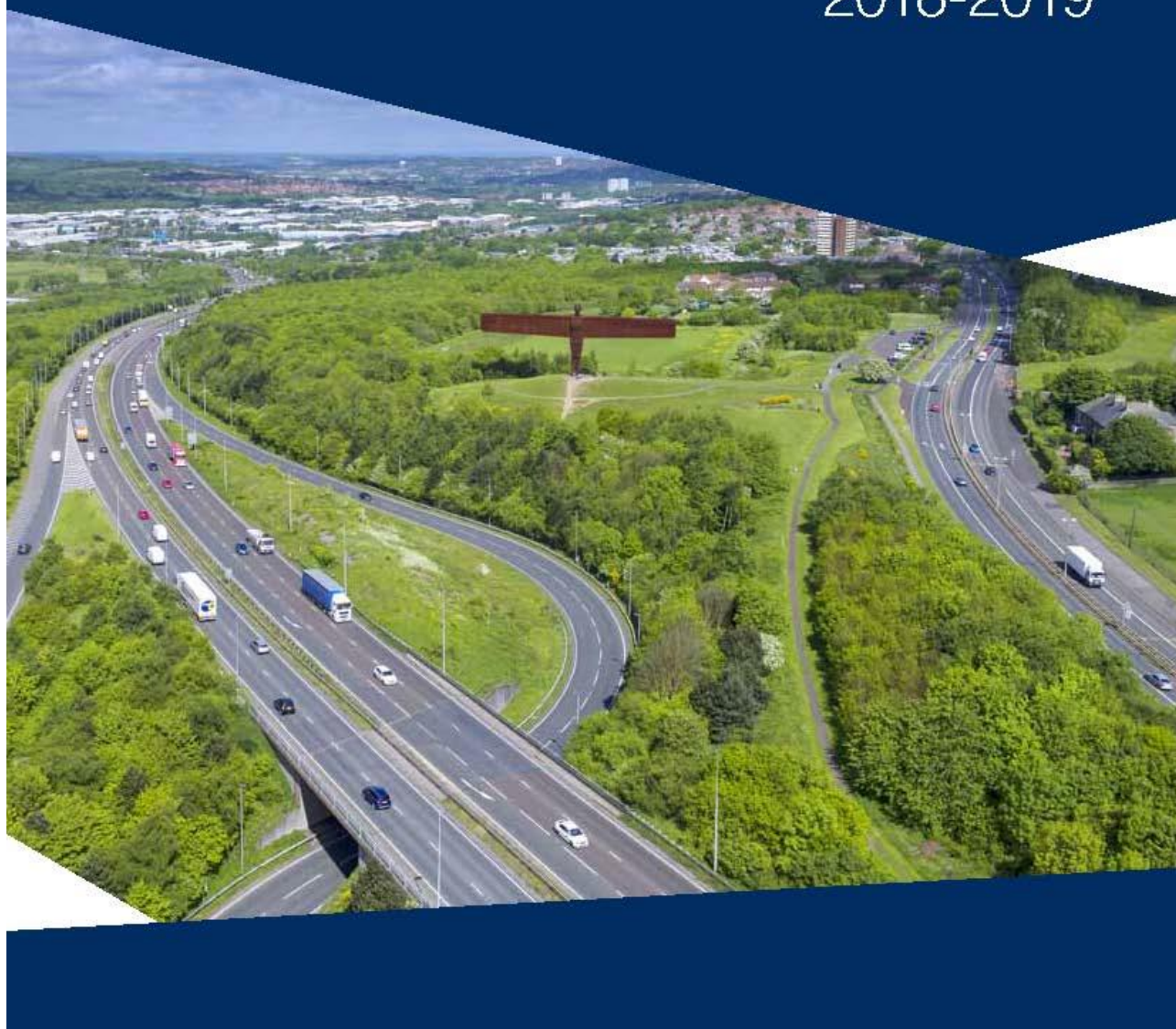
¹³ M6 junctions 21a-26 smart motorways – Request for "Corridor Approach" around Manchester/Liverpool we plan to reschedule start of works earlier by 3-6 months to reduce potential for disruption resulting from simultaneous work on interdependent schemes on M6/M62 and increase opportunity for delivery efficiency of M6 junction 22.

¹⁴ M6 junction 10 – Request for "Corridor Approach" around Birmingham/Stoke we plan to reschedule start of works earlier by 9-12 months to reduce potential for disruption resulting from simultaneous work on interdependent schemes on M6/M54.

C.3 Extracts from Highways England 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			

²⁹The 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.

³¹Progress 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.

³³Work 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.

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