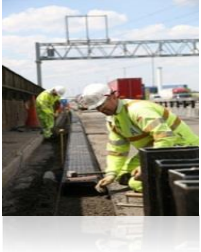




Jim O'Sullivan
Chief Executive

Imperatives



Safety



Customer Service



Delivery



The Strategic Road Network (SRN)

Connects the nation

Motorways **1,865** miles
Trunk A-roads **2,571** miles



4,300 miles of SRN

33% of all traffic



66% of all freight

Locally managed roads =  =    SRN

4 times as many vehicles per day, per mile than local roads

Supports the wider transport network



Complementing local networks and connecting nationally



Delivering smooth access to ports



Enabling active travel options



Supporting access to rail and the development of HS2



Enhancing access to airports



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Ordnance Survey

Drives the economy



11.6 billion miles



8.8 billion miles



Usage of SRN continues to grow



9 in 10 people recognise the importance of SRN to the economy

The Strategic Roads Network (SRN) connects the nation and drives the economy

- SRN-dependent sectors employ **7.4** million people
- These sectors contribute **£314** billion to the economy
- They are expected to grow by **35%** by 2030
- This will generate an additional **£110** billion to the economy

Logistics



Primary materials



Manufacturing



Construction



Delivering the RIS – 3 years on

£15bn of investment in England's motorways and major A roads

22 schemes open for traffic since 2015

18 schemes currently in construction across network

206.3 lane miles of extra capacity added

6,991 lane miles resurfaced

£50m million contributed by the Growth and Housing fund towards

16 improvements unlocking **22,000** new homes and enabling

34,000 jobs

Highways England Team in the North

North West

Alan Shepherd: Director Operations

Tim Gamon: Director, Regional
Investment Programme

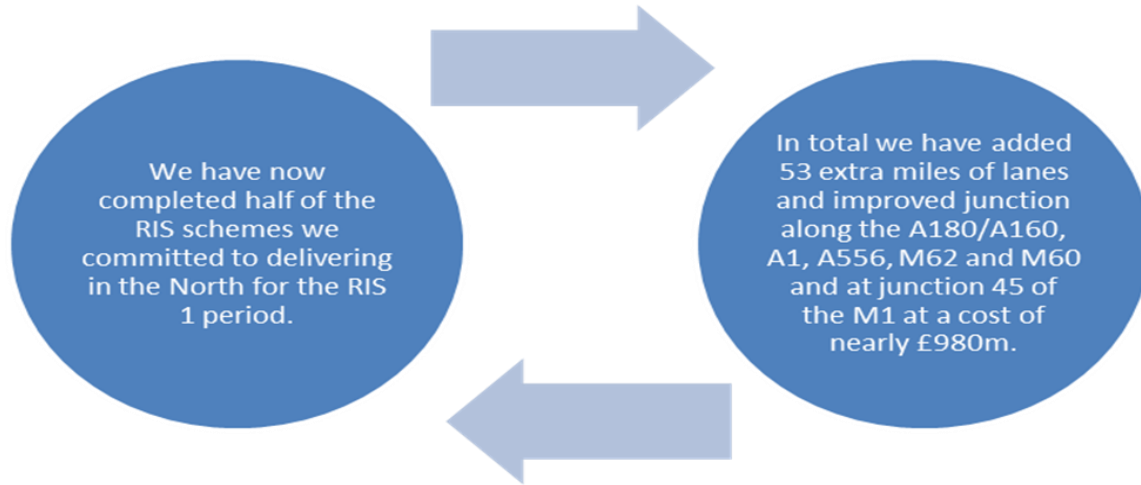
1,500 employees based in Leeds, Manchester, Darlington and
Penrith

Yorkshire & North East

Richard Marshall: Director, Operations

Sandie Forte-Gill: Director, Regional
Investment Programme

Investment in the North for RIS 1



Total capital investment in the north for RIS 1 - £4.6 billion
(Y&NE=£2.8 billion, NW=£1.8 billion)

Schemes completed in 2018

Yorkshire and the North East

- A1(M) Leeming to Barton - £400m
- M1 junction 45 - £8.3m
- A1 Ripon concrete barrier - £11m
- M621 concrete barrier - £
- A64 resurfacing - £3m
- M1 noise barrier - £4.6m
- M62 33-34 barrier work - £3.2m
- A63 drainage

North West

- A66 Eden Valley
- M60 Warwick Avenue noise barrier scheme
- A56 Huncoats and Grane Road drainage improvement
- M67 junctions 1-3 VRS upgrade
- A550 iron works
- Gathurst viaduct phase 2
- M6 J24 Thompson Close noise barrier
- M602 Clarendon footbridge

The A1(M) Leeming to Barton was opened in May 2018 – 13 miles of road upgraded to motorway boosting economic growth by providing a safer, continuous motorway-standard route between London and Newcastle

Working with transport partners

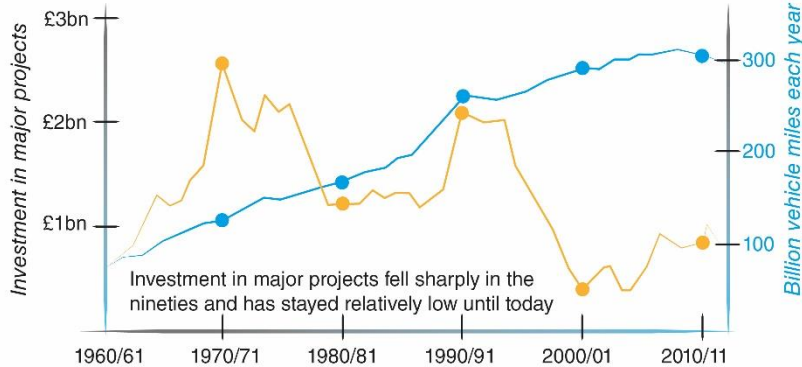
Developed 3 Strategic Studies for the North, working closely with TfN, TfGM and other key stakeholders

- **M60 NW Quadrant** – developing options for a package to relieve congestion and improve connectivity
- **A66 North Transpennine** – developing options for completion of dualling to create a new strategic corridor in the region linking the M6 at Penrith and the A1 at Scotch Corner
- **Transpennine Tunnel** – Developing the case for investment in a high speed connection between Manchester and Sheffield

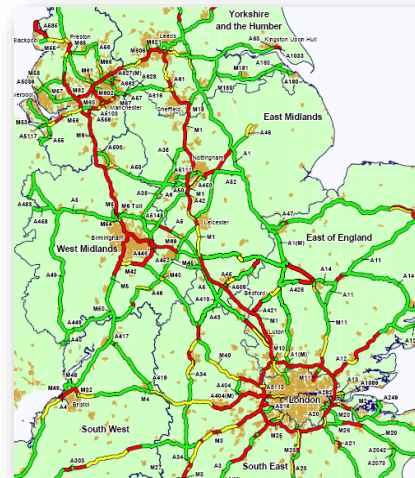
Why do we need to invest?

Historical Demand and Investment

Investment in major projects



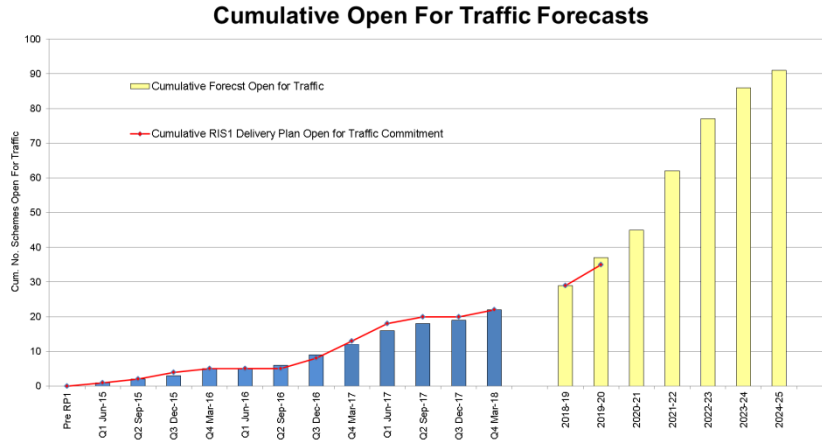
Network stress 2005



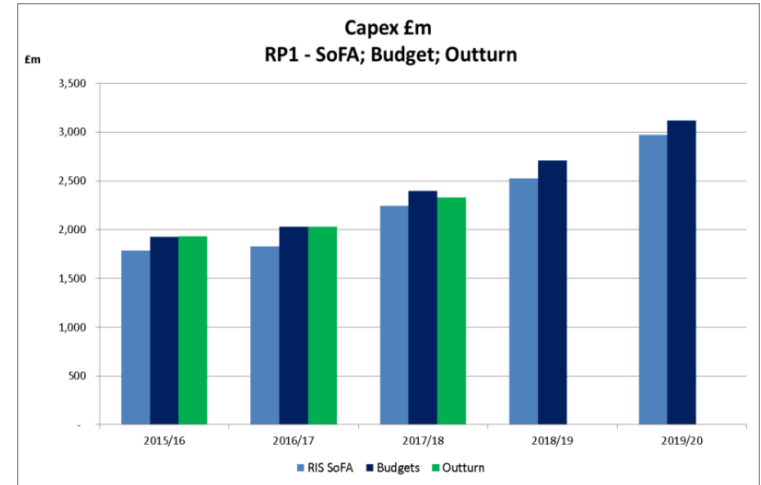
Network stress 2016



Strong RIS 1 Delivery



Open for traffic targets (OfT) on track.

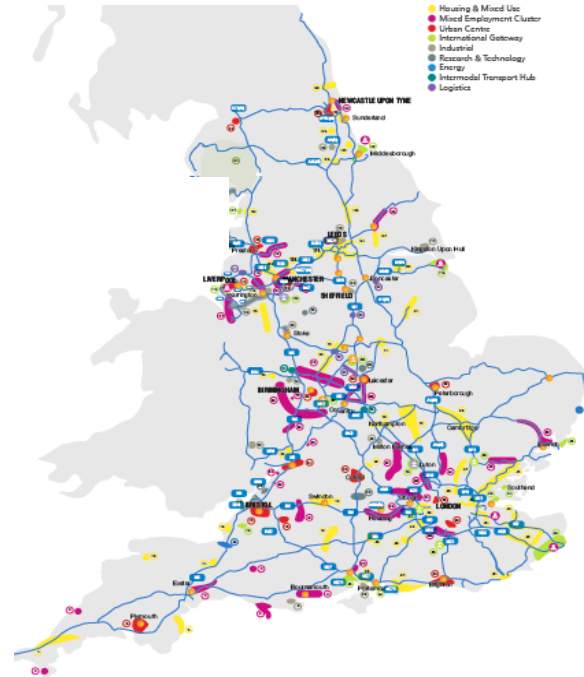


Adjusted SofA targets and budgets on track

Strategic planning focuses on important economic locations

The Road to Growth sets out 10 Economic Opportunity Area types:

- International gateway
- Industrial
- Logistics hub
- Intermodal transport hub
- Tourism
- Mixed employment cluster
- Research & Technology
- National Energy infrastructure
- Housing & mixed use development
- Urban centre



Supporting Regional Development

Regions	Operations Capex/per head *	Major Projects Capex/per head **	Combined Capex/per head
North West	£ 54	£ 236	£ 290
North East and Yorkshire	£ 66	£ 344	£ 409
Midlands	£ 86	£ 290	£ 376
East	£ 47	£ 454	£ 501
South East and London	£ 52	£ 177	£ 229
South West	£ 70	£ 377	£ 447

* Calculation is based on the Regional SOFA allocation for the period 2015 – 2020 and the regional population estimates for 2014

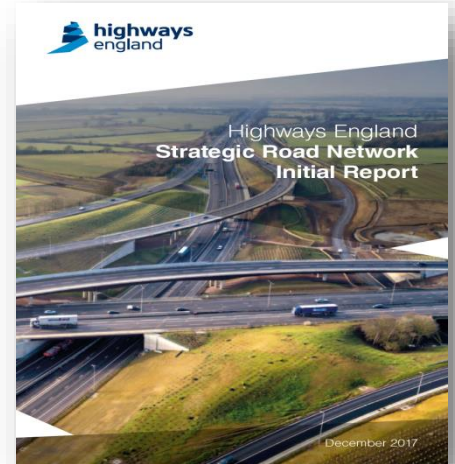
** Calculation is based on the baseline spend forecast for 2015. Some of the actual spend will in the second RIS period.

RIS2: strategic planning for the next road period 2020 – 2025

Our aim is to deliver a safe and serviceable network that meets the needs of our customers and supports the nation's economy now and for the future. We have published the SRN Initial Report, which is a licence obligation.

To achieve this in the second Road Period, we recommend:

- *Focusing on optimising operations, maintenance and renewals*
- *Building the Smart Motorway spine of the network and preparing for connected vehicles*
- *Next generation of transformational investments such as Lower Thames Crossing and OxCam Expressway*
- *A balanced programme and regional needs*
- *Renewed focus on small schemes for our broader stakeholder base*
- *Refined designated funds*
- *Laying a foundation for the future*



2015

2016

2017

2018

2019

2020

post-2020

Research

Decide

Mobilise

Deliver

