

RIS3 Publications and Consultation

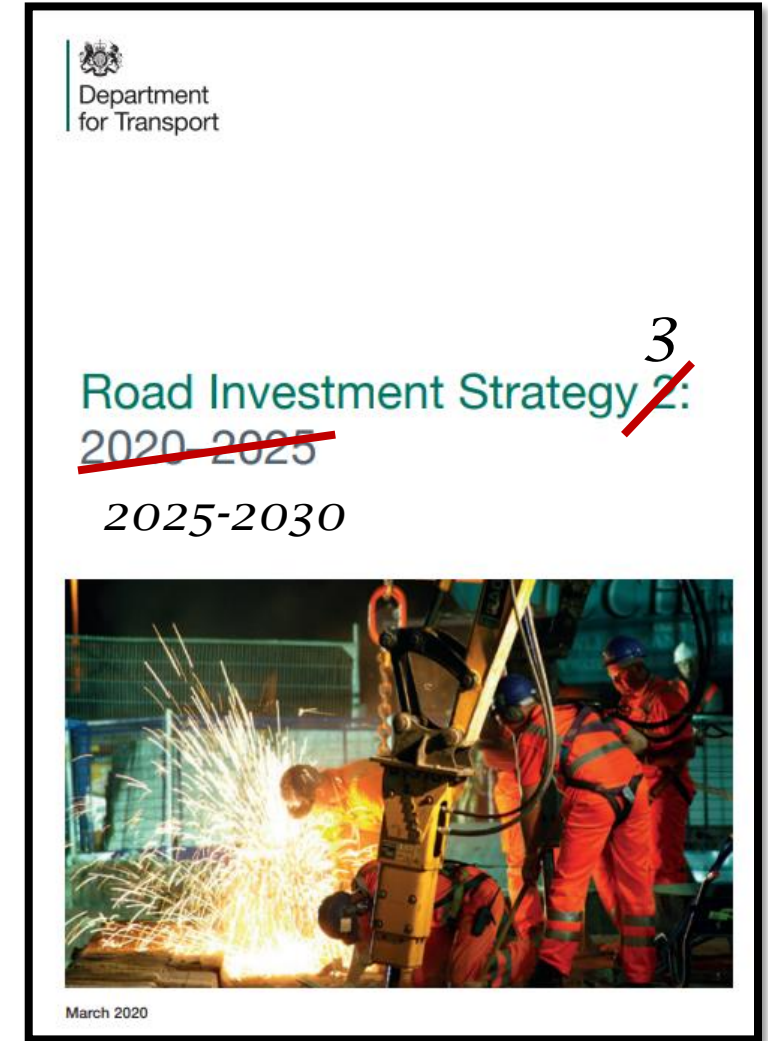
What is the Road Investment Strategy?

The Road Investment Strategy (RIS) is the government's long-term strategy for the management and improvement of the strategic road network (SRN)

- **Strategic Vision** – sets out long term vision for SRN and steps that will help achieve that
- **Performance Specification** – sets out the expectation of how National Highways and the SRN should perform in the period
- **Investment Plan** – sets out expenditure priorities and what the programme is expected to achieve in outputs
- **Statement of Funds Available** (SoFA) – resources available.

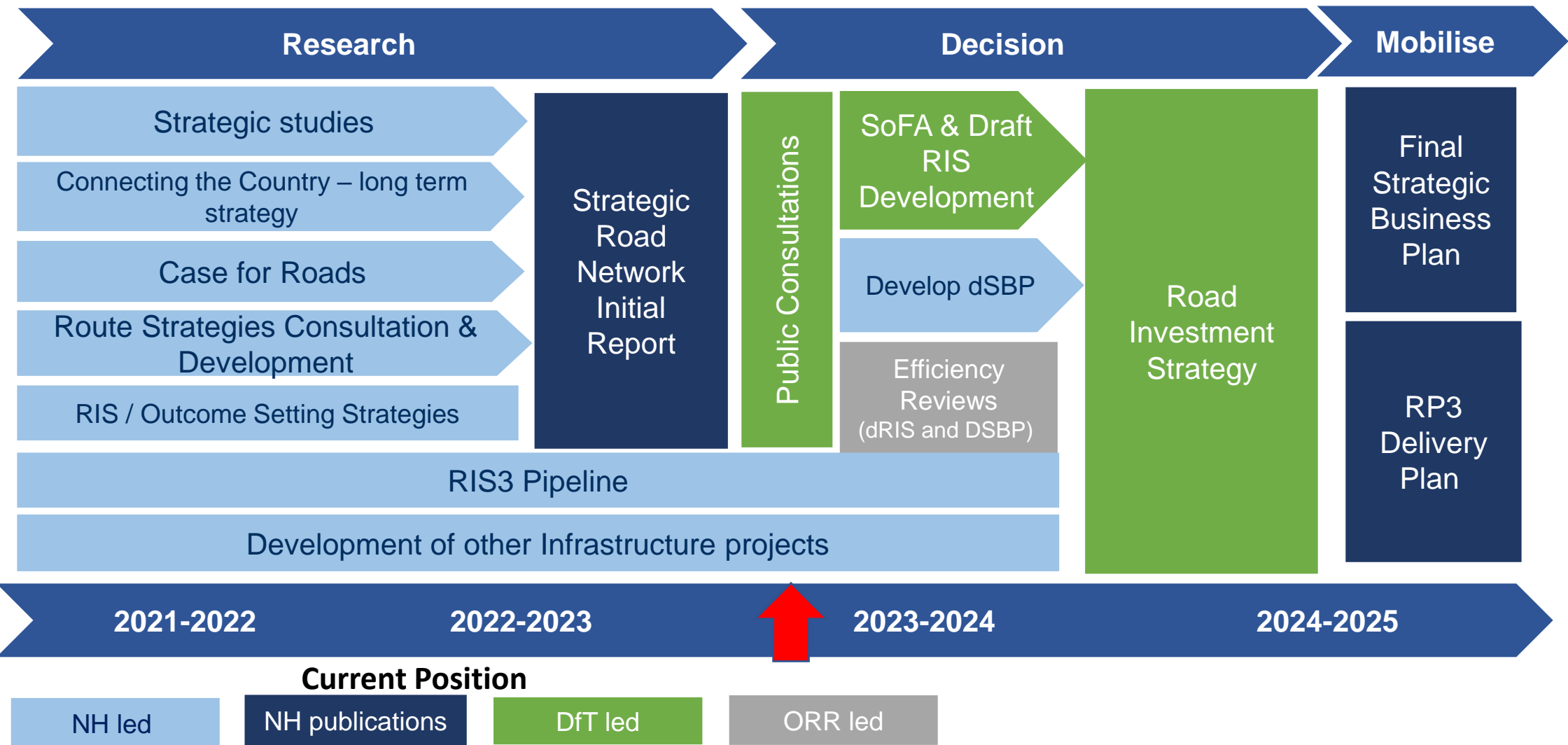
Simply provides: a funding commitment from government over a defined period of time (normally 5 years)

The Secretary of State may at any time set a Road Investment Strategy for a strategic highways company or vary a Road Investment Strategy that has already been set.

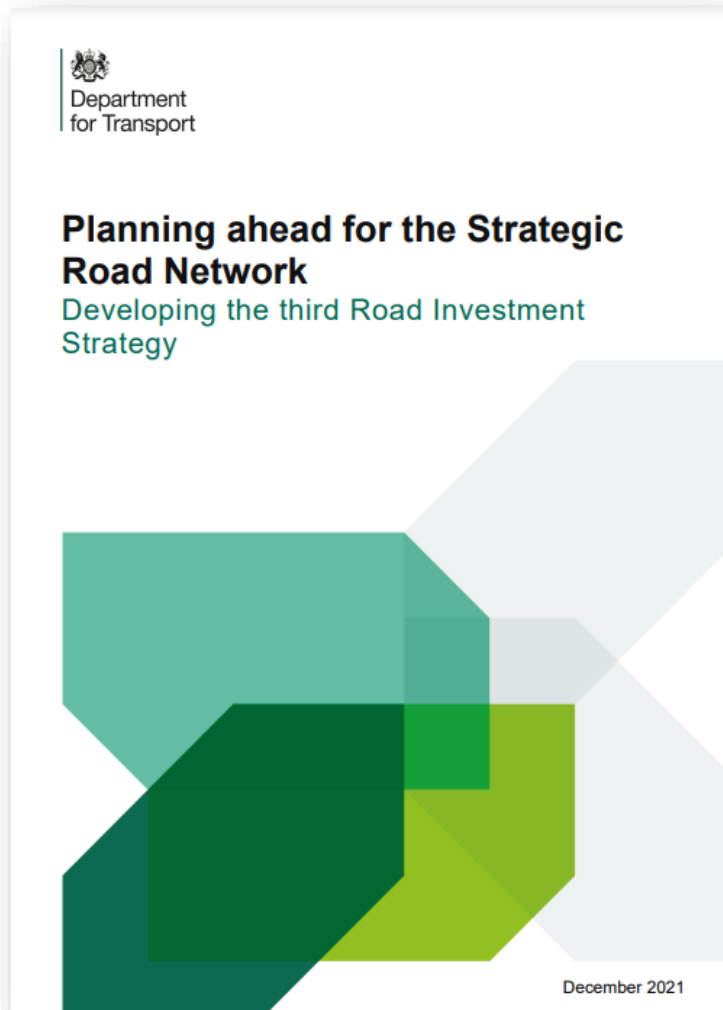


Strategic Investment Planning Process for RIS3

The RIS process is the culmination of a four-year programme jointly delivered between NH, DfT, Office and Rail and Road and Transport Focus. This identifies, develops and agrees the priorities for investment in the next road period with Govt and involves engagement with stakeholders from numerous organisations.



What is the ask of RIS3?



Dft have proposed strategic objectives:

- Improving safety for all
- Improved environmental outcomes
- Network performance
- Growing the economy
- Managing and planning the SNR for the future
- A technology enabled network



Strategic Road Network Initial Report

2025 - 2030



M62 by Scammonden Reservoir

SRN IR Overview

The SRN Initial Report includes:

- An assessment of the current state of the network and user needs from it;
- Potential maintenance and enhancement priorities; and
- Future developmental needs and prospects

It identifies priority areas for investment in the next road period (2025-2030) taking into account evidence from Route Strategies in understanding our current network

It also considers the long-term context informed by our Connecting the Country: Our long-term strategic plan which looks out to 2050.

The Initial Report does not include specific financial or scheme level priorities at this stage.

Purpose of this *Initial Report*

We are currently delivering the second *Road Investment Strategy* (RIS2) we agreed with government for the second road period (2020-2025). We are also planning for the third road period (2025-2030).

This *Initial Report* completes the first stage of the process, as set out in our Licence, summarising:

- our performance so far over the second road period
- extensive research into the priorities of customers, communities and stakeholders, as well as local, regional and national requirements
- the condition of our network
- proposals for investment, including how we would deliver these and possible outcomes

It has also crucially been guided by our 20 *Route Strategy Initial Overview Reports*, along with *Connecting the country: Our long-term strategic plan*. To access these documents online, including this *Initial Report*, please go to www.nationalhighways.co.uk and click on the publications tab.

Government will now consult on this report, to inform the its draft Road Investment Strategy (RIS) for the third road period.

- For more details on the strategic planning process and the next steps, please see [page 160](#).

The proposals in this report are intended to advise Government on the needs of the Strategic Road Network, but are not decisions or commitments for delivery. Government will use this report to inform decisions on the outcomes, priorities and funding available for the road period. It will set this out in its

Road Investment Strategy. We will then publish our Delivery plan setting out our final commitments, how we will deliver them, and provide confidence our plans are affordable and provide value for money for the taxpayer.



Footbridge over the M621

To produce this report extensive research and stakeholder engagement has been carried out into the priorities of customers, communities and stakeholders, as well as local, regional and national requirements, and the condition of our network. We have also engaged with the Office of Road and Rail, Transport Focus and the Sub-national Transport Bodies.

4 of the 5 busiest airports in England are directly served by the SRN.

By 2050, the industries reliant on our growth are expected to grow by **41%**, taking into consideration forecast growth in people, housing, e-commerce and expectations for the same-day or next-day delivery.

By the end of 2020-21, our **28** RIS1 growth and housing fund schemes facilitated the delivery of **45,000** homes, **44,000** jobs and **1.7 million m²** of commercial floor space.

For the second road period 2020-2025, we expect that for every **£1** invested in our major projects, we will generate **£2** of societal benefit.

From 2015 to 2021, we invested over **£85 million** towards the creation of 160 new and upgraded cycle ways and footpaths across England, providing safe, attractive and accessible facilities.

In 2021-22, we invested **£26.3m** in 76 cycling, walking and horse riding schemes.

In **2019** roads carried over **300 million tonnes** of goods to and from UK ports.^[1]

Sectors that rely on our network generate over **£409.7 billion** of GVA.

Over two-thirds of lorry miles in England are driven on the SRN.

Our road workers spend over **39 million** hours every year maintaining, renewing and improving our network.

121 billion tonne miles of domestic freight was moved in 2019, 79% of which was moved by road.

Road freight contributed **£13.6 billion** to the UK economy in 2019.

The SRN accounts for **2.4%** of the nation's roads by length, but almost one third of all vehicle miles were driven on the SRN in 2020.

Almost **nine out of ten passenger** miles are travelled on roads.

79% of households have access to a car or van.

Between 2022-2025, we will invest **£20m** in improving existing lorry parking facilities.

Cars are the usual method of travel to work for **68%** of commuters in England.






In rural areas **72%** of road vehicle miles are by cars and taxis.

In 2021-22, we improved resilience at **44** locations vulnerable to flooding and delivered **4** water quality initiatives, improving over **9.5** miles of waterbody.

We also started monitoring our own corporate carbon emissions. Data for 2021-22 shows that we reduced emissions by **68%** against the 2017-18 baseline, towards our target of a **75%** reduction by 2024-25.

SRN IR – Key Proposals

To support the SRN IR we have created a summary of those priorities that we propose should be the focus of RIS3. These are focused around 5 key areas:

	Theme	Summary
	Improving safety for all	By reducing the risk on our 1* and 2* rated roads, according to the international Road Assessment Programme (iRAP), lifting the rating to 3* or better where possible. Alongside playing a stronger role in influencing user behaviour and vehicle standards.
	Making the most of our network	By operating increasingly connected roads, we want to increase our proactive maintenance, making our technology more resilient and investing in vital renewals to deliver safer, more reliable journeys
	Evolving our customer and community services	By improving the data and information we provide to our customers. Taking a broader approach to supporting end to end journeys, including improved facilities for freight and non-motorised users. Supporting growth and development alongside the SRN and addressing legacy impacts on our network, including air quality and noise.
	Drive decarbonisation and environment sustainability	Achieve net zero corporate emissions, and reduce maintenance and construction emissions between 40 and 50%. Facilitate low-carbon travel and demonstrate wider environmental leadership, including around biodiversity and climate resilience. Invest in low carbon technology to drive a step change in manufacturing.
	Taking a targeted approach to enhancing our network	Continuing to invest in our network, following the fundamental principles of PAS 2080 and only building when the problem cannot be fixed by other approaches. Meeting network needs by completing schemes already committed while planning for more smaller schemes as part of a balanced future portfolio where funding allows.

Aspirations for the SRN

The future needs and prospects for the SRN need to balance:

- **Safety:** Continue work to zero harm. Upgrading the lowest iRAP rated roads. Improving road user safety and safety hotspots . Reducing the potential for harm for our people and the supply chain.
- **Operations and maintenance:** Keeping road users safe, clearing incidents, creating positive journeys
- **Renewals:** Focusing investment to keep our aging network open, safe and serviceable. Tackling the structures, road surfacing, and technology that require major work to remain in service
- **Freight and integration:** Improve freight facilities and support further integrating with alternative travel modes – improving the end-to-end experience for all users of our network
- **Enhancements:** Promote the delivery of smaller schemes as part of a balanced portfolio – solving existing local issues and regional barriers to growth, while improving the environment
- **Carbon & Environment:** Reducing the carbon intensity of our construction. Being a net zero company by 2030. Improving the natural environment by investing in and managing our soft estate as asset. Improving biodiversity.
- **Operational technology:** Improve our operational technology and systems to enhance the reliability of the services we provide to our customers. Improve cyber resilience. Replace aging roadside technology.
- **Future Ready:** Providing facilities for EV users. Supporting transition to zero carbon HGVs through trials. Preparing for CAVs through Digital Roads by improving data and cellular connectivity (5G etc).
- **Designated funds:** Re-focusing how we use Designated Funds to establish a robust and focused programme that adds value to communities where we are enhancing our network, deals with legacy issues on our network, and trials innovative solutions.
- **Performance & Efficiency:** Setting high expectations to continue to deliver the service that is expected of us by our users and doing that in the most effective and efficient way possible.

Connecting the country

Our long-term strategic plan to 2050

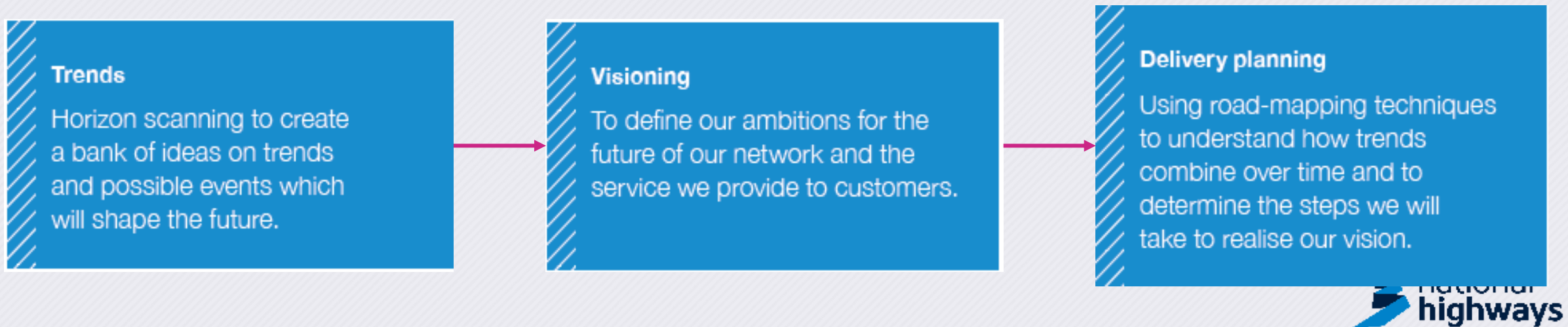


An overview of Connecting the country: our long-term strategic plan to 2050

Our long-term vision:

“The SRN is part of a seamlessly-integrated transport system that meets our customers’ needs by connecting the country **safely** and **reliably**, delivering **economic prosperity**, **social value** and a **thriving environment**”

Our approach:



Our 2050 ambitions

To guide us on our path to 2050 we have analysed available evidence to understand both historic and future trends, grouping our **9 focus areas** under **3 core themes**:

How much our customers will travel

The demand for travel is likely to increase over the long-term.

Our network will play a critical role in supporting growth as part of an integrated transport system.

Growth & levelling up
Car Travel
Freight & Logistics

How our customers will experience travel

Technology will transform how people experience travel

Travel on our network will be safe, sustainable and increasingly connected

Safety
Digital
Decarbonisation

How we will manage our network

The way we manage our network is evolving

We will deliver stress-free customer journeys whilst acting “beyond roads” to improve the quality of life in local communities.

Customer experience
Sustainable network dev.
Asset resilience

Proposed road categorisation

We know that our customers value reliable journeys on roads that provide a consistent level of service. We want them to experience exceptional service regardless of which part of the network they are on, and to help guide the long-term development of the network, we have established aspirational road categories that will enable customer service offerings across the SRN.

National corridors

National corridors will continue to be the vital spine of our network, supporting the highest levels of demand. These routes will be the key long-distance corridors, connecting major urban economies, acting as major freight routes and linking international gateways.

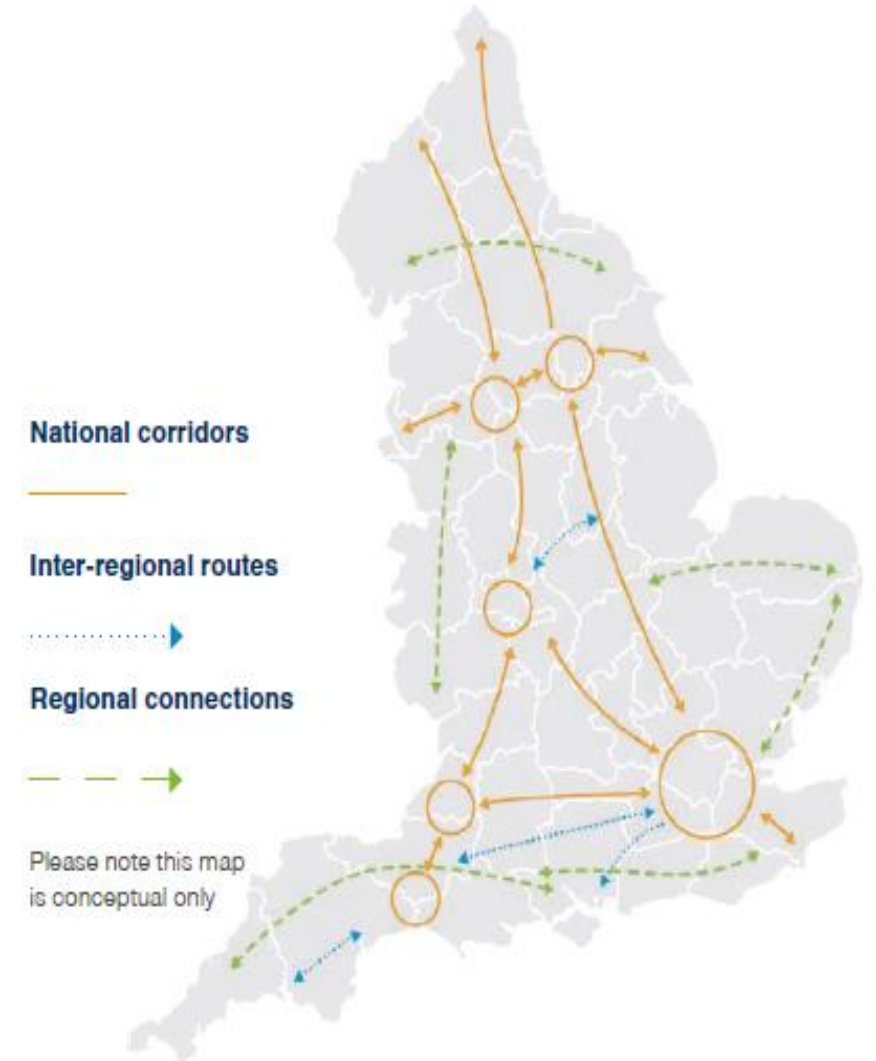
Inter-regional routes

Inter-regional routes will be high-demand, multiple-lane roads. These routes will connect regional economies and carry significant levels of freight and goods.

Regional connections

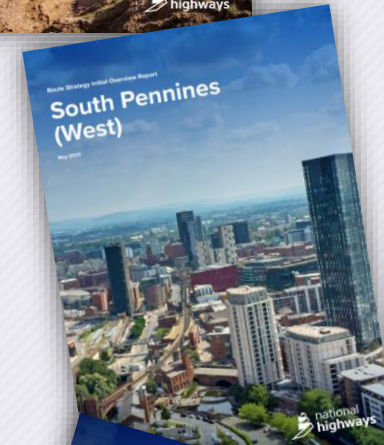
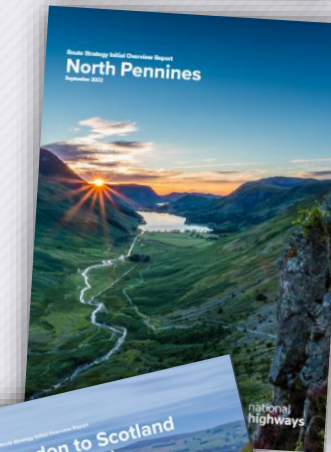
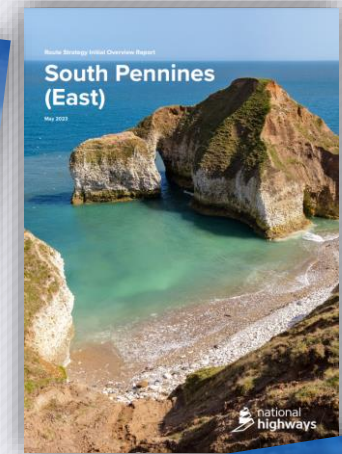
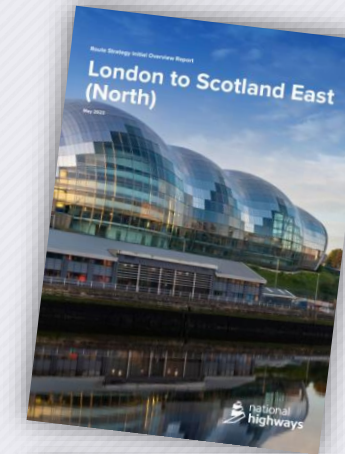
Regional connections will link local economic centres, both to each other and the national network.

The road categorisation concept will be developed following feedback from stakeholders, road users and communities on the published Connecting the country document.



Route Strategy Reports

- Route strategies set out our route-level objectives for the strategic road network (SRN). They are built on a rolling programme of data refresh and analysis. A key requirement within the National Highways licence agreement
- These reports are one the key steps of initial research in the development of the Road Investment Strategy (RIS).
- They are a part of the evidence base that guides investment priorities for the network. This round of route strategies are intended to guide investment priorities for RIS3 (2025 to 2030) and beyond
- They are a comprehensive assessment of the current and future performance of the SRN using a broad range of metrics and stakeholder input. The entire SRN is covered but split into 20 routes
- They identify a series of objectives tailored to each route, and locations for potential further investigation



Progress so far



Engagement (late 2021)

- *Stakeholder workshops
- *Online engagement tool
- *MP roundtables



Data analysis

- *Safety
- *Environment
- *Network performance
- *Economic growth
- *Policies & strategies



Route Strategy Initial Overview Reports and Storymaps published May 2023

- 4 MP Roundtables
- 2 National Workshops
- 19 Regional Workshops including:
 - 7 STBs
 - Network Rail
 - 100+ Councils
 - 50+ Freight and Transport Partners
 - 12+ LEPs Emergency Services
 - 1700 Online tool responses



- These route strategies are an evolution of the previous two rounds. They are more location specific, dynamic, and take a longer term approach
- Work will continue. They won't be finalised until the end of RP2 (2020-2025)
- We are currently working towards making route strategies an online, more interactive platform for use by our partners

Key improvements



Greater **strategic** and long term focus in the setting of route objectives aligned with DfT strategic objectives and RIS3 themes



Greater focus on **environment (including carbon)** and integration with STBs, other external bodies and network operators



Alignment with the **Asset Management** programme outputs



Addition of **proposed locations for further investigation** to achieve the objectives for each route

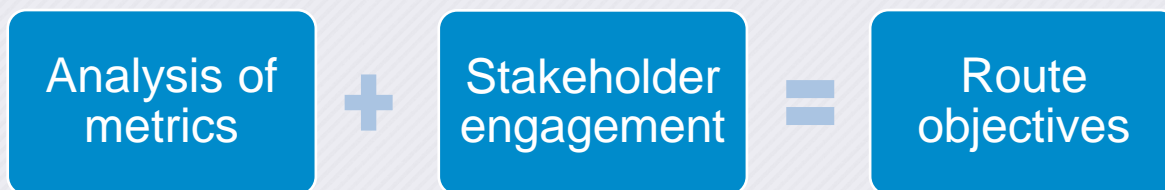
PDF reports and storymaps

There are 3 significant outputs from the work to date:

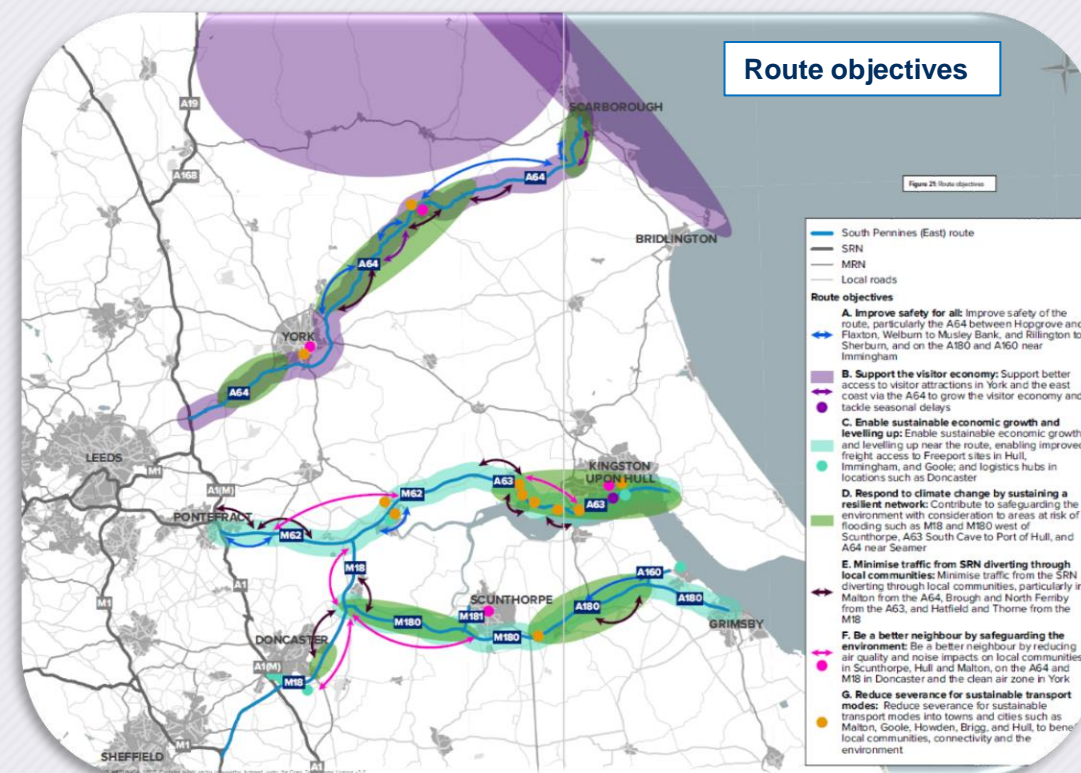
1) Challenges and issues – section 5



2) Route objectives – section 6



The table at the end of section 6 presents an audit trail of the key factors that have influenced the development of an objective



3) Initial locations for potential investigation – section 7



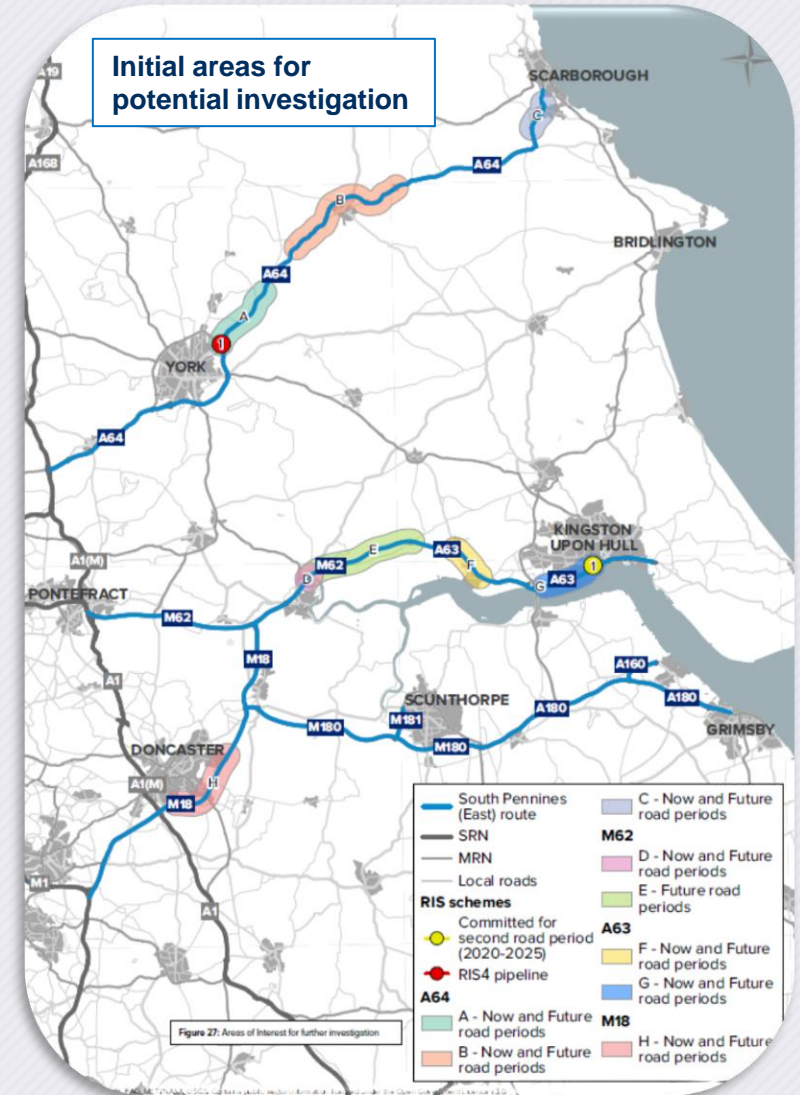
There are no commitments to funding or studies within route strategies

StoryMaps

StoryMaps are a web-based application that show a condensed version of route strategies with interactive maps. You can use them to explore the routes and learn more about the initial areas for potential investigation.

As part of the feedback process and final publication these will be enhanced to give the customer and interested parties a richer immersive route strategy experience.

The storymaps and PDFs can be access from the [route strategies landing page](#)



Consultation and Engagement Next Steps



Shaping the future of England's Strategic Roads

- Public consultation on National Highways' strategic road network Initial Report
- This will close on **July 13th**
- <https://www.gov.uk/government/consultations/shaping-the-future-of-englands-strategic-roads>

Future roads

National Highways Future Roads Landing Page

- Find out more about our publications
- Provide feedback on the Connecting the Country and Route Strategy Reports (**until 11 August**)
- Explore the Route Strategy Story Maps
- <https://nationalhighways.co.uk/our-roads/future-roads/>



Engagement Next Steps

- DfT National Stakeholder Event (12 June)
- Signposting through STB, Traffex etc conferences
- STB Board Presentations and CtC workshops with STB officer