

Motorways, Road Planning and Execution in the UK, an overview

PMI Norway Chapter, Oslo

Maria Gil

Project Sponsor (Governance and Assurance Manager)
North West Regional Investment Programme

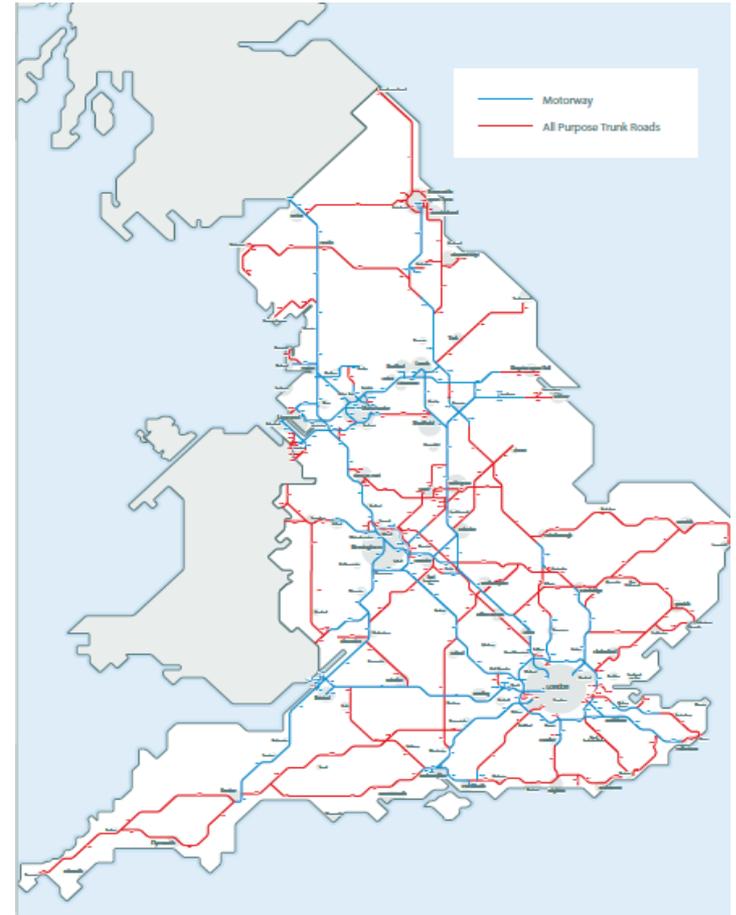
27 August 2019

Who we are



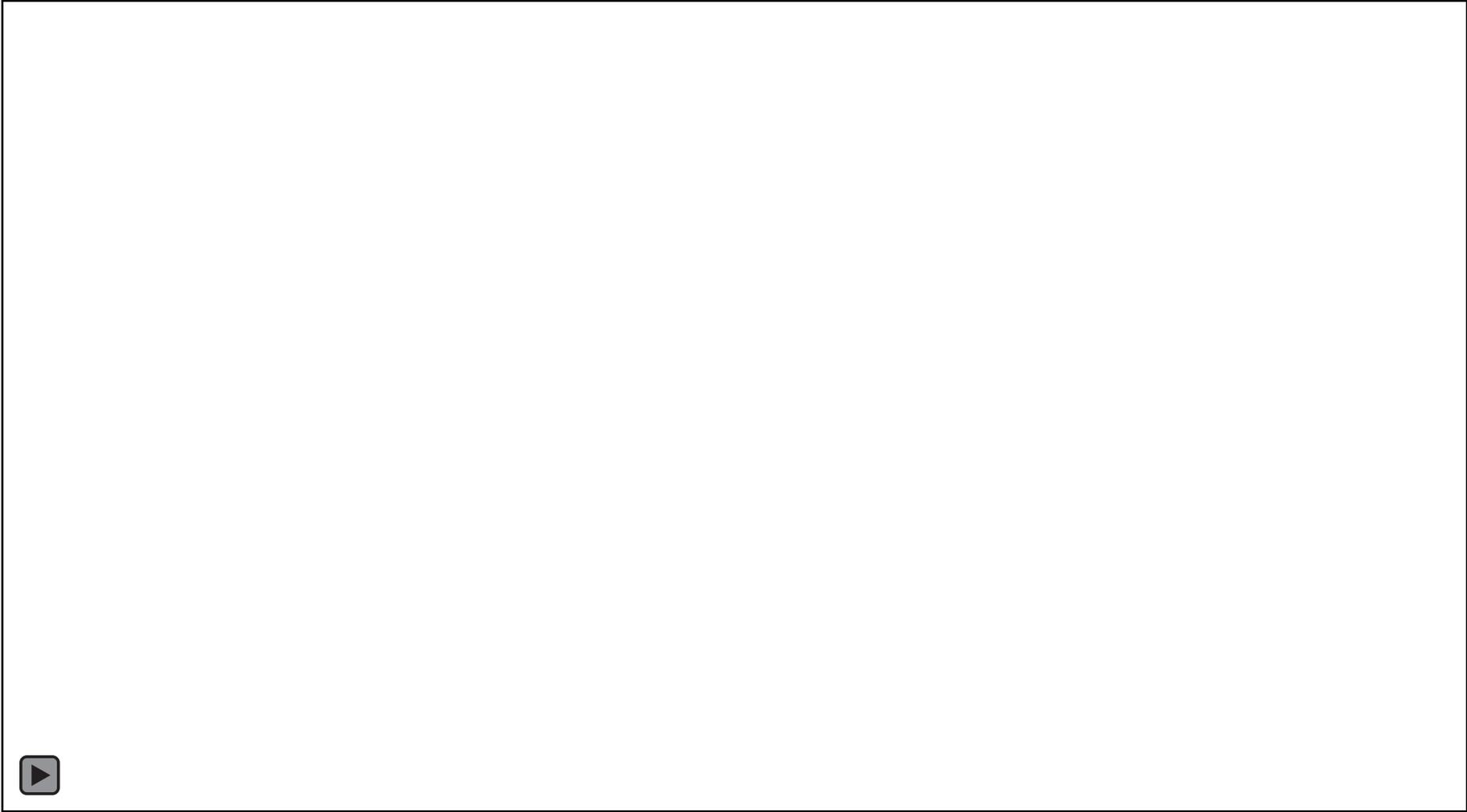
Operates, Maintains & Improves
England's
Strategic Road Network (SRN)

CLIENT: Central Government,
Department for Transport DfT



History

- Formerly known as the Highways Agency (HA)
- HA was created as an executive agency of the [Department for Transport](#) in 1994
- DfT Independent Review in 2010:
 - HA lacked strategic vision
 - lacked certainty of funding due to the wider policy environment in which it operated
 - limited pressure to drive efficiencies
- It became a government-owned company with the name Highways England on 1 April 2015
- Jim O'Sullivan became Chief Executive on 1 July 2015



The Strategic Road Network

Connects the nation



4,300 miles of SRN



66% of all freight



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

Drives the economy



Usage of SRN continues to grow



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

Supporting the wider transport network



Delivering smooth access to ports



Complementing local networks and connecting nationally



Supporting access to rail and the development of HS2



Enhancing access to airports



Enabling active travel options

3 IMPERATIVES:

SAFETY

CUSTOMER

DELIVERY

5 VALUES:



Our Ambition

Deliver the **Road Investment Strategy** to revolutionise our roads and create a modern Strategic Road Network (SRN) across England over the next 25 years

Investment:

£15.3bn in 2015 to 2020

£23.3bn in 2020 to 2025

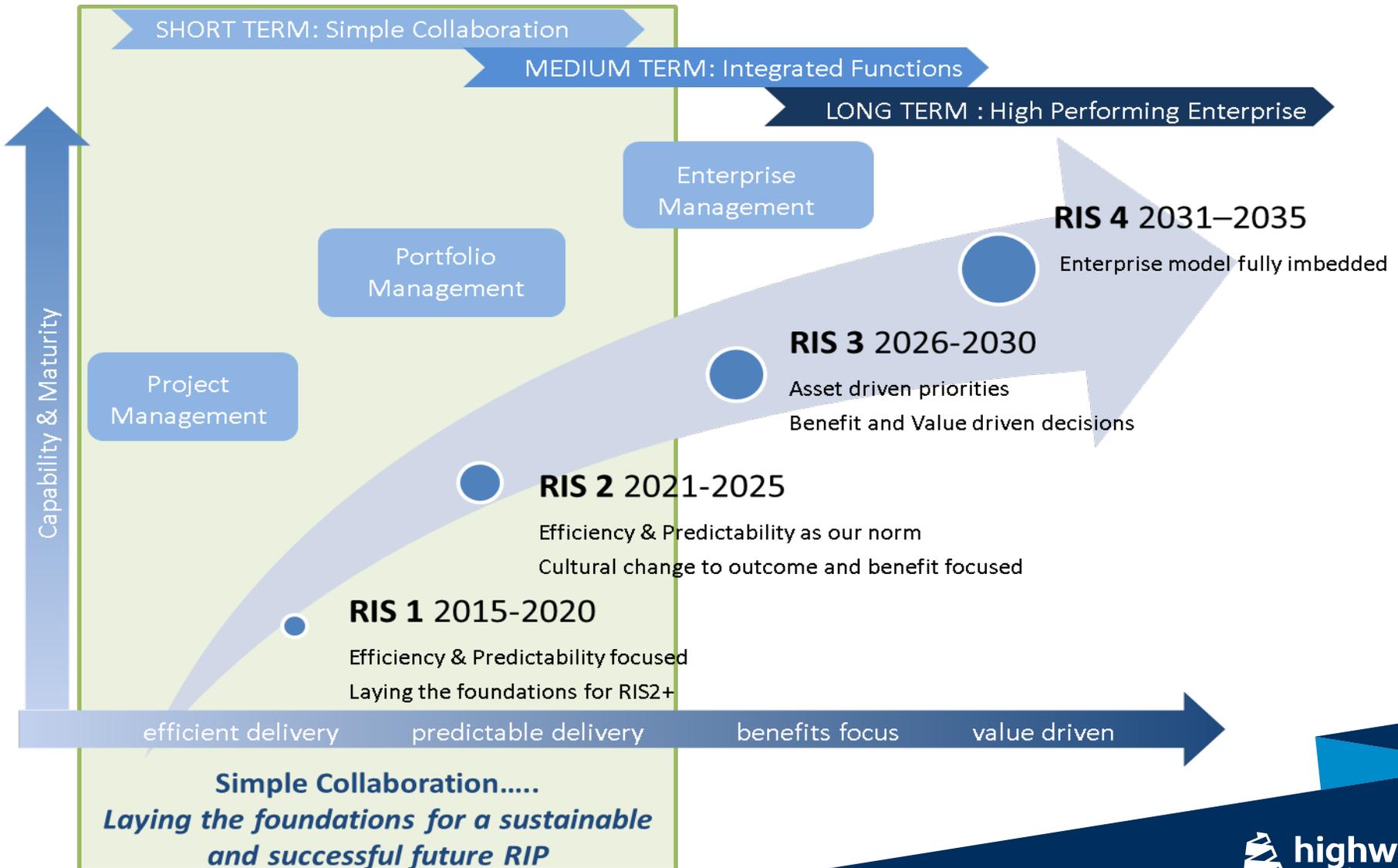
Major Projects

Delivers improvements to the SRN:

- 1 - Regional Investment Programme**
- 2 - Smart Motorways Programme
- 3 – National Infrastructure Programme
- 4 - Complex Infrastructure Programme

RIP High level Transformation Vision

A systematic and structure approach to realising our vision to transform our RIP operating model





Sponsorship in Highways England

What is Sponsorship?



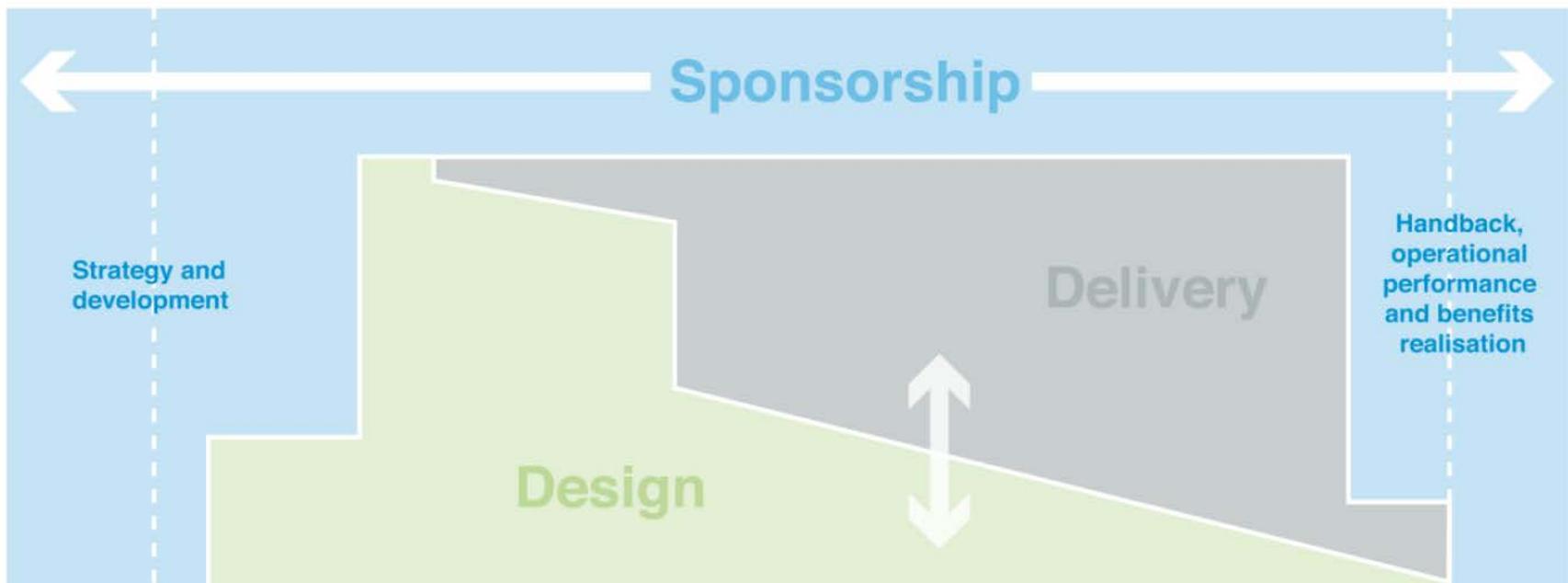
Outcomes

Strategy

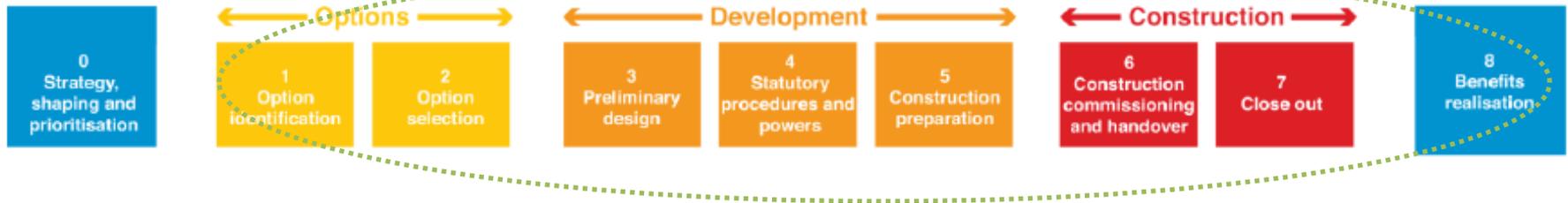
Governance

Change

Sponsorship Lifecycle

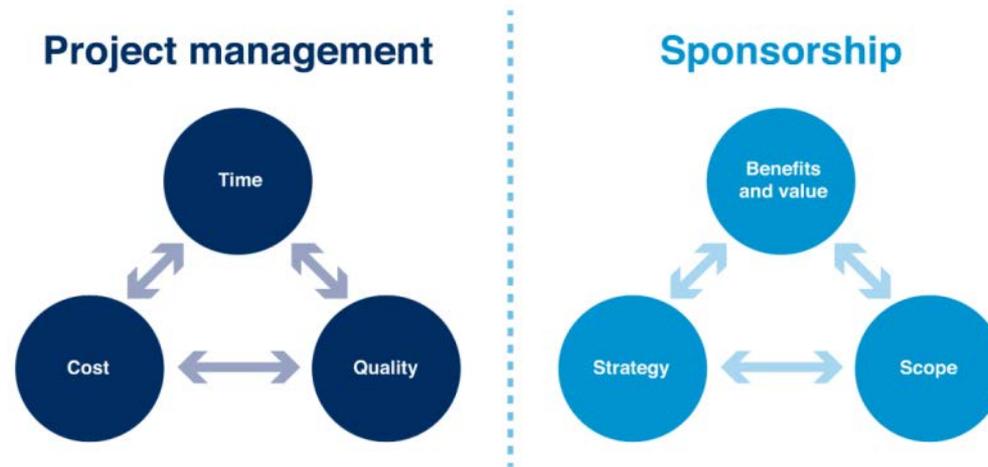


Delivery Sponsorship



- Focused on commitments, options, benefits and legacy outcomes
- Drives delivery of, owns and signs off Business Case throughout on behalf of SRO
- Provide a customer voice and challenge
- Manages relationships with other internal and external stakeholders
- Monitors progress and manages uncertainty
- Manages change control, governance and assurance

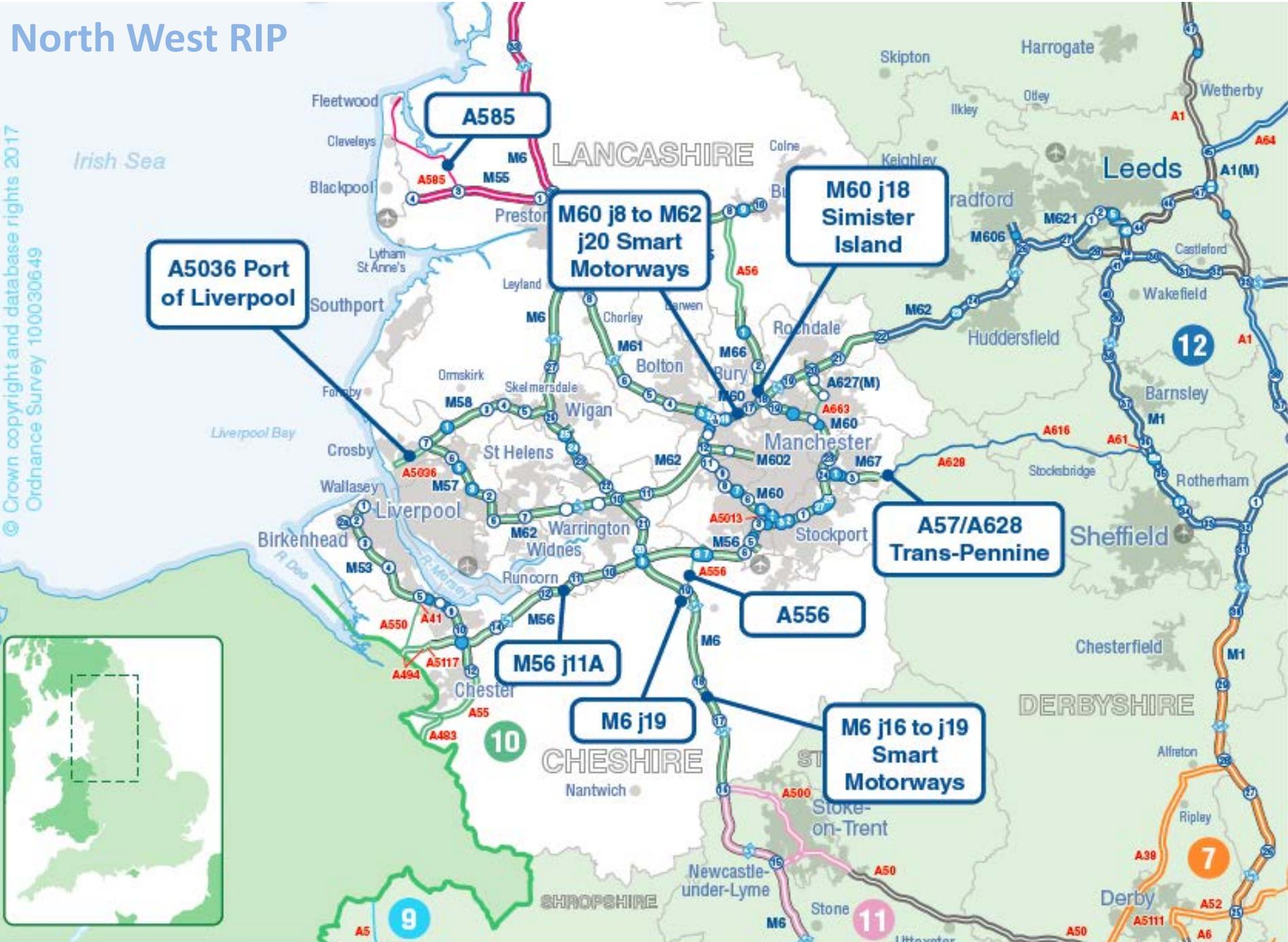
Delivery Sponsorship



- Provides oversight, direction and facilitates escalation
- Close engagement with project teams but independent from delivery
- Focus on benefits realisation and user needs

North West RIP

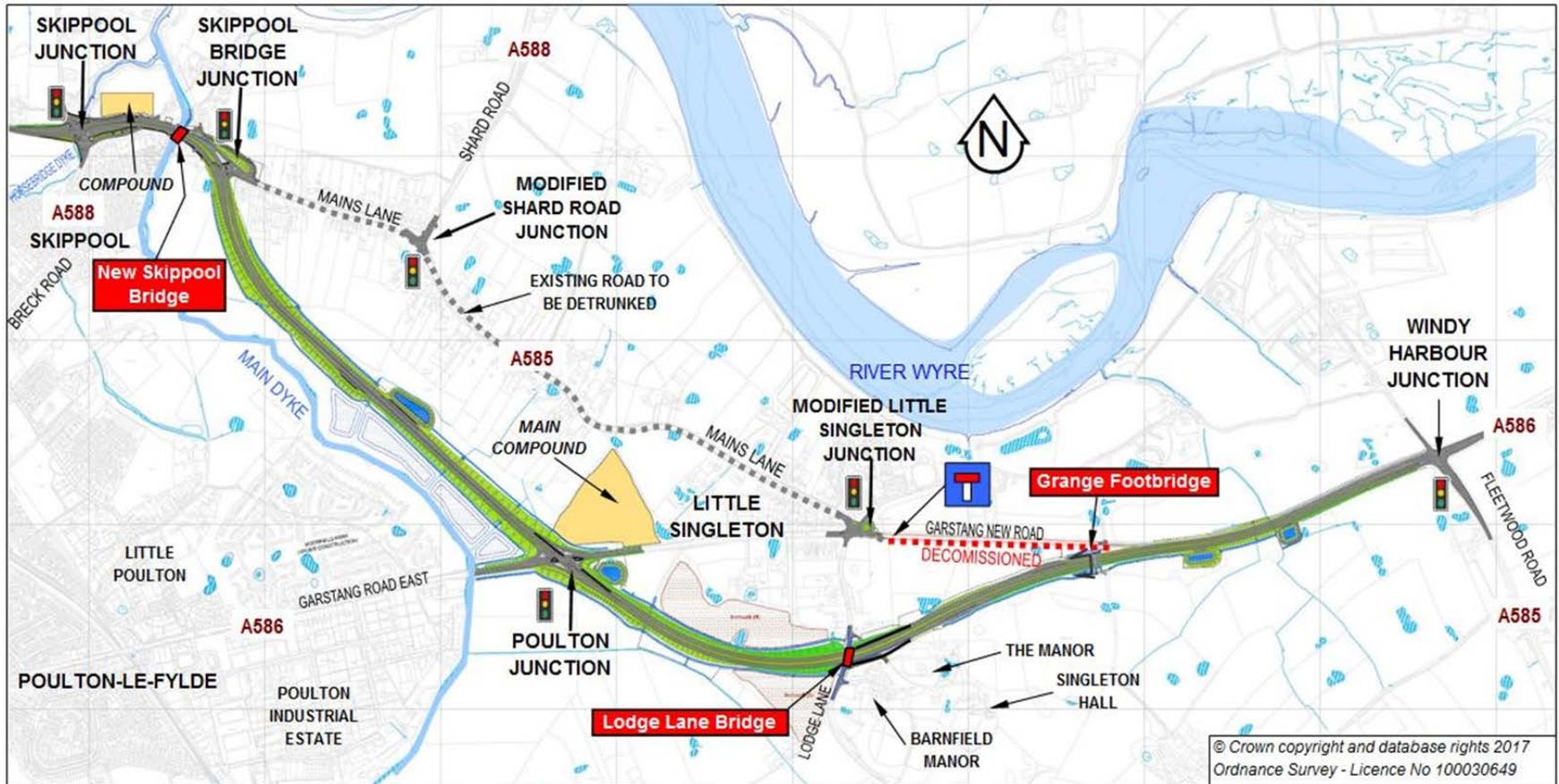
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A585–Windy Harbour to Skippool Scheme objectives

- Existing 4.5km long single carriageway with 3 main junctions
- A585 Mains Lane has more than 130 properties and 3 caravan parks
- Worst 10% in the NW for reliability
- High casualty rates
- Significant issues for cyclists and vulnerable road users

A585–Windy Harbour to Skippool Location



A585–Windy Harbour to Skippool

Key design challenges

- Development Consent Order (stat. process)
- Flood plain – drainage (band drains to accelerate settlement)
- Traffic Management – no network resilience
- “Pink-footed geese” – mitigation land (NE)
- Land negotiation
- Huge quantities of soil required

M6 J19 junction improvements

Scheme objectives

- To make the network safer by reviewing operational safety issues at the junction and reducing the chance of any queues forming that would impact the M6 (mainline).
- Improve user satisfaction by providing quicker and more reliable journeys through the junction.
- Support smooth flow of traffic by maximising the operational capability the junction.
- Encourage economic growth by providing additional capacity and improving journey time reliability. This will enable proposed economic growth and development in key area's such as Airport City Manchester.
- The reduced congestion will also contribute to reducing air quality problems that have occurred from standing traffic.

M6 J19 junction improvements



Key part of a comprehensive upgrade of Manchester's southern access

M6 J19 junction improvements

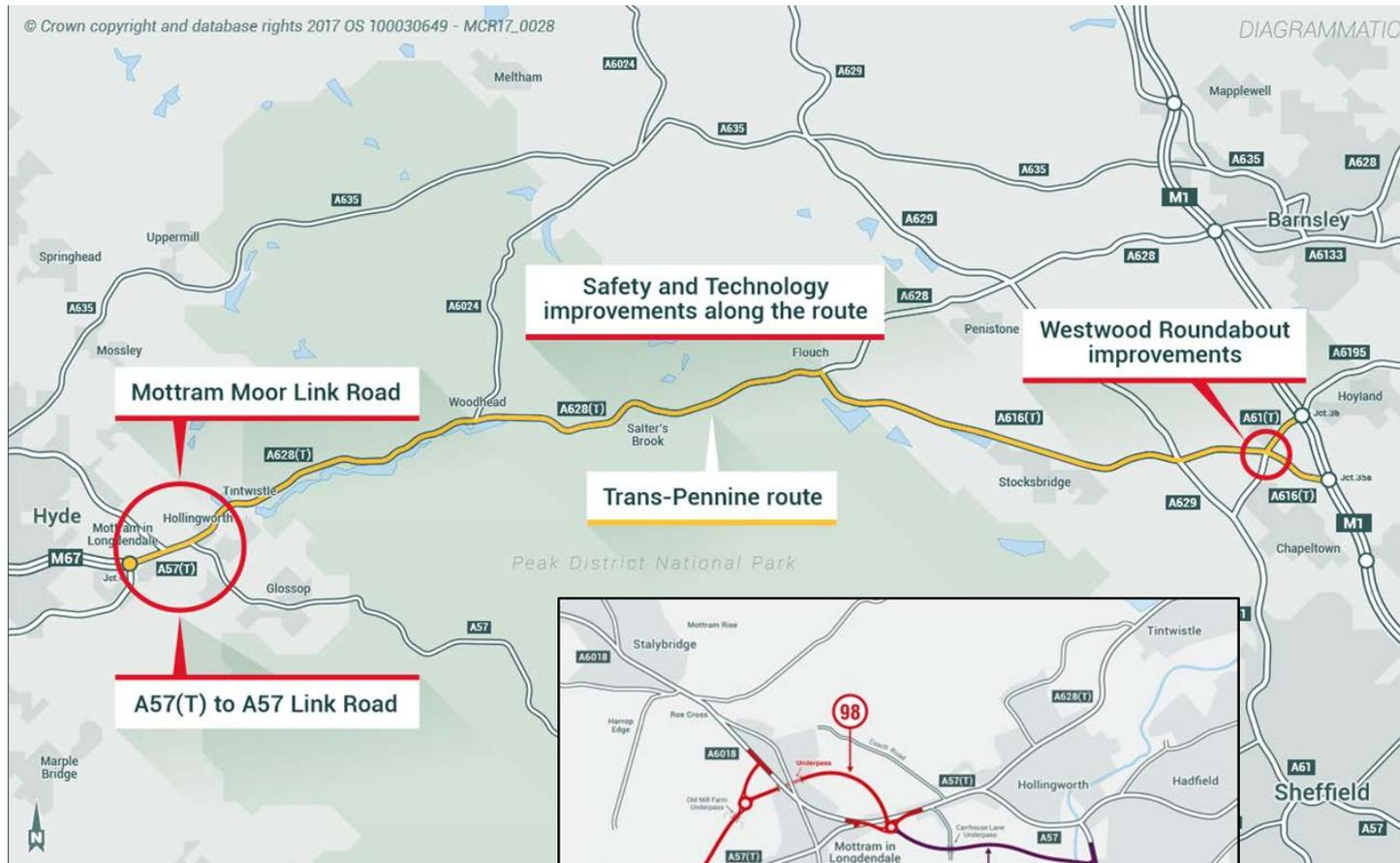
Key Design challenges

- Traffic management (closures)
- Disruption (3 consecutive schemes):
A556, SMP & M6 j19 Junction!
- Opportunity missed for better scheme integration

Trans Pennine Upgrade Scheme Objectives

- Connectivity – By reducing congestion and improving the reliability of people’s journeys between the Manchester and Sheffield city regions.
- Environmental – By improving air quality and reducing noise levels in certain areas; by avoiding unacceptable impacts on the natural environment and landscape in the Peak District National Park.
- Societal – By re-connecting local communities along the Trans-Pennine route.
- Capacity – By reducing delays and queues that occur during busy periods and improving the performance of junctions on the route.
- Reliability – By reducing the number of incidents and by the use of technology to advise drivers of incidents along the route.
- Safety – By reducing the number of accidents along the route through targeted improvement measures.

Trans Pennine Upgrade Scheme Plan

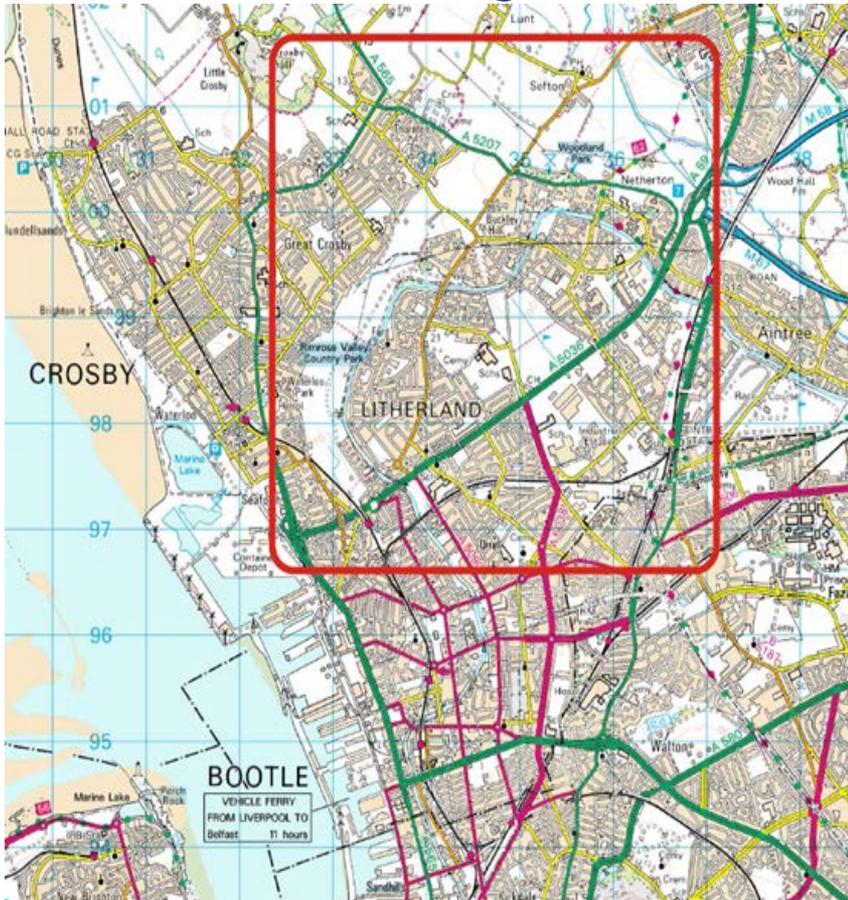


Trans Pennine Upgrade

Design challenges

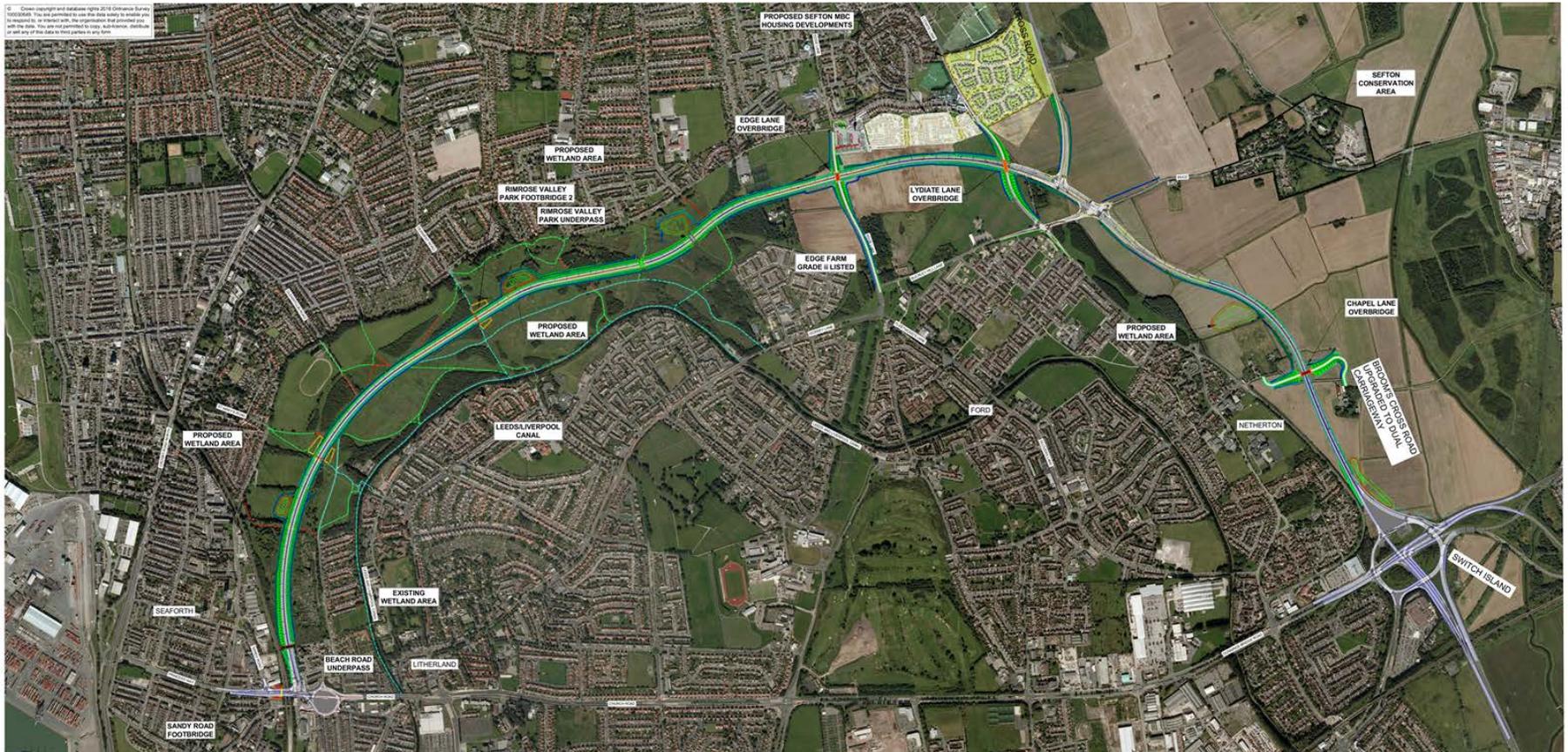
- Air Quality issues - missed the commitment dates for DCO submission
- Issues with supplier quality: de-scoping
- Split scheme:
 - Phase 1 (Non-DCO) Westwood Roundabout and Technology (enabling works to phase 2)
 - Phase 2 (DCO) Link Roads; working to seek resolution of Air Quality issues

A5036 – Access to the Port of Liverpool Scheme Objectives



1. To improve the traffic conditions on the main line between the Port of Liverpool and the SRN
2. To support and facilitate economic growth.
3. To improve local connectivity and the local network for all types of road users.
4. To minimise the detrimental effects and seek to protect and enhance the environment
5. To improve safety for all road users and road workers.
6. To reduce requirements for future maintenance.
7. To provide value for money.

A5036 – Port of Liverpool Scheme overview



A5036 – Port of Liverpool Scheme challenges

- Judicial review
- Tunnel Solution wanted
- Major local opposition (delay 15 months)
- Green Space (derelict)
- Tip (land contamination)

Thank you

Maria.gil@highwaysengland.co.uk