

National Direction

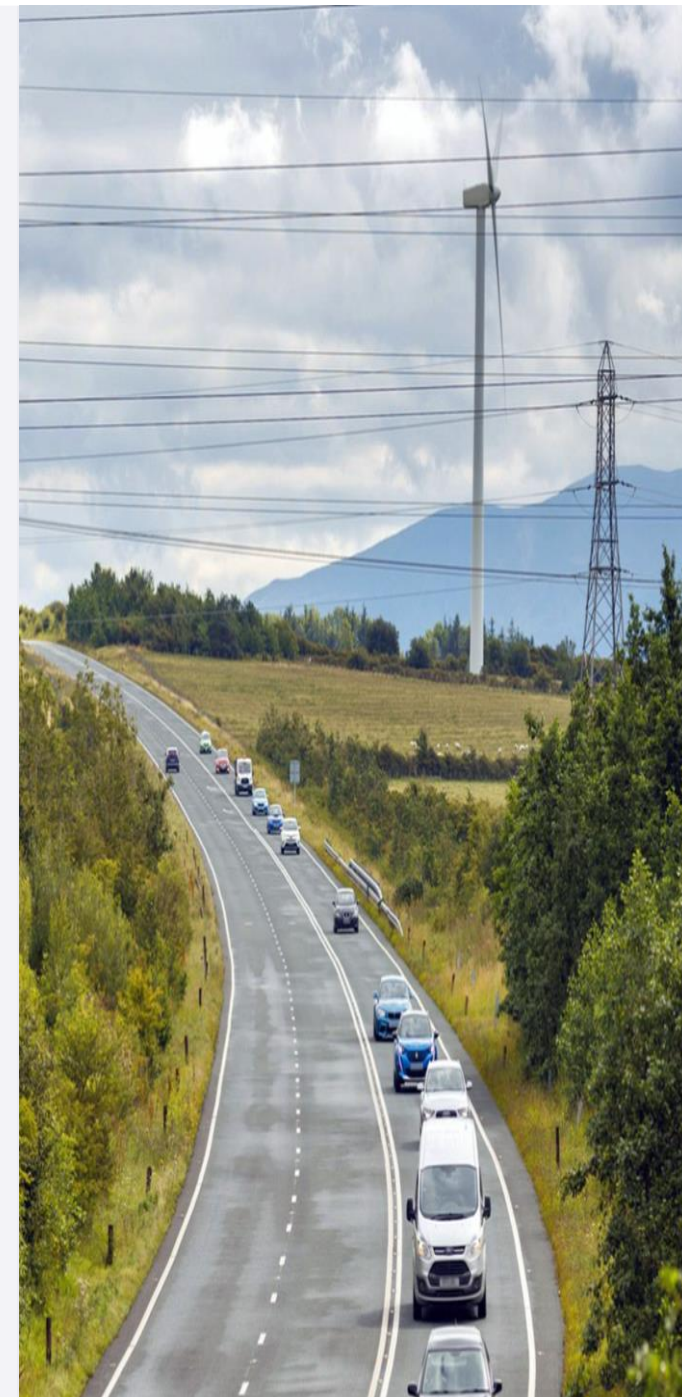
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Defining the SRN

Roads Investment Strategy 2020 – 25, the principle role of the SRN:

- Fulfil its principle purpose to enable **safe, reliable, predictable, rapid, often long distance, journeys of both people (whether as drivers or passengers) and goods** in England between our: main centres of population; major ports, airports and rail terminals; geographically peripheral regions; and key cross-border routes.
- facilitating **economic growth** and international trade; helping people to choose where they want to live and work, **providing access** to homes, jobs, education, healthcare and recreation opportunities, **strengthening the United Kingdom**, with high quality internal and external links.
- However, the SRN does not stand alone; to fulfil its purpose it must **support and be supported by other transport networks**. Design and operation of the SRN should recognise this fact and seek to **achieve seamless integration** of strategic roads with these other networks.



National Direction - Context for RIS3

What our shareholder, customers, stakeholders and trends analysis are telling us

Roads are an essential service for the whole country. 9 out of 10 journeys are by road. 8 out of 10 of all freight trips are by roads, with road freight increasing rapidly – even when other traffic dropped in lockdown.

Our network is aging and technology needs to be brought up to a consistent standard. Both physical and digital assets have suffered from a legacy of underinvestment. We want to make a stable investment over time to avoid saddling future generations with an unaffordable bill.

Connectivity and capacity remains inconsistent. We still want to invest to tackle this in a way which aligns with our carbon and environment ambitions. **Our Route strategies provide us with clear areas of challenge and need across the network** to tackle.

Transport Focus wants us to do more for our customers – particularly road users. To at least maintain the service we provide today, while also thinking more broadly about the service we provide.

Our customers are telling us to continue to improve safety, and remain focused on maintaining a reliable network with acceptable ride quality. Tackling local and regional congestion – especially hotspots and bottlenecks – is important, but we should avoid long and unnecessary roadworks. They were supportive of investing in the future of the road network – particularly helping the transition to electric vehicles

Sub-national Transport Bodies have set out their emerging strategies and priorities for investment on our network. They have shaped our thinking and are playing a key role across RIS3 planning activities.

Broadly, our stakeholders value the basics done well with top concerns such as safety, journey times and the environment remaining as consistent priority for the third road period – but an investment plan would also need to balance wider priorities, such as active travel, road facilities and integration.



Our emerging proposals for RIS3

To achieve our vision for the Road Period

Operations and maintenance: Operating a larger network for our customers for the same investment. Keeping road users safe, clearing incidents, creating positive journeys.

Renewals: Increasing 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.

Safety: Upgrading the lowest star rated roads. Improving road user safety by 10% year-on-year. Improving safety hotspots.

Freight and integration: Creating more freight facilities and further integrating with alternative travel modes – improving the end-to-end experience for all users of our network.

Enhancements: Delivering more 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 by 50% of 2020. 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 through the Rapid Charging Fund. 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 these 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.



Our target network

Masterplan 2050 - Our ambitions for the future

The Masterplan will set the long term vision and plan for National Highways, looking out to 2050.

We recognise that the future trends we have identified will have significant implications for how we manage our network and organisation. They present a series of challenges and opportunities that we must adapt to in the coming decades.

To guide us on this journey we have developed a clear vision for the future of our network. It expresses how we want our network to look and feel, and the impact we want to have on our customers, the environment, and society.

Our target network is centred on the future delivery of 3 key ambitions:



Safety

A zero harm network, free of incidents



Customer Experience

An available network actively managing the demands placed on it to provide a consistently high level of service



Environment

A net zero network that has a positive impact on the natural environment and our neighbouring communities

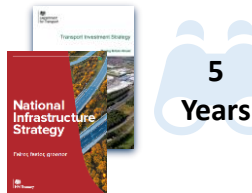
RIS3 National Highways Publications



30
Years

DfT Decarbonising Transport

Purpose:
Outlining the current challenges and steps reqd to develop a plan



5
Years

NIS & DfT Transport Investment Strategy

Purpose:
Defining the multi-modal strategic priorities and investment propositions.



30
Years

Masterplan

Purpose:
Responding to the fore sighting – providing long term direction of travel covering and in doing so define its future role:

- Customer needs
- Network development
- Operational changes
- Technology adoption
- Long term asset needs
- Carbon & environmental



5
Years

SRN Initial Report

Purpose:
Sets out our proposals and recommendations for the next Roads Period, explaining the main objectives and investment areas.



5-10
Years

20x Route Strategies

Purpose:
Defines development needs along identified routes and corridors, and studies that will define future strategic schemes



5
Years

Road Investment Strategy

Purpose:
A DfT document that responds to the Initial Report defining the investment strategy for the enhancement, maintenance and operation of the network, together with the performance specification.



5
Years

Strategic Business Plan

Purpose:
Responds to the RIS and confirms the investment areas (enhancements, operations, development, designated funds) and performance goals (including efficiencies) and



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Years

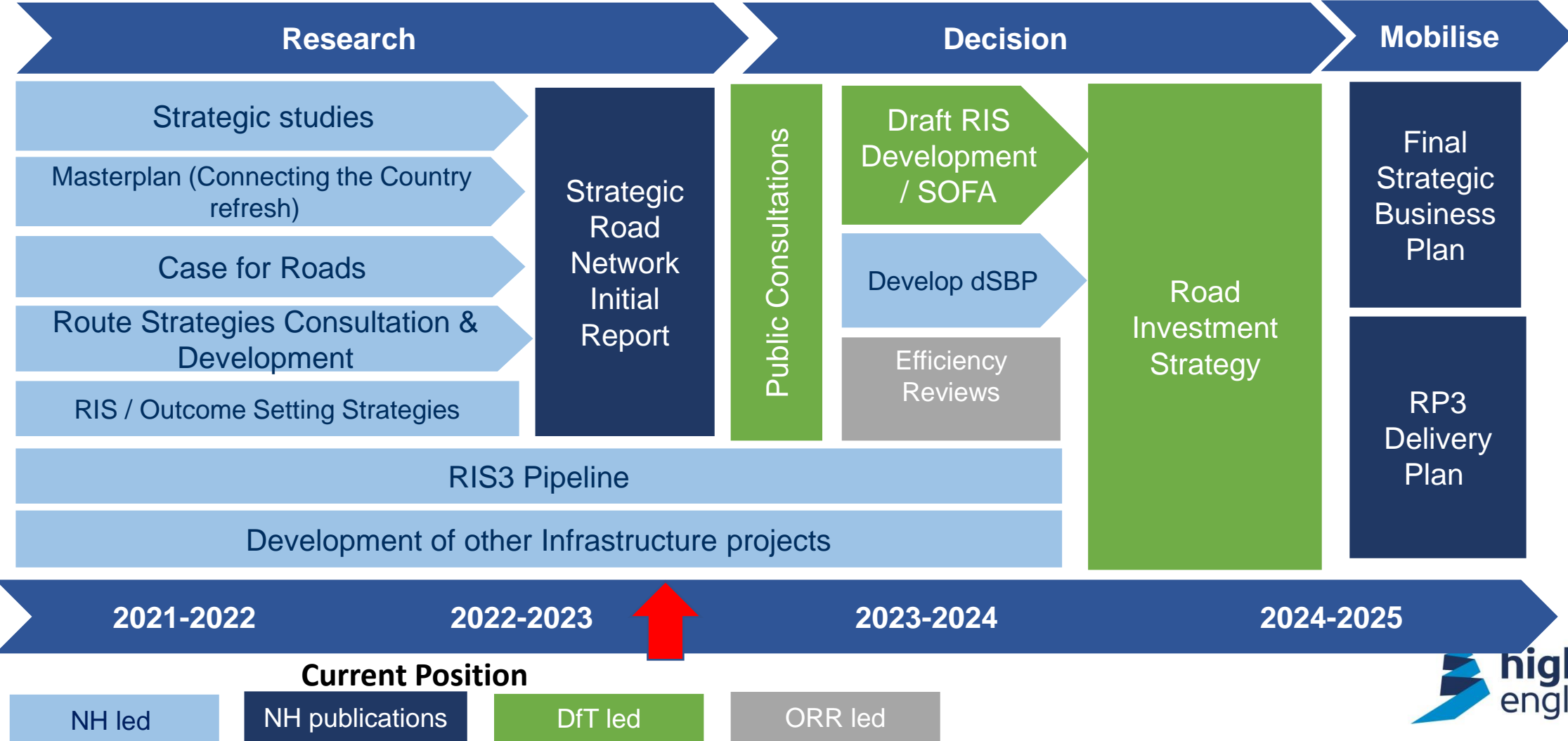
Delivery Plan

Purpose:
Shows how the Company will meet its duties, functions and commitments.

- The SRN Initial Report, Masterplan and Route Strategies are currently being finalised
- These are planned to be published in the **Autumn** following review with DfT and Government
- DfT will then formally consult on the SRN Initial Report and produce the Draft RIS

Strategic Investment Planning Process for RIS3

The RIS process is the culmination of a four-year programme to identify and develop the priorities for investment in the next road period and involves engagement with stakeholders from numerous organisations.



Find out more

www.nationalhighways.co.uk



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