

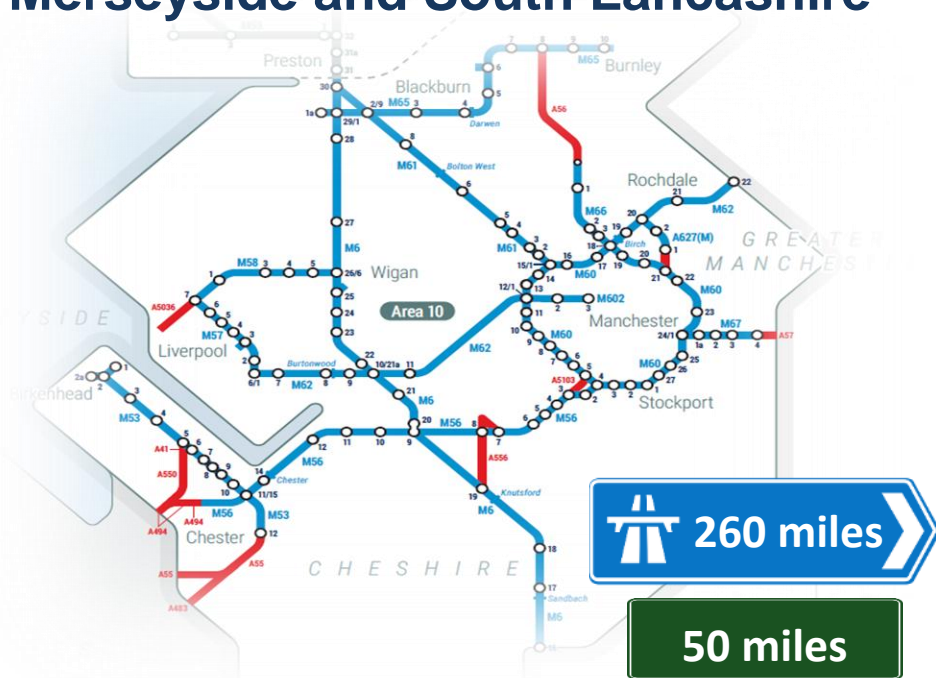
Better journeys on better roads

Highways England – North West

Alan Shepherd

The North West Region

Greater Manchester, Cheshire, Merseyside and South Lancashire



Cumbria and North Lancashire



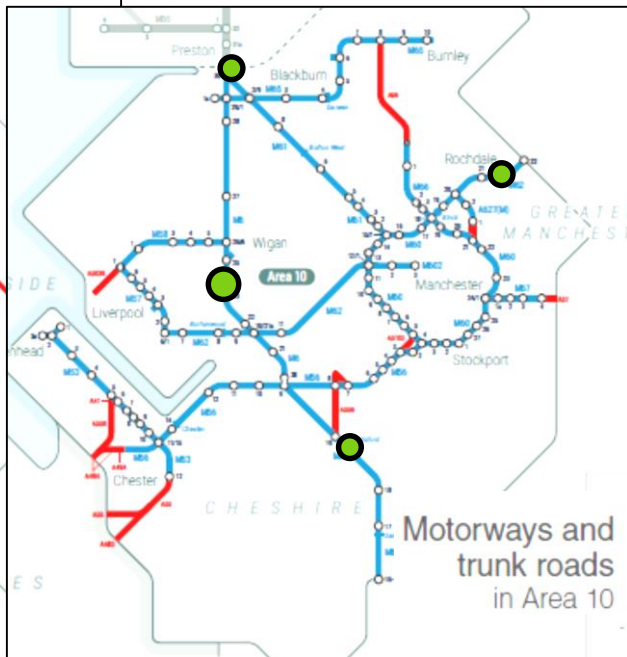
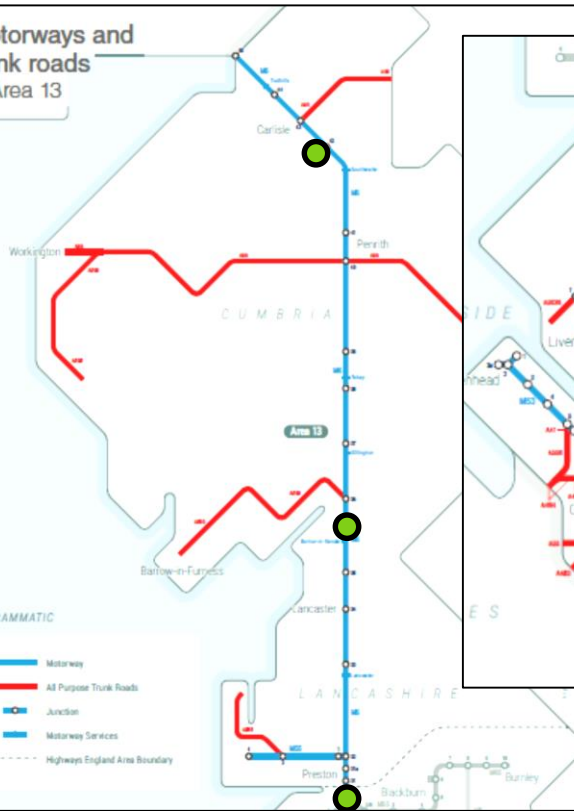
Operating our network

We have a dedicated team making sure that we keep our roads moving

This is managed from our Regional Control Centre at Newton-le-Willows and includes:

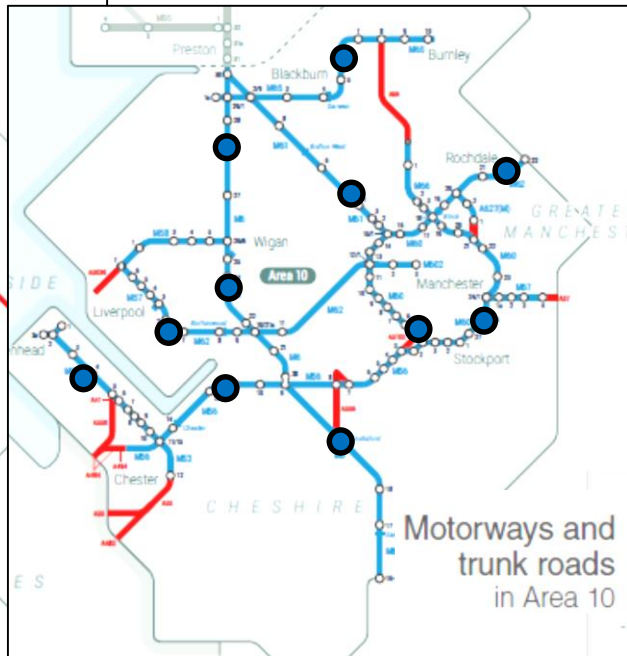
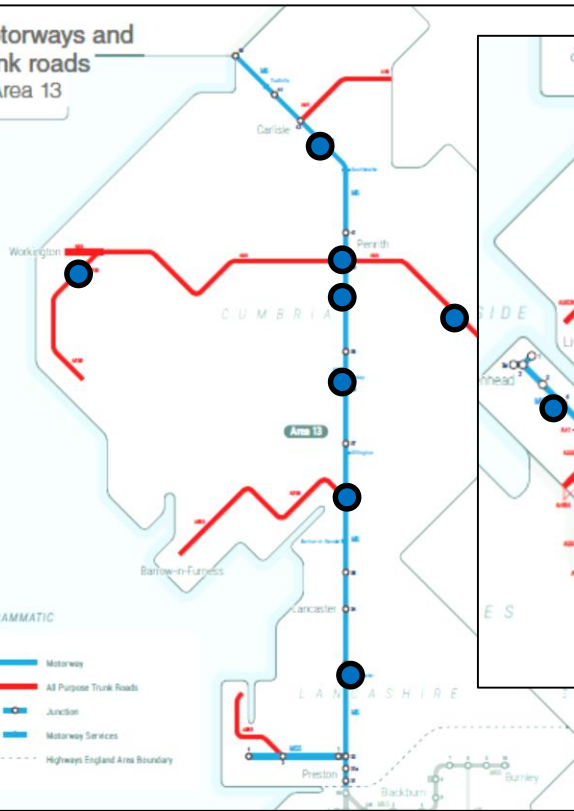
- Over 300 people working on-road and in the Regional Control Centre
- 34 Traffic Officer vehicles
- Across 6 operational locations

Motorways and trunk roads in Area 13



Our winter readiness

Motorways and trunk roads in Area 13



We put a lot of preparation into being able to keep our roads open during the winter

We train our teams and maintain our winter service equipment during the summer, so it is ready to use when the temperature drops

To provide a winter service we have:

- 40,000 tonnes of salt
- 19 storage locations
- 220 trained drivers
- 70 vehicles

Maintaining our network

Since becoming Highways England we have been working hard to keep the existing network in a good condition

So far we have completed:

- 830 lane miles of new road surface
- 1,370 lane miles of road markings
- 123,000 metres of vehicle barriers
- 94,000 metres of drainage
- 130 technology renewals and upgrades



Improving our network

**A556
new link road**



**Switch Island
improved safety**



**M60/M62
smart motorway**



**Croft Interchange
innovative trial**

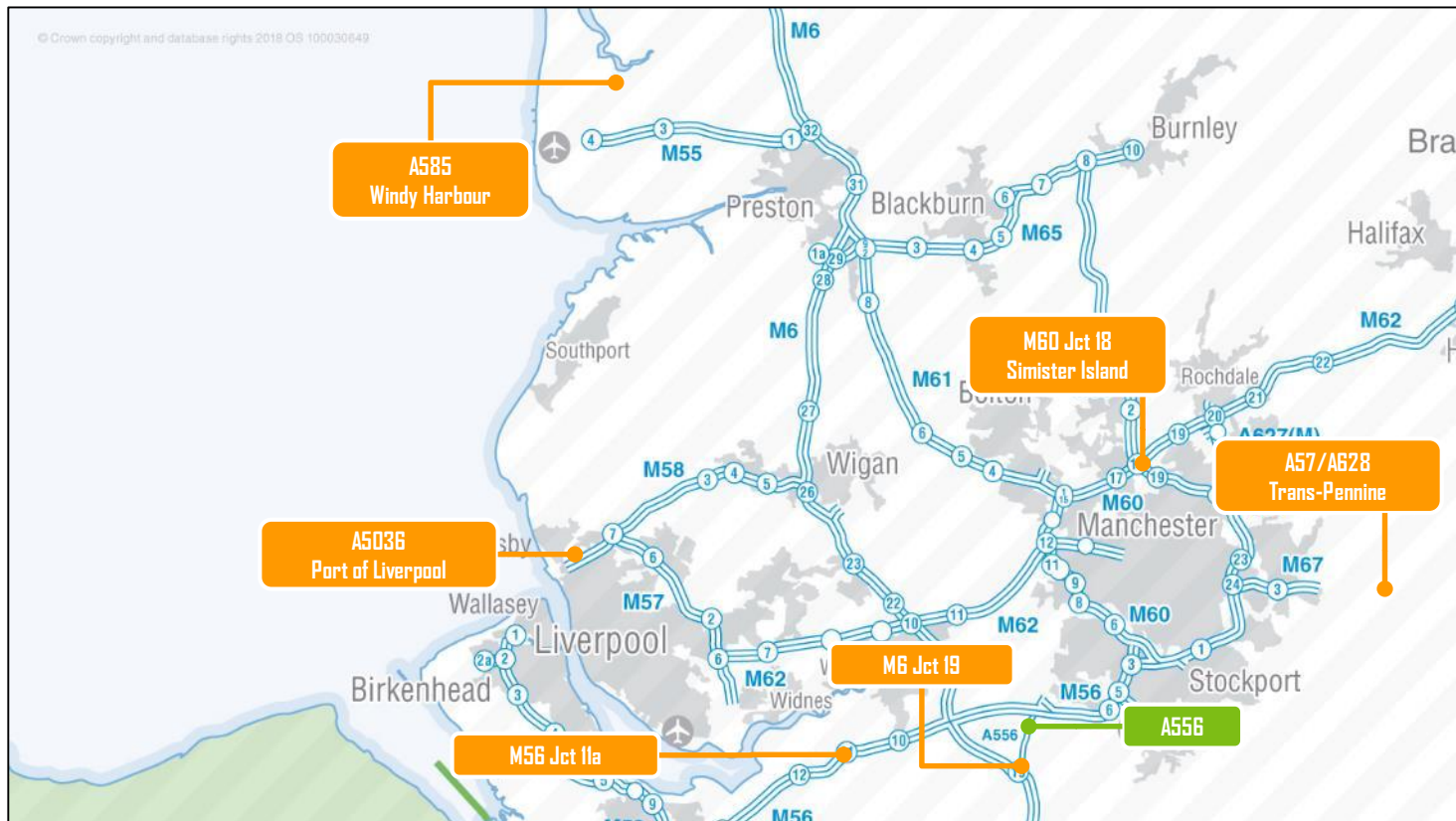
Some of our north west stakeholders



Regional smart motorways 2018-19



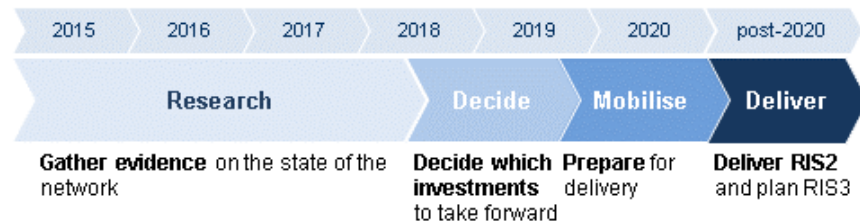
Regional Major Projects



Road Investment Strategy 2020/2025

The government has announced that our funding for 2020-2025 will be £25.3bn

The Draft Road Investment Strategy 2 document sets out 6 outcomes that we must deliver



Improving safety for all

We want Highways England to strive to improve the safety of those that use, work on and are affected by the network. Like RIS1 we want to set an ambitious safety target so that the network remains one of the safest.

Fast and reliable journeys

The quicker and more reliably journeys can be undertaken is valued strongly by users and brings considerable benefits to the economy. Striving for improvements here should be a central part of Highways England's focus in RIS2. We also want to improve integration with other road networks so disruption to users is kept to a minimum regardless of the road they drive on.

A well maintained and resilient network

Highways England is the steward of a valuable public asset. A key part of the performance specification will be to keep the network in good condition and to develop the capability of the organisation as an asset manager.

Being environmentally responsible

We want to build on the progress made in RIS1 to improve environmental outcomes. For RIS2 we want a wider range of issues to be monitored and also to widen the scope of the outcome area to cover issues relating to public health and impacts on communities.

Meeting the needs of all users

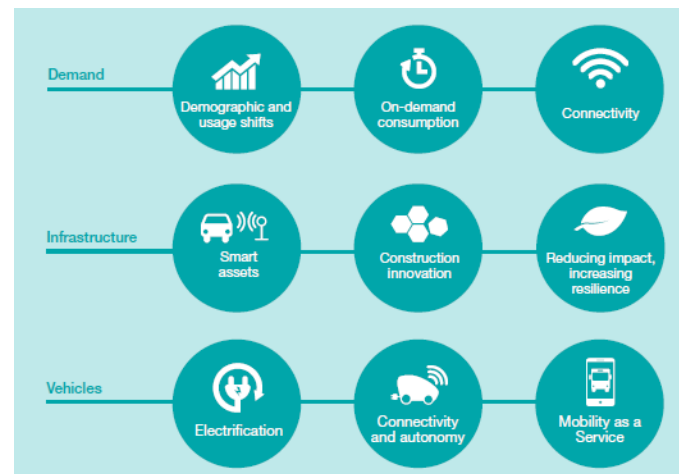
User satisfaction will remain an important element of performance. A new survey has been developed by Transport Focus which will give a greater degree of insight. We are also keen to maintain an understanding of satisfaction among, and issues faced by, specific customer groups.

Achieving efficient delivery

Ensuring RIS2 delivers best value for money for the tax payer. Like RIS1, we will require Highways England to demonstrate that they are efficient and also deliver schemes on time and to budget.

Planning for the future

- We have 3 key strategic studies in the North West
 - Manchester North West Quadrant
 - Northern Trans-Pennine
 - Trans-Pennine tunnel
- We have published our 'Connecting the country: Planning for the long term' document
 - Looking at the trends that will influence our network and operations for the next 30 years



A new approach - Asset Delivery

A new contracting model that brings decision making, investment and maintenance plans in house

This allows us to manage our network more closely and have more hands-on management of our network

- Cumbria and North Lancashire came in-house in April 2017
- Greater Manchester, Cheshire, Merseyside and South Lancashire is due to come in-house in April 2019



Designated Funds – Cycling and integration

In the North West we have delivered a number of cycling and integration schemes to help specific customers use, travel alongside or cross over our road network

- **Cycling** – 29 improvements delivered so far with 7 more planned
- **Integration** – 15 improvements delivered so far with 6 more planned

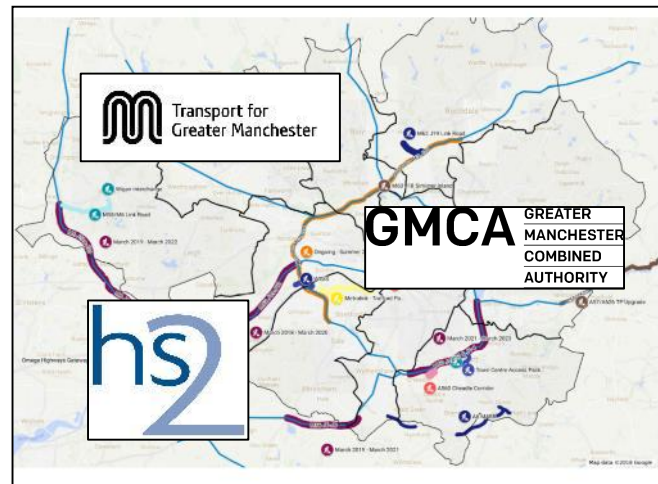
One of the improvement schemes delivered recently was at Two Mills near Chester where the A550 meets the A540

- A new pedestrian and cycle path was created with traffic light and toucan crossings to make it easier to cross the A550



Our challenges

- Our increasing programme of works
 - £25.3bn announced for 2020-2025
- Coordination of works with other parties
 - Our own increasing programme of works
 - Increased funding for local authorities
 - £420m announced to fix potholes
 - £1.1bn congestion improvement fund
- High Speed 2 developments where it intersects with our road network

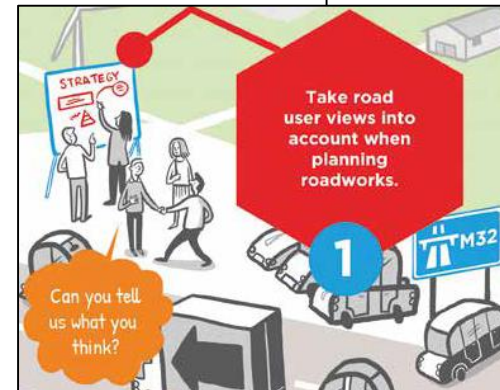


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- A man in a dark suit and tie stands in front of a yellow bus. He is holding a blue and white brochure. The bus has a digital display above the windshield that reads "A connection with the city". The background shows a modern building with large glass windows.



How can Transport Focus help?

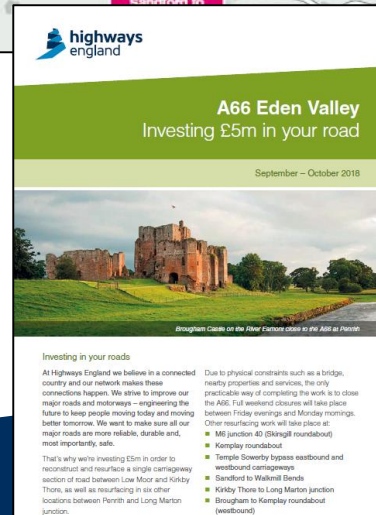
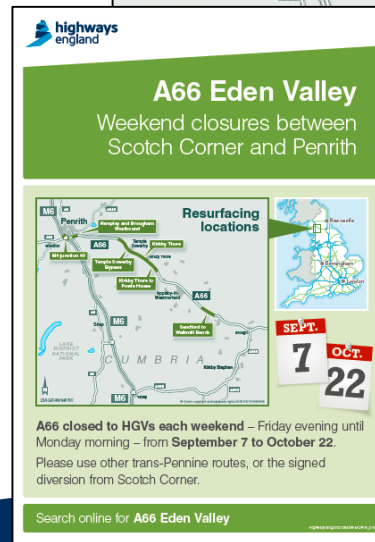
- More detailed research to inform local decision making
- Support to understand how best to plan our ever increasing programme of works
- Transport Focus to advocate the good work that Highways England is doing
- Early involvement in Highways England projects to influence how we deliver
 - A66 Eden Valley project



A66 Eden Valley case study

The project involved major resurfacing work along a section of the A66 between Brough and Penrith

- This involved full closures of the A66
 - From Friday evening until Monday morning over 7 weekends
- Combining works together we were able to complete 7 schemes
- To manage the potential impact of this scheme we developed a range of initiatives with support from Transport Focus
 - 20,000 letters were sent to local residents
 - Engagement with local and national freight organisations
 - Posters were displayed in ports to advise visiting HGV drivers of the closure
 - Text alert service advising when the road was closed and opened
 - Over 200 signs were placed on the road network to advise customers of the closure on strategic routes



Any questions?