

**Weybridge**

Suite A  
3 Weybridge Business Park  
Addlestone Road, Weybridge  
Surrey KT15 2BW

t: +44 (0)1932 837 850

w: [nexusplanning.co.uk](http://nexusplanning.co.uk)

@nexusplanninguk

Ian Kemp  
Warwick District Local Plan Programme Officer  
16 Cross Furlong  
Wychbold  
Droitwich Spa  
Worcestershire  
WR9 7TA

**Date:** 7<sup>th</sup> December 2016

**Ref:** 31523/06

Dear Mr Kemp,

**Warwick District Council: Local Plan Examination: Update on behalf of CEG in relation to Matter 7c, Greenfield site H42 and safeguarded land at Westwood Heath Road**

Further to the hearing session relating to Matter 7c - Greenfield site H42 and safeguarded land at Westwood Heath Road on 8<sup>th</sup> November, we note that Warwickshire County Council (WCC) has prepared a supplementary written statement relating the A46 Link Road, dated December 2016 (ref. EXAM 131).

Within this statement WCC advises that as part of the Government's recent Autumn Statement, it received Large Local Major Scheme funding for Phase 2 of the A46 Link Road was successful.

The Department for Transport (DfT) publication titled 'Road Investment: The roads funding package' (November 2016) provides further detail relating to this Large Local Majors Scheme funding announcement, which for ease of reference confirms the following:

- the South of Coventry Link Road funding is one of only 12 schemes identified across the country through the Large Local Majors Fund;
- business cases to determine which schemes can be taken forward to construction should be completed by the end of 2018;
- the South of Coventry Link Road has been awarded £1.25m;
- the objective of the South of Coventry Link Road is to open up land for housing and commercial development; and
- the South of Coventry Link Road is one of only two schemes identified in the West Midlands.

We trust that the Inspector will find this factual update helpful and would request that this letter and the attached DfT publication is it submitted to the examination library.

Yours sincerely



**Oliver Bell**  
Associate



Department  
for Transport

# Roads Investment

## The roads funding package

**Moving Britain Ahead**

November 2016

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Department for Transport  
Great Minster House  
33 Horseferry Road  
London SW1P 4DR  
Telephone 0300 330 3000  
Website [www.gov.uk/dft](http://www.gov.uk/dft)  
General enquiries: <https://forms.dft.gov.uk>



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# Introduction

Roads are the backbone of the United Kingdom, connecting lives, linking communities and boosting business.

Quicker and safer journeys help build a stronger economy, promote jobs and enable a country that works for everyone, not just the privileged few.

Our roads network is used by 95 per cent of people every day and it is vital this lifeline is enhanced and maintained.

That is why the Government is committed to upgrading and renewing the local highway infrastructure and complementing other investment initiatives to help economic growth.

We are already carrying out the biggest road investment programme in this country for decades.

We are improving motorways, major trunk roads, and through our support for local roads, we are funding essential improvements in every part of the country.

But if we want an effective, reliable network in the years to come, we must continue to invest.

So in the Autumn Statement we announced new funding of £1.3 billion over this Parliament to help support infrastructure projects on our network.

It will mean £1.1 billion for local roads and £220 million to relieve congestion on strategic routes.

This is on top of the £6 billion the Government is already allocating to councils in England up to 2021 to help improve the condition of the local road network – almost double the £3.7 billion allocated a decade ago.

We are also providing funding for the development of business cases for 12 major road schemes across the country that could unlock economic and housing growth.

And since 2010 some 67 major road schemes have been started and completed or are still underway.

They include 33 strategic road projects (Annex 2) such as the £1.5 billion upgrade of the A14 in Cambridgeshire.

There are also 34 local major schemes, of which the Department for Transport contributed almost £530 million to the completed ones. (Annex 3)

Separately, we have awarded £50 million to build the Lincoln Eastern Bypass and £27m to fund the first stages of design work for an Oxford-Cambridge expressway,

In order to make our roads safer for all users, £175 million of the additional funding will be targeted at upgrading some of England's most dangerous local roads where the risk of fatal and serious collisions is highest.

A further £70 million from the Pothole Fund will also be allocated next year ensuring roads are repaired quickly.

This package of measures demonstrates that the Government is serious about investing in the infrastructure the country needs to drive economic growth both locally and nationally and to ensure that all road users have a well maintained and safe network which is fit for the future.

This document provides further details of what we are committed to delivering. More announcements will follow over the coming weeks and months.

# Road funding elements of the Autumn Statement

## The Roads Fund

To ensure that England Vehicle Excise Duty receipts are spent on roads. This will mean that from 2020 the roads budget will increase substantially.<sup>1</sup>

## Strategic Roads Pinch Point Fund

New funding of £220 million to improve congestion hotspots on the country's strategic roads managed by Highways England. Two individual projects on the A69 have been revealed. **Further details will be announced in due course.**

## Congestion Busting and Repairing Roads Fund

An additional £1.1 billion will be allocated for local highway improvements which aims to either reduce congestion at key locations, upgrade or improve the maintenance of local highway assets across the country, or unlock economic and job creation opportunities. **Further details will be announced in due course.**

## Oxford Cambridge Expressway development funding

New funding of £27m to fund the first stages of design work for an Oxford-Cambridge expressway, making it possible to deliver the road as part of the next road investment strategy.

## Large Local Majors Fund

This provides funding for local major transport projects that are too large for Growth Deal allocations, including public transport as well as roads investment. The twelve schemes announced will receive funding up to the amounts listed for the development of business cases to determine which can be taken forward to construction. We expect the business cases to be completed at various points from the start of 2017 to the end of 2018.

They are:

- Suffolk Energy Gateway new road - £1m

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<sup>1</sup> Receipts for the UK in 2014/15 were £6 Billion. A breakdown for England is not currently available.



- A1079/A164 Jocks Lodge Junction - £92,000
- Shrewsbury North West Relief Road - £942,000
- Tees Valley East-West connections - £300,000
- Sheffield Mass Transit Scheme - £1.57m
- Warrington Waterfront western link - £1m
- Sheffield City Region Innovation Corridor - £1.4m
- Manchester Metrolink airport extension to Terminal 2 - £2.1m
- Melton Mowbray Eastern Distributor Road - £2.8m
- New Tees Crossing - £450,000
- A500 Dualling (Cheshire) - £2m
- South Coventry Link Road - £1.25m

## Road Safety Fund

Additional funding of £175 million targeted at upgrading some of England's most dangerous local roads where the risk of fatal accidents and serious collisions is highest.

# Other Funding (not part of Autumn Statement)

## Pothole Fund

Funding of £250 million which was announced in Budget 2015. This funding is allocated by formula shared by local highway authorities between 2016/17 and 2020/21 based on the road length for which each authority is responsible.

## Local Highways Maintenance Funding – Needs Element

This existing Needs Based Formula totals £4.7 billion over the 6 year funding period to the end of this Parliament. The funding allocated to each local highway authority in England (outside London) is based on a formula using data provided by each authority regarding the assets for which they are responsible.

## Local Highways Maintenance Challenge Fund

This Fund is to enable local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal needs element allocations they receive. **A second Tranche of the Fund will be announced shortly.**

## Local Highways Maintenance Incentive/Efficiency Element Funding

Existing funding of £578 million to local authorities in adopting efficiency principles for highway maintenance. It is a mechanism for authorities to receive additional funding over and above the Needs Based Formula. **Round 2 will be formally launched shortly.**

## Transport Development Fund (northern roads)

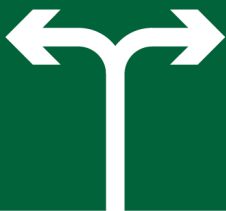
Previously announced funding to allow both the A66 dualling and Manchester M60 projects to move into the early stages of design work, making it possible to deliver major improvements as part of the next road investment strategy.



Department  
for Transport

## Major investment will lead to better journeys linking people with jobs and unlocking economic growth

Making roads better



**£4.5 billion spent since 2010** to improve roads

Making roads better



**Further £1.3 billion** to relieve road congestion and deliver upgrades

Making roads better

**£1.5 billion A14 upgrade** in November 2016

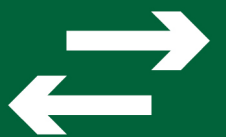


Making roads better



**Further £70 million** to fix potholes

Making roads better



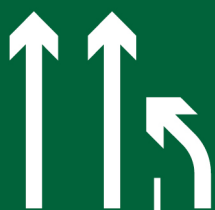
**67 major schemes** complete or in progress

Making roads better



**£6 billion already pledged** to help build a stronger economy

Making roads better



**investment for the next four years** not distant future

Making roads better



**Will lead to quicker and safer journeys** for millions of commuters

# South East

## Strategic Roads

We have taken a vital first step in examining how we can develop a transformational tech corridor between Oxford and Cambridge.

We are investing £27m of capital development funding for the Oxford to Cambridge Expressway strategic study to identify and develop options in greater detail, including further analysis, stakeholder engagement, consultation and environmental analysis.

This means we are moving forward as quickly as possible with the delivery of the recommendations of the National Infrastructure's report on the Oxford-Cambridge corridor.

## Local Highways Maintenance – Pothole Fund

We are confirming allocations for 2017/18 to local highway authorities for repairing potholes on the local road network which fall under the responsibility of local highway authorities.

We are allocating over £11.6 million to the South East enough to fix around 220,000 potholes in 2017/18 or stop them forming in the first place. This funding is over and above £132 million we are already committed to providing in 2017/18 to help repair our local highways.

A breakdown is as follows:

<b>Local Highway Authority</b>	<b>Pothole Fund allocation (£)</b>	<b>Number of potholes filled (at £53 per pothole)</b>	<b>Highways Maintenance Block allocation for 2017/18 (£)</b>
Bracknell Forest UA	125,000	2,400	1,512,000
Brighton and Hove UA	135,000	2,600	2,332,000
Isle of Wight UA	0	0	0
Medway UA	201,000	3,800	2,263,000
Milton Keynes UA	280,000	5,300	4,554,000
Portsmouth UA	111,000	2,100	1,272,000
Reading UA	97,000	1,800	1,309,000
Slough UA	66,000	1,200	803,000
Southampton UA	137,000	2,600	1,515,000
West Berkshire UA	336,000	6,300	3,836,000

Windsor and Maidenhead UA	173,000	3,300	1,936,000
Wokingham UA	203,000	3,800	2,360,000
Buckinghamshire	852,000	16,100	9,334,000
East Sussex	846,000	16,000	9,451,000
Hampshire	2,123,000	40,000	23,847,000
Kent	2,196,000	41,400	24,249,000
Oxfordshire	1,315,000	24,800	14,842,000
Surrey	1,348,000	25,400	14,859,000
West Sussex	1,145,000	21,600	12,200,000

## Road Safety

From the £175 million being made available for road safety, we will be inviting proposals from local highway authorities to upgrading some of the most dangerous local roads in the South East area where the risk of fatal and serious collisions is highest.

Roads of most concern include:

Road	Length of section (km)	LA (for longest part of link)
A285	18.7	West Sussex CC
A252	14.1	Kent CC
A27	6.3	Hampshire CC
A40	9.2	Buckinghamshire CC
A32	10.8	Hampshire CC
A361	21.4	Oxfordshire CC
A290	8.6	Kent CC
A217	9.1	Surrey CC
A36	6.8	Hampshire CC
A4	8.7	Slough BC

# East Midlands

## Local Major Scheme

We are providing £50m towards the Lincoln Eastern Bypass which will reduce congestion in the centre of the city, improve air quality and encourage planned housing growth in the area.

The scheme will see the construction of a new 4.7 mile single carriageway road linking the existing A158 Northern Relief Road to the A15 Sleaford Road to the south. Construction is scheduled to start in January 2017 with completion in December 2019.

## Large Local Major Scheme Development

The Department for Transport is announcing funding to assist the further development of business cases for one scheme from the large local major projects fund, as follows:

<b>Scheme name</b>	<b>Scheme description</b>	<b>Scheme objectives</b>
Melton Mowbray Eastern Bypass	New road to the east of Melton Mowbray	Aims to open up land for housing and commercial development and reduce congestion in the town centre.

Once a business case has been received, DfT will make a decision on whether or not to provide funding for construction

## Local Highways Maintenance – Pothole Fund

We are confirming allocations for 2017/18 to local highway authorities for repairing potholes on the local road network which fall under the responsibility of local highway authorities.

We are allocating over £8 million to the East Midlands enough to fix around 152,000 potholes in 2017/18 or stop them forming in the first place. This funding is over and above £91.8 million we are already committed to providing in 2017/18 to help repair our local highways.

A breakdown is as follows:

Local Highway Authority	Pothole Fund allocation (£)	Number of potholes filled (at £53 per pothole)	Highways Maintenance Block allocation for 2017/18 (£)
Derby UA	166,000	3,100	1,968,000
Leicester UA	187,000	3,500	2,323,000
Nottingham UA	174,000	3,300	1,969,000
Rutland UA	153,000	2,900	1,696,000
Derbyshire	1,462,000	27,600	16,874,000
Leicestershire	1,120,000	21,100	12,642,000
Lincolnshire	2,482,000	46,800	27,571,000
Northamptonshire	1,171,000	22,100	13,581,000
Nottinghamshire	1,174,000	22,200	13,265,000

## Road Safety

From the £175 million being made available for road safety, we will be inviting proposals from local highway authorities to upgrading some of the most dangerous local roads in the East Midlands area where the risk of fatal and serious collisions is highest.

Roads of most concern include:

Road	Length of section (km)	LA (for longest part of link)
A619	6.1	Derbyshire CC
A1084	15.3	Lincolnshire CC
A631	5.2	Lincolnshire CC
A631	22.3	Lincolnshire CC
A634	12.7	Nottinghamshire CC
A361	6.6	Northamptonshire CC
A5012	15.2	Derbyshire CC
A5004	12.4	Derbyshire CC

# West Midlands

## Large Local Major Scheme Development

The Department for Transport is announcing funding to assist the further development of business cases for two schemes from the large local major projects fund, as follows:

<b>Scheme name</b>	<b>Scheme description</b>	<b>Scheme objectives</b>
<b>Shrewsbury North Western Relief Road</b>	a link around the north west of Shrewsbury to complete a ring road of the town	Aims to cut congestion and improve connectivity
<b>South Coventry Link Road</b>	a new link road to the South of Coventry west of the A46	Aims to open up land for housing and commercial development

Once business cases have been received, DfT will make decisions on whether or not to provide funding for construction

## Local Highways Maintenance – Pothole Fund

We are confirming allocations for 2017/18 to local highway authorities for repairing potholes on the local road network which fall under the responsibility of local highway authorities.

We are allocating over £7.6 million to the West Midlands enough to fix around 144,000 potholes in 2017/18 or stop them forming in the first place. This funding is over and above £87 million we are already committed to providing in 2017/18 to help repair our local highways.

A breakdown is as follows:

<b>Local Highway Authority</b>	<b>Pothole Fund allocation (£)</b>	<b>Number of potholes filled (at £53 per pothole)</b>	<b>Highways Maintenance Block allocation for 2017/18 (£)</b>
Herefordshire, County of UA	899,000	17,000	10,244,000
Shropshire UA	1,335,000	25,200	14,667,000
Stoke-on-Trent UA	195,000	3,700	2,116,000



Telford and Wrekin UA	250,000	4,700	3,069,000
Staffordshire	1,582,000	29,800	17,848,000
Warwickshire	1,016,000	19,200	11,514,000
Coventry	198,000	3,700	2,458,000
Dudley	238,000	4,500	2,699,000
Sandwell	225,000	4,200	2,853,000
Solihull	200,000	3,800	2,329,000
Walsall	188,000	3,500	2,147,000
Wolverhampton	173,000	3,300	2,001,000
Worcestershire	1,169,000	22,000	13,341,000

## Road Safety

From the £175 million being made available for road safety, we will be inviting proposals from local highway authorities to upgrading some of the most dangerous local roads in the West Midlands area where the risk of fatal and serious collisions is highest.

Roads of most concern include:

Road	Length of section (km)	LA (for longest part of link)
A529	9.1	Shropshire CC
A529	9.3	Shropshire CC

# North West

## Strategic Studies

The North West is one of three regions to benefit from the dualling of the A66 from Scotch Corner to Penrith.

This will create the first new all-dual-carriageway route across the Pennines since the opening of the M62 in 1971.

We are also committing to develop improvements identified by the Manchester M60 North-West Quadrant, making sure that the city's growth continues unimpeded.

The next steps will be to identify and develop options in greater detail, undertaking further analysis, stakeholder engagement, consultation and environmental assessment, so the project is able to start construction as part of the next road investment strategy.

Further analysis to examine the case for action for the Trans-Pennine Tunnel Strategic Study will also be undertaken. As more detailed analysis is needed to assess the full impact of any improvements before a firm and final conclusion can be reached.

## Large Local Major Scheme Development

The Department for Transport is announcing funding to assist the further development of business cases for three schemes from the large local major projects fund, as follows:

<b>Scheme name</b>	<b>Scheme description</b>	<b>Scheme objectives</b>
<b>Warrington Waterfront Western Link</b>	A new link road to the West of Warrington including a potential high level crossing of the Manchester Ship Canal	Aims to open up land for housing and commercial development
<b>Manchester Metrolink Airport Extension</b>	Extension of Manchester Metrolink to Terminal 2 of Manchester Airport	Aims to improve passenger journeys to the soon to be expanded Terminal 2

<b>A500 Dualling</b>	Dualling the remaining single carriageway section of the A500 west of the M6.	Aims to reduce congestion and provide capacity for future growth
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Once business cases have been received, DfT will make decisions on whether or not to provide funding for construction

## Local Highways Maintenance – Pothole Fund

We are confirming allocations for 2017/18 to local highway authorities for repairing potholes on the local road network which fall under the responsibility of local highway authorities.

We are allocating over £9 million to the North West enough to fix around 170,000 potholes in 2017/18 or stop them forming in the first place. This funding is over and above £106.4 million we are already committed to providing in 2017/18 to help repair our local highways.

A breakdown is as follows:

<b>Local Highway Authority</b>	<b>Pothole Fund allocation (£)</b>	<b>Number of potholes filled (at £53 per pothole)</b>	<b>Highways Maintenance Block allocation for 2017/18 (£)</b>
Blackburn with Darwen UA	128,000	2,400	1,715,000
Blackpool UA	106,000	2,000	1,068,000
Cheshire East UA	776,000	14,600	9,290,000
Cheshire West and Chester UA	640,000	12,100	7,069,000
Halton UA	153,000	2,900	1,981,000
Warrington UA	234,000	4,400	2,841,000
Cumbria	2,053,000	38,700	24,075,000
Bolton	229,000	4,300	2,716,000
Bury	144,000	2,700	1,812,000
Manchester	315,000	5,900	3,381,000
Oldham	193,000	3,600	2,180,000
Rochdale	178,000	3,400	2,174,000
Salford	193,000	3,600	2,234,000
Stockport	213,000	4,000	2,826,000
Tameside	164,000	3,100	2,064,000
Trafford	175,000	3,300	2,069,000
Wigan	266,000	5,000	3,416,000
Lancashire	1,718,000	32,400	20,514,000

Knowsley	155,000	2,900	1,646,000
Liverpool	346,000	6,500	3,747,000
Sefton	224,000	4,200	2,573,000
St. Helens	186,000	3,500	2,151,000
Wirral	272,000	5,100	2,938,000

## Road Safety

From the £175 million being made available for road safety, we will be inviting proposals from local highway authorities to upgrading some of the most dangerous local roads in the North West area where the risk of fatal and serious collisions is highest.

### Roads of most concern include:

Road	Length of section (km)	LA (for longest part of link)
A588	29.1	Lancashire CC
A683	26.5	Lancashire CC
A670	9.8	Oldham Met BC
A532	5.2	Cheshire CC
A6	9.1	Lancashire CC
A592	37.2	Cumbria CC
A536	11.8	Cheshire CC
A682	21.3	Lancashire CC
A57	5.2	St Helens Met BC
A581	11.4	Lancashire CC
A537	11.6	Cheshire CC

# North East

## Strategic Roads

We will provide upgrades to the Hexham and Corbridge junctions on the A69 as part of the £220 million pinch point fund. This will mean every roundabout on the 18 miles of the A69 from Hexham to Newcastle will be grade separated, allowing motorists a free-flowing journey. This work should be complete by 2020.

On the strategic road network, managed by Highways England, the North East will also benefit from the commitment to develop improvements identified by the Northern Trans-Pennine Routes Strategic Study by dualling the A66 from Scotch Corner to Penrith.

## Large Local Major Scheme Development

The Department for Transport is announcing funding to assist the further development of business cases for two schemes from the large local major projects fund, as follows:

<b>Scheme name</b>	<b>Scheme description</b>	<b>Scheme objectives</b>
<b>New Tees Crossing</b>	To provide an additional crossing of the River Tees	Aims to boost access to Enterprise Zones and ease congestion on the existing A19 crossing.
<b>Tees Valley East West Connections</b>	Improved connection between the A1(M) and the A66 to the North West of Darlington	Aims to improve connectivity from A1 corridor across Tees Valley

Once business cases have been received, DfT will make decisions on whether or not to provide funding for construction

## Local Highways Maintenance – Pothole Fund

We are confirming allocations for 2017/18 to local highway authorities for repairing potholes on the local road network which fall under the responsibility of local highway authorities.

We are allocating over £3.9 million to the North East enough to fix around 74,000 potholes in 2017/18 or stop them forming in the first place. This funding is over and above £45 million we are already committed to providing in 2017/18 to help repair our local highways.

A breakdown is as follows:

<b>Local Highway Authority</b>	<b>Pothole Fund allocation 2017/18 (£)</b>	<b>Number of potholes filled (at £53 per pothole)</b>	<b>Highways Maintenance Block allocation for 2017/18 (£)</b>
County Durham UA	931,000	17,600	10,567,000
Darlington UA	133,000	2,500	1,545,000
Hartlepool UA	98,000	1,900	1,053,000
Middlesbrough UA	106,000	2,000	1,628,000
Northumberland UA	1,328,000	25,100	15,507,000
Redcar and Cleveland UA	177,000	3,300	1,879,000
Stockton-on-Tees UA	194,000	3,700	2,293,000
Gateshead	201,000	3,800	2,435,000
Newcastle upon Tyne	213,000	4,000	2,413,000
North Tyneside	191,000	3,600	2,007,000
South Tyneside	132,000	2,500	1,377,000
Sunderland	260,000	4,900	2,939,000

## Road Safety

From the £175 million being made available for road safety, we will be inviting proposals from local highway authorities to upgrading some of the most dangerous local roads in the North East area where the risk of fatal and serious collisions is highest.

Roads of most concern include:

<b>Road</b>	<b>Length of section (km)</b>	<b>LA (for longest part of link)</b>
A67	7.9	Durham CC
A1290	6.4	Sunderland BC

# Yorkshire and Humber

## Large Local Major Scheme Development

The Department for Transport is announcing funding to assist the further development of business cases for three schemes from the large local major projects fund, as follows:

Scheme name	Scheme description	Scheme objectives
<b>Jock's Lodge Junction</b>	Major improvement to the Jock's Lodge junction of the A1079 and A164	Aims to ease congestion and improve reliability for traffic on the A164 between the Humber Bridge and Beverley
<b>Sheffield Innovation Corridor</b>	New road infrastructure between Sheffield and Rotherham around the M1	Aims to maximise the potential for growth of Advanced Manufacturing District and reduce congestion around M1 junctions 33 and 34
<b>Sheffield Supertram Renewals</b>	Renewal of track and vehicle infrastructure on the Sheffield Supertram system	Aims to ensure the continuation of a high quality mass transit system

Once business cases have been received, DfT will make decisions on whether or not to provide funding for construction

## Strategic Roads

The third region to benefit on the strategic road network, managed by Highways England, from a commitment to develop improvements identified by the Northern Trans-Pennine Routes Strategic Study by dualling the A66 from Scotch Corner to Penrith

Further analysis to examine the case for action for the Trans-Pennine Tunnel Strategic Study will also be undertaken. As more detailed analysis is needed to assess the full impact of any improvements before a firm and final conclusion can be reached.

## Local Highways Maintenance – Pothole Fund

We are confirming allocations for 2017/18 to local highway authorities for repairing potholes on the local road network which fall under the responsibility of local highway authorities.

We are allocating over £7.3 million to Yorkshire and the Humber enough to fix around 138,000 potholes in 2017/18 or stop them forming in the first place. This funding is over and above £83.2 million we are already committed to providing in 2017/18 to help repair our local highways.

A breakdown is as follows:

<b>Local Highway Authority</b>	<b>Pothole Fund allocation (£)</b>	<b>Number of potholes filled (at £53 per pothole)</b>	<b>Highways Maintenance Block allocation for 2017/18 (£)</b>
East Riding of Yorkshire UA	898,000	17,000	9,821,000
Kingston upon Hull, City of UA	148,000	2,800	2,001,000
North East Lincolnshire UA	160,000	3,000	1,774,000
North Lincolnshire UA	380,000	7,200	4,090,000
York UA	184,000	3,500	2,018,000
North Yorkshire	2,358,000	44,500	26,359,000
Barnsley	296,000	5,600	3,374,000
Doncaster	389,000	7,300	4,490,000
Rotherham	295,000	5,600	3,309,000
Sheffield	0	0	0
Bradford	428,000	8,100	5,494,000
Calderdale	277,000	5,200	3,504,000
Kirklees	452,000	8,500	5,437,000
Leeds	711,000	13,400	7,735,000
Wakefield	364,000	6,900	3,801,000



## Road Safety

From the £175 million being made available for road safety, we will be inviting proposals from local highway authorities to upgrading some of the most dangerous local roads in the Yorkshire and Humber area where the risk of fatal and serious collisions is highest.

Roads of most concern include:

<b>Road</b>	<b>Length of section (km)</b>	<b>LA (for longest part of link)</b>
A684	77.2	North Yorkshire CC
A6033	13.3	Calderdale Met BC
A161	23.1	East Riding of Yorkshire Council
A167	6.1	North Yorkshire CC
A628	6.9	Barnsley Met BC
A6033	8.6	Calderdale Met BC
A161	21.2	North Lincolnshire Council
A6108	55.4	North Yorkshire CC
A18	15.6	North East Lincolnshire Council

# East of England

## Strategic Roads

We will undertake further analysis to examine the case for action for the A1 East of England Strategic Study. More work is needed to assess the full impact of any improvements before a firm conclusion can be reached.

On the strategic road network, managed by Highways England, we are also investing £27m of capital development funding for the Oxford to Cambridge Expressway strategic study to identify and develop options in greater detail, including further analysis, stakeholder engagement, consultation and environmental analysis. This means we are moving forward as quickly as possible with the delivery of the recommendations of the National Infrastructure's report on the Oxford-Cambridge corridor.

## Large Local Major Scheme Development

The Department for Transport is also announcing funding to assist the further development of business cases for one scheme from the large local major projects fund, as follows:

<b>Scheme name</b>	<b>Scheme description</b>	<b>Scheme objectives</b>
<b>Suffolk Energy Gateway New Road</b>	Realignment of a section of the A12 on the route towards the proposed Sizewell C nuclear power station	aims to to ease congestion and improve reliability by bypassing villages

Once a business case has been received, DfT will make a decision on whether or not to provide funding for construction

## Local Highways Maintenance – Pothole Fund

We are confirming allocations for 2017/18 to local highway authorities for repairing potholes on the local road network which fall under the responsibility of local highway authorities.

We are allocating over £9.7 million to the East of England enough to fix around 183,000 potholes in 2017/18 or stop them forming in the first place. This funding is over and above £109 million we are already committed to providing in 2017/18 to help repair our local highways.

A breakdown is as follows:

Local Highway Authority	Pothole Fund allocation (£)	Number of potholes filled (at £53 per pothole)	Highways Maintenance Block allocation for 2017/18 (£)
Bedford UA	219,000	4,100	2,654,000
Central Bedfordshire UA	356,000	6,700	3,962,000
Luton UA	94,000	1,800	1,216,000
Peterborough UA	240,000	4,500	3,078,000
Southend-on-Sea UA	102,000	1,900	1,238,000
Thurrock UA	153,000	2,900	1,772,000
Cambridgeshire	1,155,000	21,800	13,342,000
Essex	1,869,000	35,300	21,847,000
Hertfordshire	1,293,000	24,400	15,828,000
Norfolk	2,476,000	46,700	25,459,000
Suffolk	1,763,000	33,300	19,393,000

## Road Safety

From the £175 million being made available for road safety, we will be inviting proposals from local highway authorities to upgrading some of the most dangerous local roads in the East of England area where the risk of fatal and serious collisions is highest.

Roads of most concern include:

Road	Length of section (km)	LA (for longest part of link)
A1303	6.6	Cambridgeshire CC
A126	12.5	Thurrock BC

# South West

## Local Highways Maintenance – Pothole Fund

We are confirming allocations for 2017/18 to local highway authorities for repairing potholes on the local road network which fall under the responsibility of local highway authorities.

We are allocating over £12.4 million to the South West enough to fix around 235,000 potholes in 2017/18 or stop them forming in the first place. This funding is over and above £144 million we are already committed to providing in 2017/18 to help repair our local highways.

A breakdown is as follows:

Local Highway Authority	Pothole Fund allocation (£)	Number of potholes filled (at £53 per pothole)	Highways Maintenance Block allocation for 2017/18 (£)
Bath and North East Somerset UA	272,000	5,100	3,352,000
Bournemouth UA	113,000	2,100	1,291,000
Bristol, City of UA	257,000	4,800	3,460,000
Cornwall UA	1,847,000	34,900	20,167,000
Isles of Scilly UA	0	0	0
North Somerset UA	276,000	5,200	3,567,000
Plymouth UA	164,000	3,100	2,067,000
Poole UA	124,000	2,300	1,423,000
South Gloucestershire UA	362,000	6,800	4,516,000
Swindon UA	194,000	3,700	2,489,000
Torbay UA	117,000	2,200	1,297,000
Wiltshire UA	1,300,000	24,500	14,757,000
Devon	3,192,000	60,200	37,611,000
Dorset	1,070,000	20,200	12,364,000
Gloucestershire	1,435,000	27,100	15,854,000
Somerset	1,750,000	33,000	20,015,000

## Road Safety

From the £175 million being made available for road safety, we will be inviting proposals from local highway authorities to upgrading some of the most dangerous local roads in the South West area where the risk of fatal and serious collisions is highest.

Roads of most concern include:

<b>Road</b>	<b>Length of section (km)</b>	<b>LA (for longest part of link)</b>
A371	5.4	North Somerset Council
A4173	8.7	Gloucestershire CC
A3121	9.5	Devon CC
A3071	9.8	Cornwall CC
A3058	6.3	Cornwall CC
A3123	11.0	Devon CC

# Annex 1

## Large Local Majors

Most transport major schemes are funded through the Local Growth Fund (LGF), to which the Department contributes over £1 billion per annum. Funding is allocated to Local Enterprise Partnerships (LEPs) via Growth Deals. The Large Local Majors (LLM) fund sits within the LGF but is for schemes that are too large to be funded through Growth Deals.

Under the LLM Fund the Department makes two types of funding decision

- 1 Business Case Development (the funding to produce an Outline Business Case)
- 2 Programme Entry (the funding to prepare and construct the scheme)

## Business Case Development

To develop Business Cases the Department for Transport provides funding to LEPs and LAs to progress scheme ideas to the Outline Business Case stage, when there will be a fully defined, preferred scheme option with full information on costs and benefits and a comprehensive delivery plan.

The following 18 schemes are currently in receipt of funding to develop Business Cases:

<ul style="list-style-type: none"><li>• Cornwall A391 (A30 to St Austell Link)</li><li>• North Devon Link Road</li></ul>	<b>Announced at Summer Budget 2015</b>
<ul style="list-style-type: none"><li>• Middlewich Bypass (Cheshire)</li><li>• Worcester Carrington Bridge</li><li>• Great Yarmouth Third Crossing</li><li>• M11 Junction 7a</li></ul>	Announced in August 2016 following the LLM 'fast track' funding round
<ul style="list-style-type: none"><li>• Suffolk Energy Gateway new road</li><li>• A1079/A164 Jocks Lodge Junction</li><li>• Shrewsbury North West Relief Road</li><li>• Tees Valley East-West connections</li><li>• Sheffield Mass Transit Scheme</li><li>• Warrington Waterfront western link</li></ul>	Announced at Autumn Statement 23 Nov 2016 following the main LLM competitive funding round
<ul style="list-style-type: none"><li>• Sheffield City Region Innovation Corridor</li><li>• Manchester Metrolink airport extension to Terminal 2</li><li>• Melton Mowbray Eastern Distributor Road</li><li>• New Tees Crossing</li><li>• A500 Dualling (Cheshire)</li><li>• South Coventry Link Road</li></ul>	Announced by DfT 28 Nov 2016 following the main LLM competitive funding round

Once Outline Business Cases have been received for these schemes, DfT will make decisions on which will receive Programme Entry approval i.e. funding for construction. This is a competitive process and not all of these schemes will proceed.

We expect the business cases to be completed at various points from the start of 2017 to the end of 2018, so we will consider the schemes in rounds as they come in.

In the first round, for any business cases received by March 2017 we will aim to make decisions by Summer recess on which will get funding for construction. The deadline for the second round will be December 2017.

The above bidding rounds for construction funding will be open to any scheme not just those that have been in receipt of business case development funding. However all bids for construction funding must include a completed Outline Business Case, as defined by DfT guidance. We will issue specific requirements to LEPs and LAs.

We will be looking to fund the very best local schemes that provide value for money, a compelling delivery case and meet our objectives of cutting congestion, boosting economic growth and enabling housing development.

## Programme Entry

We have already approved Programme Entry for two schemes

- Lowestoft Lake Lothing Third Crossing
- Ipswich Upper Orwell Crossing (also known as Ipswich Wet Dock)

This includes the funding necessary to take the schemes through planning, detailed design and procurement.

These schemes will also be subject to a final business case review and scrutiny once orders and procurement are complete, before the final funding approval is given and funding for construction is released. However schemes will not, at that stage, be in competition with others.

## Annex 2

### Major schemes on strategic road network started and completed or underway since 2010.

**13 schemes started by Conservative-led coalition or Conservative government since May 2010 now completed:**

Starts since 2010	Scheme	Outturn Cost*
1	M62 J25-30	£136m
2	M4 J19-20 /M5 J15-17	£86m
3	M6 J5-8	£115m
4	M25 J5-6/7	£121m
5	A23 Handcross to Warninglid	£79m
6	M25 J23-27	£180m
7	A11 Fiveways to Thetford	£102m
8	M1 J28-31	£206m
9	M1 J39-42	£120m
10	A453 Widening	£150m
11	A14 Kettering	£42m
12	M6 J10a-13	£87m
13	A1 Coal House to Metro Centre	£61m

\*Figures may be subject to final account closures and may result in a slight variation.



**12 schemes started by the Conservative-led coalition (May 2010- May 2015) now in construction:**

<b>Starts since 2010</b>	<b>Scheme</b>	<b>Estimated Cost</b>
14	M1 J32-35a	£106m
15	A45/A46 Tollbar End	£106m
16	M1 Junction 19	£191m
17	A1 Leeming to Barton	£380m
18	M3 J2-4a	£174m
19	A556 Knutsford to Bowdon	£192m
20	M25 J30	£79m
21	A5-M1 Link Road	£162m
22	A30 Temple to Higher Carblake	£60m
23	Manchester Smart Motorway M60 J8 – M62 J20 (originally announced as 3 separate schemes)	£208m
24	A160/A180 Immingham	£88m
25	A21 Tonbridge to Pembury	£70m

**8 schemes started by this government (May 2015 onwards) now in construction:**

<b>Starts since 2010</b>	<b>Scheme</b>	<b>Cost Category/ Estimated Cost</b>
26	M5 J4a-6 smart motorway	£50-100m
27	M6 J16-19 smart motorway	£100-250m
28	M1 J13-19 smart motorway	£100-250m
29	A50 Uttoxeter	£25-50m
30	M5 Junctions 5, 6 & 7 Upgrades	£<25m
31	A43 Abthorpe	£7m
32	A19 Coast Road	£75m
33	A14 Cambridge to Huntingdon	£>500m

## Annex 3

### Local major schemes started and completed or underway since 2010.

**25 schemes started by the coalition government since May 2010 are now completed:**

<b>A164 Humber Bridge to Beverley Improvements</b>	<b>(10.0 total/7.7 DfT)</b>
A18-A180 Link (Immingham)	(6.3 / 4.9)
A43 Corby Link Road	(34.0 / 20.5)
A45 Westbound Bridge Road	(11.9/8.3)
Bedale/Aiskew/Leeming Bar Bypass	(29.0 / 24.7)
Beverley Integrated Transport Plan	(21.5 / 16.3)
Bexhill-Hastings Link Road	(117.1 / 56.9)
Camborne-Pool-Redruth Link Road	(27.9 / 16.1)
Chester Road (Birmingham)	(11.7 / 8.3)
Crewe Green Link Road	(26.5 / 15.6)
Darlaston Access Improvement (Walsall)	(25.9 / 14.3)
East of Exeter (M5 J29)	(14.4 / 10.2)
Evesham Bridge (Worcestershire)	(8.2 / 5.6)
Heysham-M6 Link Road	(130.0 / 110.9)
Kingskerswell Bypass (Devon)	(106.5 / 76.4)
London Road Bridge (Derby)	(6.9 / 4.4)
Luton Town Centre (Inner Ring Road)	(24.1 / 15.9)
Nottingham Ring Road Improvements	(16.2 / 12.8)
Portsmouth Northern Road Bridge	(12.6 / 11.1)
Portsmouth Tipner Interchange Road	(28.2 / 19.5)
Reading Station Highway Improvements	(13.2 / 9.6)
Thornton to Switch Island (Sefton)	(18.3 / 14.5)

Todwick Crossroads Improvement (Rotherham) (14.2 / 11.8)

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Walton Bridge (Surrey) (31.8 / 23.9)

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White Rose Way Improvement Scheme (Doncaster) (17.0 / 9.7)

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Total £763.4m / DfT £529.9m

**5 schemes started by the coalition government (May 2010- May 2015) now in construction:**

**A6 to Manchester Airport Relief Road (228.5 / 165.0)**

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Mersey Gateway (Halton) (600.0 / 211.0)

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Morpeth Northern Bypass (31.9 / 21.1)

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South Bristol Link (44.3 / 27.6)

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Taunton Northern Inner Distributor Road (27.0 / 14.7)

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Total £931.7m / DfT £439.4m

**4 schemes started by this government (May 2015 onwards) now in construction:**

**East Riding Road Maintenance Scheme (23.9 / 16.7)**

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Elmbridge Roundabout Improvement (14.7 / 9.0)

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North Yorkshire Road Maintenance Scheme (44.0 / 24.0)

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Norwich Northern Distributor Road (132.7 / 96.5)

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Total £215.3m / DfT £146.2m