

## Extracts re Expressways

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/410029/ris-for-2015-16-road-period-print-version.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/410029/ris-for-2015-16-road-period-print-version.pdf)

P9 Our plans for the first Road Period are just the start. As we look to the longer term ... Our busiest A-Roads will become Expressways, providing improved standards of performance, with technology to manage traffic and mile a minute speeds.

### P47 Expressways

It is not just the motorway network that must be transformed in order to realise our vision. Our major A-roads, too, must be upgraded to ensure the necessary improvement in performance across the network. Users of motorways know they can expect a broadly consistent standard from the whole of their road, and that this ensures they have a safe, free-moving journey. The same is not true of A-roads, where piecemeal upgrades have often resulted in inconsistency and substandard stretches of the road that are often less safe and a regular cause of congestion.

By 2040, we want to have transformed the most important of these routes into Expressways: A-roads that can be relied upon to be as well-designed as motorways and which are able to offer the same standard of journey to users. At a minimum, this means:

- Largely or entirely dual carriageway roads that are safe, well-built and resilient to delay
- Junctions which are largely or entirely grade separated, so traffic on the main road can pass over or under roundabouts without stopping
- Modern safety measures and construction standards
- Technology to manage traffic and provide better information to drivers.

This means an Expressway will be able to provide a high-quality journey to its users. Most Expressways should be able to offer mile a minute journeys throughout the day, particularly outside of urban areas. Safety levels should match the highest standards of the network and, for many parts of the country, an Expressway will be able to provide a motorway-quality journey for drivers.

While this standard is already met at many points on the network, certain routes that may justify Expressway status are inconsistent, repeatedly switching from dual to single carriageway and back again, or suffering serious congestion at a particular roundabout. We will prioritise fixing these problems to provide better journeys.

### Modern trunk roads

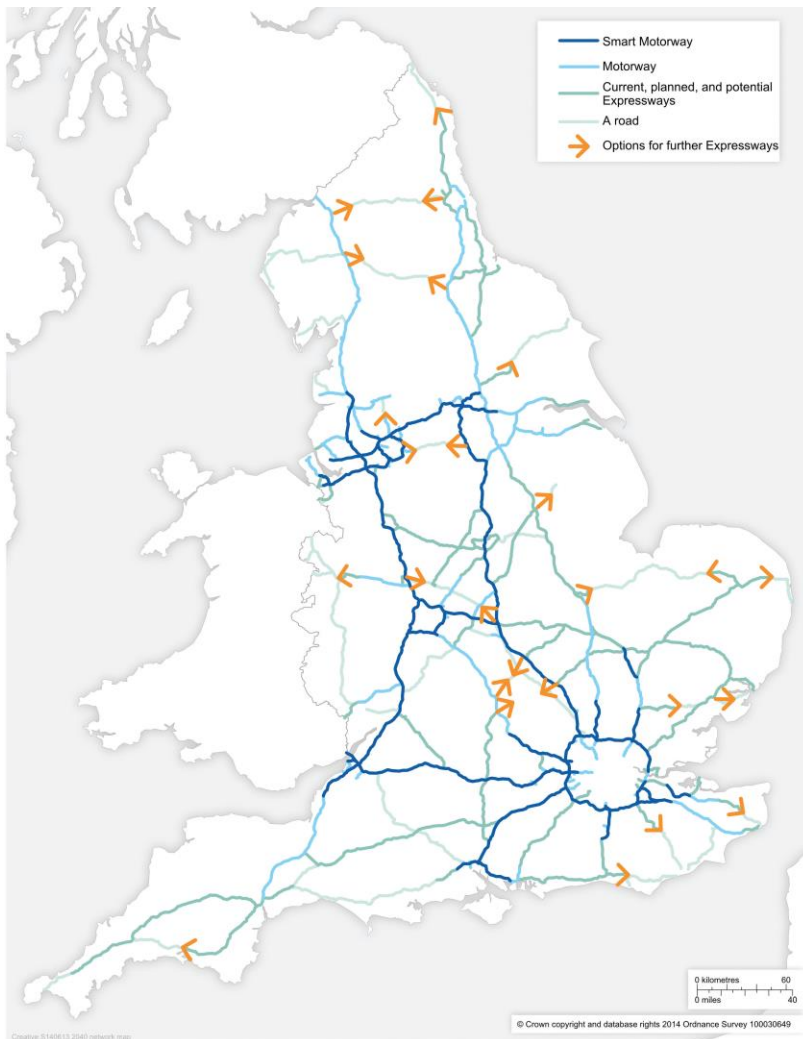
Not all trunk roads need to be upgraded to Expressway standard, and not all motorways will need to be a Smart Motorway to provide a good service to users. This could be because a road is not subject to serious congestion, because of environmental or engineering constraints upon a route, or because an upgrade would not offer good value for public money. In these cases, investment in the route will need to be targeted on where it makes the greatest difference for road users.

### A network to achieve our goals

All of the above actions will come together to deliver an optimised network capable of achieving the nation's goals. The routes to be targeted, and the priorities for intervention, will be informed by the next generation of Route Strategies, which will ensure the inclusion of local community and business views, and also by a new generation of strategic studies.

For further details about how we believe the network of 2040 could appear, see the map on the following page. It shows a host of Smart Motorways and Expressways providing smoother traffic flow, increased capacity and improved safety.

## The network towards 2040



P55 The Investment Plan for this RIS announces the next round of investment. 69 schemes will enter construction in the first Road Period across every region of England to improve safety, ease congestion, unlock growth, and begin the process of upgrading our most important A-roads to Expressways. Highlights include:

- A new bypass on the A27 at Arundel together with on-line improvements at Worthing and Lancing  
[+ other schemes]