

Shaping the future of England's strategic roads

Introduction

Q1. Your (used for contact purposes only):

name: Max Sugarman

email address: max.sugarman@its-uk.org

Q2. Are you responding:
on behalf of an organisation?

Organisation details

Q3. Your organisation's name is?

Intelligent Transport Systems UK

RIS3 strategic objectives

Q5. What level of importance, if any, do you assign to the RIS3 strategic objective of:

	Very important	Important	Neither important or unimportant	Unimportant	Very unimportant	Don't know
growing the economy?		X				
improving safety for all?	X					
network performance to meet customer needs?		X				
a technology-enabled network?	X					
managing and planning the strategic road network for the future?		X				
improved environmental outcomes?	X					

Why?
The main priorities for the Strategic Road Network should be around utilising technology to improve services for customers, creating a safer road network and supporting the environment. These three areas should be treated as key priorities for road users, as they are fundamental to a successful road network. Whilst no less important, growing the economy and managing and planning the strategic road network for the future should be seen as key additional benefits from getting RIS3 right, enabling benefits for the end users.

Q6. What, if any, other specific roads do you think we should consider as:

trunking candidates? No view

detrunking candidates? No view

National Highways Strategic Road Network initial report (SRN IR)

Q7. Do you think National Highways has identified the right focus areas?

	Yes	No	Don't know
How much its customers will travel	X		
How its customers will experience travel	X		
How it will manage its network	X		

If no why not?

The priorities set out seem the correct ones. Further additions could include:

'Greater automation' could be included in 'how its customers will experience travel'.

Alongside 'decarbonisation', NH should consider 'adaptation and resilience' as a key priority.

Planning for the third road period (2025 to 2030)

Q8. To what extent do you agree or disagree with National Highways' approach to improving safety on its network?

Agree

Approach to making the most of the existing network

Q10. To what extent do you agree or disagree with National Highways' approach for making the best use of the existing Strategic Road Network?

Strongly agree

Evolving National Highways' customer and community services

Q12. To what extent do you agree or disagree that National Highways should evolve its:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
customer offer?	X					
community offer?						X
proposals for designated funds?	X					

If you disagree, why?
 ITS UK strongly welcome the greater use of technology to support the customer offer and improve the user experience on the SRN, as proposed for RIS3.

As per National Highways Operational Technology Strategy, there should be a key focus on replacing kit to ensure it does not become life expired and planning for greater usage of connected vehicle data that may reduce the reliance on physical infrastructure. Standardisation of data sources should therefore be a key priority for NH in RIS3.

Decarbonisation and environmental sustainability

Q13. To what extent do you agree or disagree with National Highways' approach for driving decarbonisation and environmental sustainability on the SRN?

Strongly agree

Taking a targeted approach to enhancing the network

Q15. To what extent, do you agree or disagree with National Highways' approach for its future enhancements programme?

Agree

National Highways performance

Q17. To what extent do you agree or disagree with the assessment in the SRN Initial Report on the most important performance outcomes to measure?

Neither agree nor disagree

Cross cutting proposals

Q19. What, in your view, could be done differently to meet the needs of people affected by the:

presence of the SRN?	Greater use of technology, for example to move to cleaner fuels, can support those impacted by the presence of the SRN
operation of the SRN?	Moving to digital twins and automation will improve safety and efficiency in operating the SRN

Digital technology set out in the SRN initial report

Q20. Do you think the approach to digital technology set out in the SRN initial report puts National Highways on the right track for meeting its vision for 2050?

Yes

Analytical approach

Q23. What, if any, comments do you have on the analytical approach?

It is right that an analytical approach is taken to RIS3 investment. In general, NH should support a managed approach to risk with support for new technology and innovation through its designated Innovation & Modernisation Fund. It is crucial, given the ageing assets of the network, changing travel habits and the need to decarbonise and digitalise the network, that NH is exploring new ways of working and innovative technology to ensure the SRN is future ready.

Final comments

Q24. Are there any other issues you think the government should consider as part of this consultation?

SMEs: NH should consider how it can best support smaller businesses in the sector during RIS3. Organisations like Network Rail have created an SME Strategy and employed a dedicated Champion to support smaller businesses. Having a key client support SMEs across the road and highways sector can help ensure new technologies and solutions are able to be implemented, and can support businesses to grow and develop.

Integration with the wider transport network: Greater consideration should be given to how the SRN is better integrated with the wider road, rail and bus network as well as active travel infrastructure. A dedicated fund could be established to support projects that improve integration between key transport modes, providing a better travel experience for customers.

Q25. Any other comments?

ITS UK welcomes the SRN Initial Report, particularly the importance given to technological development, which will be key to ensure the SRN continues to work efficiently and effectively. We would welcome the opportunity to maintain engagement with DfT and NH as plans for RIS3 are further developed, including supporting engagement with our 150+ members from across the transport technology sector.