

# London to Leeds (East) Route Strategy Evidence Report Technical Annex

April 2014



## Document History

### London to Leeds route-based strategy evidence report technical annex

Highways Agency

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## A Stakeholder Event Summary

### A.1 Background

During September 2013, a Route Based Strategy (RBS) Stakeholder Workshop was held in Cambridge to help identify current and future issues with the Highways Agency's Strategic Road Network (SRN) within the Greater Cambridge and Greater Peterborough (GCGP) Local Enterprise Partnership (LEP) area. The GCGP LEP consists of the counties of Cambridgeshire, Peterborough and Rutland; and the Districts of West Norfolk, North Hertfordshire and Uttlesford (Essex). It includes parts of three of the RBS routes:

The East of England route, containing the A47, A12, A11, A120

The Felixstowe to the Midlands route, which contains the A14, A45, A421 and A428

The London to Leeds (East) route, which comprises of A1, A1 (M) and M11 in this LEP.

In September 2013, a Route Based Strategy (RBS) Stakeholder Workshop was also held in Chelmsford to help identify current and future issues with the Highways Agency's Strategic Road Network (SRN) within the northern section of the South East LEP area. The South East Local Enterprise Partnership (LEP) consists of the counties of Essex, Kent, and East Sussex and the districts of Southend, Thurrock, and Medway. This workshop covered the areas of Essex, Southend, and Thurrock and includes three of the RBS routes:

Part of the East of England route, which includes the A12 and A120;

Part of the London Orbital and M23 to Gatwick route, which contains the M25 and A13; and

Part of the London to Leeds (East) route, which contains the M11.

In October 2013, a Route Based Strategy (RBS) Stakeholder Workshop was held in Hoddesdon, Broxbourne, to help identify current and future challenges related to the Highways Agency's strategic road network within the Hertfordshire LEP area. The Hertfordshire LEP area corresponds with the county of Hertfordshire, incorporating ten planning authorities. The following RBS routes traverse this LEP area:

The A1(M) which runs north-south through the heart of the LEP area forms part of the London to Leeds (East) route, along with the M11 which runs north-south just outside of Hertfordshire, to the east of Bishop's Stortford.

The M25 forms part of the London Orbital and M23 to Gatwick and runs across the southern part of the LEP area, incorporating key junctions including Junction 21 (interchange with the M1) and Junction 23 (interchange with the A1(M)). The A405T forms a link between M1 Junction 6 and M25 Junction 21a and also serves a local distributor road function. The A414T connects the M1 at Junction 7 with the A414 at the Park Street Roundabout, south of St Albans.

The M1 forms part of the London to Scotland East route which runs north-south through the south-western and western parts of the LEP area.

The A120 (part of the East of England route) runs to the east of M11 Junction 8, near Bishop's Stortford. Whilst it is not within the LEP area, the A120 forms a major access route into Hertfordshire from the east including London Stansted Airport and Essex.

On 23 September 2013 a RBS stakeholder event was held in Leeds to help identify current and future issues with the Highways Agency's Strategic Road Network (SRN) within the Leeds City Region Local Enterprise Partnership (LEP) area. The event captured comments on 3 RBSs affecting the area including the London to Leeds RBS

A further event was held on 26 September 2013 in Sheffield. to help identify current and future issues with the Highways Agency's Strategic Road Network (SRN) within the Sheffield City Region Local Enterprise Partnership (LEP) area. The event captured comments on 3 RBSs affecting the area including the London to Leeds RBS.

Table A.1 lists all the issues raised during the stakeholder events. Comments are collated into common themes, with location specific information ordered generally from south to north.

Table A.1 also records the results of the prioritisation exercises undertaken within the events. These have been used to inform the preparation of the main route based strategy report.

**Table A.1 Stakeholder Events Record – Greater Cambridge & Greater Peterborough LEP Workshop**

**i) Group A**

Workshop Name	Greater Cambridge Greater Peterborough LEP	Date:	17 <sup>th</sup> September 2013	Breakout Group	Yellow (A)
Group Facilitator	Angela Middleton	Note-taker	Simon Willison		

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A14 Huntingdon to Cambridge <b>Felixstowe to Midlands</b>	The A14 is currently congested and needs to be improved. It is noted that this issue was not voted for since it is already committed as a scheme.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	✓			Yes	N/A	None	All delegates	0
No specific location <b>General comments</b>	Concern was raised regarding the expansion of residential and employment areas and the emphasis has been placed on designing the transport network primarily to accommodate traffic. Influencing travel behaviour should be tackled at the stage of designing developments and ensuring that walking, cycling or travelling by public transport is attractive and convenient. It was recommended that a network wide NMU audit needed to be undertaken and greater emphasis of NMU needs in the development of new schemes.	Operational / Society / Environment	✓	✓	✓	No	No specific evidence was discussed; however the comments made were understood to be based on the delegates personal experiences as a representative of Sustrans.	The delegate promised to provide a list of current issues and potential issues in his area of responsibility.	Rohan Wilson (Sustrans)	7
No specific location <b>General comments</b>	The delegate expressed the need for more emphasis to be placed on assessing the economic value of certain sections of the SRN in order to determine which sections are the most important and will generate the most value from investment.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of		✓	✓	No	No evidence was discussed.	None	Mike Salter (Cambridge shire County Council)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
		the challenges.								
No specific location <b>General comments</b>	The delegate raised the issue with the division of responsibility at junctions where problems regarding operation and safety are both local and strategic, and how these problems should be addressed in a coordinated manner.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	✓	✓	✓	No	No evidence was discussed.	None	Steve Sillery (Cambridge Airport)	6
A14 J35 Bottisham / Quy Junction and A14 J37 Exning Junction (east of Cambridge) <b>Felixstowe to Midlands</b>	The delegate expressed that these junctions could experience congestion and may experience further congestion in the future arising from proposed development in the area.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.			✓	No	No evidence was discussed	None	Sally Bonnet (East Cambridgeshire District Council)	4
A428 St Neots – Caxton Gibbet (single lane section) / wider east-west movement issues <b>Felixstowe to Midlands</b>	The single lane section of the A428 between the A1 (near St Neots) and Cambourne, was discussed as a section that needs to be addressed. It is currently single lane and can experience congestion (slow moving queues). Safety / accidents were also identified as an issue that needed to be addressed. The future function of the A428, potentially as an alternative route to the proposed A14 toll road, was discussed, which delegates consider increases the need for improvements to the A428. Its function as an east-west route combined with the A421, and the need to improve these routes (when there is currently very poor public transport alternatives) was raised.	Capacity/Safety/ Operational / Society & Environment	✓	✓		Yes	No evidence was discussed – the problem was well recognised by delegates	None	Mike Salter (Cambridge shire County Council)	4

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A14 J33 Milton Interchange, J32 Histon Interchange and A14 mainline section between these two junctions <b>Felixstowe to Midlands</b>	Both junctions and the section of the A14 between the junctions can experience severe congestion, which is both a local road and strategic road network issue. Concern was expressed that these junctions were not being addressed as part of the proposed A14 scheme. Congestion at Milton Interchange can result in traffic from A10 north diverting through Soham.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	✓	✓		Yes	No evidence was discussed – the problem was well recognised by delegates	None	Steve Sillery (Cambridge Airport)	18
A1/A428 Black Cat Roundabout <b>Felixstowe to Midlands</b> <b>London to Leeds (East)</b>	The roundabout can currently experience severe congestion especially during the weekday peak periods. It is a major junction for north-south and east-west movements. A three-layer challenge exists: a) Existing queues / delays b) Development pressures (e.g. around St Neots and Cambourne) c) When A14 is tolled, the A428 will become a more attractive alternative route.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	✓	✓		Yes	No evidence was discussed – the problem was well recognised by delegates	None	Mike Salter (Cambridge shire County Council)	4
A428 St Neots (south of) – severance and NMU provision <b>East of England</b> <b>London to Leeds (East)</b>	NMU provision between the Phoenix Park triangle and the Eaton Socon urban area is currently poor (pedestrians have to cross the A1 southbound offslip). Consideration also needs to be given to improving NMU links along A428 corridor alongside any improvements to the route.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	✓			No	No evidence was discussed	None	Rohan Wilson (Sustrans)	0
A47 within Fenland area, particularly around Wisbech <b>East of England</b>	The capacity of the A47 through Fenland, including the section around Wisbech, is poor. The route is also important for freight. Accommodating high HGV flows on this route is a key priority. Proposed development in the area is creating pressures, and there is no alternative to the A47, and especially no public transport alternative to the route.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	✓	✓		No	No evidence was discussed	None	Gill Prangnell Cambridge CoC	4

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A47 Hardwick Interchange, King's Lynn <b>East of England</b>	The Hardwick Interchange (King's Lynn) is a major junction and currently experiences congestion which is likely to intensify in future years without intervention.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	✓	✓		No	No evidence was discussed – the problem was well recognised by delegates	None	Gill Prangell Cambridge CoC	0
A47 Sutton-Wansford section (north of Peterborough) <b>East of England</b>	Poor space provision for NMUs on section of the A47.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	✓			No	No evidence was discussed	None	Rohan Wilson (Sustrans)	0
A1(M) at Stilton (south of Peterborough) <b>London to Leeds (East)</b>	Poor access/egress to/from Stilton – the only way currently is via the A1, making the village heavily car dependent. Improved public transport services are required.	Society	✓			No	No evidence was discussed	None	Rohan Wilson (Sustrans)	0
A14 Bar Hill <b>Felixstowe to Midlands</b>	Bar Hill is very car-orientated at present. Consideration needs to be given to NMU provision in the vicinity of the A14, especially in relation to the proposed improvements  A more general point was raised regarding cycle crossings at slip roads which are considered to be unsuitable/sub-standard.  A suggestion was made that Bar Hill could benefit from a new Park and Ride facility. Currently there is not a Park and Ride facility serving the A14 (NW) corridor into Cambridge.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	✓			No	No evidence was discussed	None	Rohan Wilson (Sustrans)  Steve Sillery (Cambridge Airport)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
Park and Ride, Cambridge, and their relationship to the operation of the A14 <b>Felixstowe to Midlands</b>	Work needs to be undertaken to understand the relationship between the Cambridge Park and Rides and the A14 to determine whether the current location, number and capacity of facilities is sufficient to meet future demands – a coordinated approach between the HA, Cambridgeshire County Council and other stakeholders is required.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.			✓	No	No evidence was discussed	None	Steve Sillery (Cambridge Airport)	0
M11 (west of Cambridge – section to/from Stansted) <b>London to Leeds (East)</b>	The M11 is currently dual 2-lanes. To accommodate long term growth it is considered that the M11 needs to be widened to dual 3 lanes.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.			✓	No	No evidence was discussed	None	Steve Sillery (Cambridge Airport)	5
A14 east of Milton Interchange (between Junctions 33 and 36) <b>Felixstowe to Midlands</b>	The A14 is currently dual 2-lanes. To accommodate long term growth it is considered that this section needs to be widened to dual 3 lanes.	Capacity			✓	No	No evidence was discussed	None	Steve Sillery (Cambridge Airport)	2
Alconbury – proposed development <b>Felixstowe to Midlands</b> <b>London to Leeds (East)</b>	The proposed A14 scheme does not address access by non-car modes to the proposed development.	This challenge has potential consequences in all areas			✓	No	No evidence was discussed	None	Rohan Wilson (Sustrans)	0
Network wide – role of new technology <b>General comments</b>	Current VMS information can be poor. Improved and more intelligent technology could substitute physical improvements to the SRN by providing better information to motorists especially in terms of incident management.	Capacity / Operational		✓		No	No evidence was discussed	None	Gill Prangnell Cambridge CoC	5

**Breakout Session 1: what are the key challenges for the routes?**

Workshop Name	Greater Cambridge Greater Peterborough LEP	Date:	17 <sup>th</sup> September 2013	Breakout Group	Yellow (A)
Group Facilitator	Angela Middleton	Note-taker	Simon Willison		

<b>Description of challenge / Location</b>  Nb. These could be from any of the groups – not limited to the ones raised by this group	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types	<b>Why is this considered to be a priority?</b>  Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.  Solution Type (& additional notes) Maintenance & renewals/Operation / Junction improvement / Adding capacity / New road / other
A14 Huntingdon to Cambridge <b>Felixstowe to Midlands</b> The A14 is currently congested and needs to be improved.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	It is an existing issue that needs to be addressed. A scheme is already in development.	This is considered to be the highest priority.	A scheme is already in development. Some delegates expressed some reservations with the proposal to toll a section of the improved route.
A14 J33 Milton Interchange, J32 Histon Interchange and A14 mainline section between these two junctions <b>Felixstowe to Midlands</b> Both junctions and the section of the A14 between the junctions can experience severe congestion, which is both a local road and strategic road network issue. Concern was expressed that these junctions were not being addressed as part of the proposed A14 scheme.	This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.	These junctions are important to the local economy as they provide access to Cambridge not just for A14 traffic but also for north-south movements, e.g. to/from Ely on the A10.	No trade-offs were discussed. After the proposed improvements to the A14, improvement to these A14 junctions and the section of the A14 between is considered to be a top priority (pre 2021).	No specific solutions were suggested.
Consideration of NMUs, including addressing severance at key junctions – multiple locations (network wide) <b>General comments</b> <b>East of England</b> <b>Felixstowe to Midlands</b> <b>London to Leeds (East)</b>	This challenge has potential consequences in all areas.	It was considered to be an existing issue and as traffic demand on the SRN is likely to increase, alternative non-motorised modes of transport may become more popular therefore ensuring facilities for NMUs are sufficient is important.	No trade-offs were discussed.	No specific solutions were suggested.

**Breakout Session 1: what are the key challenges for the routes?**

<p><b>Description of challenge / Location</b></p> <p>Nb. These could be from any of the groups – not limited to the ones raised by this group</p>	<p><b>Type of challenge</b></p> <p><b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</p>	<p><b>Why is this considered to be a priority?</b></p> <p>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</p>	<p><b>How does this compare to other priorities?</b></p> <p><b>Why? Are there any trade-offs?</b></p> <p>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</p>	<p>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</p> <p>Solution Type (&amp; additional notes)</p> <p>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</p>
<p>A47 – whole route</p> <p><b>East of England</b></p> <p>The route through west Norfolk, Cambridgeshire and Peterborough varies in standard, is heavily used by HGVs and poses risks to safety)</p>	<p>This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.</p>	<p>It is an existing issue which could worsen if not addressed as there is no viable alternative major route (in particular for HGVs) and proposed development in the area, including around Wisbech, is going to increase traffic demand on the route.</p>	<p>No trade-offs were discussed.</p>	<p>Dualling single lane sections</p>
<p>M11 (west of Cambridge – section to/from Stansted)</p> <p><b>London to Leeds (East)</b></p> <p>The M11 is currently dual 2-lanes. To accommodate long term growth it is considered that the M11 needs to be widened to dual 3 lanes.</p>	<p>Capacity</p>	<p>The M11 is important to the Cambridge economy. With the A14 scheme likely to be addressed, the M11 will become a priority.</p>	<p>No trade-offs were discussed however there appeared to be some consensus that other schemes/issues would need to take priority over improvement to the M11, and that improvement to this corridor represented a longer term aspiration.</p>	<p>Widening the dual 2-lane section to dual 3 lanes.</p>
<p>A14 east of Milton Interchange (between Junctions 33 and 36)</p> <p><b>Felixstowe to Midlands</b></p> <p>The A14 is currently dual 2-lanes. To accommodate long term growth it is considered that this section needs to be widened to dual 3 lanes.</p>	<p>Capacity</p>	<p>The A14 is important to the Cambridge economy. With the A14 scheme likely to be addressed, issues may arise on this section to the north-east of Cambridge.</p>	<p>No trade-offs were discussed.</p>	<p>Widening the dual 2-lane section to dual 3 lanes.</p>
<p>A1/A428 Black Cat Roundabout</p> <p><b>Felixstowe to Midlands</b></p> <p><b>London to Leeds (East)</b></p> <p>The roundabout can currently experience severe congestion especially during the weekday peak periods. It is a major junction for north-south and east-west movements.</p>	<p>This challenge has potential consequences in all areas, if it impinges on the delivery of improvements that could address any of the challenges.</p>	<p>The Black Cat Roundabout is a major junction where north-south and east-west movements converge. It is important not only to the economy of the Cambridge sub-region but also to the wider area.</p>	<p>No trade-offs were discussed. The scheme was considered to be a pre-2021 priority</p>	<p>No specific measures discussed.</p>

**Breakout Session 1: what are the key challenges for the routes?**

<p><b>Description of challenge / Location</b></p> <p>Nb. These could be from any of the groups – not limited to the ones raised by this group</p>	<p><b>Type of challenge</b></p> <p><b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</p>	<p><b>Why is this considered to be a priority?</b></p> <p>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</p>	<p><b>How does this compare to other priorities?</b></p> <p><b>Why? Are there any trade-offs?</b></p> <p>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</p>	<p>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</p> <p>Solution Type (&amp; additional notes)</p> <p>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</p>
<p>Network wide – role of new technology</p> <p><b>General comments</b></p> <p><b>East of England</b></p> <p><b>Felixstowe to Midlands</b></p> <p><b>London to Leeds (East)</b></p> <p>Improved and more intelligent technology could substitute physical improvements to the SRN by providing better information to motorists especially in terms of incident management.</p>	<p>Capacity / Operational</p>	<p>Improved technology could be a more cost effective means of delivering improvement to the operation of the SRN without providing expensive physical works.</p>	<p>No trade-offs were discussed.</p>	<p>No specific measures discussed.</p>

**Breakout Session 1: what are the key challenges for the routes?**

ii) Group B

<b>Workshop Name</b>	GCGP LEP (EoE)	<b>Date:</b>	17/09/13	<b>Breakout Group</b>	Group B (Green)
<b>Group Facilitator</b>	Eric Cooper	<b>Note-taker</b>	Grace Foster		

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A14 (Cambridge to Huntingdon), A1 and A47 <b>General comments</b> Felixstowe to Midlands East of England London to Leeds (East)	Improvement of incident reporting: RTC result in traffic diverting through more rural areas, so better comms between HA and LPA.	Operational – advanced knowledge allows changes to traffic flow with temp traffic lights etc	✓			Not shown on HA maps	None mentioned	Bob Tuckwell, Cambridge County Council	12	
Black cat roundabout, A1/A421 London to Leeds (East)	Not enough capacity (specifically for vehicles crossing flow of traffic) at rbt means RTC more likely,	Capacity	✓			Evidence of lower peak hour speeds	None mentioned	Mike Stanley, Peterborough MSA (evergreen extra)	2	
A47/A1 junction to Sutton East of England	Single lane carriageway causing safety issues – 4 fatalities in the last month	Safety	✓			Evidence of higher collision risks in map	None mentioned	James Harrison, Peterborough City Council	9	

Breakout Session 1: what are the key challenges for the routes?

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A47 King's Lynn to Wisbech <b>East of England</b>	Lack of capacity at major junctions are a barrier to growth – large pockets of growth expected	Capacity		✓		Evidence of lower peak hour speeds	None mentioned	Wendy Otter, Fenland District Council	14	
A47, Guyhirn to Wisbech <b>East of England</b>	Unsafe road and no diversion alternative, but built on embankment – unsure of solution	Safety		✓		Evidence of higher collision risks in map	None mentioned	Wendy Otter, Fenland District Council	0 (although may have been included with previous point)	
A606/A1 jct (Stamford), and general Stamford bypass (A1) <b>London to Leeds (East)</b>	Short run off and tight bend – safety worries. Short slip-roads	Safety	✓			Evidence of a higher collision rate	None mentioned	Gary Toogood, Rutland County Council	12	
A1 in Rutland <b>London to Leeds (East)</b>	Maintenance works create large amounts of congestion, longer lasting pavement?	Asset condition/Operational	✓	✓		Not really, although map does show high % of pavement to be replaced by 2020	None mentioned	Gary Toogood, Rutland County Council	0	

Breakout Session 1: what are the key challenges for the routes?

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			Already is	2015-21	After 2021					
A14/A11 Felixstowe to Midlands	Regularly congested with HGVs	Operational/Capacity		✓		No – HA maps indicate normal peak hour speeds around these junctions.	None mentioned	Bob Tuckwell, Cambridge County Council	0	
M11 (S) London to Leeds (East)	HGV overtaking problems, long rush hours	Capacity. Suggested solution of opening up hard shoulder in peak times.	✓			No – HA maps indicate normal peak hour speeds around these junctions.	None mentioned	Bob Tuckwell, Cambridge County Council	0	
A14 Thrapston to Brampton Felixstowe to Midlands	Not to standard, too many at-grade junctions (gaps in central reserve), hazardous for vehicles to cross	Safety	✓			Medium collision risk on map in this location	None mentioned	Bob Tuckwell, Cambridge County Council	3	
Rutland, A1/ B668 junction London to Leeds (East)	New army development going to significantly increase HGV traffic	Capacity		✓		Not currently indicated in peak hour speed maps, but does not factor in future growth	None mentioned	Gary Toogood, Rutland County Council	0	
A1(M)/A1139, jct 17 London to Leeds (East)	More HGVs expected due to growth – widen the junction	Capacity			✓	Not currently indicated in peak hour speed maps, but does not factor in future growth	None mentioned	James Harrison, Peterborough City Council	2	

Breakout Session 1: what are the key challenges for the routes?

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
Waterbeach on A10 (just adjacent to A14) <b>Felixstowe to Midlands</b>	15,000 new homes expected	Capacity		✓	✓	Anticipated job and homes growth map shows just half this number	None mentioned	Bob Tuckwell, Cambridge County Council	4	
A428 Cambourne to St Neots <b>Felixstowe to Midlands</b>	Lack of capacity	Capacity		✓		Evidence of lower peak hour speeds	None mentioned	Bob Tuckwell, Cambridge County Council	8	
A47/A15 <b>East of England</b>	Junction improvements required due to growth	Capacity		✓		Evidence of lower peak hour speeds	None mentioned	James Harrison, Peterborough City Council	5	

<b>Workshop Name</b>	GCGP LEP (EoE)	<b>Date:</b>	17/09/13	<b>Breakout Group</b>	Group B (Green)
<b>Group Facilitator</b>	Eric Cooper	<b>Note-taker</b>	Grace Foster		

<b>Description of challenge / Location</b>	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>	<b>Why is this considered to be a priority?</b>	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.  Solution Type (& additional notes) Maintenance & renewals/Operation / Junction improvement / Adding capacity / New road / other
Nb. These could be from any of the groups – not limited to the ones raised by this group	Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types	Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary	Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be	
Wisbech junctions (along the A47) <b>East of England</b>	These junctions (approx 5) have regular congestion and will restrict growth in the long term	This is a problem that will only get worse, especially due to expected growth in housing and jobs	Important for many areas in north of east of England 14 dots	Junction improvement works
Wisbech to Guyhirn <b>East of England</b>	Built on an embankment so safety issue when vehicles veer off the road.	Severely restricted capacity, and safety issues	No alternative routes available	Unsure of what most cost effective solution would be – long term scheme.
A14 relief road (Cambs to Huntingdon) <b>Felixstowe to Midlands</b>	Already proposed and hopefully get approved.	Road at capacity now.	Very important	Solution already designed
A47/A15, junction 20 (Eye) <b>East of England</b>	Currently an at-grade roundabout which is at capacity	Capacity issues	5 dots	Considered a grade-separated roundabout, but would not allow for dwellings' link road
A1/A47 with A47 to Sutton <b>East of England</b> <b>London to Leeds (East)</b>	Affects A1 journey times, long queues, and A47 is single carriageway there creating a funnel point.	Capacity	9 dots	Widen A47 on approach to dual carriageway to ease problem?
A428 St Neots to Cambourne <b>Felixstowe to Midlands</b>	Congestion problems. Lots of growth at St Neots	Must expand capacity to aid growth	8 dots	Lots of barriers to offline improvement (railway, river).
Junction 33 on A14 (Waterbeach) <b>Felixstowe to Midlands</b>	Lack of capacity, modal shift will be necessary.	Lots of growth expected from new homes, needs improvements.	4 dots	Guided busway suggested
A606/A1 – Stamford <b>London to Leeds (East)</b>	Grade separated junction with short run in. Problems now, and will only get worse.	No good alternatives for diversions	12 dots	Many engineering constraints to solution – shift whole junction over by 200 yards?

iii) Group C

Workshop Name	New Anglia LEP	Date:	17 <sup>th</sup> September 2013	Breakout Group	Green (C)
Group Facilitator	David Abbott	Note-taker	Vernon Silson		

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A1, A47 Interchange and pinch point <b>East of England</b> London to Leeds (East)	There is set to be significant growth around Peterborough which is going to put pressure onto the A1, A47 interchange which already has safety issues and is nearing the end of its design life	<b>Safety / Asset Condition / Operational</b>		✓		Yes – evidence map for ‘safety on the network’ shows the section to currently experience a moderate to high collision risk  Yes - the pavement condition map highlights where the proportion of flexible pavement surface reaching the end of its design life by 2020 is between 75-99% and 100%, which appears to tally with the sections that delegates had raised concern about.		Adrian Cannard GCGP LEP	4	
A47 <b>East of England</b>	The A47 is believed to have a general resilience problem. There are currently no major alternatives to the road and it is believed that the road condition is currently detrimental to residents and businesses alike. There is a desire to see the road improved to help ensure future developments are met.	<b>Safety / Asset Condition / Operational</b>	✓			Yes – evidence map for ‘safety on the network’ shows the section to currently experience a moderate to high collision risk  Yes - the pavement condition map highlights where the proportion of flexible pavement surface reaching the end of its design life by 2020 is between 75-99% and 100%, which appears to tally with the sections that delegates had raised		Stuart Bell Huntingdonshire District Council	3	

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
						concern about. Yes – evidence map for ‘potential economic benefit of congestion relief’ shows as having moderate benefit.				
A1(M), A14, Alconbury Weston, London to Leeds (East) Felixstowe to Midlands	There is a possibility that there a new multi-modal freight train station will be placed near Alconbury Weston. This will likely affect transport patterns into and around Cambridge and there is a desire to see the plot linked to the Strategic Highways Network.	Capacity		✓		Yes – evidence map for ‘potential economic benefit of congestion relief’ shows as having moderate to highest benefits.		Stuart Bell Huntingdonshire District Council	2	
A1(M) Alconbury London to Leeds (East)	Alconbury Enterprise Zone will see an increase in job numbers in the local region and it is believed that the roads need to be improved in order to ensure that businesses locate to the park.	Asset Condition / Operational / Capacity		✓		Yes – evidence map for ‘potential economic benefit of congestion relief’ shows as having the highest benefit.		Stuart Bell Huntingdonshire District Council	0	
A10 Retrunking General comment	Desire to see the A10 re-trunked. Since detrunking the road has fallen into disrepair and it is believed that retrunking would increase funding of the road.	Asset Condition / Operational / Capacity	✓			Evidence is anecdotal and based on an individuals’ experiences		Keith Miles South Cambridgeshire District Council Stuart Bell Huntingdonshire District Council	0	
A14 M11 improvements Felixstowe to Midlands	The route between the A14/M11 to Cambridge needs to be improved	Operational	✓			Yes – evidence map for ‘potential economic benefit of congestion relief’ shows as having moderate to highest benefits.		Keith Miles South Cambridgeshire District Council	5	

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A14 Felixstowe to Midlands	Data available on incidents to drivers on A14 is inconsistent	Operational	✓				Evidence is anecdotal and based on an individuals' experiences	John Hopkins University of Cambridge	0	
A14 Felixstowe to Midlands	It was stated that the proposed A14 Cambridge to Huntingdon improvement could exacerbate capacity issues along the unimproved Brampton-Thrapston-Kettering section	Operational	✓				Not Available	John Hopkins University of Cambridge	0	
A14 Felixstowe to Midlands	Upgrade the road to a motorway ('M' Road) to improve investment opportunities	Operational	✓				Evidence is anecdotal and based on an individuals' experiences	John Hopkins University of Cambridge	0	
A14 Felixstowe to Midlands	Short-term local interchange improvements. Display more journey certainty on A14/Spittals roundabout. This will help ease congestion and reduce journey times	Operational / Capacity	✓	✓		Yes – evidence map for 'potential economic benefit of congestion relief' shows as having moderate to highest benefits.		Stuart Bell Huntingdonshire District Council	0	
A14 Felixstowe to Midlands	HGV Parking Improvement. Many of the lay-bys along the A14 have trucks parked in them. This reduces the ability for breakdown capacity and is not a nice place for the truck drivers. An example of this is the Barhill residential areas.	Operational / Capacity	✓				Evidence is anecdotal and based on an individuals' experiences	Keith Miles South Cambridgeshire District Council	0	

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
General <b>General comment</b>	Desire to ensure that the design life of any new projects is correct.	<b>Operational</b>		✓	✓		Evidence is anecdotal and based on individuals' experiences	Adrian Cannard GCGP LEP	0	
Roads around Cambridge <b>General comment</b>	It is believed that transportation planning is generally out of sync with what is actually going on. Roughly 75% of jobs in Cambridge are filled by commuters and there is a desire to see this taken into account when creating future planning acts.	<b>Operational</b>	✓	✓			Evidence is anecdotal and based on individuals' experiences	John Hopkins University of Cambridge	2	
Roads around Cambridge <b>General comment</b>	There is a desire to see an increase in public transport links and other methods of transport (such as cycling) to Cambridge and the surrounding settlements.	<b>Operational</b>	✓	✓	✓		Evidence is anecdotal and based on individuals' experiences	Ben Bishop Cambridge City Council	5	
A14 J37 Turners Distribution and service area <b>Felixstowe to Midlands</b>	There is set to be significant growth in Bury St. Edmunds and it will likely put pressure on Turners distribution into Fordham and further affect the slip roads, which are already too short and as a result are hazardous.	<b>Operational / Safety</b>	✓	✓		No – Collision risk is currently moderate too low.		Adrian Cannard GCGP LEP	0	
A14 Bury St. Edmunds <b>Felixstowe to Midlands</b>	There is set to be significant growth in Bury St. Edmunds and there is significant queuing on the A14 which is likely to affect businesses' decisions' on locating to the new park.	<b>Capacity</b>	✓	✓		No – the potential economic benefits of improving congestion in along this stretch of road is low to moderate.		Adrian Cannard GCGP LEP	1	

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A14 Bury St. Edmunds <a href="#">Felixstowe to Midlands</a>	There is a desire to improve access for all forms of transport to the proposed Bury St. Edmund's business park.	<b>Capacity</b>		✓			Evidence is anecdotal and based on individuals' experiences	Adrian Cannard GCGP LEP	2	
A1, A428, A421 St Neots <a href="#">London to Leeds (East)</a> <a href="#">Felixstowe to Midlands</a>	There is a desire to share and coordinate information regarding Black Cat roundabout. The site is believed to be a significant pinch point in the area and to cause a great deal of delays. It is also believed to affect commuters to Cambridge, Cambridgeshire and businesses in general.	<b>Operational / Capacity</b>	✓	✓		Yes – evidence map for 'potential economic benefit of congestion relief' shows as having moderate benefits.		Stuart Bell Huntingdonshire District Council	7	
General <b>General comment</b>	There is a desire to see a shift towards long term planning which incorporates growth as an issue. This should be done to avoid a so called 'sticking plaster' approach to solving issues and a desire to see robust planning and maintenance operations to be put in place.	<b>Operational</b>	✓	✓	✓		Evidence is anecdotal and based on individuals' experiences	Stuart Bell Huntingdonshire District Council	0	
A428 <a href="#">Felixstowe to Midlands</a>	There is a desire to see an improvement into the resilience and reliability of the A428 between A1 and A1198	<b>Operational</b>	✓	✓		Yes - Evidence of reduced peak hour speeds.		Stuart Bell Huntingdonshire District Council	8	
A1198/A428 <a href="#">Felixstowe to Midlands</a>	The roundabout that intersects the two roads is believed to be a source of continued congestion that is affecting the area.  N.B. this could be integrated into the above point.	<b>Operational / Capacity</b>	✓			No – the potential economic benefits of improving congestion in along this stretch of road is low to moderate.  However, there is a high collision risk at and around the interchange		Tumi Hawkins South Cambridgeshire District Council	0	

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
Junction 13/14, M11 London to Leeds (East)	These two junctions are believed to be acting as a significant bottleneck on traffic throughout the LEP and for vehicles heading towards London. They are also affecting traffic entering the A1303.	Operational / Capacity	✓			Mixed. There is evidence to suggest that the area to the west and north of the interchanges have several issues. Generally the area does need to have its congestion relieved, with the exception of the west of junction 14.		Keith Miles South Cambridgeshire District Council	12	
A14 M11 junction London to Leeds (East) Felixstowe to Midlands	The limited movement on the junction is causing heavy traffic to build up along local road networks, such as Histon Road and Huntingdon Road.	Operational / Capacity	✓				Evidence is anecdotal and based on an individuals' experiences	John Hopkins University of Cambridge	1	
Cambridge Area A14 Felixstowe to Midlands General comment	There is a new railway station being constructed near Cambridge science park. It is likely to affect transportation patterns in the city and the region, specifically junction 33 on the A14.	Operational / Capacity		✓			Evidence is anecdotal and based on an individuals' experiences	Ben Bishop Cambridge City Council	2	
Cambridge & LEP, M11 London to Leeds (East)	There is a need for improvements and more robust transportation links to London in general.	Operational	✓	✓	✓		Evidence is anecdotal and based on an individuals' experiences	Ben Bishop Cambridge City Council	4	

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
M11 London to Leeds (East)	There is a desire to see the roads enhanced between Stansted Airport and Cambridge. The roads are stated to be in disrepair and require additional funding.	<b>Operational</b>	✓			Yes - the pavement condition map highlights where the proportion of flexible pavement surface reaching the end of its design life by 2020 is 100%, which appears to tally with the sections that delegates had raised concern about.  Yes – evidence map for ‘potential economic benefit of congestion relief’ shows as having high benefits.		Stuart Bell Huntingdonshire District Council	2	
M11 London to Leeds (East)	Stansted airport has a new owner who is pushing for substantial growth. The LEP would like to see an increase in road capacity and improvement to the airport to ensure that the growth is capitalised upon.	<b>Operational / Capacity</b>		✓	✓	Yes – evidence map for ‘potential economic benefit of congestion relief’ shows as having high benefits.		Adrian Cannard GCGP LEP	0	

Workshop Name	New Anglia LEP	Date:	17 <sup>th</sup> September 2013	Breakout Group	Green (C)
Group Facilitator	David Abbott	Note-taker	Vernon Silson		

Description of challenge / Location	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environmental	Why is this considered to be a priority?	How does this compare to other priorities? Why? Are there any trade-offs?	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities. Solution Type (& additional notes) Maintenance & renewals/Operation / Junction improvement / Adding capacity / New road / other
Nb. These could be from any of the groups – not limited to the ones raised by this group	Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types	Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary	Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be	
Junction 13/14, M11 London to Leeds (East)	Operational / Capacity	These two junctions are believed to be a significant bottleneck action on traffic throughout the LEP and for vehicles heading towards London. They are also affecting traffic entering the A1303.  This is affecting local economic growth and is also affecting businesses investment confidence, an issues which was agreed upon by many in the group.	12 votes  This is believed to improve the entire region, not just southern part of the LEP. As a result his was deemed to be of the highest priority.	Not discussed
A428 There is a desire to see an improvement into the resilience and reliability of the A428 between A1 and A1198 Felixstowe to Midlands	Operational	The road is perceived to have fallen into disrepair and to the point where the group believes it is seriously affecting businesses and residents alike. This is a similar issue to the one stated below.	8 votes	It was suggested that a grade separated junction between the A428 and the A1 be built.  It is believed that dualling the A428 would help ease congestion and improve capacity.
A1, A428, A421 St Neots London to Leeds (East) Felixstowe to Midlands There is a desire to share and coordinate information regarding the Black Cat roundabout.	Operational / Capacity	The site is believed to be a significant pinch point in the area and to cause a great deal of delays. It is also believed to affect commuters to Cambridge, Cambridgeshire and businesses in general.  This is a similar issue to the one stated above	7 votes	The possibility of smart management systems and greater information integration was discussed as a short term solution. There is also a desire to see all of the 'pinch points' along the road improved in a logical linear order rather than the random fashion that has appeared to have been used.  It is believed that dualling the A428 would help ease congestion and improve capacity.

<b>Description of challenge / Location</b>  Nb. These could be from any of the groups – not limited to the ones raised by this group	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types	<b>Why is this considered to be a priority?</b>  Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.  Solution Type (& additional notes) Maintenance & renewals/Operation / Junction improvement / Adding capacity / New road / other
Roads around Cambridge <b>General comment</b> There is a desire to see an increase in public transport links and other methods of transport (such as cycling) to Cambridge and the surrounding settlements.	<b>Operational</b>	Cambridge has very little further road development capacity and currently has roughly 75% of its jobs being filled by people not from the city. As a result there is a Desire to increase alternative travel options to that of road vehicles.	5 votes	It was suggested that there could be greater bus links between Cambridge and Huntingdon.
A14 M11 improvements <b>London to Leeds (East)</b> <b>Felixstowe to Midlands</b> The route between the A14/M11 to Cambridge needs to be improved.	<b>Operational / Capacity</b>	The route between the A14/M11 to Cambridge needs to be improved. This is similar to several other issues stated by the group, including the one below.	5 votes	Junction 9 was cited as an area that needs significant improvement, and is currently perceived as a pinch point.
Cambridge & LEP, M11 <b>London to Leeds (East)</b> There is a need for improvements and more robust transport links to London in general.	<b>Operational / Capacity</b>	There is a need for improvements and more robust transport links to London in general. This is to improve business links with the capital.	4 votes	Not discussed
A1, A47 Interchange and pinch point <b>East of England</b> The area is set to be significant growth around Peterborough	<b>Capacity</b>	There is set to be significant growth around Peterborough and this is going to put pressure onto the A1, A47 interchange which already has safety issues and is nearing the end of its design life	4 votes	There is a desire to see all of the ‘pinch points’ along the road improved in a logical linear order rather than the random fashion that has appeared to have been used
A47 <b>East of England</b> The A47 is believed to have a general resilience problem	<b>Safety / Asset Condition / Operational</b>	There are currently no major alternatives to the A47 and it is believed that the road condition is currently detrimental to residents and businesses alike. There is a desire to see the road improved to help ensure future developments are met.	3 votes	The general consensus from the group is that the road needs to be improved heavily and there is evidence from the HA that states the road is nearing the end of its design life. There is also a desire to put an alternative route in place, however it was not discussed if this should be a trunk road or a local road network.

<b>Description of challenge / Location</b>  Nb. These could be from any of the groups – not limited to the ones raised by this group	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types	<b>Why is this considered to be a priority?</b>  Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.  Solution Type (& additional notes) Maintenance & renewals/Operation / Junction improvement / Adding capacity / New road / other
A1(M), A14, A428 Alconbury Weston, London to Leeds (East) Felixstowe to Midlands	<b>Capacity</b>	There is a possibility that a new multi-modal freight station will be placed near Alconbury Weston. This will likely affect transport patterns into and around Cambridge and there is a desire to see the plot linked to the strategic Highways network.	2 votes	Not discussed
Roads around Cambridge General comment	<b>Operational</b>	It is believed that transportation planning is generally out of sync with what is actually going on. Roughly 75% of jobs in Cambridge are filled by commuters and there is a desire to see this taken into account when creating future planning acts. (similar to previous point)	2 votes	Not discussed
Cambridge Area A14 Felixstowe to Midlands General comment	<b>Operational / Capacity</b>	There is a new railway station being constructed near Cambridge science park. It is likely to affect transportation patterns in the city and the region, specifically junction 33 on the A14.	2 votes	Not discussed
M11 London to Leeds (East) Stansted airport to GCGP	<b>Capacity</b>	Stansted airport has a new owner who is pushing for substantial growth. The LEP would like to see an increase in road capacity and improvement to the airport to ensure that the growth is capitalised upon. This is similar to an issue stated later.	2 votes	Not discussed
A14 Bury St. Edmunds East of England	<b>Capacity</b>	There is a desire to improve access for all forms of transport to the proposed Bury St. Edmund's business park. The business park is set to act as a major employer for residents in both New Anglia and GCGP. Similar to the below issue	2 votes	Not discussed

<b>Description of challenge / Location</b>  Nb. These could be from any of the groups – not limited to the ones raised by this group	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types	<b>Why is this considered to be a priority?</b>  Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.  Solution Type (& additional notes) Maintenance & renewals/Operation / Junction improvement / Adding capacity / New road / other
A14 Bury St. Edmunds East of England	<b>Capacity</b>	There is set to be significant growth in Bury St. Edmunds and there is significant queuing on the A14 which is likely to affect businesses' decisions' on locating to the new park. As the park is set to become a major employment area in the region there is a desire to improve access to the area as much as possible. This is similar to the above issue	1 votes  .	Not discussed
M11 London to Leeds (East) Stansted airport to GCGP	<b>Capacity</b>	There is a desire to see the roads enhanced between Stansted Airport and Cambridge. The roads are stated to be in disrepair and enquire additional funding. This is similar to a previously stated issue.	1 votes	Not discussed

**Table A.2 Stakeholder Events Record – South East LEP Workshop**

Workshop Name	South East LEP	Date:	25 <sup>th</sup> September 2013	Breakout Group	Green
Group Facilitator	David Abbot	Note-taker	Vernon Silson		

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
Jct 7 M11 <b>London to Leeds (East)</b>	The junction is believed to be acting as a significant bottleneck to people accessing Harlow and has also been seen as a reason why proposed developments have been rejected. Epping Forest Council are keen to see this junction improved as they plan on creating major developments near Harlow	Capacity / Operational	✓			Yes – evidence map for ‘Vehicle Hours Delay’ shows as having moderate to high delays.	Evidence will also be supplied by Harlow Council. A report by AECOM will be published before the end of the month.	Paul McBride - Harlow Council John Rowley - Epping Forest District Council	16 (split with M11 Jct 8)	
A12 <b>East of England</b>	Roughly 90% of the population in Maldon use roads due to lack of alternative transport. This has caused the population to use the roads a significant amount. There is a desire to see Jcts 17, 18, and 19 improved.	Capacity / Operational	✓			Yes – evidence map for ‘Vehicle Hours Delay’ shows as having moderate to high delays.		Gary Sung - Maldon District Council	0	
A12, A414 <b>East of England</b>	Junction 18 on the A12 is causing problems with people trying to get on to and off of the A414. Desire to see it improved	Operational	✓				Evidence is anecdotal and based on an individuals’ experiences, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Gary Sung - Maldon District Council	2	

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A12/M11 jct 28  London Orbital and M23 to Gatwick  East of England	The capacity and general delay at this junction is seen as causing significant problems regarding the growth of the region. There is a high desire to see this area improved	Capacity / Operational	✓			Yes – evidence map for ‘Vehicle Hours Delay’ shows as having moderate to high delays.	Essex CC is due to publish a report on the A12 in October.	Gary Sung - Maldon District Council	0	
A132  General comment	C2C train service is already at maximum capacity and network rail does not want to increase the capacity currently. This will cause problems on the A132 (not a trunk road), which could have a knock-on effect on other roads.	Capacity	✓				Evidence is anecdotal and based on an individuals’ experiences, but there seemed to be consensus from some of the delegates that this issue was commonplace. However the distance of the A132 from any of the SRN is so great that it is unlikely to be an issue to the HA	Gary Sung - Maldon District Council	0	
Beaulieu Park, Jct 19, A12  East of England	It is believed that Beaulieu Park development will increase congestion on the A12 and create bottlenecks along jct 19.	Capacity		✓	✓	Yes – evidence map for ‘Vehicle Hours Delay’ shows as having moderate to high delays.		Gary Sung - Maldon District Council	4	
A12  East of England  London Orbital and M23 to Gatwick	The operational conditions of the A12 in general is seen as bad. <ul style="list-style-type: none"> <li>• There are constraints at M25/A12 (jct28 of the M25)</li> <li>• Constraints near Brentwood, the road should have 3 lanes throughout, not 2 lanes then 3</li> <li>• Jcts around Chelmsford need to be improved</li> </ul>	Capacity / Operational	✓			Yes – evidence map for ‘Vehicle Hours Delay’ shows as having moderate to high delays.  Yes - evidence map for ‘Peak Hours Speeds’ shows as having moderate peak speeds.	Essex CC is due to publish a report on the A12 in October.	Gary Sung - Maldon District Council	0	

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
						No – evidence map for ‘safety on the network’ shows the section to currently experience a low to moderate collision risks				
A12 <b>East of England</b>	Jcts 20a and 20b of the A12 need to be redesigned or even closed as they are seen as unsafe	Safety	✓			Yes – evidence map for ‘safety on the network’ shows the section is the 98 <sup>th</sup> highest casualty site in the country.		Gary Sung - Maldon District Council	1	
A120/M11 Jct 8 <b>London to Leeds (East)</b> <b>East of England</b>	Jct 8 on the M11 is acting as a barrier to create sustainable alternative transport access, such as cycle lanes. If this is changed it is believed that there could be a significant modal shift.	Operational / Society & Environment	✓				Evidence is anecdotal and based on an individuals’ experiences, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Kris Radley - Sustrans	0	
<b>General comment</b>	Sustrans would like all of the major constraints noted by the HA and to improve communication between themselves and the HA. This would allow for better planning and also help reduce the strain on the SRN, Sustrans also want to see an improvement in the overall sustainable transport infrastructure.	Society & Environment	✓	✓	✓		Evidence is anecdotal and based on an individuals’ experiences. The subject was largely unknown by the group.	Kris Radley - Sustrans	16	

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
M11, Jct 9 <b>London to Leeds (East)</b>	The design of junction 9 is seen as being a problem for motorists. People cannot easily leave the motor way when heading south at this junction, which is causing people to travel down to junction 8 and then turn around or leave the motorway at junction 10 and travel south on local roads. This causes unnecessary road mileage and congestion.	Operational	✓				Evidence is anecdotal and based on an individuals' experiences, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Melanie Jones - Uttlesford Council	2	
M11, jct 8 <b>London to Leeds (East)</b>	This junction is seen as a major pinch point and there is a desire to increase its capacity. There are also issues on the M11 with overtaking, particularly trucks overtaking and is considered a hazard. The problems here seem to be caused by lack of capacity at junction 7	Operational/Safety	✓			Yes – evidence map for 'Vehicle Hours Delay' shows as having moderate to high delays.		Melanie Jones - Uttlesford Council	16 (split with M11 Jct 7)	
<b>General comment</b>	Alignment between different transport bodies needs to be improved, as well as large employers such as hospitals, universities, etc. The time frames of the RBS also seems to be short term and there is a desire to take into account long term thinking such ie 30 year time frames.	Operational	✓	✓	✓		Evidence is anecdotal and based on an individuals' experiences, but there seemed to be consensus from some of the delegates that this issue was commonplace.	John Rowley - Epping Forest District Council	0	
A120 Great Dunmow Junction and Hoblong Junction <b>East of England</b>	Hoblong Junction is causing issues with the Great Dunmow South Junction and there is a desire to see the South junction improved to help reduce the effect of traffic backlog	Operational	✓				Evidence is anecdotal and based on an individuals' experiences, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Melanie Jones - Uttlesford Council	0	

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
M25 jct 26 <b>London Orbital and M23 to Gatwick</b>	The level of demand at this junction is seen as being too high, but is affected mainly by traffic heading into and out of Epping.	Capacity	✓			Yes – evidence map for ‘Vehicle Hours Delay’ shows as having moderate to high delays.		John Rowley - Epping Forest District Council	0	
M11 Junction 5, M25 jct 26 <b>London Orbital and M23 to Gatwick</b> <b>London to Leeds (East)</b>	M25 J26 is seen as operating above capacity. This is believed to be due to people leaving the M11 at junction 5 and travelling through Loughton as a short cut to junction 26 on the M25	Capacity / Operational	✓			Yes – evidence map for ‘Vehicle Hours Delay’ shows as having moderate to high delays.		John Rowley - Epping Forest District Council	3	
M11 Junction 4 <b>London to Leeds (East)</b>	The managed road system speed is slow and there is a desire to see smarter management systems and driver information systems put into place.	Operational	✓				Evidence is anecdotal and based on an individuals’ experiences, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Paul McBride - Harlow Council	1	
A120 heading east from Braintree <b>East of England</b>	The road is seen as congested and there is a desire to have improvements made to it to improve journey times.	Capacity	✓			Yes – evidence map for ‘Vehicle Hours Delay’ shows as having moderate to high delays.  Yes - evidence map for ‘Peak Hours Speeds’ shows as having moderate peak speeds		Melanie Jones - Uttlesford Council	3	

Workshop Name	South East LEP	Date:	25 <sup>th</sup> September 2013	Breakout Group	Green
Group Facilitator	David Abbot	Note-taker	Vernon Silson		

<b>Description of challenge / Location</b>  Nb. These could be from any of the groups – not limited to the ones raised by this group	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types	<b>Why is this considered to be a priority?</b>  Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.  Solution Type (& additional notes) Maintenance & renewals/Operation / Junction improvement / Adding capacity / New road / other
M11, Junction 7 and 8 improvements. <span style="background-color: #90EE90;">London to Leeds (East)</span>	Capacity / Safety / Asset Condition / Operational	Junction 7 is seen as a major pinch point and there is a desire to increase its capacity.  The junction is believed to be acting as a significant bottleneck to people accessing Harlow and has also been seen as a reason why proposed developments have been rejected.  Epping Forest Council are keen to see this junction improved as they plan on creating major developments near Harlow.	16 Votes  The group considered that this would be a high priority to be addressed before 2015.	The creation of junction 7a is seen as being a great step to improving the capacity of the road. However the group want the HA to make sure that the design is appropriate and that it takes into account the predicted future growth of the region
Improve sustainable transport infrastructure to help modal shift <span style="background-color: black; color: white;">General comment</span>	Capacity / Operational	Sustrans would like all of the major constraints noted by the HA and to improve communication between themselves and the HA. This would allow for better planning and also help reduce the strain on the SRN, Sustrans also want to see an improvement in the overall sustainable transport infrastructure. In some regions it is believed ha promoting modal shifts to different forms of transport other than cars is the only way to significant reduce road traffic on many of the road networks.	16 Votes  The group considered that this would be a high priority to be addressed before 2015.	Not discussed

<b>Description of challenge / Location</b>  Nb. These could be from any of the groups – not limited to the ones raised by this group	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types	<b>Why is this considered to be a priority?</b>  Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.  Solution Type (& additional notes) Maintenance & renewals/Operation / Junction improvement / Adding capacity / New road / other
Improve junction 19 on the A12 <b>East of England</b>	Capacity / Operational	The junction is seen as currently being a bottleneck on the road network. It is believed that the problems will increase once the Beailieu Park development is in place due to the size of the scheme and the creation of an additional railway station. There is a strong desire to see the junction improved as a result.  (it is worth noting that there is currently a development funded scheme to do this)	4 Votes  The group considered that this would be a medium priority to be addressed after 2015.	Not discussed
Improve the A120 from Braintree east <b>East of England</b>	Capacity / Asset Condition	The road has reached its capacity. There is a strong desire to see the road improved heavily to help local businesses and residents.	3 Votes  The group considered that this would be a low priority to be addressed before 2015.	It was suggested that the road be turned into a dual carriageway.

<p><b>Description of challenge / Location</b></p> <p>Nb. These could be from any of the groups – not limited to the ones raised by this group</p>	<p><b>Type of challenge</b>  <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</p>	<p><b>Why is this considered to be a priority?</b></p> <p>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</p>	<p><b>How does this compare to other priorities?</b>  <b>Why? Are there any trade-offs?</b></p> <p>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</p>	<p>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</p> <p>Solution Type (&amp; additional notes)</p> <p>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</p>
<p>M25, junction 26 needs to be improved as it is affecting traffic on the local roads</p> <p>London Orbital and M23 to Gatwick</p>	<p>Capacity</p>	<p>Junction 26 is causing problems for Epping Forest Council as they are queues backing up to junction 27. This is causing motorists to leave at junction 5 of the M11 and use the A121 as a shortcut to the junction, which is causing problems for the local area, particularly Loughton. This is an issue as the forest just outside Loughton is a protected green zone and there are environmental concerns regarding the amount of traffic on the road.</p>	<p>3 Votes</p> <p>The group considered that this would be a low priority to be addressed before 2015.</p>	<p>Not discussed</p>
<p>M11 junction 9</p> <p>London to Leeds (East)</p>	<p>Operational</p>	<p>The design of junction 9 is seen as being a problem for motorists. People cannot easily leave the motor way at this junction, which is causing people to travel down to junction 8 and then turn around or leave the motorway at junction 10 and travel south on local roads. This causes unnecessary road mileage and congestion.</p>	<p>2 Votes</p> <p>The group considered that this would be a low priority to be addressed before 2015.</p>	<p>Improve the design of junction 9 or create a new junction allowing the motorists to leave after junction 10.</p>
<p>Improvements to A414</p> <p>East of England</p> <p>London to Leeds (East)</p>	<p>Capacity / Asset Condition / Operational</p>	<p>Although this road is not a SRN, it does affect the A12 and the M11. There is a desire to see the road improved as it is believed to have significant capacity issues along it as well as the junctions joining the SRNs. There was no evidence available for this, but it was discussed in great detail in the meeting.</p>	<p>2 Votes</p> <p>The group considered that this would be a low priority to be addressed before 2015.</p>	<p>Not Discussed</p>

<p><b>Description of challenge / Location</b></p> <p>Nb. These could be from any of the groups – not limited to the ones raised by this group</p>	<p><b>Type of challenge</b>  <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</p>	<p><b>Why is this considered to be a priority?</b></p> <p>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</p>	<p><b>How does this compare to other priorities?</b>  <b>Why? Are there any trade-offs?</b></p> <p>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</p>	<p>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</p> <p>Solution Type (&amp; additional notes)</p> <p>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</p>
<p>M11 Improving Road Management  <b>London to Leeds (East)</b></p>	<p>Operational</p>	<p>The road is seen as requiring better smart management to help alleviate traffic issues such as bottlenecks.</p>	<p>1 Votes                      The group considered that this would be a lowest priority to be addressed before 2015.</p>	<p>Not Discussed</p>
<p>A12 junction 20a and 20b  <b>East of England</b></p>	<p>Operational / Safety</p>	<p>These junctions are seen as being a traffic bottleneck and being badly designed. There is a desire to have them removed and replaced with one single junction. There was also desire to ensure that a new junction was fully grade separated and of a robust design.</p>	<p>1 Votes                      The group considered that this would be a lowest priority to be addressed before 2015.</p>	<p>Not Discussed</p>

Workshop Name	South East LEP	Date:	25/09/2013	Breakout Group	Yellow
Group Facilitator	Paul Robinson	Note-taker	Liz Judson		

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
Area wide <b>East of England</b> London Orbital and M23 to Gatwick London to Leeds (East)	Delegates considered that proposals for high levels of growth within the SELEP region could put significant pressure on the highway network in general.  Planning of land use and transport means that individual junctions are struggling and it is hard to see how much more capacity can be drawn out of the current layouts.	All		✓	✓	Maps indicate that there are areas that experience problems currently and there are areas in which growth is proposed, which is likely to exacerbate problems if no changes are made to the network.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.  See comment in previous box	Chris Stevenson (Essex CC) stated that 150,000 houses and 150,000 jobs are expected across the area by 2021.  Derek Stebbing (Chelmsford CC) indicated that there are expected to be an additional 18,000 houses each for Colchester and Chelmsford between 2021 and 2036.	Chris Stevenson (Essex CC) and Derek Stebbing (Chelmsford CC)	0
A12 in general <b>East of England</b>	Delegates commented that the A12 is not always used for strategic trips as often as would be expected. Often used for local trips, this could be exacerbated by growth.	All	✓	✓	✓	No – evidence map for 'safety on the network' shows the section to currently experience low to moderate collision risks	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Chris Stevenson (Essex CC)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A12 Colchester to Chelmsford <b>East of England</b>	The section of the A12 between Colchester and Chelmsford is considered to be a significant problem with regards to congestion.	Capacity / Operational	✓			Yes – the delay map indicates that this section has one of the highest levels of vehicle delay in the area.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Derek Stebbing (Chelmsford CC)	8
A12 south of Chelmsford <b>East of England</b>	It was considered that this section of road is likely to get worse in the future, in terms of congestion.	Capacity / Operational		✓	✓	Some evidence of delay currently on this section, which could be exacerbated by future growth locations.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Derek Stebbing (Chelmsford CC)	13
A12 in general <b>East of England</b>	Road does not meet the standards expected of a dual carriageway, in terms of pavement standard varying along the route, junctions, slip roads and laybys.	Safety/ Asset / Condition / Operational	✓			The pavement condition map indicates that a large proportion of the A12 is expected to reach the end of its design life by 2020, apart from some small sections.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Chris Stevenson (Essex CC)	0
A120 east of Braintree <b>East of England</b>	The road to the east of Braintree (one lane country road) is not sufficient for the purpose it serves, i.e. as an east west route or an alternative to the A12 if there are problems on that route. Some people travelling from East London to Colchester will use the M11 / A120 rather than the A12 despite it being significantly longer. Also, vehicles travelling from Chelmsford to Colchester can use A131 / A120, which puts	Capacity / Operational	✓	✓		The delay map indicates that there are some sections of this route that currently experience high levels of delay.  Growth along this route is shown in the Key Growth map, which could exacerbate issues.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Peter Smith (Braintree DC)	10

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
	pressure on A120. Delegates considered that this was unlikely to be improved before 2021.									
A120 at Coggeshall / Earl's Colne crossing <b>East of England</b> London to Leeds (East)	There are currently problems with crossing and joining the A120 at this junction, which results in operational and safety issues.	Safety / Operational	✓			The safety map indicates that this junction is a Top 250 casualty location.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Chris Stevenson (Essex CC)	1
A120 Braintree to M11 <b>East of England</b> London to Leeds (East)	This route is currently operating fine but concerns that if Stansted expansion comes forward then this could put pressure on the A120 route and M11 Junction 8.	Capacity / Operational		✓	✓	No – evidence map for 'Vehicle Hour Delay' shows the section currently experiences low delays	Perception as a potential future problem without any specific evidence being provided by delegates.	None	Chris Stevenson (Essex CC)	0
M25 Junction 28 <b>East of England</b> London Orbital and M23 to Gatwick	Significant growth proposed within the Brentwood urban area. Delegates concerned that this could have an impact at the M25 / A12 junction.	Capacity / Operational		✓	✓	Key Growth map indicates that there will be development in and around Brentwood up to 2031	Perception as a potential future problem without any specific evidence being provided by delegates. Delegates stated that they had not seen any modelling of the junction but expect there to be an impact from development. Derek Stebbing (Chelmsford CC) indicated that M25 Junction 28 is perceived as one of the M25 junctions with the highest level of stress.	None	Derek Stebbing (Chelmsford CC)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
M25 Junction 28 <b>East of England</b> London Orbital and M23 to Gatwick	Counter-clockwise traffic joining A12 northbound from the M25 is currently an issue due to confusing lane allocation – can lead to operational issues.	Operational / Safety	✓			Yes – the delay map indicates that this section has one of the highest levels of vehicle delay in the area.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Chris Stevenson (Essex CC)	0
A12 Junction 17 <b>East of England</b>	This junction currently functions badly and is also perceived by the delegates to be a significant future problem. The A130 links Southend/ Basildon to Chelmsford and also provides a diversion from Dartford to Chelmsford away from A12. Traffic using this route has significant impacts on the junction. There is peak hour queuing on both A12 slip roads.	Capacity / Operational	✓			Yes – the delay map indicates that this section has one of the highest levels of vehicle delay in the area.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.  Delegates found it hard to identify which strands of traffic are a priority for solutions – considered that modelling is required.	None	Chris Stevenson (Essex CC) and Derek Stebbing (Chelmsford CC)	4
A12 between Junctions 16 and 17 <b>East of England</b>	Growth is planned in this area post 2021 which could have an impact on the operation of this section of the network	All			✓	Key Growth map indicates that there will be development in and Junctions 16 and 17 up to 2031	Evidence is anecdotal and based on a few individual's experience in this specific area of the network, although it was not contradicted by other delegates.	None	Derek Stebbing (Chelmsford CC)	0
A12 between Junctions 17 and 19 <b>East of England</b>	It is perceived amongst some delegates that there will soon be increases in delay along this route, potentially as a knock on from junction 17.	Capacity / Operational		✓	✓	No specific evidence but key growth map indicates growth across Chelmsford and specific growth near Junction 19 up to 2031	Evidence is anecdotal and based on a few individual's experience in this specific area of the network, although it was not contradicted by other delegates.	None	Derek Stebbing (Chelmsford CC)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A12 Junction 18 <b>East of England</b>	The delegates consider that the Park and Ride at this junction is having an impact as it currently attracts high levels of traffic.	Capacity / Operational	✓			No – evidence map for ‘Average Speed at Peak Times’ shows the section currently experiences good average speeds	Evidence is anecdotal and based on a few individual’s experience in this specific area of the network, although it was not contradicted by other delegates.	None	Derek Stebbing (Chelmsford CC)	0
A12 Junction 19 <b>East of England</b>	This junction is constantly under stress and mitigation measures have been identified under LEP funding to cope with current growth.  There is concern that a new Rail Station that is planned close to the station could exacerbate these problems. The plans for the station include 1,400 car parking spaces. Developer contributions and Local Transport Board funding is in place and it is expected that the station could open in 2019/20.	Capacity / Operational		✓	✓	Delay is higher and peak hour speeds lower than other areas of the network (on the links near junction 19).	Evidence is anecdotal and based on a few individual’s experience in this specific area of the network, although it was not contradicted by other delegates.	None	Derek Stebbing (Chelmsford CC)	0
A12 Junction 21 <b>East of England</b>	There is significant growth proposed in the area of the junction and therefore more problems are anticipated at the junction, although doesn’t operate too badly at the moment.	Capacity / Operational		✓	✓	Key Growth map indicates that there will be development in and around Witham (near Junction 21) up to 2031.	Evidence is anecdotal and based on a few individual’s experience in this specific area of the network, although it was not contradicted by other delegates.	None	Peter Smith (Braintree DC)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A12 Junction 22 <b>East of England</b>	There are current peak hour issues due to the turn off from the A12 south to Witham and turn on from Witham to A12 south. Both are a very tight right turn with short slips, which can be very dangerous.  It was noted that there are a lot of logistics firms nearby and therefore there are a high level of HGV movements that exacerbate this issue.	Safety / Operational	✓			No – safety map does not reference specific junctions unless they are a top 250 casualty locations.	Evidence is anecdotal and based on a few individual's experience in this specific area of the network, although it was not contradicted by other delegates.	None	Derek Stebbing (Chelmsford CC) and Peter Smith (Braintree DC)	0
A12 Junction 22a <b>East of England</b>	This refers to the give way junction in Rivenhall. It is considered very dangerous, particularly to those who are unaware of the junction. Delegates considered that this junction could be closed if further fatalities occur.	Safety	✓			No – evidence map for 'safety on the network' shows the section currently experiences a low to moderate collision risk	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Derek Stebbing (Chelmsford CC)	0
A12 Junctions 23 and 24 <b>East of England</b>	Motorists trying to access the A12 from the Tiptree area have to go through Kelvedon, which adds pressure on Kelvedon road network.	Operational	✓			No. Problem is on local road through Kelvedon, not on the SRN.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Derek Stebbing (Chelmsford CC)	0
A12 Junction 25 <b>East of England</b>	Growth is planned in Marks Tey near junction 25. This junction may not currently be a problem but delegates considered that it could become a problem.	Capacity / Operational		✓	✓	The Key Growth map indicates that there will be growth within Stanway up to 2031.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Chris Stevenson (Essex CC) and Rachel Forkin (Colchester BC)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A12 between junctions 26 and 27. <b>East of England</b>	It was noted that there are a lot of weaving movements with vehicles travelling northbound, entering the A12 at junction 26 and leaving at junction 27, which is a short section of road.	Safety / Operational	✓			No – evidence map for ‘Average Speed at Peak Times’ shows the section currently experiences good average speeds	Evidence is anecdotal and based on an individuals’ experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Rachel Forkin (Colchester BC)	0
A12 Junction 28 <b>East of England</b>	There is the potential for a lot of growth around the junction and a potential Park and Ride at the end of 2014. The development is taking place currently and beyond 2021. By the end of 2014 a road will be built that links the junction into Colchester.	Capacity / Operational		✓	✓	The Key Growth map indicates that there will be growth near the junction up to 2031.	Evidence is anecdotal and based on an individuals’ experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Rachel Forkin (Colchester BC)	0
A12 Junctions 28 – 29 <b>East of England</b>	It was considered that this needed an extra lane due to proposed development in the area.	Capacity / Operational		✓	✓	The Key Growth map indicates that there will be growth near the junction up to 2031.	Evidence is anecdotal and based on an individuals’ experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Chris Stevenson (Essex CC)	0
A12 / A14 – Copdock Interchange <b>East of England</b>	This junction is likely to be a problem due to growth in Ipswich and Colchester. Delegates consider that this junction needs signals.  (This junction is already fully signal controlled)	Capacity / Operational		✓	✓	The Key Growth map indicates significant growth in Colchester.	Evidence is anecdotal and based on an individuals’ experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Chris Stevenson (Essex CC)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A120 east of Colchester <b>East of England</b>	Where the road changes from two lanes to one lane on the way to Harwich, which results in accident issues. At grade roundabouts need to be provided at Little Bentley. Population of Tendring is slightly older and so the perception of speed and the lack of lighting is an issue.	Safety / Operational	✓			The safety map indicates that this section of road has a relatively high level of vehicle casualties.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Derek Stebbing (Chelmsford CC)	4
M11 Junction 7a <b>London to Leeds (East)</b>	The provision of Junction 7a was considered to be a solution to potential issues caused by growth in Harlow, through the provision of a second access to the M11.	Capacity / Operational		✓	✓	The Key Growth map provides details of main areas of growth in Harlow.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Chris Stevenson (Essex CC)	2
Dartford Crossing <b>London Orbital and M23 to Gatwick</b>	The existing Dartford Crossing experiences high levels of congestion and delay – there is a lack of an alternative route	Capacity / Operational	✓			Dartford Crossing not included on the maps but evidence of delay on the M25 north of the crossing.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	None	Unclear (included on post it but no initials)	0

Workshop Name	South East LEP	Date:	25/09/2013	Breakout Group	Yellow
Group Facilitator	Paul Robinson	Note-taker	Liz Judson		

Description of challenge / Location	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environmental	Why is this considered to be a priority?	How does this compare to other priorities? Why? Are there any trade-offs?	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities. Solution Type (& additional notes) Maintenance & renewals/Operation / Junction improvement / Adding capacity / New road / other
Nb. These could be from any of the groups – not limited to the ones raised by this group	Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types	Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary	Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be	
A12 between Colchester and Chelmsford in general has a number of existing small issues that need to be addressed. <b>East of England</b> London Orbital and M23 to Gatwick London to Leeds (East)	Capacity / Safety / Operational	This section of the A12 is perceived to operate poorly currently.	Not discussed.	Improved signing, laybys, junction and slip road improvements, speed cameras to manage speed, reduce incidents and increase capacity.
There is an absence of HGV parking areas in major towns <b>East of England</b> London Orbital and M23 to Gatwick London to Leeds (East)	Operational / Safety	If specific HGV areas are not provided then they use laybys to park in which can be a safety and operational concern.	Not discussed.	Provision of more HGV parking in major towns.
Growth in Harlow could put pressure on junction 7 of the M11 as there is no other SRN junction access to Harlow. London to Leeds (East)	Capacity / Safety / Operational	Needed to support future growth in Harlow.	Not discussed.	Provision of a new junction on the M11 (Junction 7a).

<p><b>Description of challenge / Location</b></p> <p>Nb. These could be from any of the groups – not limited to the ones raised by this group</p>	<p><b>Type of challenge</b>  <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</p>	<p><b>Why is this considered to be a priority?</b></p> <p>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</p>	<p><b>How does this compare to other priorities?</b>  <b>Why? Are there any trade-offs?</b></p> <p>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</p>	<p>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</p> <p>Solution Type (&amp; additional notes)</p> <p>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</p>
<p>The Coggleshall junction on the A120 is considered to be a safety issue due to poor design and high levels of HGV traffic.</p> <p><b>East of England</b></p>	<p>Safety</p>	<p>The A120 is a key east-west route and an alternative to the A12; this is a key junction on the route.</p>	<p>Not discussed specifically but delegates considered the safety concern to be high.</p>	<p>Not discussed.</p>
<p>There are high levels of congestions at A120 Galley's Corner and also perceived to be some air quality issues.</p> <p><b>East of England</b></p>	<p>Capacity / Operational / Society &amp; Environmental</p>	<p>The A120 is a key east-west route and an alternative to the A12; this is a key junction on the route.</p>	<p>Not discussed.</p>	<p>Not discussed.</p>
<p>The A12 currently does not have any traffic officer patrols and therefore any incidents on the carriageway are not dealt with as quickly as possible.</p> <p><b>East of England</b></p>	<p>Capacity / Operational</p>	<p>Any incidents on the carriageway are not dealt with as quickly as they could be and therefore this can result in delays due to stranded vehicles.</p>	<p>Not discussed.</p>	<p>Reinstate the traffic officer patrols along the A12 (or just key sections)</p>
<p>The A120 at Little Bentley has current safety concerns and the lighting provision is poor.</p> <p><b>East of England</b></p>	<p>Safety / Asset Condition</p>	<p>There are very short merge/diverge tapers at this junction which can result in safety concerns</p>	<p>Not discussed.</p>	<p>Convert the junction to a roundabout.</p>
<p>The A120 between Braintree and the A12 is currently one lane and not at an acceptable level for the purpose it serves (support the airport and as an alternative to the A12).</p> <p><b>East of England</b></p>	<p>Capacity / Operational</p>	<p>The A120 is a key east-west route and the single lane between Braintree and the A12 does not provide enough capacity for the traffic demand.</p>	<p>Not discussed specifically but seemed to be a high priority.</p>	<p>Provision of offline dualling.</p>

<p><b>Description of challenge / Location</b></p> <p>Nb. These could be from any of the groups – not limited to the ones raised by this group</p>	<p><b>Type of challenge</b></p> <p><b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</p>	<p><b>Why is this considered to be a priority?</b></p> <p>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</p>	<p><b>How does this compare to other priorities?</b></p> <p><b>Why? Are there any trade-offs?</b></p> <p>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</p>	<p>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</p> <p>Solution Type (&amp; additional notes)</p> <p>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</p>
<p>There is a lot of growth planned within Essex, particularly in Brentwood, Chelmsford and Braintree. There is concern that this growth will have an impact on the operation of the A12 in the Long Term.</p> <p><b>East of England</b></p>	<p>All</p>	<p>The A12 is the main north-south route through the area and currently experiences problems in some areas. Any growth without improvements made to the route could lead to increased delay and safety issues.</p>	<p>Not discussed specifically but seemed to be a high priority.</p>	<p>No specific solutions identified, these were discussed in more detail when considering each junction and link.</p>
<p>There is concern that the expansion at Tilbury and London Gateway could put pressure on the operation and capacity of the A13.</p> <p><b>London Orbital and M23 to Gatwick</b></p>	<p>Capacity / Operational</p>	<p>Not discussed</p>	<p>Not discussed.</p>	<p>Upgrade of the A13 to three lanes.</p>
<p>The operation of M25 junctions 30 and 31 are a concern in the long term.</p> <p><b>London Orbital and M23 to Gatwick</b></p>	<p>Capacity / Operational</p>	<p>Not discussed.</p>	<p>Not discussed.</p>	<p>Provision of the Lower Thames Crossing (Option C) to take traffic away from the M25 and therefore ease pressure on junctions 30 and 31.</p>
<p>A12 Junction 17 (at the A130) is considered a potential hotspot in the future due to proposed growth.</p> <p><b>East of England</b></p>	<p>Capacity / Operational</p>	<p>The A130 is a key north-south route and is used as alternative route to Chelmsford away from the A12 and M25 and therefore this is seen as a potential problem.</p>	<p>Not discussed.</p>	<p>Not discussed.</p>
<p>There are currently only one way facing slip roads at M11 junction 5 which is considered to be a problem.</p> <p><b>London to Leeds (East)</b></p> <p><b>London Orbital and M23 to Gatwick</b></p>	<p>Operational</p>	<p>Both directions are required on the slip roads to improve the operation of the M11.</p>	<p>Not discussed specifically but seemed to be a bit of an afterthought.</p>	<p>Slip roads should be provided in both directions.</p>

<p><b>Description of challenge / Location</b></p> <p>Nb. These could be from any of the groups – not limited to the ones raised by this group</p>	<p><b>Type of challenge</b></p> <p><b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</p>	<p><b>Why is this considered to be a priority?</b></p> <p>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</p>	<p><b>How does this compare to other priorities?</b></p> <p><b>Why? Are there any trade-offs?</b></p> <p>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</p>	<p>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</p> <p>Solution Type (&amp; additional notes)</p> <p>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</p>
<p>There are concerns that business growth between Colchester and Brentwood will lead to problems on the A12.</p> <p><b>East of England</b></p>	<p>Capacity / Operational</p>	<p>A12 is the key route through the area and therefore needs to be protected.</p>	<p>Not discussed.</p>	<p>Delegates discussed the need for a modelling / engineering solution but nothing specific was raised.</p>
<p>There are concerns that growth In Colchester and Ipswich could have a negative impact on the A12 / A14 Copdock Interchange.</p> <p><b>East of England</b></p>	<p>Capacity / Operational</p>	<p>This is the interchange between the main north-south and east-west routes through the area and therefore needs to be protected.</p>	<p>Not discussed.</p>	<p>Further grade separation.</p>
<p>The A120 single lane section between Hare Green and Harwich currently experiences safety and capacity issues.</p> <p><b>East of England</b></p>	<p>Capacity / Safety</p>	<p>Harwich is a key port and employer in the area and therefore access to it is important. Furthermore there is growth planned in the area that needs to be supported.</p>	<p>Not discussed.</p>	<p>Dualling.</p>
<p>The MSA access from M11 junction 8 is considered to be too close to the northbound off-slip, causing congestion issues.</p> <p><b>London to Leeds (East)</b></p>	<p>Capacity / Operational</p>	<p>Not discussed.</p>	<p>Not discussed.</p>	<p>The MSA access should be re-designed or moved away from the slip road.</p>
<p>The information provision along the A12 is poor.</p> <p><b>East of England</b></p>	<p>Operational</p>	<p>This is considered important as early information for motorists would allow then to make a decision about using an alternative route if there is a problem on the A12.</p>	<p>Not discussed.</p>	<p>A technology package for the A12.</p>

Workshop Name		Date:	25 <sup>th</sup> September 2013	Breakout Group	Red
Group Facilitator	Rob Barron	Note-taker	Tasha Duggan		

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
London Orbital and M23 to Gatwick Free Flow Tolling	The Delegates stated that free flow tolling should be put in place along the M25, and should also replace existing toll systems, such as the system in the Dartford Crossing	Capacity / Operational	✓			The delay map indicates that this section of the route currently experiences high levels of delay		Karen Gearing (Southend on Sea BC)	5	
M25 Dartford Crossing to Junction 28 Southbound London Orbital and M23 to Gatwick	Delegates discussed issues of disruption from people coming on at Brentwood and backing up from J28. They also felt that general congestion in this section of the M25 was a priority.	Capacity / Operational	✓			The delay map indicates that this section of the route currently experiences high levels of delay		Karen Gearing (Southend on Sea BC)	6	
M25 Junction 30 & 31 London Orbital and M23 to Gatwick	Delegates considered Thurrock to be a major growth area (£6 billion investment) which is caused by the bridge area and crossing. Improvements planned to Junction 31 but delegates felt that it would not be able to take the level if traffic as there is already congestion issues.  It is also believed that the growth will affect junction 30, which already has congestion problems and subsequently cause issues on the A13. Delegates also reported accidents at this junction with slow clearing times.	Capacity/ Operational	✓	✓	✓	The delay map indicates that this section of the route currently experiences high levels of delay  Some growth along this route is shown in the Key Growth map.	Perception as a potential future problem without any specific evidence being provided by delegates.	Karen Gearing (Southend on Sea BC)  Les Burns (Thurrock Council)	3	

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
<b>General comment</b>	Southend airport is growing rapidly with 2 million passengers by 2020. There are housing and business growth improvements proposed	All		✓		The Airport is not on the SRN therefore not shown on the evidence maps.	A joint action plan between Thurrock and Southend can be found on the Southend website.	Can be found on the Southend website	Stephen Metcalfe (MP for South Basildon and East Thurrock)	
M25 Junction 28 <b>London Orbital and M23 to Gatwick</b>	Delegates discussed issues of disruption from people coming on at Brentwood and backing up from J28.	Capacity/ Operation	✓			The delay map indicates that there are some sections of this route that currently experience high levels of delay.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.		Les Burns (Thurrock Council)	3
A120 <b>East of England</b>	The A120 was perceived to be under massive pressure at Braintree.	Capacity/ Operation	✓			The delay map indicates that there are some sections of this route that currently experience high levels of delay.			Les Burns (Thurrock Council)	
A120 Galleys corner roundabout <b>East of England</b>	Delegates reported congestion issues at this roundabout.	Capacity/ Operation	✓			The delay map indicates that there are some sections of this route that currently experience high levels of delay.			Stephen Metcalfe (MP for South Basildon and East Thurrock)	
M25, Junction 30/31 (Thurrock) <b>London Orbital and M23 to Gatwick</b>	Delegates discussed proposals for residential and retail expansions next to lakeside which would put pressure on the network. There is an expansion due into the entrance of Lakeside.	All		✓		The delay map indicates that there are some sections of this route that currently experience high levels of delay.  Some growth along this route is shown in the Key Growth map.			Stephen Metcalfe (MP for South Basildon and East Thurrock)	

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A13 London Orbital and M23 to Gatwick	It was considered that there has been an increase in traffic on the A13. This growth was cited due to an increased number of developments along this route, and with the completion of London Gateway there is likely to be more traffic.	Capacity / Operational	✓			The delay map indicates that there are some sections of this route that currently experience moderate levels of delay.		Les Burns (Thurrock Council)	7	
M25, Junction 28/ A12 London Orbital and M23 to Gatwick East of England	Delegates suggested that there is a disruption from people coming on from the A12 Brentwood in the AM Peak. There is regularly a ten mile queue which sometimes goes back to J27.	Capacity / Operational	✓			The delay map indicates that there are some sections of this route that currently experience high levels of delay.		Les Burns (Thurrock Council)		
<b>General comment</b>	There are proposals for a £1billion Basildon Town Centre Development	All	✓			The growth map shows a significant amount of development in Basildon district council, however the figure could not be verified.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Stephen Metcalfe (MP, South Basildon and East Thurrock)		
A13/ A126 East Facing Slips London Orbital and M23 to Gatwick	There are currently only West facing slips. There are also major development proposals for this section which could exacerbate problems	Operational		✓	✓	The growth map shows that there will be growth in the area.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Les Burns (Thurrock Council)	5	

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A127 <b>General comment</b>	It was considered that there are currently safety issues at the 'Fortune of War' roundabout in Basildon. However, this was not discussed further. (Not part of the Trunk Road network).	Safety	✓			Not part of the SRN therefore not shown on the evidence maps.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.		Stephen Metcalfe (MP, South Basildon and East Thurrock)	
A127 <b>General comment</b>	This route was seen to have major issues. (Not part of the Trunk Road network).	Capacity / Operational	✓			Not part of the SRN therefore not shown on the evidence maps.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.		Karen Gearing (Southend on Sea BC)	
M25 Junction 29 <b>London Orbital and M23 to Gatwick</b>	It was felt by delegates that Junction 29 caused issues for those travelling into Southend. Additionally, there is only one route into Southend which is also a freight route.	Capacity / Operational	✓			The delay map indicates that there are some sections of this route that currently experience high levels of delay.			Karen Gearing (Southend on Sea BC)	
A12 Junction 27 <b>East of England</b>	There are issues here where it changes from three lanes into two lanes	Operational/ Safety	✓			There is no evidence on the delay or peak hour speeds maps to support this.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.		Les Burns (Thurrock Council)	

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A12 East of England	Delegates felt that retail and residential proposals in Chelmsford would cause issues on the A12 which is currently running at capacity and already suffers with congestion.	Capacity / Operational		✓	✓	The Key Growth map indicates that there will be growth in Chelmsford beyond 2021.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Karen Gearing (Southend on Sea BC)	2	
A130 East of England	It was noted that there are queues on the NB section of this route	Capacity / Operational	✓			Not part of the SRN therefore not shown on the evidence maps.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Les Burns (Thurrock Council)		
M11 Junction 7&8 London to Leeds (East)	Delegates discussed the congestion between these two junctions, which they perceived to be due to accidents. They also reported straddling from where it changes to two lanes north of Junction 8.	Capacity / Operational	✓			The delay map indicates that there are some sections of this route that currently experience high levels of delay.		Les Burns (Thurrock Council)		
M11 Junction 5 London Orbital and M23 to Gatwick	There is lots of congestion south of this junction.	Capacity / Operational	✓			The delay map indicates that there are some sections of this route that currently experience high levels of delay.		Les Burns (Thurrock Council)		
A12 East of England	Delegates felt that the whole of the A12 is in poor condition especially going north from Chelmsford to Colchester.	Safety/ Asset Condition/ Operational	✓			The pavement condition map indicates that a large proportion of the A12 is expected to reach the end of its design life by 2020.		Karen Gearing (Southend on Sea BC)	1	

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what <u>evidence</u> is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A12 Junction 25 <b>East of England</b>	Delegates reported frequent flooding at this junction.	Safety/ Society & Environment	✓			This problem is not shown on the Evidence Maps.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Karen Gearing (Southend on Sea BC)		
Army Navy Roundabout A138/A414 <b>General comment</b>	There are air pollution issues at this roundabout. (Not part of the Trunk Road network).	Safety/ Society & Environment	✓			Not part of the SRN therefore not shown on the evidence maps.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Karen Gearing (Southend on Sea BC) Les Burns (Thurrock Council)		
A12, Junction 13 <b>East of England</b>	There are currently safety issues at Ingatestone, delegates reported problems with ice that could cause accidents.	Safety/ Society & Environment	✓			This problem is not shown on the Evidence Maps.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from some of the delegates that this issue was commonplace.	Les Burns (Thurrock Council)		

Workshop Name	South East LEP	Date:	25 <sup>th</sup> September 2013	Breakout Group	Red
Group Facilitator	Rob Barron	Note-taker	Tasha Duggan		

Description of challenge / Location	Type of challenge	Why is this considered to be a priority?	How does this compare to other priorities? Why? Are there any trade-offs?	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities. Solution Type (& additional notes)
Nb. These could be from any of the groups – not limited to the ones raised by this group	<b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types	Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary	Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be	Maintenance & renewals/Operation / Junction improvement / Adding capacity / New road / other
London Orbital and M23 to Gatwick Free Flow Tolling	Capacity/ Operational	Delegates felt that free flow tolling would improve issues.	5 Votes Not discussed	Not discussed
M25 Dartford Crossing to Junction 28 Southbound London Orbital and M23 to Gatwick	Capacity/ Operational	Delegates discussed issues of disruption from people coming on at Brentwood and backing up from J28. They also felt that general congestion in this section of the M25 was a priority.	6 Votes Not discussed	Not discussed
A13 Widening/ London gateway Current and Additional London Orbital and M23 to Gatwick	Capacity/ Operational	Impact from the London Gateway was highlighted as a priority.	7 Votes Not discussed	Widen the A13 to help increase the capacity of the road.
M25, Junction 28 Southbound London Orbital and M23 to Gatwick	Capacity/ Operation	Traffic Flow Improvements at this junction were rated as priority.	3 Votes	Not discussed
A12 East of England	Capacity/ Operational	Delegates felt that retail and residential proposals in Chelmsford would cause issues on the A12 which is currently running at capacity and already suffers with congestion.	2 Votes Not discussed	Not discussed
A12 East of England	Operational/ Asset Condition/ Safety	Delegates felt that the whole of the A12 is in poor condition especially going north from Chelmsford to Colchester.	1 Vote	Not discussed

Description of challenge / Location	Type of challenge	Why is this considered to be a priority?	How does this compare to other priorities?	Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.
<p>Nb. These could be from any of the groups – not limited to the ones raised by this group</p>	<p><b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p>	<p>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</p>	<p><b>Why? Are there any trade-offs?</b></p>	<p>Solution Type (&amp; additional notes) Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</p>
<p>M25 Junction 30-31 congestion London Orbital and M23 to Gatwick</p>	<p>Operational/ Capacity</p>	<p>Delegates considered Thurrock to be a major growth area (6 billion pound investment) which is cursed by the bridge area and crossing. Improvements planned to Junction 31 but delegates felt that it would not be able to take the level of traffic as there is already congestion issues.</p> <p>There are currently congestion problems at Junction 30 which subsequently cause issues on the A13. Delegates also reported accidents at this junction with slow clearing times.</p>	<p>3 Votes</p>	<p>Not discussed</p>
<p>A13/ A126 East Facing Slips London Orbital and M23 to Gatwick</p>	<p>Operational</p>	<p>There are currently only West facing slips. There are also major development proposals for this section which could exacerbate problems</p>	<p>5 Votes</p>	<p>Introduction of East facing slips</p>

**Table A.3 Stakeholder Events Record – Hertfordshire LEP Workshop**

Workshop Name	Hertfordshire LEP	Date:	1 <sup>st</sup> October 2013	Breakout Group	Yellow Group
Group Facilitator	Angela Middleton	Note-taker	Liz Judson		

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
Area wide <b>General Comments</b>	The location of strategic growth sites across the county is not generally known yet. All the local authorities are at different stages in their Local Plan preparation. There is concern therefore that when the RBS's are written the finer details of local growth will not be known and therefore will not be taken into account fully.	All		✓	✓	Partially – delegates noted that the quantum of development included on the map was broadly correct but that the locations of development were not confirmed at this time.	Evidence of development locations to be provided if/when available.	Delegates in general but particularly Kevin Langley at Dacorum Borough Council	Lorraine O' Gormen (North Herts District Council)	0
M25 in general <b>London Orbital and M23 to Gatwick</b>	Hertfordshire's location in close proximity to London and the associated arterial roads means that any problems on the M25 have a significant impact on the local road network in Hertfordshire.	Capacity / Operational	✓			High levels of delay on the M25 between Junction 21 and 24 shown on the delay map partially support this – the A414 acts as an alternative route for this section of the M25.	Evidence is anecdotal and based on a few individual's experience in this specific area of the network, although it was not contradicted by other delegates.	None	Steve Farrell (Three Rivers DC)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A1(M) junction 7 and the section to the south <b>London to Leeds (East)</b>	If there is congestion on the A1(M) then this can have a knock impact on the local roads through Knebworth	Capacity / Operational	✓			High levels of delay shown around junction 7 of the A1(M) and further south.	Evidence is anecdotal and based on a few individual's experience in this specific area of the network, although it was not contradicted by other delegates.	None	Lorraine O' Gormen (North Herts District Council)	14
M25 west of junction 21 <b>London Orbital and M23 to Gatwick</b>	There are significant problems on the M25 in the west of the county. This is considered to be a constraint to development in this area due to the route already being at capacity.	Capacity	✓	✓	✓	Evidence of delay on the M25 to the west of junction 21 is shown on the delay map, which partially supports this.	Evidence is anecdotal and based on individuals' experience, but there seemed to be consensus from many of the delegates that this issue was commonplace.	None	Joan Hancock (Herts LEP)	2

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A1(M) junctions 7 and 8 <b>London to Leeds (East)</b>	There are significant problems on the A1(M) at Stevenage. This is considered to be a constraint to future development in this area due to the route already being at capacity.	Capacity	✓	✓	✓	Some delay shown between junctions 7 and 8 of the A1(M).	Evidence is anecdotal and based on delegates' experience in this specific area of the network, although it was not contradicted by other delegates.	None	Sanjay Patel (Herts CC)	14*
M25 Junction 21a to M1 Junction 6 (A405) <b>London Orbital and M23 to Gatwick</b>	There are concerns regarding the A405 link between M25 Junction 21a and M1 Junction 6 and the constraint that this limited capacity into Watford has on the potential for growth in the area.	Capacity	✓	✓	✓	Delay maps show that there is some delay on this link of the A405.	Evidence is anecdotal and based on delegates' experience in this specific area of the network, although it was not contradicted by other delegates.	None	Joan Hancock (Herts LEP)	7
A414 and M1 Junction 8 <b>London Orbital and M23 to Gatwick</b> <b>London to Scotland East</b>	There are concerns that St Albans growth could have an impact on the operation of the A414 and Junction 8 of the M1. There is the possibility that 4,000 houses and significant employment could be built on land between St Albans and Hemel Hempstead. A potential M1 Junction '8a' could be considered as a solution.	Capacity / Operational		✓	✓	The delay maps show some existing delay on the M1 in this location. Furthermore there is significant development (particularly employment)	No further evidence was discussed – St Albans City and District development plans are not yet known.	None	Kevin Langley (Dacorum BC)	8

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
						proposed for Hemel Hempstead near to Junction 8 at Maylands Business Park.				
Area wide London Orbital and M23 to Gatwick London to Scotland East London to Leeds (East)	There are concerns that the capacity and quality of the rail services to and from London in the future may result in a shift to car use in the county following planned growth.	Capacity / Operational		✓	✓	No	Not discussed	None	Joan Hancock (Herts LEP)	0
A1(M) Welwyn Hatfield (Jn 4) to Stevenage (Jn 7/8) London to Leeds (East)	This section of the A1(M) currently has capacity issues, which could be exacerbated by development to the west of Stevenage and at Junction 4 at Welwyn Garden City.	Capacity	✓	✓	✓	High levels of delay shown on the map between junctions 4 and 8	N/A	None	Sanjay Patel (Herts CC)	14*

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A1(M) around junction 6 <b>London to Leeds (East)</b>	The two lane section at this point is a constraint and operates badly in the peak hours.	Capacity	✓	✓	✓	Some of the highest levels of growth in the Herts area are in the vicinity of junctions 6 and 7.	Not discussed	None	Kevin Langley (Dacorum BC)	14*
A1(M) corridor <b>London to Leeds (East)</b>	The delegates perceived that there is a high level of local traffic using the A1(M), rather than predominantly strategic traffic, as the local roads are not considered to be of a high enough standard.	Capacity / Asset Condition / Operational	✓			No	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from many of the delegates that this issue was commonplace.	None	Lorraine O' Gormen (North Herts District Council)	14*
M25 in general <b>London Orbital and M23 to Gatwick</b>	Alternative east-west routes to the M25 are poor across the area, which puts pressure on the operation of the M25. Suggestions that there needs to be an outer east-west ring road other than the A414 to provide another suitable alternative route.	Capacity / Asset Condition / Operational	✓			The maps indicate that there are generally significant levels of delay on the M25 within the Herts area.	Not discussed	None	Kevin Langley (Dacorum BC) and Steve Farrell (Three Rivers DC)	5

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
East – west movements through the county London Orbital and M23 to Gatwick London to Leeds (East)	A study of the A602 indicated that to encourage growth there needed to be a greater provision of east-west movements for freight traffic. A number of existing routes are not considered to be of a sufficient standard.	Capacity / Asset Condition / Operational	✓			No	Not explicitly discussed, however an A602 study may provide further detail.	Sanjay Patel - HCC	Sanjay Patel (Herts CC)	0
M1 corridor and A5 London to Scotland East	The M1 still experiences congestion despite the recent widening of the carriageway and hard shoulder running. The A5 is an even worse potential alternative route because it experiences congestion.	Capacity	✓			The delay map suggests that the M1 currently experiences high levels delay on the majority of links north of the M25.	N/A	None	Kevin Langley (Dacorum BC)	1
A1(M) corridor London to Leeds (East)	Traffic modelling of the effects of proposed growth in this corridor indicated that there will be impacts on the A1 (M), which could be a problem for all authorities in the area. Mitigation was calculated at £42m, of which £32m is required for the SRN	Capacity		✓	✓	There is growth proposed in a number of areas along the A1(M) corridor.	Evidence is being prepared in support of North Herts District Council's and Stevenage Borough Council's emerging local plans.	No evidence was promised specifically but Lorraine O' Gormen raised the issue of modelling and therefore may have evidence if requested.	Lorraine O' Gormen (North Herts District Council)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
Area wide London Orbital and M23 to Gatwick London to Scotland East London to Leeds (East)	There are concerns that the three areas where the highest levels of growth are proposed, are the areas that currently experience the most congestion on the network (Watford, St Albans/ Hemel Hempstead and Stevenage).	Capacity	✓	✓	✓	This is generally supported by the growth map (although details of St Albans growth are unclear at the moment) and the network delay map.	N/A	None	Kevin Langley (Dacorum BC)	0
M1 Junction 5 London Orbital and M23 to Gatwick London to Scotland East	Delegates highlighted that northbound queuing occurs on the offslip at M1 Junction 5, back to the mainline carriageway and that this forms a major access route to Watford.	Capacity	✓			No	Evidence is anecdotal and based on a few individual's experience in this specific area of the network, although it was not contradicted by other delegates.	None	Joan Hancock (Herts LEP)	0
M1 corridor London to Scotland East	In the AM peak the M1 southbound is often congested from Junction 11. Unless motorists get through this section before 8am there can be significant delays.	Capacity	✓			The delay map suggests that this section of the M1 experiences significant delays.	N/A	None	Kevin Langley (Dacorum BC)	1

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A1(M) Junction 9 London to Leeds (East)	On the northbound offslip there is a dedicated left turn lane which gives way to traffic which is exiting the roundabout which is considered to be unsafe. The visibility for left-turning traffic is considered to be poor and there is a problem with junction design.	Safety	✓			The safety map does not indicate that this junction specifically is a problem but the link between junctions 8 and 9 does have some safety concerns.	Evidence is anecdotal and based on delegates' experience in this specific area of the network, although it was not contradicted by other delegates	None	Sanjay Patel (Herts CC)	1
A414 Park Street roundabout London Orbital and M23 to Gatwick	This junction is considered to be a safety concern, which could be exacerbated by the Rail Freight Interchange planned nearby.	Safety	✓	✓	✓	No	Evidence is anecdotal and based on delegates' experience in this specific area of the network, although it was not contradicted by other delegates	None	Sanjay Patel (Herts CC)	2
Area wide General Comments	Consideration should be given to the surfaces used on the SRN to reduce noise pollution.	Asset Condition / Society and Environment	✓			There is poor pavement condition on a number of routes across the county, as suggested on the relevant map.	N/A	None	Sanjay Patel (Herts CC)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A1(M) Junction 3 London to Leeds (East)	There are concerns with the ramp metering at Junction 3. The nearby Hatfield Business Park means that the junction is nearing capacity.	Capacity	✓			No	No specific evidence was discussed. There appeared to be amongst the group that this could be a significant challenge .	None	Sanjay Patel (Herts CC)	0
M25 Junction 22 London Orbital and M23 to Gatwick	One delegate observed peak hour queuing from the slip roads onto the mainline carriageway.	Capacity / Operational	✓			The delay maps indicate that there is delay on the mainline links around junction 22 but there is no specific junction information.	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from many of the delegates that this issue was commonplace.	None	Joan Hancock (Herts LEP)	0
M1 corridor London to Scotland East	There are concerns regarding the potential expansion of Luton Airport on the operation of the M1.	Capacity / Operational		✓	✓	The evidence maps do not provide any details of growth at Luton Airport (airport growth is highlighted on the SEMLEP workshop map because the airport is located outside of Hertfordshire).	No evidence discussed. Current planning application may provide relevant data.	None	Unknown (did not initial post-it note)	0

Workshop Name	Hertfordshire LEP	Date:	1 <sup>st</sup> October 2013	Breakout Group	Yellow Group
Group Facilitator	Angela Middleton	Note-taker	Liz Judson		

<b>Description of challenge / Location</b>	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>	<b>Why is this considered to be a priority?</b>	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>	<i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i> <i>Solution Type (&amp; additional notes)</i> <i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i>
<i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i>	<i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i>	<i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i>	<i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i>	
There are current congestion issues on the A1(M) between junctions 6 and 8 due to the reduction from three lanes to two in this section, which results in a bottleneck for traffic. <b>London to Leeds (East)</b>	Capacity	This is a key north-south route through the area with connections into London. Any delays caused by the two lane section impacts on the movement of vehicles along this route, the local and national economy and the ability of the network to provide for future growth.	This was considered to be a high priority by the group.	Widening of the carriageway from 2 lanes to 3 lanes in both directions.
There are considered to be consistent delays leaving Hemel Hempstead at M1 Junction 8 and it is likely that significant development proposals could exacerbate these issues in the longer term, particularly those in St Albans and Dacorum. <b>London to Scotland East</b>	Capacity	There is significant growth proposed in this area and therefore if improvements are not made then either the network could become even more congested or the current constraints could prevent growth coming forward.	This was considered to be a high priority by the group.	Two potential solutions to this problems were discussed - a new M1 Junction 8a and a north-eastern relief road linking the A414 (near Maylands) with the B487 Redbourn Road.
There are heavy delays on the A5, which is also used as an alternative to the M1 when there are problems on the motorway. <b>London to Scotland East</b>	Capacity	Due to the A5 sometimes operating as an alternative route to the M1 when the M1 is experiencing significant delays, as well as its own role as a trunk road that serves Milton Keynes and Northampton and a local distributor road (e.g. in Dunstable) , delays on this route can have significant implications further afield on the local road network.	There was limited discussion on this route, with no indication of it being a high or low priority.	An A5 Dunstable bypass.

<p><b>Description of challenge / Location</b></p> <p><i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i></p>	<p><b>Type of challenge</b></p> <p><b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p><i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i></p>	<p><b>Why is this considered to be a priority?</b></p> <p><i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i></p>	<p><b>How does this compare to other priorities?</b></p> <p><b>Why? Are there any trade-offs?</b></p> <p><i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i></p>	<p><i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i></p> <p><i>Solution Type (&amp; additional notes)</i></p> <p><i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i></p>
<p>The link between M25 junction 21a and M1 junction 6 (the A405 link road) experiences safety and capacity issues.</p> <p><b>London Orbital and M23 to Gatwick</b></p>	<p>Capacity / Safety</p>	<p>The link between the two is considered to be sub-standard, especially considering that it links two of the most important motorways in the country. It also functions as a local distributor route between St Albans and Watford.</p>	<p>This link was discussed in detail and was considered a high priority amongst the delegates as it is an existing issue that will get worse if it is not addressed.</p>	<p>A 'free flow' interchange link between the M1 and M25 was discussed as a potential solution.</p>
<p>A number of delegates commented on the safety concerns on the A1(M) junction 9 northbound offslip (primarily related to junction design and visibility)</p> <p><b>London to Leeds (East)</b></p>	<p>Safety</p>	<p>This was considered to be a significant safety issue on the SRN in Hertfordshire.</p>	<p>Whilst this did not appear to be such a high priority when compared with some congestion issues in the area it was considered a high priority when evaluating safety in the area.</p>	<p>No particular solutions were discussed, however a re-design of the junction was suggested.</p>
<p>There are concerns that despite the recent widening and hard shoulder running approaches there are still significant delays on the M1 between junctions 8 and 11 (mainly southbound in the AM peak and northbound in the PM peak).</p> <p><b>London to Scotland East</b></p>	<p>Capacity</p>	<p>This is one of the primary north-south routes in the country and therefore significant delays on this route can impact on the economy as well as restrict future growth.</p>	<p>Whilst the delays here were considered significant a number of delegates were unsure what else could be done to alleviate congestion and therefore was not discussed as much as some other issues.</p>	<p>Not discussed.</p>
<p>There are long term concerns about the growth of Harlow on the M11.</p> <p><b>London to Leeds (East)</b></p>	<p>Capacity / Operational / Safety</p>	<p>Harlow is one of the key growth areas in the region and is on the edge of the Hertfordshire LEP area; therefore the impact of this growth could have a significant impact on the routes in Hertfordshire.</p>	<p>This was mentioned briefly and did not appear to be a high level priority. From a Hertfordshire perspective, there may be trade-offs with other County-based priorities.</p>	<p>Not discussed.</p>
<p>There are considered to be significant issues with congestion on the M25 between Junction 21 to</p>	<p>Capacity</p>	<p>The M25 is crucial to the national economy and this section includes access to Heathrow Airport, therefore</p>	<p>It could be considered a lower priority due to the majority of the route being outside the Hertfordshire LEP area, however no trade offs were</p>	<p>Not discussed.</p>

<p><b>Description of challenge / Location</b></p> <p><i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i></p>	<p><b>Type of challenge</b></p> <p><b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p><i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i></p>	<p><b>Why is this considered to be a priority?</b></p> <p><i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i></p>	<p><b>How does this compare to other priorities?</b></p> <p><b>Why? Are there any trade-offs?</b></p> <p><i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i></p>	<p><i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i></p> <p><i>Solution Type (&amp; additional notes)</i></p> <p><i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i></p>
<p>Junction 10 (A3).</p> <p><b>London Orbital and M23 to Gatwick</b></p>		<p>its successful operation is important.</p>	<p>discussed amongst the group</p>	
<p>The general congestion issues along the A1 corridor are considered a significant current concern and a barrier to future growth in the area.</p> <p><b>London to Leeds (East)</b></p>	<p>Capacity / Operational / Safety</p>	<p>The A1 is a key north-south route through the county and therefore it is important to ensure that a good operation is maintained.</p>	<p>The corridor was considered to be important however high priority was assigned to links and junctions specifically.</p>	<p>Not discussed in general (see references to specific links and junctions)</p>
<p>There is a concern regarding the potential impact of the potential Radlett Rail Freight Interchange on the operation of the A414 Park Street roundabout.</p> <p><b>London Orbital and M23 to Gatwick</b></p>	<p>Safety</p>	<p>There are current safety concerns at the A414 Park Street roundabout that future growth could exacerbate these issues.</p>	<p>This is considered to be one of the key safety issues within the Herts LEP.</p>	<p>Not discussed.</p>
<p>The impact of construction traffic associated with the Croxley Rail Link is considered to potentially be a concern.</p> <p><b>London Orbital and M23 to Gatwick</b></p>	<p>Operational / Capacity</p>	<p>This was not discussed in great detail.</p>	<p>This was considered a priority for one delegate but was not discussed by other delegates in detail.</p>	<p>Not discussed.</p>
<p>There are concerns that the impact of proposed growth could cause problems at M25 Junction 25.</p> <p><b>London Orbital and M23 to Gatwick</b></p>	<p>Capacity / Operational</p>	<p>This was not discussed in great detail.</p>	<p>This was mentioned briefly at the end of the session and was not discussed in detail.</p>	<p>Not discussed.</p>
<p>Clarification should be provided regarding how the Community Infrastructure Levy (CIL) will be</p>	<p>All</p>	<p>There was a concern that the CIL process was not clear and could lead to confusion amongst stakeholders,</p>	<p>This was considered a priority for one delegate but was not discussed by other delegates in detail.</p>	<p>The CIL process should be clarified.</p>

<p><b>Description of challenge / Location</b></p> <p><i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i></p>	<p><b>Type of challenge</b></p> <p><b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p><i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i></p>	<p><b>Why is this considered to be a priority?</b></p> <p><i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i></p>	<p><b>How does this compare to other priorities?</b></p> <p><b>Why? Are there any trade-offs?</b></p> <p><i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i></p>	<p><i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i></p> <p><i>Solution Type (&amp; additional notes)</i></p> <p><i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i></p>
<p>applied, how much of a contribution will be made to funding by Local Authorities and what the definition of the CIL is.</p> <p><b>General Comments</b></p>		<p>developers and members of the public.</p>		
<p>There is a lack of capacity on east-west routes, which could constrain proposed development across the LEP area.</p> <p><b>London Orbital M25, A414T)</b></p> <p><b>London to Scotland East</b></p> <p><b>London to Leeds (East)</b></p>	<p>Capacity</p>	<p>Proposed developers (particularly employment development with high levels of HGVs) may be dissuaded from locating in some areas due to the lack of good quality east west routes. This lack of east-west options also puts significant pressure on other similar routes (M25 and A414).</p>	<p>This was discussed in detail and considered a relatively high priority.</p>	<p>A505 Hitchin Bypass or other new east-west routes.</p>
<p>The changing market to a higher proportion of online goods purchases is resulting in more online distribution centres and light vehicle trips, particularly on the A1(M), M1 and A10.</p> <p><b>London to Scotland East</b></p> <p><b>London to Leeds (East)</b></p>	<p>Capacity</p>	<p>This shift in purchase patterns could result in more vehicles on the network (higher number of LGV than HGV delivery vehicles) and put pressure on routes throughout the area.</p>	<p>Minimal discussion took place on this point, in particular how it could be addressed.</p>	<p>Not discussed.</p>

Workshop Name	Hertfordshire LEP	Date:	1 <sup>st</sup> October 2013	Breakout Group	Red Group
Group Facilitator	Jenny Volp	Note-taker	Simon Willison		

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			Already is	2015-21	After 2021					
Congestion on the A405T and poor linkage between M25, A405 and M1 (between St Albans and Watford). <b>London Orbital and M23 to Gatwick</b>	The section of the A405 between the M1 J6 and M25 J21a experiences severe congestion, especially southbound during the AM peak period. This can cause traffic to block back onto the anti-clockwise offslip at J21a, with traffic on occasions queuing onto the mainline carriageway which poses significant safety concerns.	Capacity / Safety / Operational	✓			Yes / No – the Network Performance delay map shows the A405T to be experiencing moderate levels of delay, however the peak hour speeds map shows low to moderate speeds. Most significantly, the safety on the network 2008-2011 map shows that the A405T experiences the highest level of total casualties per billion vehicle miles, that M25 J21a is a top 50 casualty location, and that M1 J6 is a top 250 casualty location.	N/A	None	Philip Bylo (Watford Borough Council)	6
M1 north of J10 congestion <b>London to Scotland East</b>	Experience occurs on the M1 north of and through J10. The section, which has recently been improved, experiences congestion because of a lack of capacity.	Capacity	✓			Yes – the Network Performance delay map shows the M1 to experience the highest levels of vehicle hours delay between April 2012 and March 2013.	N/A	None	Philip Bylo (Watford Borough Council)	0

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M1 J4 – J6 congestion <a href="#">London Orbital and M23 to Gatwick</a>	Experience occurs on the M1 between J4 and J6.	Capacity / Operational	✓			Yes/No – the Network Performance delay map shows this section of the M1 experienced moderate levels of vehicle hours delay between April 2012 and March 2013. The peak hour speeds map shows speeds closer to the national speed limit.	N/A	None	Philip Bylo (Watford Borough Council)	0
Change people's travel behaviour <b>General Comments</b>	There is an increasing need to influence people's travel behaviour before considering providing infrastructure improvements which could lead to further traffic issues in the future. There is too much focus upon the need to provide for economic growth and less attention paid to the potential environmental consequences.	This challenge has potential consequences in all areas.		✓		No	Not discussed	None	Nigel Bringham (Sustrans)	0
A41 Western Avenue / Watford Road Roundabout congestion <a href="#">London Orbital and M23 to Gatwick</a>	Congestion at the A41 Western Avenue / Watford Road Roundabout (adjoining the spur to M25 Junction 19). The delegate noted that the junction is some way from the M25 and therefore congestion may not have a knock-on effect.	Capacity / Operational.	✓			No	Not discussed	None	Philip Bylo (Watford Borough Council)	0

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M25 Junction 20 congestion <b>London Orbital and M23 to Gatwick</b>	The signalised gyratory currently experiences congestion.	Capacity / Operational	✓			No - The congestion issues are understood to occur on the signalised gyratory and therefore will not show up on the maps	Not discussed	None	Philip Bylo (Watford Borough Council)	0
A1(M) Junction 8 congestion <b>London to Leeds (East)</b>	The signalised gyratory currently experiences congestion. This poses a risk to safety where there are long stationary queues on the circulatory carriageway adjacent to moving traffic.	Capacity / Operational / Safety	✓			Yes/No - Issues occurring on the signalised gyratory do not show up on the maps. The Safety on the Network 2008-2011 map (reference has been made to the Greater Cambridge Greater Peterborough LEP workshop map) shows there to be a high collision risk on the section of the A1(M) between J8 and J9 however it is unclear if this is associated with the operation of the J8 signalised gyratory.	Not discussed – the delegate noted that the issue was based upon anecdotal observations.	None	Chris Carter (North Herts District Council)	5
A1(M) Junction 7 congestion <b>London to Leeds (East)</b>	Congestion occurs at the junction on the adjoining mainline carriageway, including during the AM peak (southbound)	Capacity / Operational / Safety	✓			Yes – The network performance delay map shows that the A1(M) experiences high levels of vehicle hours delay southbound, north and south of J7 and on the northbound carriageway to the south of J7 only.	This is already an issue. Evidence building work is already being undertaken to understand the issue in more detail.	Yes – a study is currently being undertaken by Hertfordshire County Council to explore the issues currently occurring on the A1(M) corridor and explore potential options.	Chris Carter (North Herts District Council) Jameel Hayat (on behalf of Hertfordshire County Council)	11

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A1(M) mainline congestion Junction 8 to Junction 6 <b>London to Leeds (East)</b>	Congestion occurs on the A1(M) mainline, particularly in the southbound direction in the AM peak period and in the northbound section in the PM peak period. The existing lane drop northbound at J6 is a particular problem. Consideration needs to be given to what is considered to be an acceptable delay (if it is not possible to completely eliminate congestion). Development growth is coming forward in districts clustered around the corridor which could increase pressure even further.	Capacity / Operational / Safety	✓			Yes (as above)	This is already an issue. Evidence building work is already being undertaken to understand the issue in more detail. ANPR data is being collected to understand what proportion of A1(M) traffic is strategic (i.e. long distance) and commuting (i.e. junction-hopping/commuting trips).	Yes – a study is currently being undertaken by Hertfordshire County Council to explore the issues currently occurring on the A1(M) corridor and explore potential options.	Jameel Hayat (on behalf of Hertfordshire County Council)	11*
M11 Junction 8 NMU provision <b>London to Leeds (East)</b>	There is currently limited provision for NMUs at M11 Junction 8. It forms an important link between Bishop's Stortford and Stansted Airport, both of which could experience increased pressure in the future.	Safety / Society & Environment	✓			No	Not discussed	None	Nigel Brigham (Sustrans)	0
M1 near Redbourn – on the Nicky Line cycle route - poor lighting in underpass. <b>London to Scotland East</b>	The lighting beneath the M1 on the Nicky Line near Redbourn is poor. Discussions with the HA are understood to be on-going.	Safety / Society & Environment	✓			No	Not discussed	None	Nigel Brigham (Sustrans)	0

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M25 underpass near to J23 South Mimms - flooding <b>London Orbital and M23 to Gatwick</b> <b>London to Leeds (East)</b>	Flooding regularly occurs on the new footway/cycleway underpass route near M25 Junction 23 South Mimms (Wash Lane – Dancers Lane ('Great North Way'))	Safety / Society & Environment	✓			No	Not discussed	None	Nigel Brigham (Sustrans)	0
A414 – used as an alternative to the M25 especially during times of congestion <b>London Orbital and M23 to Gatwick</b>	The A414 through Hertfordshire is used as an alternative route to the M25 especially during times of congestion which leads to severe congestion including to the south of St Albans, around Hatfield and in Hertford. The A414 already experiences high traffic flows without issues occurring on the M25. This issue points to a wider issue regarding the quality of east-west routes across Hertfordshire which is an existing deficit and is likely to become more important in the future.	This challenge has potential consequences in all areas.	✓			No	Not discussed	None	Martin Paine (East Herts District Council)	0
M25 J23 South Mimms congestion from A1(M) Southbound onto M25 Clockwise <b>London Orbital and M23 to Gatwick</b>	The merge from the A1(M) onto the M25 clockwise experiences congestion especially during the PM peak period.	Capacity / Operational / Safety	✓			No	Not discussed	None	Jameel Hayat (on behalf of Hertfordshire County Council)	0

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A10/M25 Junction 25 north-south footway/cycleway underpass linking Broxbourne and Enfield <a href="#">London Orbital and M23 to Gatwick</a>	A10/M25 Junction 25 north-south footway/cycleway underpass linking Broxbourne and Enfield needs to be improved.	Safety / Society & Environment	✓			No	Not discussed	None	Nigel Brigham (Sustrans)	0
Poor east-west routes across Hertfordshire which has consequences on SRN <a href="#">London Orbital and M23 to Gatwick</a> <a href="#">London to Leeds (East)</a> <a href="#">London to Scotland East</a>	There is a lack of good quality east-west routes across Hertfordshire. Some major road links such as the A414 vary in standard/capacity. Congestion occurs which causes traffic to seek other routes. If east-west routes can be improved, not just road but also public transport, this may take the pressure off the SRN by providing new/alternative journey opportunities.	This challenge has potential consequences in all areas.	✓		✓	No	Not discussed	None	Martin Paine (East Herts District Council)	5
Expansion of Luton and Stansted Airports <a href="#">London Orbital and M23 to Gatwick</a> <a href="#">London to Leeds (East)</a> <a href="#">London to Scotland East</a>	Future expansion of nearby airports presents a challenge to the operation of the SRN.	This challenge has potential consequences in all areas.		✓		No	Not discussed	None	Martin Paine (East Herts District Council) Chris Carter (North Hertfordshire District Council)	0

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Need for improved technology – opportunity to increase capacity <b>General comments</b>	Improved technology should play an increasing role in the operation and improvement of the SRN – it could substitute physical improvements to the network.	This challenge has potential consequences in all areas.		✓		No	Not discussed	None	Philip Bylo (Watford Borough Council)	8
A414T Park Street Roundabout congestion <b>London Orbital and M23 to Gatwick</b>	A414T Park Street Roundabout currently experiences severe congestion	Capacity / Operational / Safety	✓			No	Not discussed	None	Philip Bylo (Watford Borough Council)	4
Need to re-start the Influencing Travel Behaviour Programme in recognition of existing and possible future capacity issues <b>General comments</b> <b>London Orbital and M23 to Gatwick</b> <b>London to Leeds (East)</b> <b>London to Scotland East</b>	There is a need to re-start the Influencing Travel Behaviour Programme in recognition of existing and possible future capacity issues, as it can provide benefits and comparatively low cost.	This challenge has potential consequences in all areas.		✓		No	Not discussed	None	Jameel Hayat (on behalf of Hertfordshire County Council)	0

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M11 Junction 8 – potential to be affected by future growth including Bishop’s Stortford urban extension and Stansted Airport <b>London to Leeds (East)</b> <b>East of England</b>	Significant growth is forecast for areas surrounding M11 Junction 8 (including areas surrounding the A120 which adjoins the M11 at Junction 8)	Capacity / Operational / Safety		✓		No	Not discussed	None	Martin Paine (East Herts District Council)	3
M25 section in the vicinity of the M4 and M40 congestion <b>London Orbital and M23 to Gatwick</b>	The section of the M25 in the vicinity of where the M40 (J16) and M4 (J15) join still experiences congestion, even though the section has been upgraded	Capacity / Operational	✓			No	Not discussed	None	Philip Bylo (Watford Borough Council)	0
M25 Junction 25 – pressure from proposed development growth <b>London Orbital and M23 to Gatwick</b>	M25 Junction 25 (with the A10) could experience increased cumulative pressure from Enfield, Broxbourne and East Hertfordshire.	Capacity / Operational / Safety		✓		No	Not discussed	None	Martin Paine (East Herts District Council)	0

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Poor cycle linkage between St Albans and Hemel Hempstead along A414 corridor <a href="#">London Orbital and M23 to Gatwick</a> <a href="#">London to Scotland East</a>	There is poor cycle linkage between St Albans and Hemel Hempstead, with a need for a cycle route alongside the A414T corridor. Potential future development growth east of Hemel Hempstead and west of St Albans could increase travel demand on this corridor.	Society & Environment	✓			No	Not discussed	None	Nigel Brigham (Sustrans)	0
A1(M) Junction 4 existing congestion and future pressure from development <a href="#">London to Leeds (East)</a>	A1(M) near Hatfield currently experiences congestion (on the circulatory carriageway) and is likely to experience increasing pressure in the future as a consequence of proposed development coming forward in surrounding districts including East Herts and Welwyn Hatfield.	This challenge has potential consequences in all areas.	✓	✓		No	Not discussed	None	Martin Paine (East Herts District Council)	0
A1(M) Junction 10 – pressure from potential future development at nearby strategic development site. <a href="#">London to Leeds (East)</a>	A1(M) Junction 10 –potential future development at a strategic site at Letchworth (put forward within the NHDC Local Plan Issues and Option consultation) could create issues at this junction in the future.	Capacity / Operational / Safety			✓	No	Not discussed	None	Chris Carter (North Herts District Council)	0

\* Duplicate score for overlapping issue

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<p><i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i></p>	<p><i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i></p>	<p><i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i></p>	<p><i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i></p>	
<p>Congestion on the A405T and poor linkage between M25, A405 and M1 (between St Albans and Watford). <b>London Orbital and M23 to Gatwick</b></p> <p>The section of the A405 between the M1 J6 and M25 J21a experiences severe congestion, especially southbound during the AM peak period. This can cause traffic to block back onto the anti-clockwise offslip at J21a, with traffic on occasions queuing onto the mainline carriageway which poses significant safety concerns.</p>	Capacity / Safety / Operational	It is an existing issue which presents risks to motorists' safety (in particular traffic which is reported to be queuing on the M25 J21a anti-clockwise offslip). This issue could intensify in the future, especially with proposed growth coming forward in the Watford area.	No trade-offs were discussed. This was identified as one of the highest priorities.	Improve the layout of M1 Junction 6 and M25 Junction 21a or create a 'free-flow' interchange link between the M25-A405 and M1.
<p>A414T Park Street Roundabout (south of St Albans) <b>London Orbital and M23 to Gatwick</b></p> <p>The existing unsignalised roundabout at the end of the A414T experiences severe congestion especially during peak periods</p>	Capacity / Safety / Operational	It is an existing issue that could intensify in the future.	No trade-offs were discussed.	It was suggested the junction needs to be signalised.

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<p>A1(M) Junction 6 to Junction 8</p> <p><b>London to Leeds (East)</b></p>	<p>Capacity / Safety / Operational</p>	<p>It is an existing issue that could intensify in the future.</p>	<p>No trade-offs were discussed however the delegates did discuss whether, at a strategic policy level, further consideration needs to be given to what level of delay is acceptable which may influence the scope and timing of any improvements to the A1(M) through Hertfordshire.</p>	<p>No specific measures were discussed except the need for additional capacity.</p>
<p>Poor east-west routes across Hertfordshire which has consequences on SRN</p> <p><b>London Orbital and M23 to Gatwick</b></p> <p><b>London to Leeds (East)</b></p> <p><b>London to Scotland East</b></p> <p>There is a lack of good quality east-west routes across Hertfordshire. Some major road links such as the A414 vary in standard/capacity. Congestion occurs which causes traffic to seek other routes. If east-west routes can be improved, not just road but also public transport, this may take the pressure off the SRN by providing new/alternative journey opportunities.</p>	<p>This challenge has potential consequences in all areas.</p>	<p>There is an existing lack of good quality east-west routes in Hertfordshire. As pressures on the SRN and other parts of the transport network increase in the future, there could be a greater need for improved east-west routes. Improvements could present an opportunity as it could take pressure off parts of the SRN, and potentially avoid the need to improve parts of the SRN in the longer term.</p>	<p>No trade-offs were discussed.</p>	<p>Improvement to the A414, especially where it runs through towns such as Hertford and at linkages with key roads such as the A1(M) at Junction 4.</p> <p>Linkage between Stansted and Luton Airports – A120/A505/A602 improved links (may allow traffic to avoid using the M25).</p> <p>New rail links and potential with Crossrail 2 to/from Hertfordshire – would make more sense to extend Crossrail 2 to Stansted Airport.</p>

<p><b>Description of challenge / Location</b></p> <p><i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i></p>	<p><b>Type of challenge</b></p> <p><b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p><i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i></p>	<p><b>Why is this considered to be a priority?</b></p> <p><i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i></p>	<p><b>How does this compare to other priorities?</b></p> <p><b>Why? Are there any trade-offs?</b></p> <p><i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i></p>	<p><i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i></p> <p><i>Solution Type (&amp; additional notes)</i></p> <p><i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i></p>
<p>Need for improved technology – opportunity to increase capacity</p> <p><b>General comments</b></p> <p>Improved technology should play an increasing role in the operation and improvement of the SRN – it could substitute physical improvements to the network.</p>	<p>This challenge has potential consequences in all areas.</p>	<p>Improved technology, both in-car and road-side, presents an opportunity to increase capacity through more intelligent use of the SRN, including management of incidents.</p>	<p>No specific trade-offs were discussed, however delegates recognised that increasing awareness of the potential of new technologies should be given before considering expensive physical improvements to the road network.</p>	<p>No solutions were discussed.</p>
<p>M11 Junction 8 – potential to be affected by future growth including Bishop’s Stortford urban extension and Stansted Airport</p> <p><b>London to Leeds (East)</b></p> <p><b>East of England</b></p> <p>Significant growth is forecast for areas surrounding M11 Junction 8 (including areas surrounding the A120 which adjoins the M11 at Junction 8</p>	<p>Capacity / Operational</p>	<p>M11 Junction 8 is a major junction on the M11 and A120, providing access to Stansted Airport which could expand significantly in the future.</p>	<p>No trade-offs were discussed.</p>	<p>No solutions were discussed.</p>

Workshop Name	Hertfordshire LEP	Date:	1 <sup>st</sup> October 2013	Breakout Group	Green Group
Group Facilitator	David Abbott	Note-taker	Tasha Duggan		

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A1(M) Junctions 6-8 <b>London to Leeds (East)</b>	Delegates discussed heavy congestion on this section of the A1(M). Additionally, there is concern that the planned pinch point programme will move existing congestion issues further upstream.	Capacity/ Operational	✓			The performance delay maps indicate that there are currently high levels of delay between these junctions.	There appeared to be consensus from many of the delegates that this issue was commonplace. It was indicated that there is evidence to justify this as a key challenge.	Viv Evans will supply a document	Viv Evans (Stevenage Borough Council)	0
A1(M) Junctions 3-4 <b>London to Leeds (East)</b> <b>London Orbital and M23 to Gatwick</b>	Capacity issues between A1(M) junctions 3 and 4 which are partially caused by the A414 (delegates felt this was a major factor of congestion) have constrained development especially in Hatfield and to the East of St Albans. Welwyn Hatfield DC is under pressure to deliver housing and employment growth in the borough therefore this issue may hinder development in the future.	Capacity/ Operational	✓			The performance delay maps indicate that there are currently some high levels of delay between these junctions.	Not discussed in detail, however Sue Tiley indicated that modelling work is being undertaken.		Sue Tiley (Welwyn Hatfield DC)  Chris Briggs (St Albans DC)	0
A1(M) Junctions 4-10 <b>London to Leeds (East)</b>	There needs to be improved event planning to deal with traffic on the A1 (M) between junctions 4-10 for events taking place at Knebworth House.	Capacity/ Operational	✓			Not shown on maps	Evidence is anecdotal and based on an individuals' experience.	No promises of evidence, however Martha Lytton-Cobbald will supply ideas that have previously been dismissed.	Martha Lytton-Cobbald (Knebworth House)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
M1 Junction 8 London to Scotland East	Delegates felt that Junction 8 of the M1 was already overloaded and there are issues getting on and off the M1 at this junction. There is growth planned in east Hemel and St Albans (which could be higher than is shown on the growth map), additionally some growth may not be able to occur in these areas and in Dacorum if congestion at Junction 8 persists.	Capacity/ Operational	✓	✓	✓	The performance delay maps indicate that there are currently some high levels of delay at this section.  Growth in St Albans and Hemel is shown in the Key Growth map, which could exacerbate issues – St Albans City and District Council has not published a new Local Plan and does not have an adopted Core Strategy in place.	There was no discussion of evidence to support this challenge.	No	Chris Briggs (St Albans DC)	9
A414, M25 London Orbital and M23 to Gatwick	Delegates felt that the A414 was used as an alternative route to the M25 and that the A414 can regularly experience congestion because traffic is possibly diverting off the M25 .	Capacity/ Operational	✓			The network performance delay maps indicates high vehicle hours delay on the M25, in particular between J21a and J24.	N/A	No	Sue Tiley (Welwyn Hatfield DC)	0
A10, M25 Junction 25 London Orbital and M23 to Gatwick	Delegates discussed M25Junction 25 with the A10 and raised concern that the current mainline widening works do not comprise of any alterations to the slip roads to increase capacity. Delegates felt that this could be an issue in Broxbourne if slip road capacity is not improved as there are reported to be existing capacity issues at the junction.	Capacity/ Operational	✓			The performance delay maps indicate that there are currently high levels of delay at this junction.  Growth in Broxbourne is shown on the Key Growth map.	Broxbourne BC indicated that evidence existed which demonstrated that this is/will be a challenge.	Colin Haigh will forward data.(ELHAM Model is being used to determine forecast traffic flows)	Colin Haigh (Broxbourne BC)	8

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
M25 London Orbital and M23 to Gatwick	There are issues with congestion on non HA roads when the M25 is congested.	Capacity/ Operational	✓			Not possible to show this on the maps presented	Evidence is anecdotal and based on an individuals' experience, but there seemed to be consensus from many of the delegates that this issue was commonplace.	No	Colin Haigh (Broxbourne DC)	0
A1(M) London to Leeds (East)	Noise and air pollution in Welwyn (Junctions 4-6) and Stevenage (Junctions 7-8) caused by the A1(M). This may also cause constraints for developments.	Society & Environment	✓			The environment map indicates that the section of the A1 from Junctions 3 to 4 is a designated Noise Improvement Area (2012).	N/A	No	Sue Tiley (Welwyn Hatfield DC)	5
A1(M) London to Leeds (East)	Proposals for retail growth and the regeneration of Stevenage Town Centre could cause capacity issues at junctions 6 through 8.	Capacity/ Operational	✓	✓	✓	The delay maps indicate there are currently high vehicle hours of delay on this section of the route.  The growth map shows that there are proposals for employment but does not specify numbers.	No evidence was discussed.	No	Viv Evans (Stevenage BC)	0
A1(M) Junction 7 and 8 London to Leeds (East)	There are proposals for 1,500 to 5,000 dwellings to the west of Stevenage which could have a significant impact on the A1(M).	Capacity/ Operational		✓	✓	The delay maps indicate there are high volumes of delay on this section of the route.	N/A	No	Viv Evans (Stevenage BC)	0

Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
			Already is	2015-21	After 2021					
A1(M) Junctions 6 and 7 London to Leeds (East)	Delegates felt that there needs to be non motorised access to Knebworth House at Junction 6. Issues with people walking across junction 7 of the A1(M) to gain access	Society & Environment/ Safety/ Capacity/ Operational	✓			No	Evidence is anecdotal and based on an individuals' local knowledge.	No	Martha lytton-Cobbald (Knebworth House)	7
Luton Airport Application London to Leeds (East) London to Scotland East	Proposals for the Luton Airport to increase from 10 to 18 million passengers could have impacts on the M1 and A1(M)	Safety/ Capacity/		✓	✓	No	Evidence was not discussed.	No	Viv Evans (Stevenage BC)	0

Workshop Name	Hertfordshire LEP	Date:	1st October 2013	Breakout Group	Green Group
Group Facilitator	David Abbott	Note-taker	Tasha Duggan		

<b>Description of challenge / Location</b>  <i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i>	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  <i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i>	<b>Why is this considered to be a priority?</b>  <i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i>	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  <i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i>	<i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i>  <i>Solution Type (&amp; additional notes)</i> <i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i>
M25 Junction 25 <b>London Orbital and M23 to Gatwick</b> Capacity issues on the slips roads.	Capacity/ Operational	It is a current issue and therefore the problem may intensify in the future unless it is addressed.	No trade-offs discussed	Not discussed
A1(M) Junction 1-10 Congestion, Capacity and Safety <b>London to Leeds (East)</b>	Capacity / Safety/ Operational	There are already significant congestion and capacity issues on the corridor and it is considered that this will be a constraint on development.	Discussion amongst the group indicated that this was considered to be a high priority with no suggestion of trade-offs against other priorities.	Not discussed
M1 Junction 8 <b>London to Scotland East</b>	Capacity / Operational	Issues with getting on and off at this junction. Delegates felt that Junction 8 of the M1 was already overloaded and planned developments would cause further issues.	No trade-offs discussed	No discussed
New M11 Junction 7A <b>London to Leeds (East)</b>	Capacity/ Operational	Delegates considered that a new junction on the M11 between Junction 7 and Junction 8 is required in order to facilitate planned growth around Harlow and to alleviate existing and predicted future congestion issues at Junction 7.	No trade-offs discussed	Implementation of M11 Junction 7A

<p><b>Description of challenge / Location</b></p> <p><i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i></p>	<p><b>Type of challenge</b></p> <p><b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b></p> <p><i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i></p>	<p><b>Why is this considered to be a priority?</b></p> <p><i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i></p>	<p><b>How does this compare to other priorities?</b></p> <p><b>Why? Are there any trade-offs?</b></p> <p><i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i></p>	<p><i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i></p> <p><i>Solution Type (&amp; additional notes)</i></p> <p><i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i></p>
<p>A1(M) Junctions 6 – 10 <b>London to Leeds (East)</b></p>	<p>Capacity/ Operational</p>	<p>Congestion and Capacity issues</p>	<p>No trade-offs discussed</p>	<p>Not discussed.</p>
<p>A1(M) Junctions 4-8 <b>London to Leeds (East)</b></p>	<p>Society &amp; Environmental</p>	<p>Issues with noise and air quality around Welwyn Garden City (Junctions 4-6) and Stevenage (7-8) which may cause a constraint to future development proposals.</p>	<p>No trade-offs discussed</p>	<p>Not discussed.</p>
<p>Access to Knebworth House and Developments <b>London to Leeds (East)</b></p>	<p>Society &amp; Environment/ Safety/ Capacity/ Operational</p>	<p>Issues with people walking across junction 7 of the A1(M) to gain access.</p>	<p>No trade-offs were discussed.</p>	<p>Delegates felt that there needs to improve non motorised access to Knebworth House across the A1(M).</p>

Table A.4 Stakeholder Events Record – Sheffield & Leeds Workshop

Location	Which RBS?					Description of Challenge	Type of Challenge	When Critical?				Ev on maps?	HA Evidence on the maps or elsewhere	If not, what evidence is there to show this is/will become a challenge?	3rd Party Evidence	Promises to provide supporting evidence by	Raised by	Dots
	General	N Penn	S Penn	Lon - Scot	Lon - Leeds			Already is	Pre 2018	2018-21	After 2021							
A1					y	The A1 is a poor standard alternative to the M1	Capacity and operation	x				No –not applicable	y				MS, TS, R3	15
A1					y	Farm machinery using route and pulling out causing accidents	Safety	x		<input type="checkbox"/>	<input type="checkbox"/>	No – not applicable	y				TS	
A1					y	Noisy sections of the route due to concrete surfacing	Society & Environment	x		<input type="checkbox"/>	<input type="checkbox"/>	No	y				CPRE	
A1 Wakefield					y	There are high levels of congestion in the Wakefield Area affecting the downward flow	Capacity	x				Yes –on the West Yorkshire maps	Y				MS	
A1 south of Doncaster					y	Bridleways / crossings south of Doncaster	Safety, Society	y										1
A1 from M18 to Darrington					y	Capacity when reducing from 3 lanes to 2 lanes	Capacity	y					y					12
A1 motorway in Yorkshire					y	Existing capacity and development pressures, Real alternative to the M1	Capacity		y									
SRN jcts			y	y	y	Lack of provision for cyclists and pedestrians causes barrier (existing and improvement schemes)	Safety	y	y	y	y	n		Description of ped and cycle issues at improvement works	Y	M Babbit, Sus	Sus	6
Various			y	y	y	Lack of park and ride sites	Operational	y				n	y				CoC	5
Various			y	y	y	Lack of resilience	Operational	y				n	y				Ar, CoC	6
Various			y	y	y	Lack of journey time reliability.	Operational	y				n	y				CoC, YCM	4
Various			y	y	y	Noise (as a result of surfacing). Low noise surfacing currently only being introduced in a piecemeal fashion rather than across the network	Society and environment	y				n		Location/extent of surfacing introduced across the network	Y		ITS	2

Location	Which RBS?					Description of Challenge	Type of Challenge	When Critical?				Ev on maps?	HA Evidence on the maps or elsewhere	If not, what evidence is there to show this is/will become a challenge?	3rd Party Evidence	Promises to provide supporting evidence by	Raised by	Dots	
	General	N Penn	S Penn	Lon - Scot	Lon - Leeds			Already is	Pre 2018	2018-21	After 2021								
Whole network			y	y	y	The SRN is used for short trips because it is often quicker than the local road alternative	Operation	x		<input type="checkbox"/>	<input type="checkbox"/>	No – not applicable					Unknown	1	
Whole network			y	y	y	There is a lack of realistic alternatives to replace SRN trips, for example park and ride	Operation	x		<input type="checkbox"/>	<input type="checkbox"/>	No – not applicable					Unknown	2	
Whole network			y	y	y	There is no charge for developers adding trips to the network and making the environmental pressures worse	Environment	x		<input type="checkbox"/>	<input type="checkbox"/>	No – not applicable					Unknown	3	
Whole network			y	y	y	There is a need to link route strategies to growth plans	Operation	x		<input type="checkbox"/>	<input type="checkbox"/>	No – not applicable					Unknown	11	
Whole network			y	y	y	The transport issues in the area are multi modal	Operation	x		<input type="checkbox"/>	<input type="checkbox"/>	No – not applicable					Unknown	8	
Whole network			y	y	y	Uncertainty about future development and growth (where, when, what, how much?)	Capacity		y	y	y	Yes, but uncertain	Y	Best estimate, but may change in future. Also - plans do not include developments identified in previous development plans, but not yet brought forward. NE Independent Economic Review (April 2013)			CoC, LCH	7	
Whole network			y	y	y	Co-ordination of works, Diversions onto LRN.	Operational	y				n		Journey time data available for dates when incidents / works	Y	P Mitchell, LCC	LCC, DRL, YCM	18	
Whole network			y	y	y	Lack of integration with LRN, other forms of transport. Public transport links focused on access to key centres – reliance on car based travel for journeys elsewhere.	Operational	y				n					CoC	9	
Whole Network			y	y	y	Concentration on operation of the mainline not sufficient, consideration of junction operations and interaction with LRN required – lack of holistic approach	Operation, Capacity	x		<input type="checkbox"/>	<input type="checkbox"/>							RMBC	29

Location	Which RBS?					Description of Challenge	Type of Challenge	When Critical?				Ev on maps?	HA Evidence on the maps or elsewhere	If not, what evidence is there to show this is/will become a challenge?	3rd Party Evidence	Promises to provide supporting evidence by	Raised by	Dots
	General	N Penn	S Penn	Lon - Scot	Lon - Leeds			Already is	Pre 2018	2018-21	After 2021							
Whole network			y	y	y	Lack of technology / real time information	Operational	y				n	y				CoC	18
Whole network			y	y	y	Population growth, ageing population, increased journeys	Society and environment				y						FoE, ITS	1
General	y					HAPMS does not accurately reflect pavement condition	Asset Condition											
General	y					Depot / winter maintenance provision	Operational											1
General	y					Flooding off adjacent land	Environment, Operation											1
General	y					Arrangements to funding improvements	General											1
General	y					Prior knowledge of improvements. Need to understand when and where improvements will be happening in advance to plan vehicle movements from large generators	Operational	x										
Northern part of network	y					Depot capacity	Operational						y					
Trunk road	y					Poor drainage and lack of drainage data on trunk road network	Asset condition, Environment	y				n	y	Further information could be provided by Environment Agency	Y			
Various locations	y					Asset condition	Asset condition	y	y	y	y	n	y	No account of other assets; the pavement condition is only as important as other structures, drainage and barriers for keeping the road open				
Various locations	y					Flooding	Environment	y				n	y	The A66 should show greater areas as at risk of flooding				
Whole Network	y					Impact of HS2, HS2 will impact on junctions in Sheffield and Leeds	Capacity				y							2

Location	Which RBS?					Description of Challenge	Type of Challenge	When Critical?				Ev on maps?	HA Evidence on the maps or elsewhere	If not, what evidence is there to show this is/will become a challenge?	3rd Party Evidence	Promises to provide supporting evidence by	Raised by	Dots
	General	N Penn	S Penn	Lon - Scot	Lon - Leeds			Already is	Pre 2018	2018-21	After 2021							
Whole Network	y					Junction need to be improved. Main line improvements are no good if junctions are not improved.	Capacity	y				n		Maps only show main line capacities				
Whole network	y					Improving safety	Safety	y				Not fully		The map should include operatives as well as users – are the locations considered as safe to enter the network really safe?				4
Whole network	y					Accommodating freight traffic	Capacity, Safety, Operational	y										1
Whole network	y					More data / more consistent data	Capacity, Safety, Operational	y						Traffic data for Darrington to Dishforth	Y	Alistair Snart, RMS		
Whole network	y					More / improved technology (to measure delay), ITS not considered to be 'real time' with SATNAV companies giving better information than overhead gantries	Capacity, operation	y									BL, TS, R3	10
Whole network	y					Large sections of pavement will require replacement before 2020	Asset condition		y	y		Y	Y					
Whole network	y					Keeping network moving, Journey time reliability	Operational	y										6
Whole Network	y					Abnormal loads. Could be changes to vehicles allowing different weight, height and width.	Operational				y							
Whole Network	y					Joints failing on viaducts	Maintenance	y					y					
Whole Network	y					Pavement Condition	General Condition					n	y	Maps show theoretical design life rather than how it is coping on the ground.				
Whole network	y					Delivering results (not just asking questions / collecting data)	All	y										3
Whole network	y					Defining role of the route	All	y										19
Whole network	y					Trunk roads should be built to the same standard as Motorways if they have similar level of vehicles	Asset management	x		<input type="checkbox"/>	<input type="checkbox"/>	No					ABMP	1

Location	Which RBS?					Description of Challenge	Type of Challenge	When Critical?				Ev on maps?	HA Evidence on the maps or elsewhere	If not, what evidence is there to show this is/will become a challenge?	3rd Party Evidence	Promises to provide supporting evidence by	Raised by	Dots
	General	N Penn	S Penn	Lon - Scot	Lon - Leeds			Already is	Pre 2018	2018-21	After 2021							
Whole network	y					Areas of traffic management appear too long in distance and duration compared with other countries	Operation, Safety, Capacity	x		<input type="checkbox"/>	<input type="checkbox"/>	No – not applicable					R3	1
Whole network	y					Traffic brakes heavily for average speed cameras causing safety and capacity problems	Safety, Capacity	x		<input type="checkbox"/>	<input type="checkbox"/>	No – not applicable					TS, BL	

**Table A.5 Stakeholder Events Record – Derby/Derbyshire/Nottingham/Nottinghamshire & Lincolnshire LEP Workshop**

**D2N2 and Greater Lincolnshire RBS workshop Date: 16/9/13  
Breakout session one**

Relevant RBS	Table	Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
					Already is	2015-21	After 2021					
London to Leeds East North and East Midlands	Blue	Newark	There are three major growth points, highlighted in the core strategy to the south of Newark. Planning consents have been given for significant development for the next 15+ years, 8-9,000 dwellings, 40ha of employment land. The largest site ('Land south of Newark'? – JB), 2 <sup>nd</sup> site planning application expected by end of the year. Opportunity exists for investment and contribution to infrastructure. Current pinch points exist; 3 key roundabouts on A46 bypass E of Newark. No obvious solution: duelling would be near impossible due to geographic constraints. Flow on A1 Whinthorpe junction very high, expensive solution proposed in past, but seems to have gone quiet. Junction needs to be looked at for Newark to function properly. Farndon/Cattlemarket/Brownhills (A1) roundabouts all inter-dependent, need to be looked at together.	Capacity / Operational		Y		Developments shown on 'Anticipated Growth' D2N2 NE map. Congestion / delay visible around Newark, excl A46 (no data available).			AM	4
All	Blue	General	The location of other key growth areas / employment sites / growth points needs to be identified and captured. Assessment needs to be made on how quickly they can be brought on stream. Employment is needed ASAP. Need to also take into account growth areas outside of this workshop, as they impact on the region, eg Sheffield, Birmingham. Strong links between Chesterfield and Sheffield constrained by M1	N/A	Y			Key sites identified on 'Anticipated Growth' maps			SH, AM	5

Relevant RBS	Table	Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
					Already is	2015-21	After 2021					
London to Scotland East	Blue	M1 Jct 26-25 (S-bound)	Stretch is at a standstill during AM peak, affects the A52 into Nottingham too. J26 (A610) has huge congestion issues as well. 4 lanes into 3 causes bottleneck. M1 J23a-J25 pipeline scheme, ATM will be key also.	Capacity / Operational	Y			Can be seen on congestion maps – delay (mins)		AM: evidence base for A52 congestion on Newark&Sherwood DC website, can provide if required	KK	1
All	Blue	General	Evidence of ‘Peak Car’ traffic has been declining since before the recession. Need to challenge assumption of link between economic development and traffic. DfT predictions out of date: Assume 40% growth over 20 years. Model assumptions do account for some local variations and local adjustments. Older datasets show unrealistic growth	N/A	Y						BL, DB	3
North and East Midlands London to Scotland East	Blue	Nottingham Public Transport	Nottingham tram lines 2+3 will have an impact on the trunk road network. Plans for improvement to Lincoln-Newark-Nottingham-Derby rail line will reduce road demand for E-W trips. Scheduled improvements to signalling will improve line performance and connectivity. Further connectivity to Birmingham will improve the situation also.	Capacity / Operational	Y						BL, AM, SH	2
London to Scotland East North and East Midlands	Blue	Access to Derby / Nottingham	Bulk of jobs / residents are in Derby / Nottingham, therefore is a key issue. Better planning required to aid business. Key issue is reliability and resilience: Can plan and accept reliable congestion, but unexpected / variable issues will discourage investment in area. Can no longer depend on the strategic network. Poor planning of greater issues. The Derby / Nottingham agglomeration should have better connectivity to allow settlements to feed off each other: can’t currently interact to extent they should. Versatility in accessibility will help	Operational	Y			Environment map.			JS, SH, BL	4

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			spread the congestion thinner, instead of concentrating at existing pinch points. Upgrade of A453 will hopefully reduce congestion on A52 and improve access/links. However, it delivers more traffic into sensitive areas. Balance needed. Furthermore, more traffic just channelled onto Nottingham ring road, which already has issues.									
London to Scotland East North and East Midlands	Blue	East-West links very poor	Much of Nottingham-Leicester traffic now using A46 due to improvements. Added pressure on Eastern section of A52. Highlights lack of E-W options. EW more important locally, but neglected. Improvements will reduce local traffic on M1, thus reducing issues there and re-affirming it's role as a strategic, not local link. Piecemeal improvements can add challenges – eg Mansfield bypass was improved so more E-W traffic encouraged along it, but A617 towards Newark is dreadful, and worsening due to improvements elsewhere. Conflict between strategic and local trips, eg manufacturing. Goods to market and supply chain Nottingham / Derby important, but distribution is nationwide. New trips for Curries national distribution based near Newark has lead to increased movements from Grimsby ports and E-W movements whereas other distributors are based closer to M1 and require better N-S links.	Capacity / Operational	Y					AM, BL, AM		0

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North and East Midlands	Blue	A52 and A453	Lots of development E of J25 on A52; new journeys will treat the A52 as local distributor rather than strategic link. OD data required – how do people actually use the network? It may technically be strategic, but locals will consider it a standard link. A453 – what is it's function? Is there a way to influence passenger choice to improve efficiency of network? People don't trust the strategic network, eg those who use it once a month will avoid a section with a bad reputation and increase pressures on local roads. The network overall has poor resilience and reliability.	Operational	Y					3 Cities (Nottingham / Derby / Leicester) + Eastern Delivery of Sustainable Transport System reports show most movements are self-contained not around wider corridors. M1 multi-modal study showed most trips were local - BL	KK, BL, JS	11
All	Blue	Physical Geography	Difficult to provide new links due to geography, eg major rivers such as Trent. Anything radical will require new bridges. Development should be planned to account for trip generation and access without requiring major new investment – use the current network more efficiently.	Environment	Y					EM councils looking at economic data beyond land use, with Nottingham Trent Business School – Will Rossiter	AM, BL	0
North and East Midlands	Blue	Derby – A38 to Toyota, J28	Key N-S movement with major congestion. Grade separation is planned in addition to pinch point schemes. Will unlock a lot of development land. Impacts on local land planning issues. Pattern of development around Derby will change significantly if problem junctions are solved.	Capacity	Y						KK, JS	7

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All	Blue	Traffic management	Better instant management of incidents – not closing the whole road or majority of lanes so readily, and better setup and knowledge of diversion routes. Improve communication of delays so alternate arrangements can be made further in advance. Improved diversions of non-trunk roads will avoid problems backing up onto strategic network, eg A617 closures due to flooding. Similar system to motorway diversion signs required. Not enough VMS on A1 – too much focus on M1. Diversions could be more flexible, and could tell people further away, or before their journey commences.	Operational / Safety	Y						JS / AM, KK	4
London to Leeds East	Green	A1	Incident duration. Feedback from councillors. Perception is that incidents on the A1 seem to have more impact than on M1 and elsewhere. There is a need to develop evidence for the impact and duration of incidents - full closure/one lane closure etc.	Operational /Safety / Capacity	x			No	Feedback from Councillors? A1+ incident logs		PG	1
London to Leeds East	Green	A1	Police periodically close the A1 and do not tell anyone, so these closures are not reflected in HA evidence.	Operational	x			No	A1+ incident logs		PG	
London to Leeds East	Green	A1	When trunk roads are affected by incidents, they often have to fully close, pushing traffic elsewhere.	Capacity/Operational	x			No	A1+ incident logs		JD	1
All	Green	Overall	Total Casualties map does not show severity.	Safety	x			No	Accident stats and stats 19 data		PG	

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Local road network	Green	A6 Spur	Surprised A6 Spur is a hotspot for casualties given that it is a new road.	Safety	x			Yes			RG	1
North and East Midlands	Green	A52	Lots of accidents, but at slower speeds. Maybe they are less severe – Feels like this should be reflected, but isn't with the current absolute accident figures.	Safety/Operational	x			No	Accident stats and stats 19 data		PG	
London to Scotland East	Green	M1 J27-29	Perception that many accidents on here are weather related (snow/rain/fog). At present the maps are not addressing the causes of the accidents.	Safety	x			No	Accident stats and stats 19 data		DH	3
Data	Green	Overall	Maybe accident figures are skewed as in poor weather conditions some roads are closed, pushing traffic/accidents onto other roads.	Safety / Operational	x			No	A1+ Closure/Incident data?		JD	
London to Scotland East	Green	M1, South of the area covered by the workshop	Heavy traffic on the network leading into the D2N2 area.	Capacity	x			No	Will be shown on adjacent area maps.		RG	2
North and East Midlands	Green	A52	Large residential development SE of Nottingham will contribute to even larger peak traffic levels. How will the existing network cope?	Capacity		x	x	Yes			PG	1

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North and East Midlands	Green	A52	Less flexibility in East Nottingham to accommodate traffic/road users than West Nottingham as fewer road links. West is better served by the vision of trying to improve Transport (has the tram etc). EAST is the CHALLENGE, but there are opportunities to develop the East.	Operational / Capacity	x	x	x	Yes			PG	1
South Pennines	Green	M62 and A628	2 trans-Pennine routes. M62 – already RED (delays map) A628 – Completely unsuitable for the traffic (Freight/HGVs) – it is not suitable to be a trunk road and traffic levels are only getting higher on here.	Capacity	x			Yes			JD	6
North and East Midlands London to Scotland East	Green	South Derby A50, M1 J24, A38 Derby Junctions	Large amount of development is going to impact on these routes and junctions	Capacity		x	x	Yes			RG	7
Data	Green	Overall	Is 3 hour peak time, averaged by direction, reasonable and truly representative? Suggest HA show information for narrower peak (i.e. 8-9 and 5-6) and by direction. Also, the peak hr delays, not just speeds. DELAY and to how many vehicles is the KEY, not speed	Capacity/Operational	x			No	Review journey time data and show it more relevantly.		JD / PG	
North and East Midlands	Green	A38/A50 Junc	Background traffic growth, particularly with the introduction of Strategic Rail Freight Interchange – speculate 3,000 – 6,000 more jobs.	Capacity			x	No	It is in the planning stage, but will be available somewhere		RG	2

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London to Scotland East	Green	M1 J25	HS2 station between Derby and Nottingham. Obvious traffic increase. Trunk road will become a local distributor. Opportunity for development in the area alongside the introduction of HS2, maybe take the Tram further out of Nottingham. HS2 line forms a barrier, possibly creating pinch point of traffic crossing from east to west.	Capacity			x	?	Information should be or become available – planning applications etc		JD / PG	
All	Green	Overall	Think about the purpose of trunk roads. Often they act as local distributors as well as forming the strategic network. Need for a Balance. LOCAL vs STRATEGIC	Capacity / Operational	x	x	x	Not really			PG	2
South Pennines	Green	M180 Isle of Axholme	EA have identified an area of flood risk that is not on maps – from EA strategy in the area. Big opportunity to ensure when highways are modified to adhere to new drainage standards and not refurbish in line with existing (old) standards. If not done, it may bring the EA into conflict with the Water Framework Directive (WFD).	Environment	x			No	EA research (enquires@environment-agency.gov.uk) Isle of Axholme information – Flood Risk Management Strategy.	Not published fully on website yet.	DH	4
North and East Midlands	Green	A38, Derby	Surprised that the A38 isn't worse on delay map. The perception is that at peak times it is very badly affected.	Capacity	x			Yes – but questioning it.			RG	2
North and East Midlands	Green	A50 South Derby	The introduction of more residential development will impact on the road capacity. Noise impact areas.	Environment			x	Some developments are shown			RG	3

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London to Leeds East	Green	A1 North of Newark.	Flood areas	Environment	x			No	Comparison with EA flood risk prediction maps - EA website.		DH	2
All	Green	Overall	Trunk roads might degrade more quickly if the road is used as an alternative to motorways, by goods vehicles etc. Road use has changed, have the design of roads? Does end of 'design life' necessarily mean it needs replacing? The pavement condition map isn't actually showing that at the moment, its showing end of design life which isn't the same.	Asset Condition	x	x		Not properly - Questioning it	Show actual pavement condition from surveys – AOne+		JD	
All	Green	Overall	Better planning is needed, to ensure roads don't all come to end of design life at same time.	Asset Condition	x	x	x	Yes			PG	
London to Leeds East	Green	A1	Parts of the A1 are most probably in better condition than reflected on maps, given the change in use of some sections i.e. the introduction of grade-separated junctions.	Asset Condition	x			No – That is the issue.	Show actual pavement condition from surveys – AOne+		JD	
All	Green	Overall	Don't consider road improvements in isolation, consider as a <b>'package'</b>									

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London to Leeds East North and East Midlands	Green	A1/A46 Newark Triangle –	Delay, people avoid Newark. Adverse impact on trade and business	Capacity	x	x	x	Not properly			PG	
London to Scotland East	Green	M1 J25	Concern about delays, due to insufficient capacity.	Capacity	x			Yes (delay maps)			PG	3
South Pennines	Green	Tintwistle – A628	Houses 4 feet from the road. Peoples front doors opening onto the traffic, HGVs, commuter traffic. It's not safe, and A628 is not fit for this purpose.	Safety	x	x		Maps (delay, ave speed, casualties and operation)			JD	2

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South Pennines	Green	Glossop A628 –	Terrible delay problems. Peak begins at 615am, takes 90mins+ to get 4 miles to the motorway. 2 Lanes converge to one, choking traffic. Impacts on commuters, businesses, students/parents, everyone essentially. A628 not suitable for this traffic.	Capacity / safety	x	x		Maps (delay, ave speed, casualties and operation)			JD	1
North and East Midlands	Orange	A52 Nottingham between Priory Island and QMC	Congestion issues – the A52 between Priory Island and QMC is a major bottleneck which has not been solved by the HA. There is a constant increase in journey times due to the congestion and buses are getting slower and slower which in turn makes the bus less attractive as an alternative to the car. The congestion levels result in the bus experience ruined between the University & QMC. It doesn't feel right that there is no bus priority. There is no evidence of it getting better despite some extra lanes in places and traffic lights on the roundabout (which I personally feel make the congestion worse – PB). This is a major problem that goes back a long time.	Capacity	X			Yes			KS / PB	13

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North and East Midlands	Orange	A52 between Bingham and Gamston	Congestion issues here also. There is a constant increase in journey times due to the congestion and buses are getting slower and slower which in turn makes the bus less attractive as an alternative to the car. Increased housing in the area will only add to the problem – increased demand will bring more problems and delay.	Capacity	X					KS	8	
London to Leeds East	Orange	A57 around Worksop	District wide transport assessment identifies specific pinch points at roundabouts along the A57 and A1 around Worksop. Improvements needed along the stretch back to the A1 although the specific problem is the Worksop area.	Capacity	X				District wide transport assessment by WYG	Joelle Davis, Bassetlaw District Council	JD	11
London to Leeds East	Orange	A1 at Harworth Bircotes	There are specific junctions around Harworth that have been identified as pinch points within the district wide transport assessment. 80 hectares of employment is planned within the core strategy near these junctions and this needs bearing in mind going forward	Capacity	X	X	X		District wide transport assessment by WYG	JD also stated she would send through more work on detailed specific development sites that has not yet been published	JD	11

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North and East Midlands	Orange	Radcliffe Roundabout (also known as Gamston roundabout - A52/Radcliffe Road)	The Radcliffe roundabout is a pinch point and slows everything down. Extra development is only going to make things worse too as increased housing will increase demand and car use	Capacity	X			Yes			KS	
North and East Midlands	Orange	Network wide (with particular reference to A52 and A453)	Core strategies include very large residential and employment developments which will impact on the road network and there needs to be careful thought about how the HA will deal with issues. For example there are very large residential and employment developments which will impact on the A52/A453 corridor South of Nottingham.	Capacity		X	X				DJ / PB	4
North and East Midlands	Orange	A38	The Little Eaton roundabout is a massive problem island which causes major delays due to congestion and queuing. The Markeaton roundabout is also a major pinch point with congestion being particularly awful coming out of the city (there is not an issue going into the city).	Capacity	x			Yes			KS	

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London to Scotland East	Orange	M1 J28	Junction 28 has been recently improved and the motorway is now great, but there is a massive issue with congestion in the area surrounding the junction particularly on A38 which needs to be dealt with.	Capacity	x			Yes			DJ	
North and East Midlands	Orange	Nottingham Bridges	An absolute pinch point within Nottingham are the bridges – cause major problems and I hope that in the future there will be a new bridge.	Capacity	x						PB	
All	Orange	Network wide	Significant issue with the speed limits on roads within the D2N2 area, Sections of roads have less and less logical speed limits and it is a challenge for the HA to have a clearer strategy to let motorists know the speeds of roads easily	Operational	x						PB	

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Local road network	Orange	A47	Along the A47, supermarket lorries go 40mph along a 60mph road which has the consequence of massive queues for cars on the network, which leads to cars overtaking the supermarket lorries	Safety	x					KS		
All	Orange	Network wide	There is a challenge of how lorries will be in the future – will the size of lorries change and become heavier and longer? How will these lorries effect traffic flow and infrastructure requirements as HGVs damage roads, and with more Distribution Centres opening within the area this could be a major challenge.	Operational		x	x			PB	2	
London to Scotland East	Orange	M1 (either side of widened section J25-28)	When the M1 goes down to 3 lanes coming into Nottingham city the traffic comes to an absolute standstill. There are the same congestion issues coming out of the city too, with traffic coming to a standstill as soon as the M1 goes back to 3 lanes.	Capacity	X			Yes		DJ		

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London to Scotland East	Orange	M1	The M1 is not far off capacity now never mind in the future – it won't be fit for purpose in 10 years unless improved	Capacity			X				PB	
North and East Midlands	Orange	A52 enterprise zone	The development of the Enterprise Zone (Boots) directly loads onto the A52 and modelling shows massive impacts on the A52 which would need addressing. This also results in access issues for the Nottingham Boots Enterprise Zone.	Capacity	x	x	x		Evidence of the modelling will be available soon, and there will be planning applications as well		DJ	4
All	Orange	Network wide	Previously each council/LEP were isolated and now interested in the interaction between both LEPs and HA in terms of stimulating economic development. It is necessary to link HA improvements to LEPs – HA should keep D2N2 and Greater Lincs informed and vice versa. Strategies need to be joined up in order to ensure strategic economic development is aligned.	Operational	x						MH / DJ	8

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North and East Midlands	Orange	Derby road	Significant report on the latest Derby Road development suggested increasing the width of pavements for pedestrians and improving cycling in the congested areas around University and Wollaton Park. This raised with the HA the problem of balancing traffic flow with those who travel in other ways and help to reduce traffic flow yet the document was ignored by the HA – more bothered about cars, discourages different modes of travel.	Society & Environment	x				Recent report on Derby Road		PB	3
All	Orange	Network wide	Cyclists cannot avoid cycling on HA roads at some point. There needs to be more clarity on when advanced stop lines will be used as they are not implemented everywhere and so the HA needs a more organised and proactive approach to how and when they will be used. For example, the council refused to put advanced stop lines in where Beeston Tesco is. They should also be coloured as this makes them more visible and accessible, and there needs to be more consistency on how they are enforced.	Operational	x						PB	
North and East Midlands	Orange	A38	The A38 is reaching the end of its life and therefore needs maintaining/replacing. Important to note that any issue on route diversion due to maintenance etc is a major issues for buses.	Asset Condition	x			Yes			KS / JD	

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North and East Midlands	Orange	A52 Dunkirk	There is a current noise issue around Dunkirk which needs addressing	Society & Environment	x			Yes			JD	
North and East Midlands	Orange	A52 Beeston	Motorbike noise disturbs me constantly by the A52 Beeston. Disturbance by motorbike noise often occurs along the major arterial routes in/out of Nottingham	Society & Environment	x						PB	5
North and East Midlands	Orange	East of Nottingham	There is a general problem with accessing any of the East Coast from Nottingham	Capacity	x						DJ	

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All	Orange	Network wide	The construction of HS2 will cause major disruption and issues for the road network around the area	Capacity			x				DJ	
London to Scotland East North and East Midlands	Red	J26-28 M1 & A38 trunk road connection	Junctions operating at capacity at peak times. Northbound carriageway particularly a problem and junction 28 / A38 suffering from congestion. M1 J25-28 widening has resolved the capacity issue on the M1 but junction capacity issues remain.	Capacity	X			Partly - Vehicle hours delay shows up on M1 and A38 mainline but no information on the local network at M1 junctions which also have problems.			JC	14
North and East Midlands	Red	Newark A46	A46 is vital to the prosperity of Lincolnshire. Lack of penetration makes linking pinch points important to Greater Lincolnshire LEP (GL LEP). Newark is constrained by single carriageway. Currently A46 junctions at Newark are under pressure although the road link appears to cope. Future development will put it all under pressure.	Capacity	X	X		Yes – Delay and speed maps indicate a problem but delay problem appears worse on A46 (A1- Lincoln) which is dual carriageway. This appears erroneous.			RAW	8

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North and East Midlands	Red	A52 south and east of Nottingham	Considerable stress on A52 now with problems on the trunk road spilling onto local roads. Clifton Bridge (A453) to Bingham (A46) – number of junction capacity issues. Likely to worsen as considerable development proposed in the area.	Capacity		X		Yes – Delay map show problems, particularly on A52 Gamston to A46.			DP	7
London to Scotland East	Red	Junction 25 M1	If HS2 station located here more pressure could be put on the junctions. Impact on SRN of reactive development following HS2 stations.	Capacity			X	Yes – Delay map shows problems on the A52 in vicinity of proposed HS2 station.	Not an issue at present as some uncertainty over future of HS2 – so time for evidence to be gathered.		JF	1
North and East Midlands	Red	A453/A52	Air quality in Nottingham is poor due to traffic congestion. 2 Air quality management areas; one at Dunkirk close to A543/A52. Duelling of the A453 will bring further reduction in air quality.	Society & Environment		X		Yes - Environment Map shows air quality issues in Nottingham, including A52.	Data available from the City's environmental department.		NL	2

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London to Leeds East	Red	Grantham Southern Relief Road	Provision of a new GS junction on the A1 is hard to achieve for a developer and this challenge can discourage business investment.	Connectivity/ Facilitating Development	X			N/A			RAW	
All	Red	General	Maintenance – Need to ensure that the SRN is properly maintained.	Asset Condition	X			Yes			All	9
London to Leeds East	Red	A1	Previous improvements to A1 have done their job in the area but capacity problems still exist to the north of the region which could become problematic.	Capacity		X		Yes – some problems Delay Map in Doncaster/ Pontefract area.			RAW	1

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South Pennines	Red	M180 / M18	Access to Humber ports need improvement (planned for 2015). Immingham - capacity ok but there is an enterprise zone around it which could be putting pressure on the SRN. Rail network can't take the freight so any new container traffic will have to go on the SRN. Possible future problem for the M180/M18 routes.	Capacity		X		No significant issues evident at present on Delay Map.			RAW	2
North and East Midlands	Red	South Nottingham	Severance to cyclists and pedestrians where urban area meets SRN.	Safety, Society & Environment	X			-			DP	3
North and East Midlands	Red	A52 (Derby to Nottingham)	Surplus to requirements as part of the SRN? De-trucking could be welcomed by the Councils. Road is a higher priority locally than strategically but not managed locally.	Operational	X			N/A			DP	
North and East Midlands	Red	A38 through Derby	Safety issues.	Safety	X			Yes.			NL	
London to Leeds East	Red	Markham Vale Enterprise Zone	Connectivity issue at the moment. Could be a capacity issue later on if enterprise zone is successful.	Connectivity / Capacity		X		No.	See their RGF bid available online.		JF	1
London to Scotland East North and East Midlands	Red	SRFI Proposals	Road access could be difficult and delay proposals being implemented at M1 J24 and A38/A50 areas.	Connectivity/ Facilitating development		X		Yes.		Through engagement with developers.		

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					Already is	2015-21	After 2021					
North and East Midlands South Pennines	Red	East-West	Very few choices of route E-W and low total capacity. Some meeting points between E-W and N-S movements don't work efficiently.	Capacity & Route choice.		X		Yes (A52 only E-W route) and at M1 J28, M1 J25 and M1 J24.			RAW	3
London to Leeds East South Pennines	Yellow	Grimsby to Lincoln corridor	This is a key freight route. The A46 and A15 are not trunk roads but they are key routes. There are particular issues on the A15 as it is not suitable for freight vehicles. There are also plans for growth around Lincoln, will lead to more congestion	Capacity and safety	✓			Not part of HA network	None provided		AP	1
North and East Midlands	Yellow	A38 3 Junctions project through Derby	This project has already been put forward to the HA but has been delayed	Capacity	✓			HA already have the evidence/ study	No additional evidence provided		GB	9
London to Scotland East	Yellow	M1 East to West movements	A study was conducted on the movement of traffic from North to South on the M1. It was found that a large majority of the problems were caused by East to West movements. These East to West movements should be considered as part of the RBS study	Capacity, Safety, Operational	✓			HA already has evidence in the form of multi-modal study	No additional evidence provided		AP	2
North and East Midlands	Yellow	A6211 to A612 East Of Nottingham	A new route which has been developed to accommodate growth in the area. Will allow 1900 new homes to be built. A key site for development, will allow growth in the area. Will provide an additional crossing over the river Trent. Waiting on approval from Nottinghamshire County Council.	Society		✓		Not part of HA network	None provided		SB	7

Relevant RBS	Table	Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
					Already is	2015-21	After 2021					
North and East Midlands	Yellow	Link to the A46 around Lincoln	An Eastern bypass would relieve congestion in the area – preliminary discussion have been started with the Council	Capacity/ Operational	✓			Yes – low average speed, high casualties, poor pavement and high vehicle delay hours	None provided		SB	1
North and East Midlands	Yellow	South of Derby	Opportunities for development – houses, industrial estates ect	Society		✓		No	None provided		GB	
North and East Midlands London to Scotland East	Yellow	A50/M1 Junction 24	Is the A50 at capacity? There are not many junctions along the A50; there are issues with linking up to it. There are issues at M1 Junction 24 for cyclists - accidents have occurred. There is a lot of development planned for Leicester which will affect the A50. There is a freight terminal planned for the area. The bypass is part of these plans. The airport has minimal impact on junction 24 in terms of passengers having to use the junction.	Capacity/ Safety	✓			Yes - high vehicle hours delay shown on maps	None provided		SB, GB and JL	5
London to Scotland East	Yellow	M1	Key issues: 1) Service-ability of the M1 for essential and routine maintenance causes problems 2) The current management of disruption when the M1 is closed due to an accident	Asset condition/ Operational	✓			Yes - poor pavement conditions on some sections of M1	None provided		GB	
London to Scotland East	Yellow	M1	Use of M1 for short trips around Nottingham - used as an outer ring road	Capacity	✓			Yes - vehicle hours delay	None provided		SB	1
London to Scotland East	Yellow	M1 Junction 29A	2000 new homes are planned for the area - this will put more pressure on the junction	Society/ Capacity		✓		Yes - vehicle hours delay	None provided		SM	5 (on two post it notes)

Relevant RBS	Table	Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
					Already is	2015-21	After 2021					
London to Scotland East	Yellow	M1 Junction 28	A multi-module study has shown that a grade separated junction is required at M1 Junction 28	Capacity	✓			HA already has evidence in form of multi-modal study	No additional evidence provided		GB	5
London to Scotland East	Yellow	M1 ramp metering	Ramp metering on the M1 causes problems for local junctions – blocking back etc		✓			No – other junctions not on	None provided		GB	1
London to Scotland East	Yellow	M1 Junction 24	Congestion	Capacity	✓			Yes - low average speed at the junction, high vehicle hours delay	None provided		SB	
North and East Midlands	Yellow	A38 Derby	Key issue for cyclists - more crossings are needed in the area. There is the start of a good cycle network around the airport, this needs adding to. There is the potential to link into Derby as well	Safety	✓			Yes - High number of casualties in the area	None provided		JL	8
North and East Midlands	Yellow	Lincoln - Newark on Trent - Nottingham	The train service along this route should be improved to reduce some of the pressure on the road network. Quicker/ more frequent trains should be introduced. Freight could then travel by train rather than by road	Capacity/ Operational	✓			Yes - high vehicle delay hours	None provided		AP	1
North and East Midlands	Yellow	A453	The work on the A453 will alleviate some of the problems on the A52 from the motorway	Capacity	✓			Yes - low average speed, high vehicle hours delay	None provided		SB	
London to Leeds East	Yellow	A1 - Grantham	There have been a series of accidents on the A1 near Grantham which have caused issues due to the re-routing of traffic onto other roads in the area. The re-routing strategies need to be improved. Accidents need to be dealt with quicker	Safety/ Operational	✓			Yes - medium number of casualties	None provided		AP	

Relevant RBS	Table	Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
					Already is	2015-21	After 2021					
London to Leeds East	Yellow	A52/ A1 - Grantham	The A52 is de-trunked before the A1. HGV's pass through small towns which is unsafe. The HGV's frequently hit the 2 low railway bridges (A607 and A52). Causes problems on roads and railway line. Also unsafe for cyclists who use the route.	Safety/ Operational/ capacity	✓			No	None provided		AP	
London to Leeds East	Yellow	Grantham - Newark and Lincoln infrastructure	The infrastructure which links to the trunk road needs improving	Operational/ asset condition	✓			No – off the HA network	None provided		AP	
All	Yellow	The whole network	The impact of housing development on key routes (local and strategic roads)	Society		✓		No	None		GB	
All	Yellow	The whole network	There should be more scope to address pinch points	Capacity/ Operational	✓			No	None		GB	
All	Yellow	The whole network	Various other studies have already been conducted into these issues. Route management strategies for North Derbyshire seem to have been forgotten about. The HA need to look at the previous evidence which has been gathered on the existing issues on the network. The previous studies should be acknowledged when looking at the Route Based Strategies (RBS)		✓			NA	NA		GB, SM	
London to Leeds East North and East Midlands	Yellow	Lincoln	Lincoln has grown and will carry on growing over the next few years. Introducing more trains on the rail network will alleviate some of the problems on the roads in the area. It would also take some of the HGV's off the routes	Capacity/ Operational	✓			No	None provided		AP	

Relevant RBS	Table	Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
					Already is	2015-21	After 2021					
All	Yellow	The whole network	Capacity Issues: - The network functions reasonable well in the region in terms of capacity - The main issues are with junctions - Need to improve the capacity of the junctions A number of sites have introduced Ramp Metering, this causes issues at surrounding junctions	Capacity	✓			No	None provided		GB	
All	Yellow	Cycle Schemes	Cycling schemes/ routes should be built into the routes based strategy scheme as they do not cost much in comparison to the cost of the overall scheme	Safety/ Social and Environment		✓		No	None provided		JL	

Internal Area 7 RBS workshop      Date: 10/9/13  
Breakout session one

Relevant RBS	Table	Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
					Already is	2015-21	After 2021					
London to Scotland East North and East Midlands	1	A52 Nottingham, M1 J25	There is lots of development and the route is at capacity. Constrained in what the HA can do. Greater interdependence between LRN and SRN at this junction	Capacity	x	<input type="checkbox"/>		Yes, low traffic speeds	Further modelling work		KK	
London to Scotland East	1	M1 J23-25	Strategic rail freight interchange planned at J24 in the future. Currently four trunk roads join the M1 and there is a lot of interaction between strategic and local traffic. From recent modelling work know that a lot of traffic going off SRN into LRN and that this section has a cascading effect of other routes in the area	Capacity	x	x			DaSTS		SC / GS	
North and East Midlands	1	A38 Derby Junctions	Three at grade junctions, urban area, lots of turning movements plus high percentage of HGVs. Safety concerns here	Capacity / safety	x	<input type="checkbox"/>					SC	
London to Scotland East	1	M1 J21 southbound	Key junction of M1 with M69 and for Leicester city. There are queues every day and an incident here can have a major impact on Leicester. Pinch point scheme in the programme at this junction	Capacity	x	<input type="checkbox"/>		Yes, low peak hour speeds	Road based study		SC	
London to Scotland East	1	M1 J28	Lots of developments planned here, done all the 'quick wins'. MP scheme (M1 J28-31 MM) could attract more traffic and no plans to upgrade the junctions as part of the MM scheme.	Capacity	x	x		Developments shown on growth maps			KK	

Relevant RBS	Table	Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
					Already is	2015-21	After 2021					
			Friday PM peak is a particular issue as go from 4 lanes (recently upgraded to 4 lanes by MP) to 3.									
North and East Midlands	1	A46 Newark	Links to A1 junctions. Forcasted traffic growth is an increase of 20% due to the MP scheme being put in. Safety is an issues and lots of planned development at Newark	Capacity			x	Growth maps			GF	
London to Leeds East	1	A1(M) north of Blyth	Lots of planned developments which will be close to the SRN. Bid for PP scheme was not successful	Capacity		x	x				RK	
North and East Midlands	1	Pride Park	Impact on A52 of problems on the local network as there are queues from the LRN tonto the A52	Capacity	x	<input type="checkbox"/>					KK	
North and East Midlands	1	A52 Nottingham	Lots of junctions and section is urban in nature causing a safety issue	Safety	x	<input type="checkbox"/>		Safety map, 7 of top 50 in this section			NK	
North and East Midlands	1	A46 Winthorpe	Dumb bell junction, causing queuing back onto the mainline. Lots of foreign HGV users of the junction which is confusing to them. Causing a safety concern	Safety	x	<input type="checkbox"/>					NK	
London to Leeds East	1	A1	No technology on this section so when an incident or accident occurs we are unable to verify incidents quickly nor communicate with road users at or approaching the incidents. Causing lots of negative customer feedback following being diverted and poor diversion routes	Operational	x	<input type="checkbox"/>			Customer correspondence, feedback from local residents and local authorities		MS	
All	1	Area 7	Aging asset across all asset types	Asset condition		x	x				SC	
North and East Midlands	1	A50	Noise due to concrete sections. Managed by the DBFO	Asset condition	x				Correspondence from local residents		GW	

Relevant RBS	Table	Location	Description of challenge	Type of challenge Capacity/Safety/ Asset Condition / Operational / Society & Environment	When does this issue become critical			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
					Already is	2015-21	After 2021					
London to Leeds East	1	A1	Flooding risk	Society & Environment	x	<input type="checkbox"/>		Shown on environment map			RK	
North and East Midlands	1	A38 Derby Junctions	Noise is an issue on this section	Society & Environment	x	<input type="checkbox"/>					KK	
London to Leeds East		A1	Gaps along the A1 (Stanford to Blyth) and cause a safety hazard with tractors crossing, slow moving traffic and traffic turning. There was a previous study that looked at the feasibility of closing the gaps but wasn't deemed possible due to the high number of farms in the area and the need for tractors to use the route.	Safety	x	<input type="checkbox"/>					RK	

D2N2 and Greater Lincolnshire RBS workshop  
Breakout session two

Date: 16/9/13

<b>Relevant RBS</b>	<b>Table</b>	<b>Description of challenge / Location</b>	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>	<b>Why is this considered to be a priority?</b>	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>	<i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i>  <i>Solution Type (&amp; additional notes)</i>  <i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i>
		<i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i>	<i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i>	<i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i>	<i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i>	
London to Scotland East London to Leeds East North and East Midlands South Pennines	Red	National > Sub-regional hierarchy.  National: M1 - A38/M1 J28 A1 - north of D2N2  Sub regional: A52 - numerous junctions (A453-A46) A46 Newark M180 Other M1 junctions	Capacity	Certain roads of national significance M1 & A1 so should be top-priority. Constraints to national network have knock on effects elsewhere. Priority should be route function	If HA can get key routes sorted there will be more winners economically than if priority is given to the smaller trunk roads. However, working on this principal means routes on the periphery won't get support. National / periphery trade-off	
London to Leeds East North and East Midlands	Red	Opportunity Value - Markham Vale Enterprise Zone, Newark A46 and Grantham A1.	Connectivity/ Facilitating Development	Make improvements/connections to key areas/ strategic employment sites to bring about future opportunity.	Supporting Development V Operational V Capacity – Increase priority for facilitating strategic developments.	
South Pennines	Red	East to West linkages - M180	Capacity / Operational	Food economy is important to D2N2 area. "20% of food manufacturing is done in SE Lincolnshire so distribution and journey time reliability is key" (RAW)		

<b>Relevant RBS</b>	<b>Table</b>	<b>Description of challenge / Location</b>  <i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i>	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  <i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i>	<b>Why is this considered to be a priority?</b>  <i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i>	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  <i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i>	<i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i>  <i>Solution Type (&amp; additional notes)</i>  <i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i>
			Balancing capacity & reliability			
London to Scotland East South Pennines	Red	Supporting transport hubs	Capacity / Connectivity	Economic importance of transport hubs e.g. SRFI's, airports and ports. Therefore HA need to prioritise the linkages to the SRN for these sites – Proposed SRFIs, Immingham Port and EMA.	Supporting Development V Operational V Capacity – Increase priority for facilitating strategic developments.	
			Balancing capacity & reliability			
North and East Midlands	Yellow	A38 Derby Junctions Scheme (including cycle infrastructure)	Capacity	Issues with congestion in the area. There were plans to improve the 3 junctions, these have been put on hold due to the process which the HA follows (AP)	Important because this area has been a problem for a long time	
London to Scotland East	Yellow	M1 Junction 24 - A453	Capacity/ safety	Issues with congestion at this junction. There is a lack of safe cycle routes - needs improving (JL and SB)	Important because the congestion causes the issue. Cyclist could be injured/ killed if safe routes are not provided	
All	Yellow	Build cycle improvements into all schemes	Society/ Safety	Cycle schemes can be delivered relatively easily in comparison to road schemes (JL)	Improve safety for cyclists, encourage more people to cycle, reduce issues on the road network	
South Pennines London to Leeds East	Yellow	A15	Capacity/ Operational	Should be made a major route, used by freight to deliver food (AP and SB)	Should be improved so as to reduce the number of vehicles using other, less suitable routes	

<b>Relevant RBS</b>	<b>Table</b>	<b>Description of challenge / Location</b>  <i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i>	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  <i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i>	<b>Why is this considered to be a priority?</b>  <i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i>	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  <i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i>	<i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i>  <i>Solution Type (&amp; additional notes)</i>  <i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i>
London to Leeds East	Yellow	A1	Safety/ Capacity	Used by freight, particularly bad crossing points in terms of safety (AP). It could be used as an access to London if it was improved, would alleviate traffic on other roads (SB)	Safety issues - should be improved to prevent injuries/deaths	
London to Scotland East	Yellow	A60	Operational	No longer a strategic trunk road, should be reverted back to one (SB)		
All	Yellow	More transparency in terms of how transport schemes are prioritised and funded (including RBS process)		Local authorities need to understand what the process is for getting schemes passed so they can lobby the right people (SM)	Important priority for local authorities	
All	Yellow	Role of the HA - do not become insular				
All	Yellow	DaSTS reports already shows evidence for the issues in particular areas	Capacity	Issues already raised should take priority		

Internal Area 7 RBS workshop  
Breakout session two

Date: 10/9/13

<b>Relevant RBS</b>	<b>Table</b>	<b>Description of challenge / Location</b>  <i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i>	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  <i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i>	<b>Why is this considered to be a priority?</b>  <i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i>	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  <i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i>	<i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i>  <i>Solution Type (&amp; additional notes)</i>  <i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i>
London to Scotland East	1	M1 J23-24A	Capacity	"Engine room" for economic activity in the area / region. Junction for East Mids airport, a lot of strategic traffic connecting the Derby/Nottingham areas with the SE and Birmingham. Strategic rail freight interchange planned at J24 which will create economic growth through additional jobs but also increase percentage of HGVs and strategic traffic. Consensus that this was the priority in area 7	This route serves a strategic need. Priority is M1, the A38 and A42 in terms of improvements and maintenance (KM)	Part solution is planned in the MP pipeline (M1 J24-25 MM)
North and East Midlands	1	A52 - what is the level of service the HA wants	Capacity, safety	A453 is now the strategic route and is being up-graded by current MP scheme. Lots of development pressures here. What will be the function of the A52 now	Does it serve more of a local need	Should it be de-trunked
North and East Midlands	1	A38 Derby Junctions	Capacity	Issues are congestion, air quality, noise and safety. One of the top 2 priorities in the region for the East Mids forum. Interim solution with the PP scheme. As part of the SRFI development we will look at the interdependency of the A38, A42 and M1 next year. No CCTV	Pipeline scheme announced but scheme has always been at arms length. Interacts with M1 J28 therefore cannot improve one without the other as it just moves the problem	MP pipeline scheme Technology provision

<b>Relevant RBS</b>	<b>Table</b>	<b>Description of challenge / Location</b>  <i>Nb. These could be from any of the groups – not limited to the ones raised by this group</i>	<b>Type of challenge</b> <b>Capacity / Safety / Asset Condition / Operational / Society &amp; Environmental</b>  <i>Prompt if the same types are raised to consider whether they are viewed as a higher priority than other types</i>	<b>Why is this considered to be a priority?</b>  <i>Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary</i>	<b>How does this compare to other priorities?</b> <b>Why? Are there any trade-offs?</b>  <i>Nb In this session we most interested in <b>how</b> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be</i>	<i>Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities.</i>  <i>Solution Type (&amp; additional notes)</i>  <i>Maintenance &amp; renewals/Operation / Junction improvement / Adding capacity / New road / other</i>
All	1	Safety vs other priorities	Safety		Sections with congestion usually have an issue with safety. Need to consider impact of schemes on safety and congestion along a route	
All	1	Asset condition	Asset condition		More important to maintain network due to its impact on safety. There is an opportunity to make best use of the roadspace	
London to Scotland East	1	M1 J21	Capacity	Key strategic junction with M1 and M69, key for local traffic due to the junctions impact on Leicester	Priority is below M1 J23-25	

**A.2 Stakeholder evidence submitted following engagement events**

## B Accident Location Details

### B.1 Additional Information

This section contains accident locations identified within the top 250 nationally on the SRN affecting the route, and details of collision cluster sites identified from a 3 year study period.

Accident locations on London to Leeds route (top 250 nationally):

A1M Junction 7 - Rank 123

- A1M Junction 8 – Rank 98
- A1 Biggleswade South Roundabout – Rank 202
- A Biggleswade North Roundabout – Rank 202
- A1 Black Cat Roundabout – Rank 69
- A1/Bell Lane Junction, South Hoe – Rank 69
  - A1(M)/M18 Wadworth – Rank 12, 18 and 98

Accident studies were carried out over 3 years study period by the respective MACs for Area 6 and Area 8. Details of identified accident cluster sites on the sections of the London to Leeds route in Area 8 and Area 6 are given in Table B.1 and B.2 respectively. The cluster references numbers indicated in the tables are specific to the study area.

**Table B.1 Collision Cluster Sites (2009 – 2011 study period, Area 8)**

Cluster Ref No	Location	No of collisions in 100m radius	Observations
15*	A1 Diddington	4	All 4 collisions relate to turning manoeuvres from side road/crossover
2*	A1 Biggleswade South Roundabout	6	No commentary from study
19	A1(M) Junction 8 interchange	10	Slip roads – southbound exit – 5 PICs, Northbound entry - 4 (all 2009). No PICs recorded since March 2010 A1(M) mainline – 1 PIC
11	A1 Biggleswade North Roundabout	11	Northbound approach -2 Southbound approach – 5 Westbound (overshoot) -1 Northbound exit – 1 Circulatory – 1

Cluster Ref No	Location	No of collisions in 100m radius	Observations
8	A1 Southoe Bell lane junction (northbound) & Lees Lane	11	Bell Lane - fatal collision 23.7.11 a single vehicle loss of control travelling northbound, vehicle left the carriageway north side of Bell Lane
13	A1(M) Junction 7 interchange	12	Collisions occurring on A1(M) slip roads Northbound exit – 5, Southbound exit – 2 Northbound entry - 1
20	A1/A421 Black Cat	13	No commentary from study
1 *	A1(M) Northbound Junction 8-9	16	PICs recorded in dedicated left turn lane (responsibility HA or HCC is under review ) 2009 – 3 Slight 2010 - nil 2011–1 Ser & 1 Slight
19*	M11 Single Vehicle Loss of Control	18	8 out of 18 PICs occur between MP 69/0 to 74/0
20*	Area 8 Pedal Cycle collisions	23	2009 - 2011 records 23 PICs involve a cyclist  2009- 2 Fatal, 2 Serious & 3 Slight 2010-1 Fatal, 3 Serious & 4 Slight 2011-1 Fatal, 5 Serious & 2 Slight 2012 Q1 & 2 – 3 Serious (A421, A428 & A11)  Area Safety Review Study of Cycle Collisions programmed for late 2013/14

Note:

\* identifies site not defined by criteria set for a 'Cluster Site' but where there is a concentration of collisions at the site

**Table B.2 Collision Cluster Sites (2010 – 2012 study period, Area 6)**

Cluster Ref No	Location	No of collisions in 100m radius	Observations
13	M11 northbound carriageway, Approx 1m north of M25 J6	4	Rear end collisions and poor lane change manoeuvres noted.
19	M11 southbound carriageway, approximately 4500m from J6	4	No dominant trend observed
9	M11 southbound carriageway, approximately 0.5 miles south of J7	4	No dominant trend observed
11	M11, Off-slip to J7	4	Rear end collisions observed.
2	M11 A Track at top of off-slip to Junction 8 (MP 46/6A)	4	Rear end collisions due to queue of traffic leading to roundabout. Scheme delivered in 2010/11. No collisions recorded in 2012
14	M11, northbound carriageway, approximately 1km north of Foster Street	5	No dominant trend observed
1	M11 A Track at off-slip to Junction 8 (MP 46/0A)	5	Dominant trend of nose-to-tail collisions identified
17	M11 Northbound carriageway, approximately 550m from Littlebury Green Road	5	No dominant trend observed
5	M11 B Track between MP 62/5B and 62/6B	8	High number of rear end collisions due to slow/stopping traffic ahead. Additionally 7 of 8 accidents occurred in wet conditions.
7	M11 southbound carriageway, Gaynes Park Barns Accommodation bridge. Approx 1m north of M25 J6	12	Dominant trend of nose-to-tail collisions identified. Filter drain works undertaken September 2011. three collisions recorded since.

## C Route condition

### C.1 Structures: additional information

Table C.1 below lists the structures on the route identified as requiring significant works above normal routine maintenance in the period to 2021.

**Table C.1 Structures requiring significant works before 2021**

Location and name of structure	Summary of necessary works	Estimated date by which works will be required
A1 Tempsford Flood Arch	Repairs to stonework	2014
A1M Letchworth structures	Replacement of bearings	Over the next 5 years

### C.2 Technology: additional information

Table C.2 below lists the technology provision along the route, along with any known gaps in provision.

**Table C.2 Summary of current technology provision**

Route	System	Existing	Known Gaps
A1 J10 to J14 (Alconbury)	CCTV	Only at Brampton Hut.	Cameras covering whole length. Black Cat and Wyboston.
	VMS	Only 2 '3x18' on NB approach to Brampton Hut.	
	ERT's	In laybys	
A1(M) J6-10	CCTV -	Minimal coverage J6 only	Full coverage required.
	VMS -	Nil	Full coverage required.
	MIDAS -	Nil	Full coverage required.
	NRTS -	Copper cable NB to J10 Fibre cable NB to J8	Copper – Nil Fibre J8 to J10
A1(M) DBFO	CCTV -	Full Cover	Nil

Route	System	Existing	Known Gaps
	VMS -	Full Cover	Nil
	MIDAS -	Full Cover	Nil
M11 J6-14	NRTS -	Copper and Fibre cables	Nil
	CCTV -	J6-8.5 Full cover M11/A14 junction	J8.5 – 14
	VMS -	J6-8 Full cover	J8 – 14
	MIDAS -	J6-8 Full cover	J8 - 14

### C.3 Environment: additional information

Table C.3 below lists the Air Quality Management Areas (AQMAs) affecting the route.

**Table C.3 Summary of AQMAs**

Location	Authority	Pollutant(s)
An area of land including residential properties of Meres Road Grantham, Lincolnshire adjacent to the A1.	South Kesteven District Council (AQMA No. 2)	Nitrogen dioxide NO2  Particulate Matter PM10
An area of land including residential properties of Welwyn Close, Rosemary Crescent and Denton Avenue, Grantham, Lincolnshire, adjacent to the A1.	South Kesteven District Council (AQMA No. 3)	Nitrogen dioxide NO2  Particulate Matter PM10
A1(M) J36 corridor	Doncaster MBC	
A1 Ferrybridge to Wentbridge	Wakefield MBC	

Table C.4 below lists areas which noise modelling and monitoring has identified as important areas with first priority locations (FPLs) for which we have prepared noise action plans.

**Table C.4 Summary of Noise FPLs**

IA Identifier	Location	Authority
5305	A1 Great North Road, between Russell Hill and Windgate Way	Peterborough
5306	A1 Great North Road, opposite Elm Cottage	Peterborough
5308	A1 Great North Road, opposite Burgley Park (between London Road and The green Drift)	Peterborough
5303	A1 Great North Road, south of A47 interchange to Peterborough Road junction	Peterborough

## D Future considerations

### D.1 Economic growth additional Information

Table D.1 below lists the housing and economic growth proposals by Local Authority. Where possible, these are taken from the adopted local plan. For authorities without an adopted local plan, figures are a ‘best estimate’ based on options which the authority has placed in the public domain. This is a list of the information summarised and aggregated at Local Enterprise Partnership level in Figure 3 of the main report.

**Table D.1 Housing and economic growth proposals by Local Authority**

Location of Development	Development Type	Anticipated growth			Anticipated Location of Impact on Route
		2011 – 2015	To 2021	To 2031	
Barnsley	Dwellings	3500	10500	22200	A1(M) J37
	Jobs	7400	22100	46600	
Cambridge City Council	Residential	2,570 units	10,130 units	14,190 units	M11 J11-14, A14 J31-35, A11 (SE of Cambridge)
	Commercial	4,420 jobs	11,050 jobs	22,100 jobs	
Doncaster MBC	Dwellings	3600	10800	22800	A1(M) J34-38
	Jobs	14400	43100	91000	
Epping Forest District Council	Residential	737 units	1,647 units	Not known	M11 J7
	Commercial	Not known	Not known	Not known (up to 2021)	
Harlow District Council	Residential	1,012 units	3,741 units	Not known	M11 J7
	Commercial	Not known	Not known	Not known (up to 2021)	
Hertsmere Borough Council	Residential	1,395 units	2,945 units	4,080 units	A1(M) J1/M25 J23
	Commercial	Not known	Not known	2,280 jobs (up to 2027)	
Huntingdonshire District Council	Residential	2,901 units	8,680 units	10,337 units	A1(M) J14-17 and A1 junctions
	Commercial	2,080 jobs	5,200 jobs	7,800 jobs (up to 2026)	
North	Residential	2,020 units	4,510 units	8,660 units	A1(M) J6, 8, 9

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Location of Development	Development Type	Anticipated growth			Anticipated Location of Impact on Route
		2011 – 2015	To 2021	To 2031	
Hertfordshire District Council	Commercial	Not known	Not known	Not known	and 10
Leeds	Dwellings Jobs	10100 16300	30300 49000	64000 103400	A1(M) J42-43
Peterborough City Council	Residential Commercial	4,521 units Not known	15,617 units Not known	24,266 units 20,000 jobs (up to 2026)	A1(M) J17, A1 junctions
Rutland County Council	Residential Commercial	648 units Not known	1,592 units Not known	2,134 units Not known (up to 2026)	A1 junctions
South Cambridgeshire District Council	Residential Commercial	2,809 units 4,400 jobs	10,119 units 11,000 jobs	19,289 units 22,000 jobs	M11 J9-14
Stevenage Borough Council	Residential Commercial	807 units 688 jobs	2,723 units 1,720 jobs	5,999 units 3,440 jobs	A1(M) J7-8
Uttlesford District Council	Residential Commercial	1,873 units 1,156 jobs	4,462 units 2,890 jobs	6,534 units 4,913 jobs (up to 2028)	M11 Junctions 8/8a and 9
Wakefield	Dwellings Jobs	3900 11700	11800 35100	25000 74100	From A1(M) J38 to Holmfield Interchange
Welwyn Hatfield Borough Council	Residential Commercial	1,331 units 2,711 jobs	4,007 units 6,778 jobs	7,267 units 12,200 jobs (up to 2029)	A1(M) J2-6



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