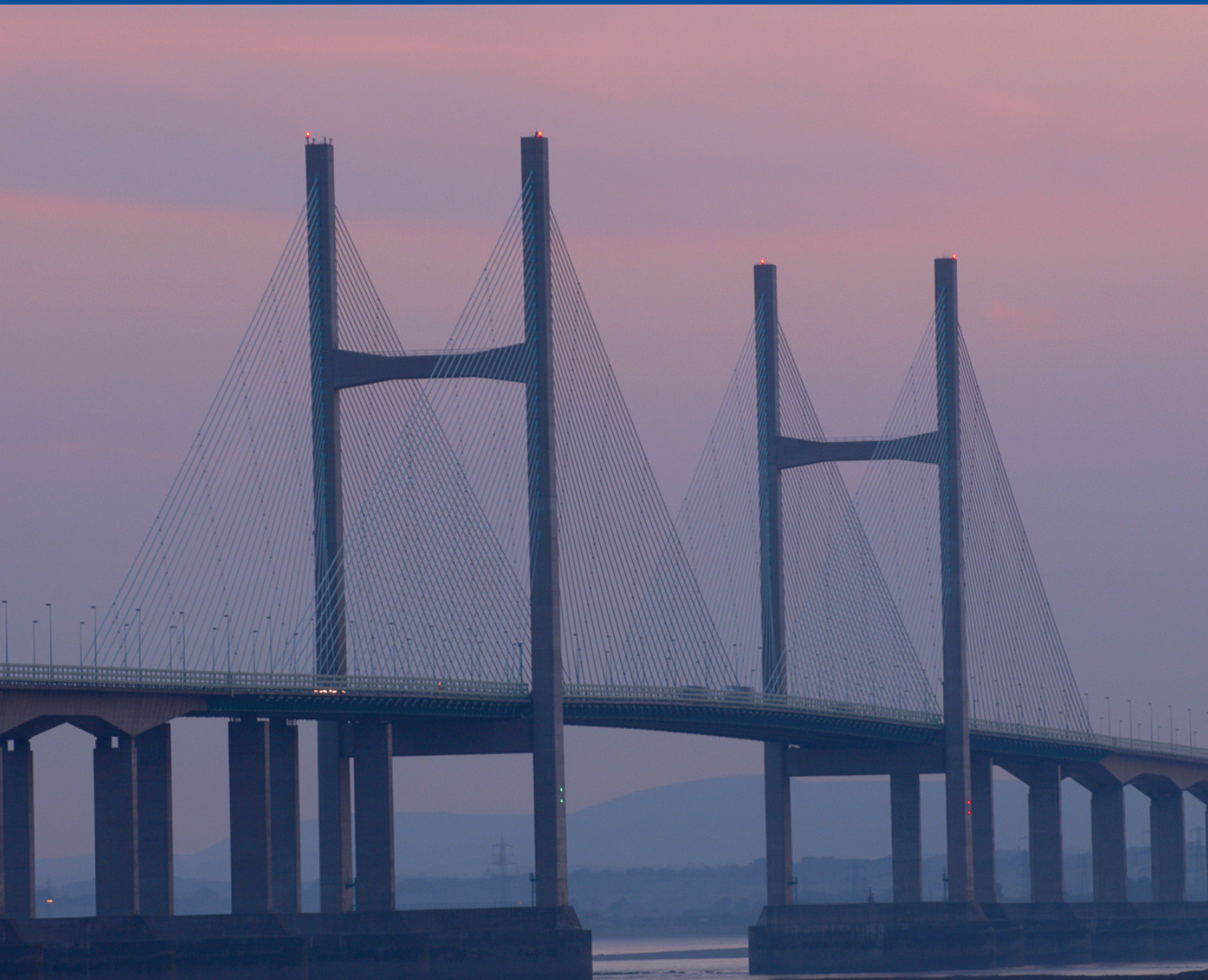


# London to Wales Route Strategy Evidence Report Technical Annex

April 2014



## Document History

### Technical annex to London to Wales route-based strategy evidence report

Highways Agency

This document has been issued and amended as follows:

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## **Part A Supporting evidence**



# A1 Introduction

## A1.1 Route description

### **M4 Junction 19-20 and M5 Junction 15-17 Smart Motorway**

Section 1.3 of the main report provides a description of the route and within that description; reference is made to the upgrade of the route to smart motorway between M4 junctions 19 and 20. Further information is provided here in relation to this scheme.

The Agency is working to improve the M4 between junctions 19 and 20, and the M5 between junctions 15 and 17, by making it a smart motorway (previously known as managed motorways). Smart motorways help relieve congestion by using technology to vary speed limits. They also allow the hard shoulder to be used as a running lane at peak times to create additional capacity. They deliver these benefits at a significantly lower cost than conventional motorway widening and with less impact on the environment during construction. See pages 8 and 9 for more about smart motorways.

Following the October 2010 Spending Review, it was announced in April 2011 that this scheme would be prepared to start construction in early 2012. Works were then officially started on 25 January 2012 by Roads Minister Mike Penning. It was planned to open the scheme to traffic in the fourth quarter (between January and March) of financial year 2013/14.

The M4/M5 smart motorway scheme is taking place on the link between the main motorways between London, the West and the Midlands and South-West. It serves the City of Bristol. This work is needed as the route suffers from heavy congestion and unpredictable journey times.

The estimated outturn cost of £89 million was approved by the Secretary of State in October 2011 prior to the start of construction. The current forecasted cost for this scheme is £86 million as at the end of August 2013.

This project brings together motorway technologies, infrastructure and procedures, from the UK and around the world, to maximise a number of benefits:

- Additional capacity for vehicles
- Improving the detection of incidents
- Improving the response to incidents
- Helping to alleviate congestion
- Reducing delays caused by incidents or congestion
- Piloting new and innovative concepts
- Targeted solutions to specific problems

Building on best practice and experience of the M42, smart motorways combines existing technology with new and innovative ideas. Together,

these make the best use of the existing road space to provide additional capacity for vehicles, reducing congestion and improving safety.

Publication extracts associated with the scheme are provided below In Figures A1.1 through to A1.3, which afford further information.



Figure A1.1 Scheme Publication Extract – Scheme Overview



**HIGHWAYS**  
AGENCY  
Safe roads, reliable journeys, informed travellers

## Managed motorway **M4/M5**

Junctions 19 to 20 and 15 to 17



Managed motorways are a new technology driven approach to the use of our motorways. The managed motorways scheme on J19-20 of the M4 and J15-17 of the M5 will make journeys more reliable by controlling traffic flows more effectively using overhead gantries and new technologies such as signals and driver information signs.

The managed motorway will have two main elements to it: **variable speed limits** and other signals to control traffic and **hard shoulder use**. Variable speed limits will keep traffic moving by controlling the flow of vehicles when

the route is congested. **Red X's** will be used to prevent traffic travelling in a specific lane. You should not continue to drive in a lane that is showing a **red X**.

The hard shoulder will be used as an additional live lane during congested periods. Road users will be instructed when to use the hard shoulder as an additional running lane. At all other times the hard shoulder is for emergency use only. If you breakdown and cannot leave the motorway, you should try to get to an emergency refuge area.

**Learn more about your new motorway**  
[www.highways.gov.uk/m4m5mm](http://www.highways.gov.uk/m4m5mm)



An executive agency of the Department for Transport

m130214 MM M4 M5 promo leaflets.indd

**Figure A1.2 Scheme Publication Extract – Scheme Coverage**

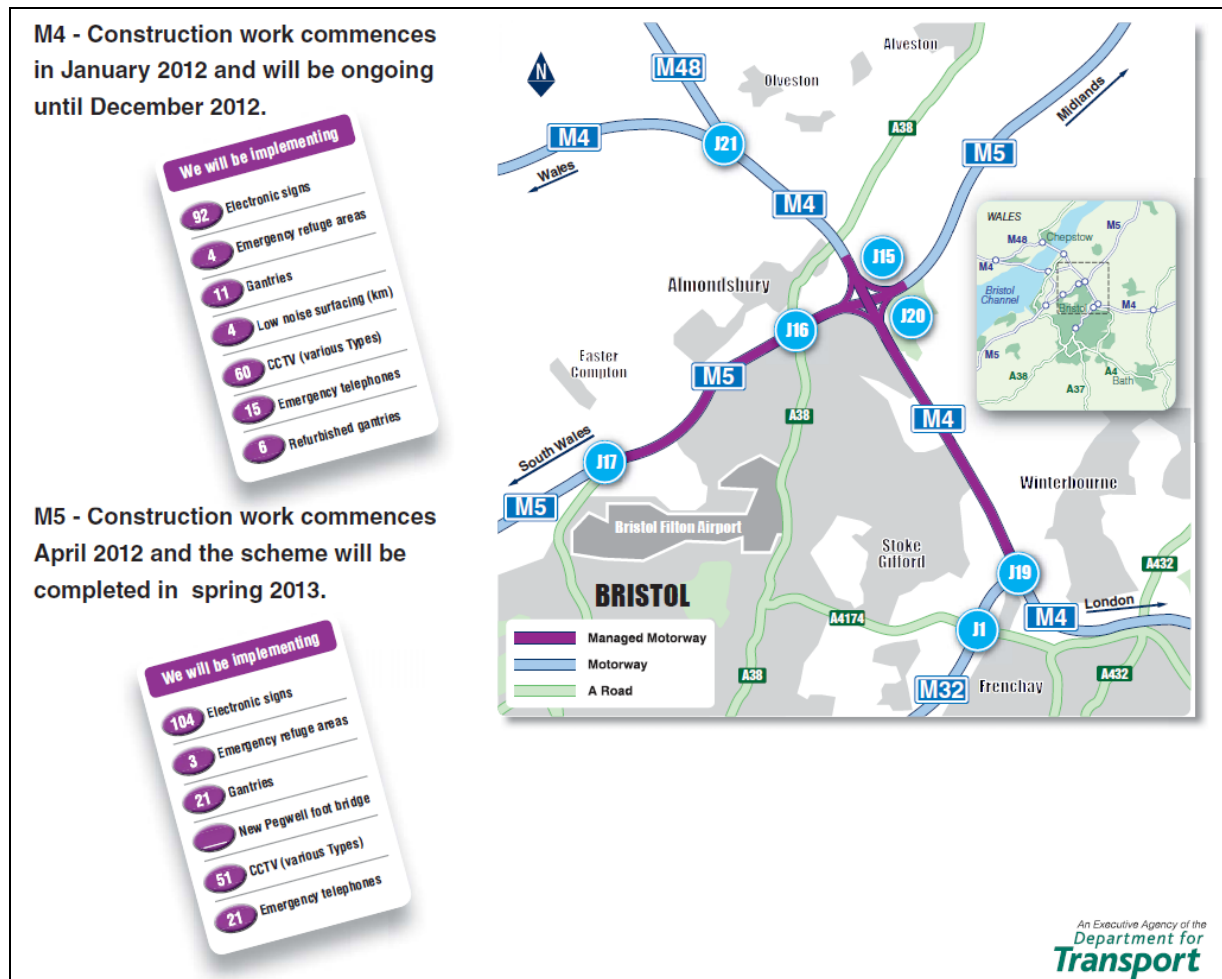
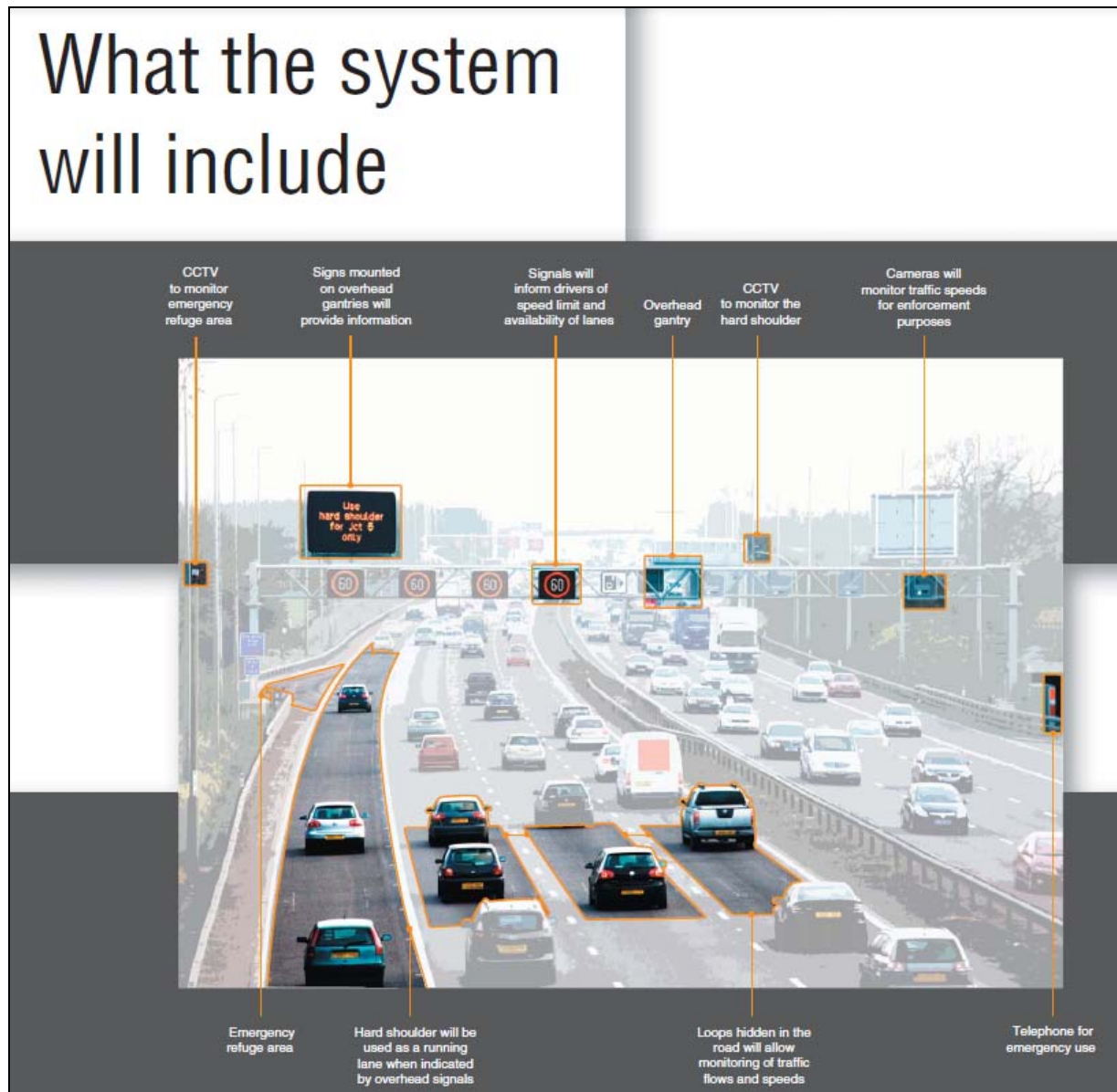


Figure A1.3 Scheme Publication Extract – Scheme Detail



### **UNECE European Route E30**

Within the main report, in section 1.3, it is identified that the M4 forms part of the United Nations Economic Commission for Europe (UNECE) European Route E30. Further information in relation to this designation is provided here.

The international E-road network numbering system seeks to support UNECE's aim to encourage economic cooperation among its member states. While E-road numbers are signposted in some countries, this is not the case in the UK.

European Route E30 forms an east-west route between Ireland and Russia, therefore representing one of the longest European routes. In the UK, in addition to the M4 corridor between Llanelli in Wales and the M25, the route also covers the A40 (Fishguard to Carmarthen), the A48 (Carmarthen to Llanelli), the M25 (Slough to Brentwood), the A12 (Brentwood to Ipswich) and the A14 (Ipswich to Felixstowe).

## A2 Route capability, condition and constraints

### A2.1 Route performance

This section contains more comprehensive versions of Table 2.1 and Table 2.2 of the main report which show respectively the busiest sections of the route and the least reliable journey time locations.

There are approximately 2,500 links nationally on the strategic road network. Within Table A2.1 and A2.2, links ranked in the 250 busiest and least reliable respectively are listed.

**Table A2.1 Sections of the route falling within the national top 250 (top 10%) busiest in England**

Rank	Strategic road network section	Annual Average Daily Traffic (AADT)	National Rank
1	M4 between M25 Junction 15 and M4 Junction 5	72,424	52
2	M4 between M4 Junction 5 and M25 Junction 15	71,501	62
3	M4 between M4 Junction 5 and M4 Junction 6	67,097	85
4	M4 between M4 Junction 6 and M4 Junction 5	65,934	97
5	M4 between M4 Junction 7 and M4 Junction 8	60,831	159
6	M4 between M4 Junction 6 and M4 Junction 7	60,766	162
7	M4 between M4 Junction 8 and M4 Junction 7	60,296	170
8	M4 between M4 Junction 7 and M4 Junction 6	60,031	172
9	M4 between M4 Junction 8 and M4 Junction 10	56,867	225
10	M4 between M4 Junction 10 and M4 Junction 8	56,298	233
11	M4 between M4 Junction 10 and M4 Junction 11	56,293	234

**Table A2.2 Sections of the route in the national top 250 (top 10%) least reliable journey-time 2012/13**

Rank	Strategic road network section	On time reliability measure	National Rank
1	M32 between M32 Junction 2 and M32 Junction 3	56.7%	39
2	M32 between M32 Junction 1 and M4 Junction 19	57.1%	40
3	A404(M) between A404(M) Junction 9A and M4 Junction 8	60.6%	91



Rank	Strategic road network section	On time reliability measure	National Rank
4	M32 between M32 Junction 3 and M32 Junction 2	61.7%	123
5	M4 between M4 Junction 19	62.6%	145
6	M32 between M32 Junction 1 and M32 Junction 2	64.4%	231

Table A2.3 lists the links on the London to Wales route that have a freight proportion in excess of 20% of the total traffic flow, along with their national ranking.

**Table A2.3 Links with freight proportions over 20%**

Strategic road network section	% Freight	National Rank
M4 between M4 Junction 18 and M4 Junction 17	43%	25
M4 between A4 and M4 Junction 7	40%	33
M4 between M4 Junction 15 and M4 Junction 16	31%	103
M4 between M4 Junction 17 and M4 Junction 16	31%	107
M4 between M4 Junction 5 and M25 Junction 15	27%	197
M4 between M4 Junction 15 and M4 Junction 14	26%	235
M32 between M4 Junction 19 and M32 Junction 1	23%	384
M32 between M32 Junction 2 and M32 Junction 1	22%	399
M48 between M48 Junction 1 and M4 Junction 21	22%	418
M49 between M4 Junction 22 and M5 Junction 18A	22%	426
M4 between M4 Junction 21 and M4 Junction 22	22%	430
M49 between M5 Junction 18A and M4 Junction 22	22%	435
M4 between M4 Junction 17 and M4 Junction 18	22%	451
M4 between M4 Junction 20 and M4 Junction 21	21%	472
M48 between M4 Junction 21 and M48 Junction 1	20%	558
M4 between M4 Junction 21 and M4 Junction 20	20%	582
M4 between M4 Junction 18 and M4 Junction 19	20%	584
M4 between M4 Junction 16 and M4 Junction 15	20%	586

Within the main report, information is provided in relation to the flow range (vehicles per day, in both directions) and proportion of freight

traffic by the constituent parts of the route. The following series of tables provides the background to the derivation of this information.

**Table A2.4 M4 – Derivation of Flow range (vehicles per day, in both directions)**

Strategic road network section	Annual Average Daily Traffic (AADT)
M4 between M25 Junction 15 and M4 Junction 5 ( <b>MAXIMUM</b> )	143,925
M4 between M4 Junction 5 and M4 Junction 6	133,030
M4 between M4 Junction 7 and M4 Junction 8	121,127
M4 between M4 Junction 6 and M4 Junction 7	120,797
M4 between M4 Junction 8 and M4 Junction 10	113,164
M4 between M4 Junction 10 and M4 Junction 11	111,017
M4 between M4 Junction 11 and M4 Junction 12	108,947
M4 between M4 Junction 19 and M4 Junction 20	105,313
M4 between M4 Junction 12 and M4 Junction 13	86,684
M4 between M4 Junction 13 and M4 Junction 14	85,194
M4 between M4 Junction 18 and M4 Junction 19	83,517
M4 between M4 Junction 14 and M4 Junction 15	82,462
M4 between M4 Junction 15 and M4 Junction 16	77,518
M4 between M4 Junction 16 and M4 Junction 17	76,380
M4 between M4 Junction 17 and M4 Junction 18	74,005
M4 between M4 Junction 20 and M4 Junction 21	58,274
M4 between M4 Junction 21 and M4 Junction 22	41,643
M4 between A4 and M4 Junction 7 ( <b>MINIMUM</b> )	28,686

(The main report identifies range from nearly 29,000 to 144,000)

**Table A2.5 A404 – Derivation of Flow range (vehicles per day, in both directions)**

Strategic road network section	Annual Average Daily Traffic (AADT)
A404(M) between A404(M) Junction 9B and A404(M) Junction 9A ( <b>MAXIMUM</b> )	58,476
A404(M) between A404(M) Junction 9A and M4 Junction 8	51,047
A404 between A404(M) and A4130	47,650



Strategic road network section	Annual Average Daily Traffic (AADT)
A404 between M40 Junction 4 and A4155	46,573
A404 between A4155 and A308	46,121
A404 between A4130 and A308 ( <b>MINIMUM</b> )	46,064

(The main report identifies from over 46,000 to over 58,000)

**Table A2.6 M32 – Derivation of Flow range (vehicles per day, in both directions)**

Strategic road network section	Annual Average Daily Traffic (AADT)
M32 between M32 Junction 2 and M32 Junction 3 ( <b>MAXIMUM</b> )	77,432
M32 between M4 Junction 9 and M32 Junction 1	73,111
M32 between M32 Junction 1 and M32 Junction 2 ( <b>MINIMUM</b> )	72,758

(The main report identifies traffic flows of approximately 75,000)

**Table A2.7 M48 – Derivation of Flow range (vehicles per day, in both directions)**

Strategic road network section	Annual Average Daily Traffic (AADT)
M48 between M48 Junction 1 and M4 Junction 21	16,652

(The main report identifies traffic flows over 16,000)

**Table A2.8 M49 – Derivation of Flow range (vehicles per day, in both directions)**

Strategic road network section	Annual Average Daily Traffic (AADT)
M49 between M4 Junction 22 and M5 Junction 18A	18,046

(The main report identifies traffic flows over 18,000)

**Table A2.9 A308(M) – Derivation of Flow range (vehicles per day, in both directions)**

Strategic road network section	Annual Average Daily Traffic (AADT)
A308(M) between M4 Junction 8 and A308	22,163

(The main report identifies traffic flows over 22,000)

**Table A2.10 M4 – Derivation of Average Freight Proportion**

Strategic road network section	% Freight
M4 between M4 Junction 18 and M4 Junction 17)	42.7%
M4 between A4 and M4 Junction 7	39.6%
M4 between M4 Junction 15 and M4 Junction 16	31.3%
M4 between M4 Junction 17 and M4 Junction 16	31.1%
M4 between M4 Junction 5 and M25 Junction 15	27.5%
M4 between M4 Junction 15 and M4 Junction 14	26.1%
M4 between M4 Junction 21 and M4 Junction 22	21.8%
M4 between M4 Junction 17 and M4 Junction 18	21.5%
M4 between M4 Junction 20 and M4 Junction 21	21.3%
M4 between M4 Junction 21 and M4 Junction 20	19.8%
M4 between M4 Junction 18 and M4 Junction 19	19.8%
M4 between M4 Junction 16 and M4 Junction 15	19.7%
M4 between M4 Junction 22 and M4 Junction 21	18.9%
M4 between M4 Junction 19 and M4 Junction 20	18.0%
M4 between M4 Junction 7 and M4 Junction 8	17.9%
M4 between M4 Junction 19 and M4 Junction 18	16.5%
M4 between M4 Junction 13 and M4 Junction 14	16.5%
M4 between M4 Junction 14 and M4 Junction 15	16.3%
M4 between M4 Junction 14 and M4 Junction 13	15.8%
M4 between M4 Junction 16 and M4 J17	15.7%
M4 between M4 Junction 8 and M4 Junction 7	14.1%
M4 between M4 Junction 7 and M4 Junction 6	14.0%
M4 between M4 Junction 11 and M4 Junction 10	13.9%
M4 between M4 Junction 12 and M4 Junction 13	13.1%
M4 between M4 Junction 10 and M4 Junction 8	13.0%
M4 between M4 Junction 11 and M4 Junction 12	13.0%
M4 between M4 Junction 10 and M4 Junction 11	12.6%
M4 between M4 Junction 8 and M4 Junction 10	12.3%

Strategic road network section	% Freight
M4 between M4 Junction 6 and M4 Junction 5	12.0%
M4 between M4 Junction 5 and M4 Junction 6	11.9%
M4 between M4 Junction 13 and M4 Junction 12	11.8%
M4 between M4 Junction 6 and M4 Junction 7	11.6%
M4 between M25 Junction 15 and M4 Junction 5	11.6%
M4 between M4 Junction 7 and A4	8.7%
<b>Average (as quoted in paragraph 1.3.5 of the main report)</b>	<b>19%</b>

**Table A2.11 A404 – Derivation of Average Freight Proportion**

Strategic road network section	% Freight
A404(M) between A404(M) Junction 9B and A404(M) Junction 9A	11.9%
A404 between A308 and A4155	9.8%
A404(M) between A404(M) Junction 9A and M4 Junction 8	9.6%
A404(M) between A404(M) Junction 9A and A404(M) Junction 9B	9.5%
A404(M) between M4 Junction 8 and A404(M) Junction 9A	9.4%
A404 between A4130 and A404(M)	9.3%
A404 between M40 Junction 4 and A4155	9.1%
A404 between A4155 and A308	8.9%
A404 between A308 and A4130	8.8%
A404 between A4130 and A308	8.4%
A404 between A4155 and M40 Junction 4	8.0%
<b>Average (as quoted in paragraph 1.3.6 of the main report)</b>	<b>9%</b>

**Table A2.12 M32 – Derivation of Average Freight Proportion**

Strategic road network section	% Freight
M32 between M4 Junction 19 and M32 Junction 1	22.6%
M32 between M32 Junction 2 and M32 Junction 1	22.3%
M32 between M32 Junction 1 and M4 Junction 19	15.3%
<b>Average (as quoted in paragraph 1.3.7 of the main report)</b>	<b>20%</b>

**Table A2.13 M48 – Derivation of Average Freight Proportion**

Strategic road network section	% Freight
M48 between M48 Junction 1 and M4 Junction 21	22.0%
M48 between M4 Junction 21 and M48 Junction 1	20.1%
<b>Average (as quoted in paragraph 1.3.8 of the main report)</b>	<b>21%</b>

**Table A2.14 M49 – Derivation of Average Freight Proportion**

Strategic road network section	% Freight
M49 between M4 Junction 22 and M5 Junction 18A	21.9%
M49 between M5 Junction 18A and M4 Junction 22	21.7%
<b>Average (as quoted in paragraph 1.3.9 of the main report)</b>	<b>22%</b>

**Table A2.15 A308(M) – Derivation of Average Freight Proportion**

Strategic road network section	% Freight
A308(M) between A308 and M4 Junction 8	8.6%
A308(M) between M4 Junction 8 and A308	8.1%
<b>Average (as quoted in paragraph 1.3.9 of the main report)</b>	<b>8%</b>

## A2.2 Road Safety

Within the main report, in section 2.2, some commentary is provided in relation to the temporal pattern of collisions and accidents, on the basis of which a pattern of accident rate reduction is identified. Table A2.16 provides the background data to this temporal analysis.

**Table A2.16 Collisions / Casualties – Temporal Analysis**

Year	Personal Injury Collisions (PIC)		Casualty Numbers		Casualty rates per 100million vehicle miles	
	Total PIC	Collision rates per 100 million vehicle miles	Killed and Seriously Injured (KSI)	Slight	KSI	Slight
<b>2009-2011 average</b>	364	10.7	51	513	1.5	15.1
<b>2011</b>	369	9.6	51	544	1.3	14.2
<b>2010</b>	377	9.9	58	515	1.5	13.5
<b>2009</b>	346	9.1	45	480	1.2	12.6
<b>2008</b>	413	11.0	60	568	1.6	15.1
<b>2007</b>	454	11.9	110	651	2.9	17.1
<b>2006</b>	525	13.5	80	741	2.1	19.0
<b>2005</b>	493	12.6	72	641	1.8	16.4
<b>2005-2009 average baseline</b>	446.2	11.6	73.4	616.2	1.9	16.1
<b>% Difference 2011 to baseline</b>	-17%	-17%	-31%	-12%	-31%	-12%

## A2.3 Asset Condition

Please refer to the main report – section 2.3.

## A2.4 Route Operation

Please refer to the main report – section 2.4.

## A2.5 Technology

Within section 2.5 of the main report, an overview is provided in relation to the technology provisions along the route. In support of that commentary, detail in relation to the provision of technology along the route is provided in Table A2.17.

**Table A2.17 Technology Provision along the Strategic Road Network Section**

Table A2.17 Technology Provision along the Strategic Road Network section	Traffic Operation / Control						Data Collection	Technology related structures			Weather / Meteorology		
	MIDAS	Ramp Metering	Message Sign	Signals	CCTV	Telephone	ANPR	Traffic Counting Equipment	Structures - Cantilevers	Structures - Portal Gantries	Structures - Posts	HAWIS (Highways Agency Weather Information System)	Meteorology
M4 J4B-J14	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
M4 J14-J15	✓		✓	✓	✓	✓		✓	✓		✓		
M4 J15-J16	✓		✓	✓	✓	✓	✓	✓	✓		✓	✓	
M4 J16-J17	✓		✓	✓	✓	✓		✓	✓		✓		
M4 J17-J18	✓		✓	✓	✓	✓	✓	✓	✓		✓	✓	
M4 J18-J19	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		
M4 J19-J20				✓	✓	✓	✓	✓			✓		
M4 J20-J21	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		
M4 J21-J22			✓	✓	✓	✓	✓			✓	✓	✓	
M4 J22-J23													
M32 M4J19-J1	✓	✓	✓	✓	✓	✓		✓			✓		
M32 J1-J2	✓	✓	✓	✓	✓	✓			✓		✓		
M32 J2-J3				✓		✓		✓			✓		
M48 END-J1			✓	✓	✓	✓				✓	✓		
M48 J1-J2			✓	✓	✓	✓					✓	✓	
M49 ALL	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		
A404						✓	✓	✓			✓		
A404(M)			✓	✓		✓	✓	✓	✓		✓		

**A2.6 Vulnerable Road Users**

Please refer to the main report – section 2.6.

## A2.7 Environment

Section 2.7 of the main report provides information in relation to the environmental issues associated with the route. Specifically in relation to air quality, a number of Air Quality Management Areas (AQMAs) are identified and further information is provided here in relation to these AQMAs as sourced from the Department for Environment Food and Rural Affairs [AQMA website](#).

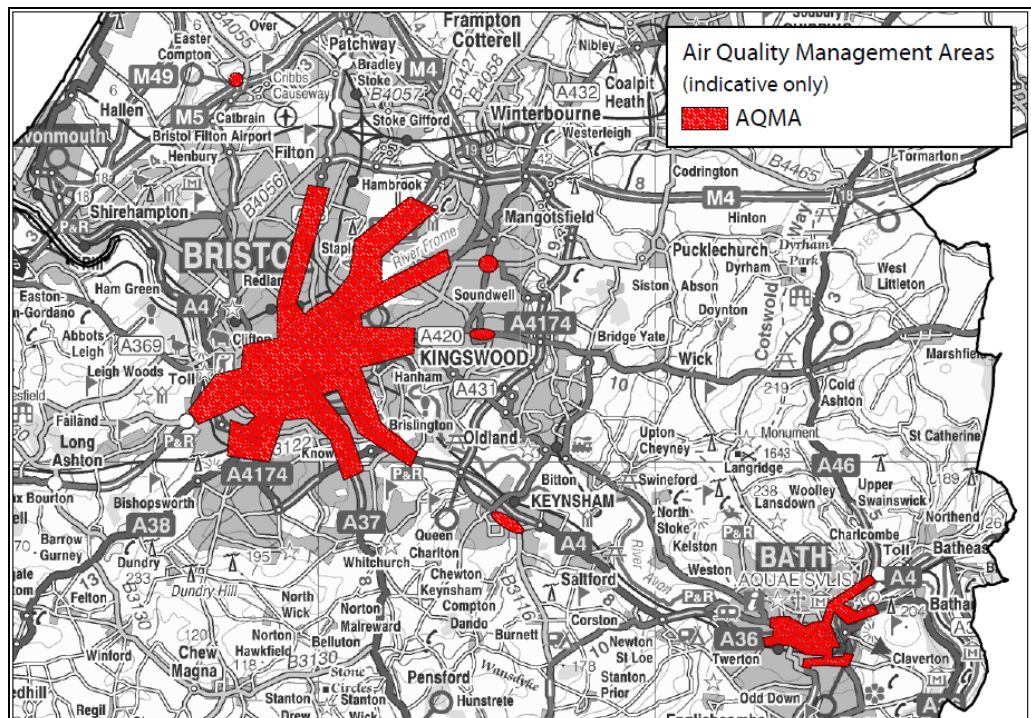
### Bristol AQMA

An area covering the city centre and parts of the main radial roads including the M32.

The pollutants declared are nitrogen dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>).

Figure A2.1 provides an overview of the coverage of the Bristol AQMA.

**Figure A2.1 Bristol AQMA coverage**



(sourced from the joint Local Transport Plan Figure 8.3)



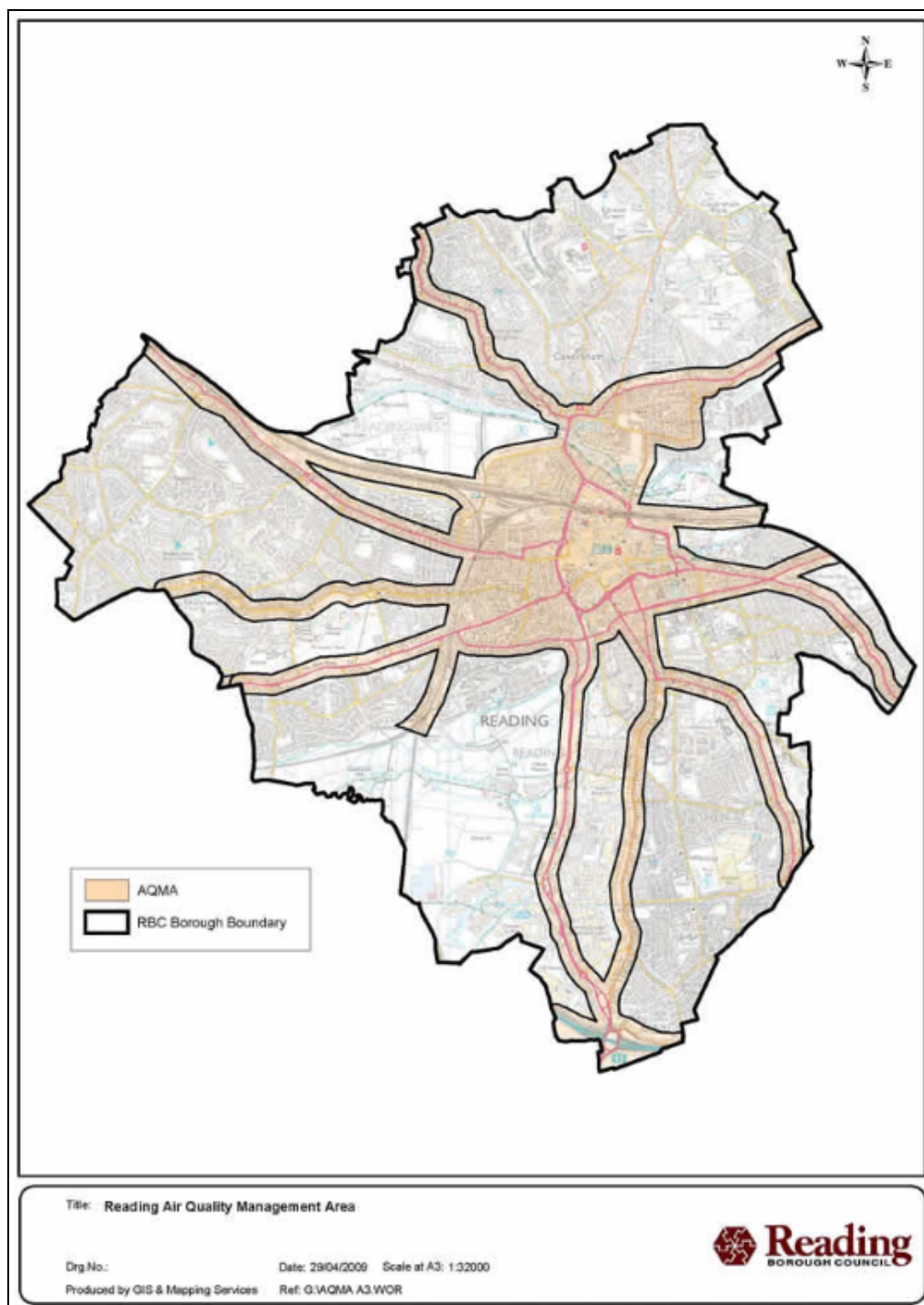
### Reading AQMA

An area covering Reading Town Centre, areas along the major radial road routes into Reading (including Junction 11 of the M4) and along the railway lines where they pass through built-up areas.

The pollutants declared are nitrogen dioxide (NO<sub>2</sub>).

Figure A2.2 provides an overview of the coverage of the Reading AQMA.

**Figure A2.2 Reading AQMA coverage**

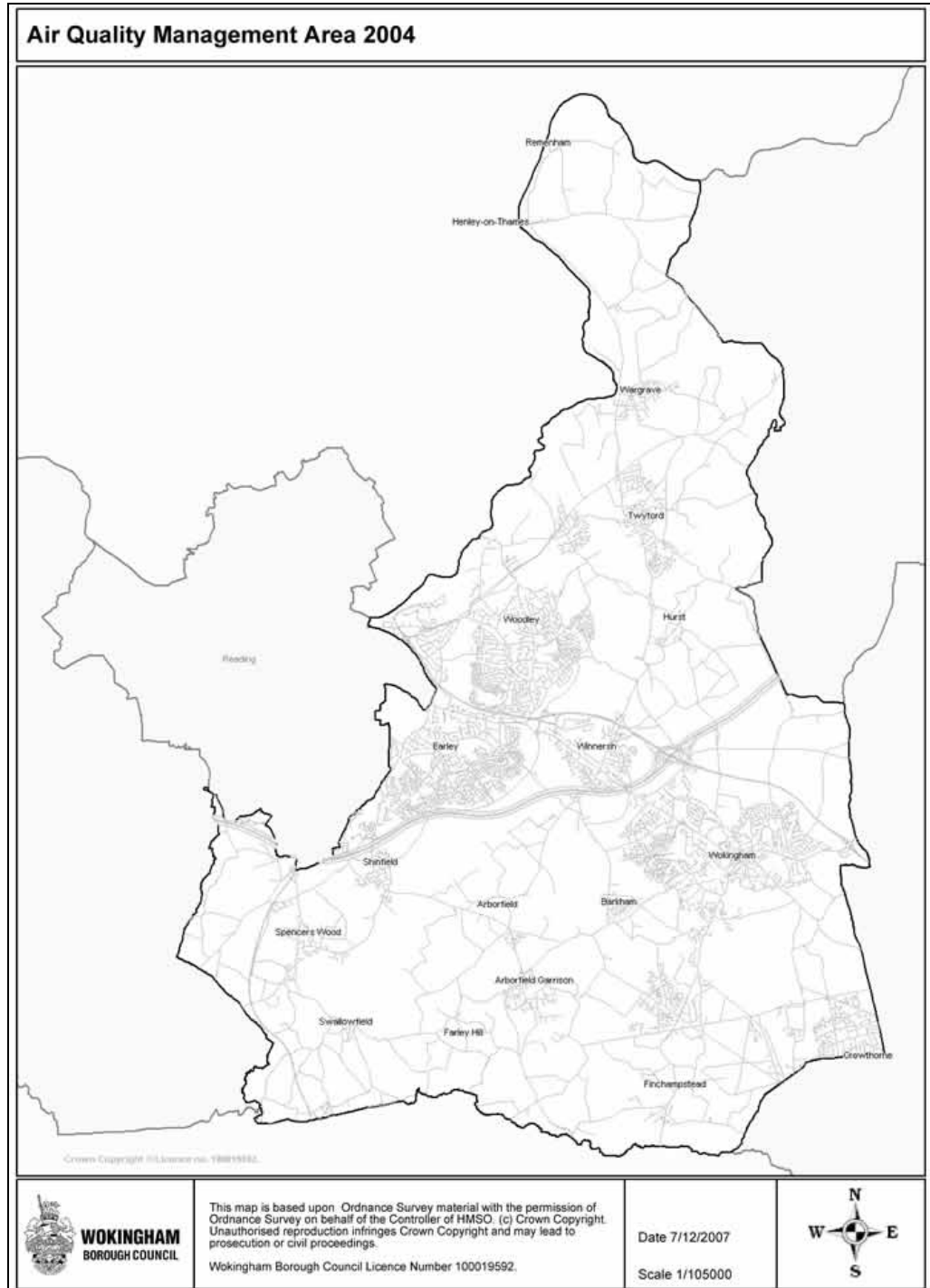


### Wokingham AQMA

An area encompassing properties along the M4 Motorway, and along part of the A329 where it passes under the M4.

Figure A2.3 provides an overview of the coverage of the Wokingham AQMA.

**Figure A2.3 Wokingham AQMA coverage**



### Royal Borough of Windsor and Maidenhead – Bray / M4 AQMA

An area encompassing part of Bray around the place where the M4 crosses over the A308 London Road.

The pollutants declared are nitrogen dioxide (NO<sub>2</sub>).

Figure A2.4 provides an overview of the coverage of the Royal Borough of Windsor and Maidenhead – Bray / M4 AQMA.

**Figure A2.4 Royal Borough of Windsor and Maidenhead – Bray / M4 AQMA coverage**



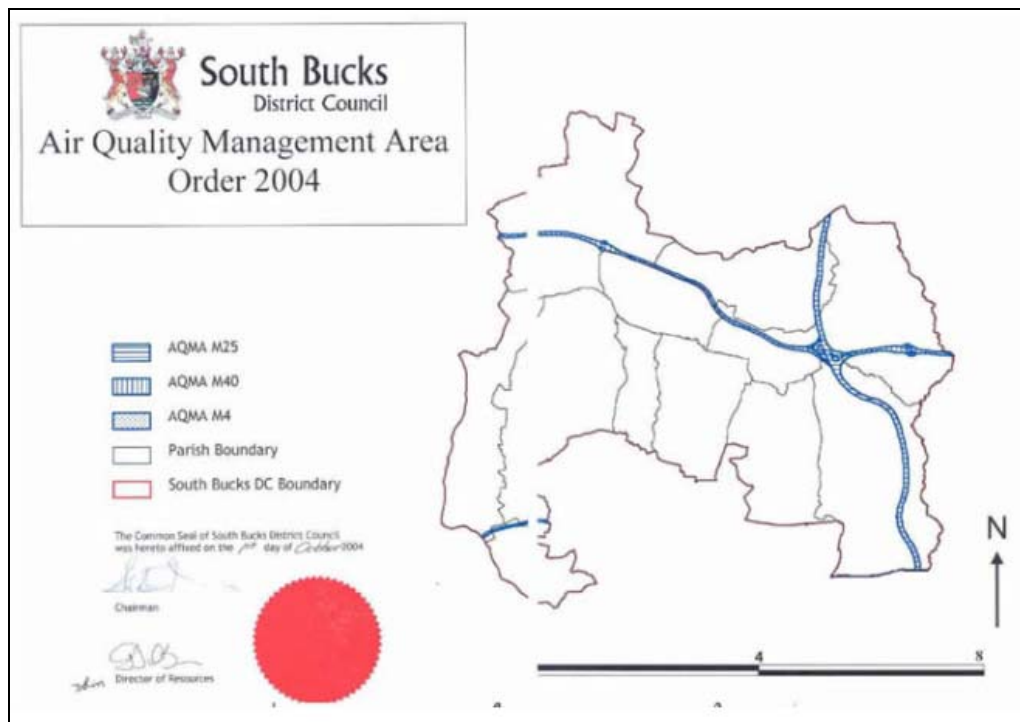
### South Bucks District Council AQMA

An area comprising the M4, M25 and M40 and adjacent land.

The pollutants declared are nitrogen dioxide (NO<sub>2</sub>).

Figure A2.5 provides an overview of the coverage of the South Bucks District Council AQMA.

**Figure A2.5 South Bucks District Council AQMA coverage**



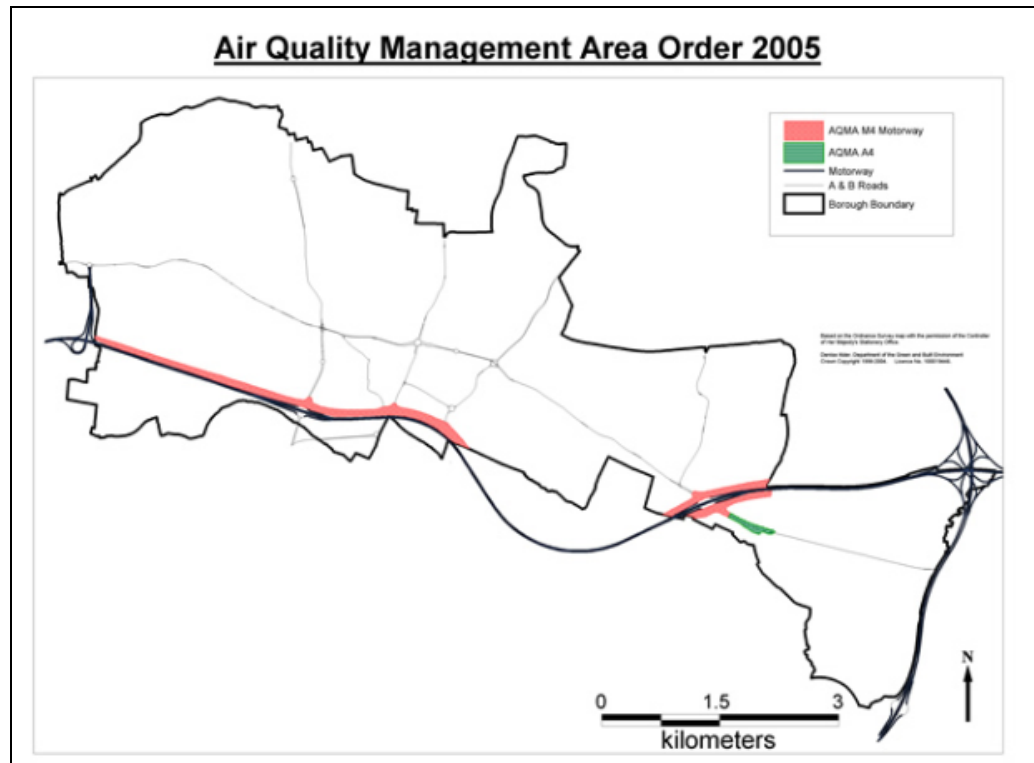
### Slough Borough Council – Slough AQMA No. 1

An area encompassing land adjacent to the M4 motorway along the north carriageway between junctions 5 and 7, and along the south carriageway between junction 5 and Sutton Lane.

The pollutants declared are nitrogen dioxide (NO<sub>2</sub>).

Figure A2.6 provides an overview of the coverage of the Slough Borough Council – Slough AQMA No. 1.

**Figure A2.6 Slough Borough Council – Slough AQMA No.1 coverage**



## A3 Future considerations

### A3.1 Economic development and surrounding environment

#### Temple Quarter Enterprise Zone

Section 3.2 of the main report outlines the aspirations for growth at the Temple Quarter Enterprise Zone. Further information is provided here as available on the [Enterprise Zone website](#).

Bristol Temple Quarter is one of the largest urban regeneration projects in the UK. The 70 hectare area in the heart of Bristol with Temple Meads railway station at its centre was officially declared open for business by Chancellor George Osborne in April 2012. Its targets are to create 4,000 jobs in the first five years and around 17,000 in the 25 year lifespan of the project.

350 businesses are already in the Zone, including prestigious Top 50 law firm Burges Salmon, who chose Temple Quarter for their new headquarters because of its great location and whose building has achieved a BREEAM 'Excellent' rating for its sustainability initiatives. Other well-known names include BT, IBM, Osborne Clarke, Canada Life and HSBC. New occupiers in the Zone include EMO, the Real Adventure Company and LICenergy UK, a Danish windfarm developer. There are also rapidly growing clusters of small and start-up businesses, particularly in the creative and digital sectors, moving into a number of locations in the Zone.

Enterprise zones have been set up by the government to drive local growth and create jobs. They offer a range of incentives to businesses including business rate relief, low rent incubator units and simplified planning procedures. They have been developed with businesses in mind, which means investors can look forward to superfast broadband, good transport links – to the major road networks, rail, air and so on - and the government is allocating funding for infrastructure improvements in and around the Zones.

Many of the zones are targeting specific industry sectors too, encouraging clusters of similar businesses for mutual benefit.

The project is being delivered by four key partners:

- the West of England Local Enterprise Partnership, which is tasked with creating 95,000 jobs in the region by 2030
- Bristol City Council, the local authority with planning responsibility for the Zone
- the Homes and Communities Agency, which owns six sites totaling around 5.36 hectares (13 acres) within the site
- Network Rail, responsible for Temple Meads railway station, which is a crucial part of the development



## Bristol City Region City Deal

Section 3.2 of the main report also refers to the Bristol City Region City Deal. The following extracts (Figures A2.7 through to A2.9) provide some further information in relation to the City Deal.

**Figure A2.7 Bristol City Region City Deal – Executive Summary Extract**

### 1. Executive Summary

This Deal will unlock significant economic growth for the Bristol city region.

It is a proposition built on:

- Underlying economic strength in Bristol and the West of England, unmatched by any other core city region.
- An ambitious vision for the local economy and a growth strategy to unlock future potential.
- Clear and well-established partnership arrangements providing confident leadership and robust governance.

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The Bristol City Region Deal is made up of 5 main elements:

- **Growth Incentive Proposition**, the headline proposition in the Bristol Deal, creates a genuine incentive for the city region to invest in economic growth and job creation. The West of England authorities will be allowed to keep 100% of the growth in business rates raised in the city region's network of Enterprise Areas, over a 25 year period. This income will be used, in combination with other funding sources, to create an Economic Development Fund for the West of England worth £1 billion over 25 years. Income will also be used to manage local demographic and service pressures arising from economic growth. The Fund will deliver an investment programme designed to maximise economic returns in all the Enterprise Areas including the Temple Quarter Enterprise Zone. In addition, the Government will commit to a review of the scope for rolling out a growth incentive scheme across the West of England at the next Spending Review.
- The **Transport Devolution Agreement** will ensure that the necessary powers are devolved alongside the investment in major transport schemes and the Greater Bristol Metro. This includes: a 10 year transport funding allocation from the post 2014 national Major Transport Scheme Budget to enable delivery of the Greater Bristol Metro; programme flexibility for the delivery of the Bus Rapid Transit network enabling the West of England to recycle savings locally; and new powers over rail planning and delivery.
- The **People & Skills Programme** is focussed firmly on giving the business community real influence over skills provision in the city region, particularly over the £114 million of Skills Funding Agency funding for Further Education colleges for post-16 provision, with governance provided by the LEP Skills Group. In addition, an investment programme initially worth £5 million for employability and employee-ownership of skills pilots will be closely aligned with our spatial priorities in the form of the Economic Development Fund.
- The **City Growth Hub** will provide an enhanced inward investment service that will pool expertise and capacity across the West of England and provide additional support for inward investors to help grow their businesses and find the right skills locally to match their needs. The Hub will be located in the Temple Quarter Enterprise Zone, a shop-front location for the investment opportunities in the West of England. UKTI will work closely with the inward investment service to enhance the capability of the West of England to attract investment and boost trade. Similarly, DWP will work closely with the West of England to deliver an effective employment and skills pilot in the Enterprise Zone.
- The **Bristol Public Property Board** comprising all relevant Government departments and Bristol City Council will manage up to £1 billion of Bristol City Council assets and an estimated 180 land and property assets in the ownership of a range of other public sector partners. Integrated management of the portfolio will help to unlock more land for economic growth or housing, use assets to lever in other public and private sector investment and generate operational efficiencies by co-locating services.



## Figure A2.8 Bristol City Region City Deal – Vision and Strategy for Growth Extract

### 2.3 Vision and strategy for growth

Our vision for Bristol & the West of England set out in the September 2010 proposal to establish the LEP, will deliver:

- 95,000 jobs by 2030
- 3.4% annual cumulative GVA growth by 2020
- £1 billion private investment
- a well motivated workforce with the skills that businesses need
- long-term sustainable economic recovery

The strategy for delivering this vision is based on three simple objectives:

- Create places where business will thrive
- Shape the local workforce to provide people businesses need to succeed
- Attract and retain investment to stimulate and incentivise growth

#### Places

At the heart of Bristol and the West of England's strategy for growth is the network of six locations for enterprise and employment growth, including the Temple Quarter Enterprise Zone and five Enterprise Areas. Investment is targeted at providing the infrastructure these locations need to attract and grow business, as well as creating the integrated transport network required to connect them.

From 2016, a newly electrified line will provide a rapid rail connection to London and Cardiff. From both the national rail network and from Bristol's international airport, passengers will ultimately be able to join with a local integrated transport system – whether that's on the Bus Rapid Transit network, or by rail via the Greater Bristol Metro.

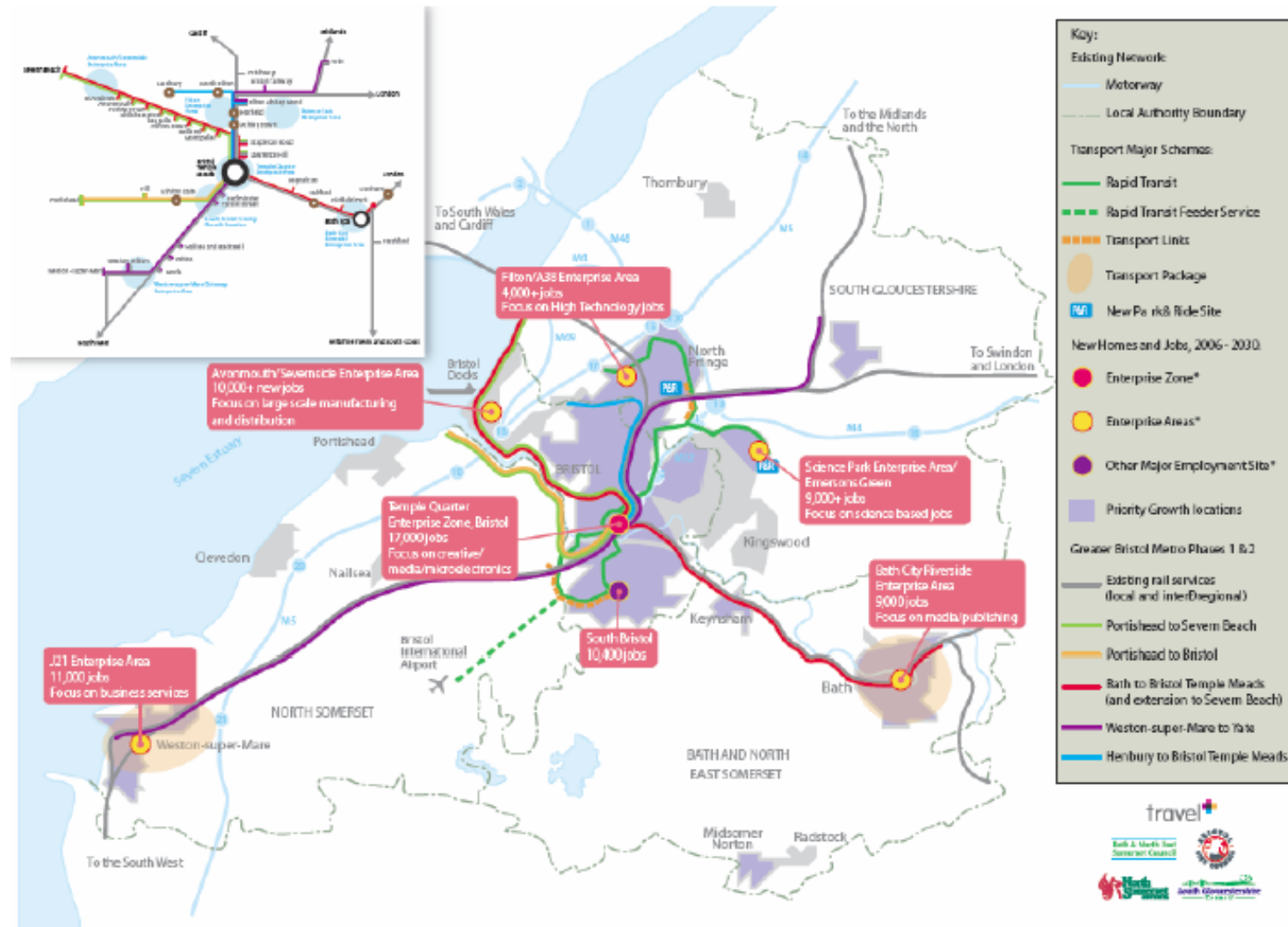
#### People

The Enterprise Zone and Enterprise Areas provide the well-connected places in which to do business, but in order to grow our economy we also need invest in a well-motivated workforce with the skills that businesses need. Our vision sees the creation of this workforce by: growing the number of apprenticeships in the area; reducing the mismatch between specific skills needed by businesses and the provision on offer; placing a specific emphasis on employability skills by working with schools, FE and HE, and; supporting graduates with accessing local employment opportunities.

#### Investment

None of these ambitions can be achieved without the investment required to stimulate growth. The Bristol city region presents a solid investment opportunity and will generate a return, so the strategy for generating investment in the local economy uses financial mechanisms to re-invest the dividends of growth through the business rate system. The city region has already for example created a £55m revolving infrastructure fund to pump prime the Economic Development Fund outlined below; secured a package of investment worth £244 million for the West of England major transport schemes; secured £24m from central Government through the Local Sustainable Transport Fund; and successfully bid for up to £12 million from the Superconnected Cities Fund.

Figure A2.9 Bristol City Region City Deal – Diagram Extract



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## A3.2 Network improvements and operational changes

Tables 3.2 and 3.3 of the main report highlight the committed strategic road network enhancement schemes and pipeline schemes respectively. Further information in relation to each of these schemes is provided below.

### **M4 Junctions 19-20 Smart Motorway Scheme**

Refer to section A1.3 of this Technical Annex in relation to this scheme.

### **M4 Junction 10 Pinch Point Scheme**

This scheme will improve the links between the M4 and A329(M), to provide increased capacity at the junction and improve traffic flows. M4 junction 10 is the exit for the A329(M) leading to Wokingham, Bracknell and Reading (west) in Berkshire.

These works are part of the national pinch point programme which forms part of the UK Government's growth initiative, outlined during the Chancellor's Spring Statement in April 2013.

This scheme is currently scheduled to start in autumn 2014 and is expected to take approximately five months to complete.

Junction 10 is a major interchange connecting the M4 with the A329(M). The junction is affected by peak time congestion, particularly at the merges from the M4 onto the A329(M), leading to traffic queues on the link roads back towards the M4.

Improvements to the link roads between the M4 and the A329(M) will improve journey times and reduce accidents through the junction.

The scheme will cost approximately £2.5 million.

Improvements at the junction will include:

- Widening the A329(M) north and southbound entry slip roads to two lanes
- Reducing sections of the main A329(M) north and southbound carriageways through the junction to one lane using road markings
- Realignment of the road markings on the link road carriageways

As part of the pinch point programme, this scheme aims to:

- Improve capacity and movement through this junction
- Promote growth within key developments in Wokingham and Reading
- Help facilitate the delivery of approximately 6,000 additional jobs and 10,000 homes by 2020, which are key aspirations within the Wokingham core strategy

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/m4-junction-10-congestion-relief-improvement/>

### **M4 Junction 2-3 Bus Lane Suspension Scheme**

The bus lane that operated between junctions 3 and 2 of the eastbound M4 has been suspended. This opens the lane to all motorists travelling towards the capital - not just licensed black taxis, motorcycles and buses. The M4 bus lane runs eastbound towards London for 3.5 miles between junctions 3 and 2 of the three lane section of motorway.

The removal of the bus lane will create an additional running lane for all traffic travelling into London. Analysis suggests that traffic flows have slowly changed over the last ten years, that more traffic now exits the M4 at Junction 3, and that the benefits of the dedicated bus lane have decreased.

We expect there to be time savings for all current non-bus lane users during the morning peak period, with slightly more savings during the evening peak. There is expected to be no significant change in journey times for existing bus lane users.

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/m4-junctions-3-2-bus-lane-suspension-scheme/>

### **A404 Bisham Roundabout Improvement Pinch Point Scheme**

The pinch point programme forms part of the UK Government's growth initiative, outlined during the Chancellor's Autumn Statement in November 2011. pinch point programme schemes are designed to deliver focused improvements to the strategic road network that will help to stimulate growth in the local economy and relieve congestion and/or improve safety.

As part of its junction improvements studies, the Agency considered a number of options at Bisham. The considered options and the proposed solution of a signalised junction have been extensively discussed with both the Royal Borough of Windsor and Maidenhead and local Parish Councils. As a result we are aware of certain local concerns over the proposed signalisation of the junction and, following discussions with the Borough, we are in the process of assessing an alternative improvement option, which would involve retaining the existing roundabout.

This alternative proposal is currently under review and once more detailed information is available we will be undertaking further discussions with local authority representatives.

The project is located at the Bisham roundabout, where the A308 Marlow Road meets the A404 (near Marlow, Buckinghamshire). The A404 is a key route for road users travelling between the M4 and M40.

The main construction work is scheduled to start in August 2014 and is expected to take approximately three months to complete. The scheme will be carefully programmed but may be altered or delayed due to poor weather conditions, emergency works or other circumstances beyond our control.

The A404 Bisham roundabout suffers from high levels of congestion on a daily basis and the roundabout is already operating at or above capacity on a regular basis. The cost of the alternative proposal will be confirmed at a later date.

As part of the pinch point programme, this scheme aims to:

- Reduce journey times for road users
- Boost the economy
- Improve safety

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/a404-bisham-roundabout-improvement/>

### **A404 Handy Cross Roundabout Pinch Point Scheme**

This scheme will be taking place to improve the traffic signals at the M40 Junction 4/A404 Handy Cross roundabout.

These works are part of the national pinch point programme which forms part of the UK Government's growth initiative, outlined during the Chancellor's Spring Statement in April 2013.

Handy Cross roundabout is located near High Wycombe in Buckinghamshire. It is a major interchange between the M40 motorway from Oxford to London, and the A404 which links the M40 and the M4 in Berkshire.

This scheme is currently scheduled to take place in early 2014 and should take approximately two weeks to complete.

Previous studies have shown that the existing operation of the Handy Cross roundabout is not being maximised and is operating under capacity due to poor signal coordination around the junction.

The existing signals will be optimised by installing SCOOT (Split Cycle Offset Optimisation Technique), which is an adaptive computerised operating system and responds automatically to traffic fluctuations. SCOOT has proved to be an effective and efficient tool for managing traffic on signalised road networks. The scheme will cost approximately £160,000.

As part of the pinch point programme, this scheme aims to reduce congestion and maximise efficiency, which will be beneficial to the local environment and economy.

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/m40-junction-4a404-handy-cross-roundabout-scoot-installation/>

### **M4 Junction 3-12 London to Reading Smart Motorway Scheme**

The Agency proposes to improve the M4 by making it a smart motorway (previously known as managed motorways) between junctions 3 and 12. Smart motorways help relieve congestion by using technology to vary speed limits. They also allow the hard shoulder to be used as a running

lane at peak times to create additional capacity. They deliver these benefits at a significantly lower cost than conventional motorway widening and with less impact on the environment during construction.

On 8th May 2012, the Roads Minister Mike Penning, announced that funding would be provided to develop the M4 J3-12 smart Motorway scheme, to ensure a "pipeline" of future Highways Agency major infrastructure improvements will be maintained, contributing to future economic growth, and supporting the Government's National Infrastructure Plan. By developing the scheme now, it will be in a good position to be considered for delivery in the early years of the next spending review period (post 2015).

It is important to note that by advancing this scheme through its development phase, this does not guarantee its construction; this decision will be taken at the next spending review.

This project is located on 31 miles of the M4 Motorway between the A312 at Heathrow Airport to Theale in Berkshire.

The strategic case for providing additional capacity on the M4 within Thames Valley was examined in the *Thames Valley Multi-Modal Study*, which recommended against widening the motorway prior to 2016 in favour of demand management measures. The Secretary of State endorsed these recommendations in 2003.

However the March 2008 *Advanced motorway signalling and traffic management feasibility study* identified this motorway link as a priority for the provision of additional capacity and Ministers agreed that hard shoulder running should be investigated as an alternative to widening.

The estimated cost of this scheme is in the range of £525 million and £720 million.

The feasibility study identified a single Option which will allow vehicles to occupy the Hard Shoulder on M4 J3-12 with Through Junction Running at junctions 5, 6 & 7. Whilst this option is being considered, variants of this option are also being addressed to ensure the best Value for Money can be achieved.

The scheme will comprise the following elements:

- MIDAS Queue protection technology
- CCTV coverage
- MS4 information signs
- Lane specific speed signals at certain locations
- Variable speed limits
- Speed enforcement
- Hard Shoulder usage as a running lane
- Emergency refuge areas with emergency telephones

The benefits of the scheme are:



- The improvements will contribute to all three Eddington Priorities, ie Gateway ( Improved reliability to Heathrow), Inter-urban (more reliable journeys from London to Reading, Bristol & West Country) and Urban (Supports agglomeration in Thames Valley)
- To reduce congestion and improve resilience of the strategic road network
- To improve journey time reliability on the strategic road network
- To improve road safety on the strategic road network (including road workers)
- To minimise environmental impact, enhancing the environment where appropriate
- To provide better information for drivers using the strategic road network
- Promote innovation to obtain better value for money
- Optimise the use of technology and minimise whole life costs

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/m4-junctions-3-12/>

### **A3.3 Wider transport networks**

Section 3.4 of the main report provides information in relation to the wider transport networks that could influence patterns of travel along the route. Further information is provided here.

#### **Bath Transportation Package**

With reference to the [Bath and North East Somerset Council website](#), it can be noted that the package seeks to provide a significant upgrade to the transport network in Bath aimed at tackling congestion, improving air quality and supporting growth and represents £27 million investment.

The focus of the package is on:

- Increasing the capacity of the park and ride facilities
- Improvements to bus routes
- Traffic flow improvements
- Creating a safer pedestrian experience

#### **Bristol Bus Rapid Transit**

The [Bristol City Council website](#) provides further information in relation to the scheme which identifies the network will be of high quality with modern vehicles, will be reliable and easy to use and will have its own right of way in places. The scheme is formed of three rapid transit routes:

- Ashton Vale to Temple Meads and Bristol City Centre
- North Fringe to Hengrove

- South Bristol Link

### **MetroWest Phase 1**

The [Travel West website](#) offers further information in relation to the project that seeks to provide new rail lines and services in the West of England area. The key aims of the project are to:

- Reopen the Portishead line
- Open a new service from Bath Spa to Severn Beach
- Improvements to the Severn Beach Line and Bedminster / Parson Street

### **West of England Better Bus Area**

The [Travel West website](#) also offers information in relation to the Better Bus Area. In summary, the aim of the better bus area fund is to increase bus patronage in busy urban areas, create growth and to cut carbon. The councils in the West of England, in conjunction with local bus operators have agreed a suitable scheme focussed on improvements to eight corridors.

### **Western Rail Access to Heathrow**

The Western Access to Heathrow (WRATH) scheme is detailed on the [Thames Valley Berkshire LEP website](#) and is identified as a simple, low cost, technically and financially deliverable scheme offering significant economic benefits.

The scheme would deliver direct rail services to Heathrow from Reading, via Maidenhead / Twyford and Slough, reducing journey times by 45 minutes and offering reduced journey time further afield to Cardiff, Bristol, Plymouth, Exeter, Bournemouth and Shrewsbury.

### **Crossrail**

[Crossrail](#) represents one of the most significant infrastructure projects ever undertaken in the UK and will improve journey times across London, most notably linking Maidenhead and Heathrow at the western elements of the route to London and beyond.

### **Reading Station Area redevelopment**

This [Network Rail](#) scheme deals with one of the busiest parts of the rail network in the country and aims to remove congestion and improve journeys with the following benefits:

- A better station (new platforms and passenger access)
- A better railway
- Fewer delays
- More freight capacity
- New bridges

### **M5 Junction 15 and 16 Improvements**

These schemes have been prioritised by the Swindon and Wiltshire Local Transport Body has submitted schemes to the DfT for approval, with a focus on tackling congestion issues and supporting future economic growth.

## **A4 Key challenges and opportunities**

### **A4.1 Timescales**

Please refer to the main report – section 4.

### **A4.2 Stakeholder priorities**

Please refer to the main report – table 4.1.

### **A4.3 Operational challenges and opportunities**

Please refer to the main report – section 4.2.

### **A4.4 Asset condition challenges and opportunities**

Please refer to the main report – section 4.3.

### **A4.5 Capacity challenges and opportunities**

Please refer to the main report – section 4.4.

### **A4.6 Safety challenges and opportunities**

Please refer to the main report – section 4.5.

### **A4.7 Social and environmental challenges and opportunities**

Please refer to the main report – section 4.6

## **Part B Stakeholder engagement**

## B1 Stakeholder Engagement Events

### B1.1 Engagement Events Diary

Forward Swindon LEP	19 September	Devizes
West of England LEP	20 September	Bristol
GFirst LEP	27 September	Gloucester
Buckinghamshire Thames Valley LEP	30 September	High Wycombe
Thames Valley Berkshire LEP	4 October	Reading

### B1.2 Forward Swindon LEP Event – Invitees and Attendees

<b>Invited:</b>	<b>Attended:</b>
Forward Swindon LEP	Paul Johnson (LEP Chair)
Neighbouring Highways Agency Route Lead	Surinder Bhangu
Swindon Borough Council	Gwilliam Lloyd
Wiltshire County Council	Fleur de Rhé-Philippe
Wiltshire County Council	Peter Binley
Wiltshire County Council	John Smale
Stagecoach	
Wilts and Dorset (Go South Coast)	
Swindon and Wiltshire Ramblers Association	
Wiltshire Police	
Wiltshire Fire and Rescue Service	
Wessex Cross Border Working Group	
Sustrans	Alistair Millington
CTC – The national cycling charity	Margaret Willmot
Caravan Club	Walter Girven
South West Ambulance Service Trust	Michael Thomson
Highways Agency	Richard Ormerod

### B1.3 West of England LEP Event – Invitees and Attendees

<b>Invited:</b>	<b>Attended:</b>
West of England LEP	Pete Davis
Welsh Government	Sheena Hague
Welsh Government	Andy Falleyn
Bristol City Council	Laurence Fallon
North Somerset Council	Darren Gilbert
Bath and North East Somerset Council	Peter Dawson
South Gloucestershire Council	Jon Munslow
South Gloucestershire Council	Steve Evans
South Gloucestershire Council	Pete Slane
First Bristol	Axel Fisher



First Somerset and Avon	
Wessex Bus	
Bristol Airport	
Avonmouth/Portishead (InSouthGlos Investment Team)	
Avon Ramblers Association	
Avon and Somerset Constabulary	Matt Ayres
Avon Fire and Rescue	Gary Carr-Smith
Freight Transport Association	Ian Gallagher
Bristol Cycling Campaign	Martin McDonnell
South West Ambulance Service Trust	Joel Freeland
British Motorcycling Federation	Carenza Ellery
British Motorcycling Federation	Johnny Curtis
CTC – The national cycling charity	
Gordano - Welcome Break MSA	Charlotte Phillips
Visit Cornwall	Malcolm Bell
Bus user group	David Redgewell
Highways Agency Asset Manager	Sean Walsh

#### B1.4 GFirst LEP Event – Invitees and Attendees

<b>Invited:</b>	<b>Attended:</b>
GFirst LEP	Mally Findlater
Local transport Board	James Llewellyn
Neighbouring Highways Agency Route Lead	Patricia Dray
Gloucestershire County Council	Amanda Lawson-Smith
Gloucestershire County Council	John Cordwell
Gloucester City Council	Louise Follet
South Gloucestershire Council	
Cotswold District Council	Nigel Robbins
Cheltenham Borough Council	Jeremy Williamson
Stroud District Council	
Tewkesbury Borough Council	Holly Jones
London Midland	
Arriva Trains Wales	
Swanbrook	
Gloucestershire Constabulary	Jason Keates
Gloucester Fire and Rescue Service	
Freight Transport Association	Ian Gallagher
Gloucestershire Ramblers	
Asset Manager Asset Manager	Ed Halford
Caravan Club	Heddwyn Owen
Sustrans	Rupert Crosbee
CTC – The national cycling charity	John Franklin

Cycle Nation	
British Motorcycling Federation	Pete O'Brien
South West Ambulance Service Trust	
Gloucestershire Gateway MSA	
Campaign for Better Transport	Christine Shine

### B1.5 Buckinghamshire Thames Valley LEP Event – Invitees and Attendees

<b>Invited:</b>	<b>Attended:</b>
Buck Thames Valley LEP	Yes
Bucks Business First	
Buckinghamshire County Council	Yes
Aylesbury Vale District Council	Yes
Chiltern District Council	
South Bucks District Council	
Wycombe District Council	Yes
Eden Shopping Centre	Yes
John Lewis (CBRE - owning body)	
Pinewood Studios	
Sainsbury's (Turley Associates - Consultants)	
Bucks Fire & Rescue	
South Central Ambulance NHS Trust	
Hampshire & Thames Valley Roads Policing JOU	
Thames Valley Police	Yes
Bucks Local Nature Partnership	
Hillingdon Walkers	
Chilterns Weekend Walkers	
Aylesbury and District Ramblers Association	
Buckinghamshire, Milton Keynes and West Middlesex	
Area Ramblers	
British Horse Society	

### B1.6 Thames Valley Berkshire LEP Event – Invitees and Attendees

<b>Invited:</b>	<b>Attended:</b>
Thames Valley Berkshire LEP	Yes
Buckinghamshire Thames Valley LEP	
Reading Borough Council	Yes
West Berkshire Council	Yes
Bracknell Forest Borough Council	Yes
Royal Borough of Windsor & Maidenhead	Yes
Slough Borough Council	Yes
Wokingham Borough Council	Yes
Legoland	

Slough Industrial Estates	
Reading MSA (Moto)	
Chieveley Moto	
Thames Valley Business Park / GVA Grimley	
First Great Western	Yes
National Express	
BAA Heathrow	Yes
Hampshire & Thames Valley Roads Policing JOU	
Thames Valley Police	
Thames Valley Environmental Records Centre - representing Berkshire Local Nature Partnership	Yes
CPRE Berkshire	Yes
British Horse Society	Yes
Reading Cycle Campaign and	
Mid and West Berks Local Access forum	
Ramblers Association	

## B1.7 Forward Swindon LEP Event – Notes

## Route-based strategies stakeholder events

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

<b>Workshop Name</b>	<b>Swindon and Wiltshire</b>	<b>Date:</b>	<b>19<sup>th</sup> September</b>	<b>Breakout Group</b>	
<b>Group Facilitator</b>	<b>Ian Parsons</b>	<b>Note-taker</b>	<b>Vicky Edge</b>		

Attendees: Paul Johnson (Local Enterprise Partnership), Margaret Willmot (CTC -The national cycling charity), Gwilliam Lloyd (Swindon BC), Peter Birley (Wiltshire Council), Michael Thompson (SWAST)

<b>Location</b>	<b>Description of challenge</b>	<b>Type of challenge</b> Capacity / Safety / Asset Condition / Operational / Society & Environment	<b>Is the evidence for this challenge shown on our maps?</b>	<b>If not, what evidence is there to show this is/will become a challenge?</b>	<b>Promises to provide supporting evidence by (name, org)</b>	<b>Raised by</b>
Region-wide	1. Economic growth and jobs is important. The focus of jobs is around existing towns and centres. Transport and infrastructure are key to facilitating this growth.	Economic growth	Not to a full extent			Paul Johnson
Region-wide	2. Potholes and debris on the margins of the road is dangerous for cyclists.	Safety	No			Margaret Willmot
Swindon	3. Honda an important employer. Relies on 'just in time' delivery, using the A417/A419. Safety and capacity issues at shift change time.  It is not just about growth, but also retention. Swindon is also a key communication hub.	Economic growth	No			Gwilliam Lloyd
Bath	4. All sorts of issues in Bath. Need to look at the A350 routing in order to 'un-clog' Bath.	Economic growth				Margaret Willmot
Salisbury	5. At risk of flooding as it is in a valley.	Environment				Margaret Willmot
M4	6. Most of the M4 works ok now, but future growth is planned. There are short term pressures on the link. Constraining development.  Access to Great Western Hospital is important (Bath is the next nearest). There are delays when part of it is closed.	Economic Growth	No information about how developments will effect capacity on the links			Peter Birley  Michael Thompson
M4 J15	7. A key strategic junction which is constrained. There are congestion issues now.	Capacity	No information about junction operation			Gwilliam Lloyd
M4 J16	8. Potential for a park and ride site at Wooten Bassett. Will be close to the MOD Lyneham facility. There is a need to develop a long term strategy for Wooten Bassett. Is there the possibility of a rail station at Wooten Bassett?	Capacity	No			Paul Johnson

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	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
M4 J17	9. No demands on this junction currently. It is strategically important for growth.		No information about junction operation			Paul Johnson
A350 (North of Warminster)	10. This is a key route serving north-south. It is significant also due to the number of towns along the route.  It is a local corridor, but should be seen in relation to the A46. Is the A46 fulfilling its role as a strategic road?  For the A350 to work, it needs to be a dual route. Has the potential to take on the role of the A36/A46.  Trans-Wilts rail line could ease A350 capacity issues.  Development is constrained to the West side due to AONB etc. Infrastructure needs to support this side.  Closure of smaller ambulance stations is proposed. One 'hub' is proposed to be stationed at Melksham.	Capacity / Safety			Michael Thompson has evidence about the ambulance proposals.	Margaret Willmot / Paul Johnson / Peter Birley
A350 (South of Warminster)	11. Severance issues.	Society	No			Peter Birley
A303	12. A strategic link, which is of less interest to Wiltshire Council. Looking at the A350 route could alter the use of the A303.  A lot of severance, as few crossing points on the route. Safety issues with at-grade crossing points on the A303. If facilities were improved, there is an opportunity to take traffic off the network and onto cycling instead.  The unimproved lengths of the A303 need addressing.  Seasonal issues for ambulances using the route.  Need for crawler lanes for caravans, as this causes safety and capacity issues.	Society / Capacity			Michael Thompson – SWAST have evidence of not meeting response time targets due to delays on A303 and at J15.	Paul Johnson  Peter Birley  Margaret Willmot

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	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
A303 (Stonehenge)	<p>13. There is an issue around Stonehenge. Is the option to push the route south, rather than tunnelling underneath? The route could then serve Salisbury.</p> <p>This option would require a change in strategic thinking.</p> <p>There is an option to dual past Stonehenge but English Heritage are not supporting. But could provide 14 km of dual carriageway for the same price as 2km tunnelling.</p> <p>Safety issues caused by cars slowing to take photographs. Can cause queues and accidents.</p> <p>The impact of the new Stonehenge visitor centre is not known yet. Solstice Park site also not yet fully developed.</p> <p>Having a dual carriageway passing Stonehenge doesn't help Wiltshire's economy. If a National Park were created, it would force people to stop. This would help traffic speeds and the economy.</p> <p>The cost of tourists waiting in traffic is hard to capture. Does it put people off visiting the region?</p> <p>There is a National Cycle Network from Salisbury. No route to the new visitor centre.</p>	Capacity / Safety / Environment	No	<p>The economic case for the A303 has previously been considered.</p> <p>Further work being done on the value of Stonehenge nationally.</p>	<p>Margaret Willmot has provided additional evidence.</p>	<p>Paul Johnson</p> <p>Peter Birley</p> <p>Paul Johnson</p> <p>Margaret Willmot</p>
A303 (West of Wiltshire)	<p>14. Development of areas West of Wiltshire should be the focus of the study.</p> <p>Some businesses in the Somerset area don't do business on a Friday afternoon due to congestion in the area.</p>	Capacity / Economic growth	No			Paul Johnson
A417/A419	<p>15. Flooding and capacity issues.</p> <p>White Hart roundabout needs improving to facilitate development.</p> <p>Noise and quality of life issues. High speed dual carriageway on the edge of an existing area.</p>	Environment / Capacity			Road safety team at Swindon Council has more information on this.	Gwilliam Lloyd






Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	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
A36	16. Salisbury bypass was considered. An issue/challenge on some junctions. Carries both local and other traffic and therefore there are some capacity issues. Out of town shopping in Southampton (from Salisbury) causes issues.	Capacity				Peter Birley  Margaret Willmot
A344	17. The closure of this road has caused queues. HA maps don't show this as it happened recently.	Capacity	No			Margaret Willmot
Countess Roundabout	18. Often blocked in the summer. Capacity issues need addressing.	Capacity				Peter Birley
Air Balloon roundabout	19. Dualling to single carriageway an issue. A constraint to housing growth and economic growth and retention.	Economic growth				Gwilliam Lloyd

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

<b>Workshop Name</b>	<b>Swindon and Wiltshire</b>	<b>Date:</b>	<b>19<sup>th</sup> September</b>	<b>Breakout Group</b>	
<b>Group Facilitator</b>	<b>Ian Parsons</b>	<b>Note-taker</b>	<b>Vicky Edge</b>		

When does this issue become critical?			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.	Sticky dots (also to be placed on the map as well)
Already is	Before 2021	After 2021	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	Why?  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.	Solution Type (& additional notes) Maintenance & renewals /operational / Junction improvement / Adding capacity / New road / other	
✓			3. The link from Swindon to Oxford (A419/A420) is strategically important. A420 is not a trunk road.	Honda is part of the Hydrogen Highway, and so is strategically important (links Wales and London).		
✓			7. M4 J15 is an immediate issue to the growth that is there now, and coming forward in the future.  M4 J15 is the second priority for the LEP and third priority for the LTB.			●
✓			8. M4 J16 is a key constraint for Stagecoach and their Wiltshire and Swindon services. The Swindon Transport Strategy is looking at this.	This is felt to be the biggest issue due to the planned development in the area. Is an ongoing issue, although there are also immediate problems.		● ● ● ● ●
	✓		9. M4 J17 will need to be looked at more long term.			
✓			10. A350 north is an immediate issue as HGVs may use other routes in Wiltshire out of Bath.  Needs for an A36/A350 strategy north of Warminster.  Growth at M4 J17 would also feed into this route.			● ● ●
			11. A350 south severance issues.			● ● ●
✓			12. A303 feasibility study should consider alternatives to tunnelling and dualling.  Capacity is an immediate priority if living locally. Dual to single carriageway causes capacity issues.  Winterbourne Stoke residents are particularly effected by			● ●

When does this issue become critical?			Why is this considered to be a priority? 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	How does this compare to other priorities? Why?  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 /operational / Junction improvement / Adding capacity / New road / other	Sticky dots (also to be placed on the map as well)
Already is	Before 2021	After 2021				
			severance.			
✓			15. The A417/A419 is so congested that it is pushing traffic onto other local roads. Some particular parts of the network are choked.  Constrains growth as effects travel to East and West Midlands, Birmingham Airport etc.			
✓	✓		16. A36 severance an immediate issue.  A36 Southampton Road capacity is an immediate issue.  The rest of the A36 would need consideration as development comes online (outside Salisbury).			
			19. Air Balloon roundabout suffers congestion and queuing. In Gloucester area, but has significant impact on Swindon and Wiltshire. Linkages to the M5 are significant.			

## Route-based strategies stakeholder events

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

<b>Workshop Name</b>	<b>Swindon &amp; Wiltshire</b>	<b>Date:</b>	<b>19<sup>th</sup> September</b>	<b>Breakout Group</b>	
<b>Group Facilitator</b>	<b>Steve Hellier</b>	<b>Note-taker</b>	<b>Gavin Nicholson</b>		

Attendees: Fleur de Rhe-Philippe (Wiltshire Council), John Smale (Wiltshire County Council), Alistair Millington (Sustrans), Walter Girven (Wiltshire Constabulary)

<b>Location</b>	<b>Description of challenge</b>	<b>Type of challenge</b> Capacity / Safety / Asset Condition / Operational / Society & Environment	<b>Is the evidence for this challenge shown on our maps?</b>	<b>If not, what <u>evidence</u> is there to show this is/will become a challenge?</b>	<b>Promises to provide supporting evidence by (name, org)</b>	<b>Raised by</b>
A303(T) at Stonehenge and Winterbourne Stoke	2. The above congestion causes some economic issues with businesses avoiding the network at certain times of the day.	Capacity / Economy	No			Fleur de Rhe-Philippe / John Snale
A303(T) at Stonehenge and Winterbourne Stoke	3. The above congestion causes further issues on the local network (vehicles rat running to avoid the congestion)	Capacity / Society	No	Data or evidence should be able to be provided	Fleur de Rhe-Philippe / John Snale	Fleur de Rhe-Philippe / John Snale
A303(T) Stonehenge to Countess junction	4. Severance caused by A303(T) to the satellite communities north. There is no provision for cyclists between these communities and Amesbury.	Society	No	No current evidence available – AM threw it back to the HA that they should be doing some work (heat maps) to consider potential demand in the future.		Alistair Millington
Stonehenge	5. Stonehenge visitors centre likely to increase activity and future growth in trips on the network.	Capacity	No	HA - potential to identify in growth plans / incorporate into future network operation?)		Fleur de Rhe-Philippe / John Snale
Stonehenge	6. Lack of connectivity to the site for non-car modes. Public transport hubs, rail, bus are all disconnected from the attraction).	Society	No			Alistair Millington
A303(T) / M5	7. Interactivity between the two corridors – incidents on one of them have a knock on effect on the other.	Capacity / Operational	No	HA - consideration of such interactivity should be able to be considered through HA data?)		Fleur de Rhe-Philippe / John Snale
Network-wide	8. Lack of locations for caravans to move over which would ease congestion.	Capacity / Operational	No	HA – could identify the locations where there is physical availability for such to occur,		Walter Girven
A303(T) Lark Hill MoD site	9. Will become a significant base for army returning back from Germany	Capacity / Operational	No	HA – expand the growth data to consider other significant sites that do not specifically fall into the Economic or Housing policies?	Identified that the site should be in the Core Strategy – contact Alistair Cunningham / Kevin Lander if required.	Fleur de Rhe-Philippe
10. A36(T) Cleveland Bridge, Bath	10. Capacity issues on this local connection as the strategic traffic is effectively dumped onto the local road network for a stretch. BANES have worked to close the stretch to heavy goods vehicles but HA and others opposed.	Capacity / Society	No	HA is already involved in detailed discussions about the issue.		Fleur de Rhe-Philippe
Bath (in general)	11. Capacity issues	Capacity	No			Fleur de Rhe-Philippe

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	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
A36(T) Southampton Road, Salisbury	12. An issue in congestion terms and some operational issues. The HA scheme implemented has not helped in some cases.	Capacity / Operational	No	Wiltshire County Council likely to have evidence.		John Snale / Fleur de Rhe-Philippe
A36(T) Upton Lovell stretch	13. Missing dualling section means that issues are particularly prevalent at junctions. However considered that the situation is not that bad.	Capacity	No			Fleur de Rhe-Philippe
A36(T) Wilton	14. NMU initiatives have been put in place, but further measures are needed particularly considering the future shift from arm residences to normal residential.	Society	No		Reference was made to the 'Wilton Community Plan' in discussion	Alistair Millington
M4 Bristol	15. General capacity issues	Capacity	Yes			Fleur de Rhe-Philippe
M4 Junction 16	16. Major developments taking place. Is currently a busy junction and with the future development, it is likely to get worse.	Capacity	Yes			
M4 Junction 17	17. May become a challenge as there is the prospect of a development coming forward in this location that is not in the Core Strategy,	Capacity	No	HA – how to consider such (if not in public domain?)		
M4 Junction 18	18. Some NMU work has been taking place with the Highways Agency in relation to cycling initiatives.	Capacity / Safety	No	HA evidence of scheme?		
A419	19. No specific issues from Wiltshire County Council	-	n/a			Fleur de Rhe-Philippe
Study	20. Maps presented at the event are a little misleading in that they show average values and do not show the whole of the problem.	n/a	n/a	HA – requirement to develop region specific evidence?		All
<u>Note for the South East team:</u>	21. The A34(T) is under-utilised by freight as trip use the route to the west (A350) instead.	Capacity / Operational	n/a			

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

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<b>Group Facilitator</b>	<b>Steve Hellier</b>	<b>Note-taker</b>	<b>Gavin Nicholson</b>		

When does this issue become critical?			Why is this considered to be a priority? 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	How does this compare to other priorities? <b>Why?</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 /operational / Junction improvement / Adding capacity / New road / other	Sticky dots <b>(also to be placed on the map as well)</b>  <u>Note, sticky dots exercise was undertaken on a separate summary sheet</u>
Already is	Before 2021	After 2021				
✓	✓		1. A303(T) at Stonehenge and Winterbourne Stoke . This represents a current capacity (congestion) issue that requires short term amelioration.  A longer term strategic solution is required but which needs to be advanced now.  Ultimate solution is for the dualling of the A303(T) in full length in Wiltshire.	This is considered to be the main priority (the section between Countess and the west side of Winterbourne Stoke).  Economic growth is currently (and will be further) hindered.  Delegates considered that they thought that the Somerset consultation event would raise this as the main priority too.	The main problem is concerned with switching from dualling to single lanes.  Expected that the A303(T) feasibility study will tackle this issue.  The problem requires a longer term large-scale solution.  Need for a balance between priorities and benefits – e.g. Wiltshire want the view of the stones to be maintained.  Needs to be accepted that the tunnel is not going to happen (for financial reasons).  English heritage are using a booking system to manage demand	
			2. A303(T) at Stonehenge and Winterbourne Stoke . Linked to 1 above			
			3. A303(T) at Stonehenge and Winterbourne Stoke . Linked to 1 above			
✓			5. Stonehenge			
	✓		9. Impacts of future development of the MoD site on the capacity of the network			
			10. Freight partnerships seek to promote routes to organisations, but roads are open to individual choice and use.			



When does this issue become critical?			Why is this considered to be a priority? 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	How does this compare to other priorities? <b>Why?</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 /operational / Junction improvement / Adding capacity / New road / other	Sticky dots <b>(also to be placed on the map as well)</b>  <u>Note, sticky dots exercise was undertaken on a separate summary sheet</u>
Already is	Before 2021	After 2021				
			Will require a solution to be worked up definitely by the long term.			
			11. Linked to 10 above			
	✓	✓	12. Likely to become a greater issue in the future	Identified as the second priority, The current situation is of long delays on the network which has economic disbenefits every day.		
✓			14. A current issue.			
✓	✓	✓	16. Issues at this location are a current problem and will become worse in the future as a result of development growth.	This is a Wiltshire priority because of the economic benefits to Whichelstowe.  This is considered to be the biggest NMU / safety issue which is likely to offer significant VfM.	Difficulties arise because of the location of the junction and the Local Authority boundaries.  May prove difficult for the HA to put a business case forward if there are no SRN benefits achieved.	
		✓	17. Linked to delivery of future development growth in the long term.		Local pinch point funding gained for a scheme on Chippenham bypass.	
			21.		Openness to discussion of potential trunking / detrunking proposals.	

## B1.8 West of England LEP Event – Notes

### Route-based strategies stakeholder events

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

<b>Workshop Name</b>	<b>West of England</b>	<b>Date:</b>	<b>20<sup>th</sup> September</b>	<b>Breakout Group</b>	<b>One</b>
<b>Group Facilitator</b>	<b>Ian Parsons</b>	<b>Note-taker</b>	<b>Vicky Edge</b>		

Attendees: Sheena Hague (Welsh Assembly Government), Laurence Fallon (Bristol City Council), Malcolm Bell (South West Tourism), Steve Evans (South Gloucestershire Council), Pete Davis (Local Enterprise Partnership)

<b>Location</b>	<b>Description of challenge</b>	<b>Type of challenge</b> Capacity / Safety / Asset Condition / Operational / Society & Environment	<b>Is the evidence for this challenge shown on our maps?</b>	<b>If not, what evidence is there to show this is/will become a challenge?</b>	<b>Promises to provide supporting evidence by (name, org)</b>	<b>Raised by</b>
Study	1. What is the difference between this and Route Management Strategies?		No			Sheena Hague
Study	2. How will prioritisation work? How can local/strategic/stakeholder views and needs be balanced?		No			Sheena Hague
Study	3. Housing and growth plans need to sit alongside RBS. North Fringe and South Bristol are the housing priorities within Bristol.  Travel planning can be used to remove local traffic from the network.	Capacity / Economic growth	Partly			Laurence Fallon
Study	4. Effect on traffic of the school holiday policies. Can't take children out of school in term time, so a big increase in traffic at the start of holidays.  Traffic management during holidays is important. If the weather is bad, people react and leave their holiday, which floods the network.	Capacity / Operational	No			Malcolm Bell
Study	5. The Highways Agency are reactive rather than proactive. They need to engage and integrate when planning.  Need to engage with local authorities at the local plan core strategy stage.	Economic growth	No			Steve Evans  Pete Davis
Region-wide	6. Missing evidence from maps, e.g. Temple Quarter is an Enterprise Zone. There are also Enterprise Areas which are relevant. These will feature heavily in economic priorities and create 60,000 jobs.	Economic growth	No			Pete Davis
Region-wide	7. Environment Agency flood relief document recently published.	Environment				Steve Evans

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Region-wide	8. There are frustrations as the region has big growth plans, but smaller applications come in which are assessed by the HA individually. Plans need to be looked at holistically and strategically.	Operational				Laurence Fallon
Region-wide	9. Would be useful to have Regional Control Centres. This would allow information to get to customers across the network.  Social media useful. Road traffic timetable would be useful, where you enter your usual commute and sends relevant information over to you.  Google are already moving towards this by showing congested routes in red and others in green.	Operational				Sheena Hague
Region-wide	10. Issues with quality and timing of information displayed on signs. If information is not updated accurately the signs lose credibility.  When there are accidents on the M5, drivers are diverted onto the A38. Often nose to tail.	Operational	No			Steve Evans
Region-wide	11. Rail network in the South West Peninsula is an issue. The rail network is not growing and the SRN will therefore take the brunt of any increased traffic. Doubling capacity (electrifying) London to Bristol, but no further.	Environment / Capacity / Society	No			Sheena Hague
M5 J21	12. Immediate capacity issues.	Capacity	No – junctions not shown			Pete Davis
Managed Motorways	13. The jury is out as to how this will cope when complete. Difficult to say whether other junctions will cope until the scheme is open.  Difficult to know the baseline being worked to until the scheme is open, but there are huge pressures on the North Fringe, so it wouldn't be a surprise if the junctions still aren't coping.  Did the Saturn model include the managed motorways and planned growth?  Is there the possibility to extend over Avonmouth?  Signals on managed motorways need to interact with local signals.	Operational / Capacity	No			Pete Davis  Laurence Fallon
M49	14. Bottleneck to the area as so congested.  Provision of up 8,000 new jobs at Severnside. Two new power stations also proposed.  Missing junction – there is a need for additional infrastructure. Pinch point and other funding has been declined.	Capacity / Economic growth	Not to a full extent			Laurence Fallon / Steve Evans

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	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
M32	15. A link of strategic and local importance. The M32 runs into a very urban area. There is a transition of speed limits to 30mph in the conurbation. Hengrove to M32 bus link improvements underway. If there is an issue on the M4, drivers divert on to the M32 and central Bristol becomes gridlocked.	Operational / Capacity				Pete Davis  Steve Evans
M4	16. Desire for Emersons Green to be served from the motorway.	Society / Operational	No			Pete Davis
A303	17. This route is an issue as tourist catchment for those west of London and south of M42. Congestion on the M5 and A303 is critical.	Capacity				Malcolm Bell
Bristol	18. Park and ride strategy around Bristol. Fairly well used. Portway rail station is proposed (currently a park and ride site).	Capacity / Environment	No			Steve Evans
Bath	19. Chippenham to M4 is an issue. Trying to get south to Ports is also an issue.	Operational	No			Laurence Fallon
Weston Super Mare	20. Improvement is going in, but a need to understand the modelling, and whether the junction will cope with development.	Capacity	No			Ian Parsons
Amesbury Interchange, A303	21. Resilience issue. Has been problems undertaking roadworks.	Operational	No			Steve Evans
A4174 Ring Road	22. Capacity issues at M32 junction. A well used junction, MOD etc. Ring road is incomplete. Puts pressure on the network.	Capacity	Not to the full extent			Steve Evans  Pete Davis
Littlewood and Gordano	23. Services are very busy, with difficulties getting out.	Capacity / Safety	No			Steve Evans
Bristol Docks	24. There are ambitions for this to become a deep water port. Additional cruises, coaches etc. Would the network cope with this development?	Capacity	No			Malcolm Bell
Avonmouth Bridge	25. Resilience issues. If there is an incident, there is no alternative.	Operational	No			Sheen Hague
Wales Crossing	26. Possibility of introducing free flows, to allow for a quicker crossing. Dartforth crossing are currently trialling this.	Operational / Capacity	No			Sheen Hague

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Hinkley Point, Bristol Channel	27. This development is going ahead. Three year construction period, local junctions may struggle during this period.	Capacity / Economic growth	Not the effects of construction			
Albury	28. Proposed power station (2020 onwards). Will provide 5% of the national power supply. This will be a long term issue for the HA.	Capacity / Economic growth	No			Steve Evans
Stoke Gifford	29. Transport Link now has permission from Aztec West to the ring road.	Operational / Capacity				Steve Evans
Yate/Thornbury	30. Longer term issue, putting pressure on local roads. 3,000 new homes are planned. Routes to the M4 are poor, and couldn't cope with much more development.	Capacity / Economic growth				Pete Davis
Cribs Patchway	31. 60ha of land to be developed at Bristol Airfield (high-tech development). New Bristol Rovers stadium also planned.  Trying to develop a masterplan for the north Bristol area, but some developers are submitting individual applications.	Economic growth				Steve Evans
Bristol Airport	32. Airport is growing, and there is a planned link to serve it.	Economic growth	No			Steve Evans

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

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<b>Group Facilitator</b>	<b>Ian Parsons</b>	<b>Note-taker</b>	<b>Vicky Edge</b>		

When does this issue become critical?			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.	Sticky dots (also to be placed on the map as well)
Already is	Before 2021	After 2021	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	Why?  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.	Solution Type (& additional notes) Maintenance & renewals /operational / Junction improvement / Adding capacity / New road / other	
✓			8. Need solutions to developments now, in order to liaise with developers and collect contributions.			● ●  ●
✓			14. A lot of evidence already produced to show why M49 is an issue.  Is a barrier to growth and top priority for the LEP.			● ●  ● ●  ● ●  ● ●
✓			15. M32 is a key part of the north Fringe strategy. Some work is underway.  Resilience issues need addressing. If works are undertaken to allow for growth, this will affect the network.		A lane for public transport on the M32 could be a good idea.	●
		✓	16. An M4 link makes sense once the ring road is completed.			
✓			17. A303 is key to the economy of the region. The more the A3030 clogs up, the more people use the M4, which adds to problems at the Bristol box.			● ●
			18. Park and ride could help alleviate pressure on the SRN.			●
		✓	19. Bath to South studies have been undertaken.  The A350 is not a HA route, but carries strategic traffic.	Is a priority for Swindon/Wiltshire but not as much growth as West of England.		●

When does this issue become critical?			Why is this considered to be a priority? 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	How does this compare to other priorities? Why?  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 /operational / Junction improvement / Adding capacity / New road / other	Sticky dots (also to be placed on the map as well)
Already is	Before 2021	After 2021				
		✓	22. The ring road completion becomes an issue in 10 years or so.	A4174 ring road completion seen as a longer term challenge, sitting behind the new M49 junction.		●
			24. Bristol Docks could become a centre for export.			●
✓			25. Additional crossing of the Avonmouth (rail link?), Capacity and resilience issues. An issue for rail as no Avon crossing.  Recognises the difficulties in providing an additional link, but needs looking at now. Important for feasibility evidence to be gathered now.  Avonmouth crossing is a pinch point for tourists.			
	✓		26. Look at Dartford crossing and see lessons learnt.  The Wales crossing causes problems at peak times. Is a barrier to entering Wales, particularly for Haulage (perception an issue, being held up).  New developments in South Wales will increase flows on the bridge.			● ●  ●
		✓	28. Oldbury is a longer term issue. There is talk of putting in a quay.			
		✓	30. The housing going into the Yate/Thornbury area now can be accommodated. Future development may not cope.			●



## Route-based strategies stakeholder events

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

<b>Workshop Name</b>	<b>West of England</b>	<b>Date:</b>	<b>20<sup>th</sup> September</b>	<b>Breakout Group</b>	<b>Two</b>
<b>Group Facilitator</b>	<b>Christine Fowler</b>	<b>Note-taker</b>	<b>Gavin Nicholson</b>		

Attendees: Shaun Walsh (Highways Agency), Peter Dawson (Bath and North East Somerset Council), John Mounslow ((British Motorcycling Federation), Axel Fisher (First), Carezza Ellery (British Motorcycling Federation), Matt Ayres (Avon and Somerset Constabulary)

<b>Location</b>	<b>Description of challenge</b>	<b>Type of challenge</b> Capacity / Safety / Asset Condition / Operational / Society & Environment	<b>Is the evidence for this challenge shown on our maps?</b>	<b>If not, what evidence is there to show this is/will become a challenge?</b>	<b>Promises to provide supporting evidence by (name, org)</b>	<b>Raised by</b>
A36(T) South of Bath	2. Current congestion issues. Severance to communities.	Capacity / Society	No			Peter Dawson
A36(T) All	3. Provides a link to a port and is therefore a key route. However there is a challenge to balance the strategic nature of the route and the communities along it.	Society	In Part			Shaun Walsh
A36(T) All	4. The route has an accident profile in part caused by poor geometry of the route.	Safety	Yes			Shaun Walsh
A46(T)	5. Maintenance / signing and lining issues. There are lots of gaps in the information / some is in poor condition. The inconsistency between information provided by different parties was also noted.	Operational	No	No evidence currently, but a signage strategy might be useful.		John Mounslow
A46(T) / general	6. A need for resilience on the network. There are great effects on the LRN of accident / capacity issues on the SRN. These issues also extend to the reliability of bus services.	Capacity / Operational / Society	No	HA – should have reliability data.  Other potential data sources - ASTROD		Axel Fisher
A46(T) / A36(T) / general	7. Evidence of unnecessary speed limit reductions, although others in the group noted that these were only implemented for a reason (roadworks / safety issue).	Operational	No			Carenza Ellery
Network-wide	8. Identified that the police are not great at measuring where the risk of safety on the network is. Potential for police to become smarter in identifying hot spots.  Associated with the above, lack of speed cameras being located in the right areas due to the lack of evidence.  One such data gap relates to the consideration of near misses / non-injury accidents.	Safety	In part		Gaps in safety data can be provided.	Matt Ayres / John Mounslow
A46(T) / A36(T)	9. General maintenance of the rural routes (for example maintaining visibility splays) has a subsequent impact on safety.	Safety	No	No specific evidence available other than a review of existing highway designs and the compliance of the routes with these.		Matt Ayres


Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	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
Network-wide	10. Education of road safety is missing – needs to be part of the strategy.	Safety	No			Carenza Ellery / Matt Ayres
M4	11. Capacity issues west of junction 19.	Capacity	Yes			Carenza Ellery
	11. When issues on the network, traffic diverts to the LRN. Recent example at an air balloon event raised.	Operational	In Part		AF to provide evidence.	Axel Fisher
	11. J19 of M4 suffers in peak hours.	Capacity	Yes	Is in the HA's plans.		Shaun Walsh
Around Bristol	12. Significant growth is expected on the fringes of the Bristol and there are issues on the local network in the vicinity of SRN junctions.	Capacity / Economy	No		JM has local network congestion data that could be provided.	John Mounslow
M4 / M5 Interchange	13. Has a national role in connecting England and Wales, provides access to the South West, and a local role in providing access to local communities and developments. A challenge exists in balancing getting local trips onto the network and the need to enable national growth.	Capacity / Economy	Yes			Peter Dawson
M5	14. Capacity issues at Junctions 16, 17 and 19.  Capacity issues at junctions 16 and 17 are mainly caused by commuter issues. These will be further exacerbated by growth (e.g. Northern Fringe and Filton Airfield).  Capacity issues at Junction 19 likely to be exacerbated by future growth at Portishead. Existing issues associated with the performance of the A369 corridor and “strange” services.  Safety issues in locations due to weaving etc...	Capacity / Safety	Yes			Shaun Walsh
	14. Junction 18 (Avonmouth). Northbound peak hour issues which has a knock-on effect on local communities. Essential that consideration be given to the interaction with the local network.	Capacity	In Part		JM to provide local data. The Greater Bristol Study (2 <sup>nd</sup> crossing) may be useful.	John Mounslow
M48 / M49	15. Signage / lane marking is confusing	Operation	No	HA – potential for a signage review.		Carenza Ellery
M49 Severnside	16. Huge economic growth – there is a need for a new junction to support.	Capacity / Economy	In Part		The junction is in the South Gloucestershire Core Strategy (£20m+ funding).	Various

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	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
Network-wide	17. Requirement for better information on technology. Information needs to be specific to road users and in a single place.	Operational	No			Various

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name	West of England (Bristol)	Date:	20 <sup>th</sup> September	Breakout Group	Two
Group Facilitator	Christine Fowler	Note-taker	Gavin Nicholson		

When does this issue become critical?			Why is this considered to be a priority? 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	How does this compare to other priorities? Why?  Nb In this session we most interested in <u>how</u> 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 /operational / Junction improvement / Adding capacity / New road / other	Sticky dots (also to be placed on the map as well)
Already is	Before 2021	After 2021				
Y (at a low level)		Y (road building)	1. A36 Bath. There are already issues on the network. Air quality issues already exist.		Potential to divert HGVs onto the A350 corridor.	
Y			2. A36 South of Bath. Severance is an existing issue.			
			3. Linked to 2 above.			
Y			4. The safety of A46 is an existing issue.			
Y			5. There is some existing signage co-operation taking place and it was considered that this is a simple gap to fill.		Joint strategy (HA / LHAs) to look at signage and identify gaps.	
Y			6. Is already an issue – the synergy between the SRN and LRN is critical.		Better co-operation between parties is required. There is a Memorandum of Understanding (between the HA and 4 LA's) which it may be useful to reinvigorate but it is not	

When does this issue become critical?			Why is this considered to be a priority? 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	How does this compare to other priorities? <b>Why?</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 /operational / Junction improvement / Adding capacity / New road / other	Sticky dots (also to be placed on the map as well)
Already is	Before 2021	After 2021				
					currently being adhered to.	
Y			7. A36/A46 identified as a current issue.		Lots of ongoing work and studies taking place.  Gaps in data (cross-organisation) to identify hotspots.	
Y			8. Linked to 7 above.			
Y			9. Mainly an off motorway network issue. Maintenance is critical to the safety of the network.		Make people better aware of HAIL / refresh the information source.	
Y			10. Education is considered to be vital and a method of accident avoidance.		Potential cross-organisation education programme and ability to share funds. A sustainable approach should be adopted rather than a one-off effort.	●
Y	Y		11. The impacts of managed motorways need to be considered first to consider the impacts on the SRN and surrounding networks).		Solution should be steered by impacts of managed motorways.	● ●
	Y	Y	12. Likely to become a greater issue in the future – associated with future growth.			
Y (existing)	Y (future growth)	Y (future growth)	13. Significant capacity issues exist – development traffic will exacerbate the issue.			● ●
	Y (future growth)	Y (future growth)	14. A current issue.			●
Y			15. An existing issue			● ●
Y			16. A high priority given the link with economic growth.	* HIGH PRIORITY *	Potential pump-prime to get the development coming forward.	● ●
Y			17. Informing the road-user before they take the journey.		<ul style="list-style-type: none"> <li>- Integrated information (HA / LHAs).</li> <li>- More sophisticated pre-journey applications</li> <li>- Roadwork prioritisation (roadworks.org)</li> <li>- Good example raised of the ‘Dorset Voyager’ as part of the Olympics (Weymouth)</li> </ul>	● ●  ●

## Route-based strategies stakeholder events

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

<b>Workshop Name</b>	<b>Bristol</b>	<b>Date:</b>	<b>20th September</b>	<b>Breakout Group</b>	<b>Three</b>
<b>Group Facilitator</b>	<b>Steve Helier</b>	<b>Note-taker</b>	<b>Peter Triplow</b>		

Attendees: Martin Mc Donnell (Bristol Cycle Campaign), David Redgewell (Campaign for Better Transport), Peter Slane (South Gloucestershire Council), Ian Gallagher (Freight Transport Association)

<b>Location</b>	<b>Description of challenge</b>	<b>Type of challenge</b> Capacity / Safety / Asset Condition / Operational / Society & Environment	<b>Is the evidence for this challenge shown on our maps?</b>	<b>If not, what <u>evidence</u> is there to show this is/will become a challenge?</b>	<b>Promises to provide supporting evidence by (name, org)</b>	<b>Raised by</b>
M5 junctions around Bristol	3. Crossing the M5 is not easy for non-motorway users, especially walkers and cyclists. The problem is particularly bad at Almondsbury. [NB there is a Pinchpoint scheme proposed for Junction 16.]	Safety Society & Environment	No	Need evidence of how many drivers are using roads across junctions - South Gloucestershire Council have an MMM available.		Martin Mc Donnell  supported by David Redgewell
M32	4. Need some form of priority for freight and public transport as these presently get held up on their way in and out of Bristol.	Capacity	Yes			David Redgewell
M4 north of Bath	5. Heavy traffic on the M4 leads to many Bristol-bound drivers leaving the M4 at Junction 18 near Bath and using local roads to complete their journey. Particular problem through Pucklechurch and Mangotsfield.	Capacity Society & Environment	No	Only anecdotal evidence at present but South Gloucestershire Council are trying to quantify things.		Peter Slane
A36 and A46 east of Bath	6. A link road is needed between the A36 and A46 east of Bath. At present, drivers have to go right into Bath in order to pass from one road to the other, and this creates massive congestion. The solution is not likely to be cheap, and the idea of a new road is unlikely to go down well with either Bath residents or BANES Council.	Capacity	Not as well as it could be	Link is known unofficially as the <i>Beckford Spur</i> .		Ian Gallagher
Bristol / Bath (evening economies)	7. Motorway closures tend to happen overnight, so the impact of these falls disproportionately on the evening economy. Both cities are keen to promote themselves as evening destinations, and these closures are leading to lost trade.	Capacity Society & Environment	No			David Redgewell
M49 near Avonmouth	8. The port of Avonmouth and the enterprise zone west of Bristol currently have no direct access to the M49, despite it passing through both. If Bristol is to compete with other ports, such as Southampton, a junction on the M49 is essential.	Society & Environment	No			Peter Slane
Countywide journey times	9. A lot of the congestion around Bristol could be avoided if people had better information on when and when not to travel. This information is available but has not been publicised very well.	Operational Society & Environment	No			Martin McDonnell

Countywide maps	10. The maps provided show a lot of green, which tends to gloss over the queues which are known to occur around Bristol on the weekend and along the M5 in summer.	Capacity	Yes			Peter Slane  supported by David Redgewell
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Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name		Bristol	Date:	20th September	Breakout Group	Three
Group Facilitator		Steve Hellier	Note-taker	Peter Triplow		
When does this issue become critical?		Why is this considered to be a priority?		How does this compare to other priorities?		Sticky dots (also to be placed on the map as well)
Already is	Before 2021	After 2021	Why?		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 /operational / Junction improvement / Adding capacity / New road / other	
	✓		1. Congestion has a big impact on the economy of the area, holding up freight, tourists and commuters. Compared to building new roads, extending the managed motorway network is a fairly cheap option. Bristol is the main transport hub for the south west so any problems here have a <u>very</u> wide impact.	Similar impacts to 8 below. This is a priority for the region not just for the former county of Avon.	Extend the managed motorway scheme to Gordano services.	● ●  ● ●
		✓	2. Same reasons as above: a fairly cheap solution to a longstanding problem.	This would follow on naturally from 1 above, assuming the managed motorway concept works.	Extend the managed motorway scheme to Weston super Mare.	●
✓	✓		3. Impacts on all kinds of people, not just drivers.	Some local authorities are already working on this issue, so it could be a quick win.		● ●
✓			4. Leaves buses at a disadvantage and costs the local economy time and money.	A plan is already in place so this could be another quick win.		●
✓			5. Has a negative impact on towns and villages in southern Gloucestershire.	More a local issue than one for the Agency.		
✓			6. A round-the-clock problem for one of the most visited cities in Britain.	Has to be a high priority despite the difficulties in achieving it. Many agencies would need to be involved.	A typical road-based design would not be appropriate here so we could have some kind of a competition to design a new bridge.  Could turn the first few miles of the A363 into the A36 and join it to the old A36 near Claverdon. This would keep the new bridge away from Bath.	● ●  ● ●

			7. This is a nationwide issue but no reason why Bristol and Bath should not take a lead.	Not an issue for any particular stretch of road but for road management generally.	The public needs better advance publicity of roadworks, especially when other agencies are doing the work.	
✓	✓		8. Avonmouth is the biggest industrial hub in the south west, and the motorway network should be there to serve it. A new junction on the M49 would overcome what is, at present, a huge lack of connectivity.	All agreed this should have the highest priority.	New junction on the M49.	● ● ●
✓			9. Big issue for the emergency services in particular.	If the Agency wishes to stay in control of the situation it needs to act now, otherwise other websites will step in to plug the gap.	Could install cheap roadside signs as happens in Wales. No need for overhead gantries.	
✓			10. Important to reflect the cost of congestion and the importance of the tourist trade to Bristol and Bath.	Just need to get the information right for the purposes of this exercise.		



## B1.9 GFirst LEP Event – Notes

## Route-based strategies stakeholder events

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

<b>Workshop Name</b>	<b>Gloucestershire</b>	<b>Date:</b>	<b>27<sup>th</sup> September</b>	<b>Breakout Group</b>	<b>One</b>
<b>Group Facilitator</b>	<b>Ian Parsons</b>	<b>Note-taker</b>	<b>Joanna Mole</b>		

Attendees: Heddwyn Owen (Caravan Club), Jason Keates (Gloucestershire Constabulary), Mally Findlater (Local Enterprise Partnership), Ian Gallagher (Freight Transport Association), John Cordwell (Wotton-under-Edge MP), Jeremy Williamson (Cheltenham Borough Council), Patricia Dray (Highways Agency)

<b>Location</b>	<b>Description of challenge</b>	<b>Type of challenge</b> Capacity / Safety / Asset Condition / Operational / Society & Environment	<b>Is the evidence for this challenge shown on our maps?</b>	<b>If not, what evidence is there to show this is/will become a challenge?</b>	<b>Promises to provide supporting evidence by (name, org)</b>	<b>Raised by</b>
A417 Air Balloon Roundabout	1. Slow moving vehicles on approach to Air Balloon Roundabout	Capacity / Operational				Heddwyn Owen
A417 Cowley Roundabout	2. Congestion issues, particularly at peak times. Damage only accidents	Capacity / Safety				Jason Keates / Mally Findlater
A417/A419 Route	3. Issues with journey time reliability. Increased transport costs to route via M5/M4 route	Capacity		Impact of poor journey time reliability on freight operations	Ian Gallagher	Ian Gallagher / John Cordwell
A417/A419	4. Road standard. Change from dual to single carriageway. Missing link. First section of single carriageway if travelling from Italy to Scotland.	Capacity				Jason Keates
M5 Motorway J9	5. Pinch point scheme increases capacity A46 arms, although not motorway	Capacity				Patricia Day
Network wide	6. Poor road surface condition. Gloucestershire considered to be worst in country	Asset Condition				Heddwyn Jones
A40	7. A40 carries local traffic, although designated as SRN. Has significant maintenance issues. Need to resolve before could consider for de-trunking	Asset Condition		Need to determine the level of strategic or local traffic and level of HGV use		Jason Keates
M5 Motorway J10	8. Configuration of M5 J10 hampers operation of police and emergency services. If major incident, M5 J11 - 9, unable to take injured persons or motorway traffic off SRN at M5 J10.	Operational				Jason Keates
M5 Motorway J10	9. Proposed new fire station near M5 J10. Can only access motorway to travel northbound. Will present challenges for fire service	Operational		Potential evidence re delayed response times		Jeremy

M5 Motorway	10. Poor driving conditions during snowfall. Managing agents cleared snow far better in Worcestershire than agent in Gloucestershire. Inconsistencies are evident	Operational				Jason Keates
Motorway Service Areas	11. Parking for caravans is only available in areas designated for heavy goods vehicles. Potential safety issues.	Operational / Safety				Heddwyn Jones
Network wide	12. Difficulties in finding locations to pull in and let other vehicles overtake	Operational / Safety				Heddwyn Jones
M5 Motorway J9	13. Use of full time signalisation at M5 J9. Delays in off-peak periods when not required.	Operational				Jeremy
M5 Motorway J14	14. Signalisation at roundabout. Do timings reflect traffic conditions?	Operational				Jeremy
M5 Motorway J14	17. Car-share parking in lay-by	Operational / Safety				John Cordwell
M50 Motorway	15. Some resilience issues. Pressure on A417 through Gloucester when used as a diversionary route	Operational				Jason Keates
Network wide	16. Signage for Motorway Service Areas does not include fuel information, although the operator is named	Operational				Ian Gallagher / Jeremy
A417 Air Balloon Roundabout	18. Issues for traffic leaving roundabout down Crickley Hill	Safety				Jason Keates
A417 Air Balloon Roundabout	19. Air quality issues at Air Balloon Roundabout	Environment				John Cordwell / Ian Gallagher
Severn Bridge	20. Capacity on Severn Bridge can be reduced by collection of tolls. Need improved toll collection. Traffic reassigns to other roads to avoid toll in one direction	Technology		Directional traffic volumes on bridge and alternative parallel routes		Ian Gallagher / John Cordwell
A417/A419	21. Economic growth in Gloucestershire is hampered by 'missing link'. The challenge is finding evidence to support this. Road users avoid this road.	Economic Growth		Evidence to support economic case is unknown		Mally Findlater
M5 Motorway J9	22. Development pressures at Ashchurch e.g. MOD site, Cotswolds Retail Centre. Need road network to support future growth	Economic Growth				John Cordwell / Patricia Day / Mally Findlater

M5 Motorway J10	23. Junction is not all movements junction. Current configuration is limiting opportunities for growth. Joint core strategy identifies new residential and employment locations. Employment growth zone from J9 – 10. Anticipate several applications will go to appeal. Successful companies leaving Gloucestershire	Economic Growth				John Cordwell / Mally Findlater / Jeremy
M5 Motorway J11	24. Employment based development	Economic Growth				
M5 Motorway J12	25. Current and future housing development. Junction saturation issues at location already at capacity in peak hours	Economic Growth				Jeremy
M5 Motorway J14	26. Growth identified at Sharpness Docks	Economic Growth				Mally Findlater
M50 Motorway	27. Development around M50	Economic Growth				
A40	28. Major regeneration at Cinderford. Significant housing units at Lydney	Economic Growth				Jeremy

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name			Avonmouth	Date:	27 <sup>th</sup> September	Breakout Group	One
Group Facilitator			Ian Parsons	Note-taker	Joanna Mole		
When does this issue become critical?			Why is this considered to be a priority? 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	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.  Solution Type (& additional notes) Maintenance & renewals /operational / Junction improvement / Adding capacity / New road / other	Sticky dots (also to be placed on the map as well)
Already is	Before 2021	After 2021		Why?			
✓			1. A417 Air Balloon Roundabout is a priority for economic, safety, resilience and environmental reasons.	County Council considers this highest priority (John Cordwell). LEP considers this within the top three priorities, although not the highest (Mally Findlater)			● ●  ● ●  ● ●
✓			2. A417 Cowley Roundabout. Similar issues to Air Balloon (Jason Keates)				●
			3.A417/A419. Freight Transport Association considers this a priority for the area.				
			7. A40 de-trunking. Carries local traffic.		De-trunking. Must be initiated by local authority		
✓			11. Caravan parking at Motorway Service Areas. Creates poor image for caravans. Safety issue				●
✓			12. Lay bys for caravans to pull in. Creates poor image for caravans. Safety issue				
✓			13. M5 J9 Signalisation. Priority as delays in off-peak period		Part-time signalisation		
			16. Motorway Service Areas signage - information re fuel		Motorway Service Areas signage to indicate fuel provider		
✓	✓		20. Severn Bridge tolls. Delays at tolls. Must utilise new technology		Technology improvements at toll. Must be 'free flow' through tolls		
	✓		21. A417/A419. Missing link. Potentially hampering economic development	Missing link is not the top priority for the LEP. Need to justify in terms of Value for Money, GVA, although the evidence case is not as strong (Mally Findlater)			● ●

✓	✓		22. M5 J9. Development pressures now and future	Development pressures at J9 and J10, therefore higher priority than Air Balloon (Jason Keates)		● ● ●
	✓		23. M5 J10. This is a priority as a result of configuration, development pressures, impact on operations of policy and emergency services and proposed location of fire station.	M5 J10 considered to be a higher priority than J9 (general consensus)		● ● ● ● ● ● ●
		✓	24. M5 J11.	Not considered to be same priority as J9 and J10		
✓			25. M5 J12. Current and future development pressures.		Review signage at M5 J12. Counter-intuitive to destination	●

Route-based strategies stakeholder events

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

<b>Workshop Name</b>	<b>Gloucestershire</b>	<b>Date:</b>	<b>27th September</b>	<b>Breakout Group</b>	<b>Two</b>
<b>Group Facilitator</b>	<b>Christine Fowler</b>	<b>Note-taker</b>	<b>Peter Triplow</b>		

Attendees: Pete O'Brien (British Motorcycling Federation), John Franklin (Gloucestershire Council), Ed Halford (Highways Agency), Christine Shine (Campaign for Better Transport), James Llewellyn (Gloucestershire Local Transport Board), Rupert Crosbee (Sustrans)

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	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
Study	1. Important to get all information in place before making decisions as this challenge underpins all others. If we rely only on the information as shown the South West may lose out.					
M5 Bristol	2. This stretch of the M5 always seems to have roadworks, plus some of the junctions are confusing. This creates a negative impression of Gloucestershire to visitors from the south.	Capacity	Yes			Pete O'Brien
M5 junction 10	3. Question of how well this junction relates to the local road network. If the junction is made accessible to traffic from the south this would encourage more local traffic onto the motorway. This then raises the question of whether the Agency should try and direct local drivers away from the motorway.	Capacity Operational	No			John Franklin

M5 junction 12	4. Too many traffic lights at this junction which cause congestion locally.	Operational	No			Pete O'Brien
M50	5. This road never seems to be open. Question raised as to where it serves and why it was built. Junction 1 is confusing, even to locals.	Asset condition	Yes			Pete O'Brien
A40 north and west of Gloucester	6. Congestion is caused as the road goes from dual to single carriageway. This road is the only access to Gloucester and Cheltenham from west of the river so any problems here impact hard on residents and businesses. Question raised as to whether this road should still be a strategic road.	Capacity Society & Environment	No			Ed Halford  supported by Pete O'Brien
A417 south of Cheltenham	7. There is bad congestion on the single carriageway section from Birdlip to Nettleton Bottom. Slopes and landscape designations are likely to make solutions difficult. The hilltop has its own microclimate which can surprise drivers. Together with the volume of traffic, this makes it an accident black spot. Drivers who do not know the road tend to drive down the hill with their brakes on, which can create confusion at night. The turning into Birdlip at the top of the hill can be tricky for cyclists.	Capacity Safety Society & Environment	Yes	No evidence offered but agreed that we need evidence on journey time, accidents and air quality. We also need businesses and haulage firms to say how much this stretch of road is costing them.	LEP is trying to get evidence together.	Christine Shine  supported by Pete O'Brien Ed Halford John Franklin
A417 (lighting and signage)	8. Signs seem overly large for the size of road. Could they be smaller and do all stretches of the road need lighting? Suggestion that it may be possible to turn off more lights than at present.	Operational Society & Environment	No			Christine Shine
A417 / A419 (heading north west)	9. Some drivers heading from the south east to Wales use this road as an alternative to the M4 on the grounds that the M4 <i>might</i> be congested. With better advance signage on the M4 this could be avoided.	Operational	No			Ed Halford
A417 / A419 (heading south east)	10. Some drivers heading from the Midlands to Chippenham and the west side of Swindon use this road as an alternative to the M5 on the grounds that the M5 <i>might</i> be congested. With better advance signage on the M5 this could be avoided.	Operational	No			Pete O'Brien
Countywide information) (journey	11. There is a lack of information on the origins and destinations of traffic so it is hard to distinguish between long distance and local travellers. For known pinchpoints such as the Air Balloon this information would be useful.	Capacity	No	Christine Shine has information on traffic through Nettleton Bottom.  Ed Halford has a traffic model for the central Severn Vale.  Travel to work data is available from the census.		James Llewellyn  supported by Christine Shine

Countywide (accidents)	12. How useful are the present statistics we have on accidents? Is safety becoming a greater or lesser problem? We need to understand the whole picture rather than relying on injury data.	Safety	Yes			James Llewellyn
Countywide (diversions)	13. Need to think more carefully about where traffic is diverted when strategic roads are shut or congested. Traffic figures plateau once a road become blocked so it can be hard to tell whether traffic is diverting and, if so, how much and where to.	Capacity	No		Christine Shine	Christine Shine
Countywide (crossings)	14. It can be very hard to cross strategic roads at flat junctions, particularly for those on bikes. Examples given of the A419 at Cricklade, the A46 south of Evesham and the M5 at Tewkesbury. Although cycle lanes and crossings have been provided, many cyclists choose not to use them. To date it has been assumed that one solution will fit all cyclists, whereas in fact there are different kinds of cyclists with different needs. The narrowness of unimproved sections also makes things tricky. The growth planned east of Tewkesbury will make the M5 junction even harder to cross.	Safety Society & Environment	No			John Franklin  supported by Rupert Crosbee
Countywide (service areas)	15. There is nowhere to park motorbikes at service stations. Also need a lorry park for the M5.	Asset condition	No			Pete O'Brien
Countywide (satnavs)	16. Need to tackle the problem of satnavs sending drivers down roads which are ill-suited to their needs (particular problem with lorries being sent down country lanes. Could the satnav makers be persuaded to provide different settings for cars, bikes, lorries, caravans etc.?	Operational	No			Pete O'Brien  supported by Christine Shine



Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name		Gloucestershire		Date:	27th September	Breakout Group	Two
Group Facilitator		Christine Fowler		Note-taker	Peter Triplow		
When does this issue become critical?			Why is this considered to be a priority? 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	How does this compare to other priorities? Why?		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 /operational / Junction improvement / Adding capacity / New road / other	Sticky dots (also to be placed on the map as well)
Already is	Before 2021	After 2021					
✓			1. Important to get all information in place before making decisions.		Needs to happen before other challenges are tackled.		●
✓			2. The M5 is the main gateway into Gloucestershire from the south so problems around Bristol affect the whole county.		Work is already underway on this stretch of the M5 so it could be a quick win.	Rebuild the Almondsbury interchange to make it less confusing.	
	✓		3. Could make an already congested part of the M5 even busier.		Would only become a problem if the junction were to be made accessible to drivers from the south as well as from the north.		
✓			4. More a local issue than a strategic one.		Not as high a priority as other challenges.		
			5. This road has little impact on Gloucestershire so this is more of an observation than a challenge.		Agreed by all to be a low priority.		
✓			6. A40 north and west of Gloucester. Affects economic activity and connectivity for those living and / or working west of the Severn.		One scheme is already going ahead which may help. Could be a quick win but other priorities are higher.	Redesign of Over Island.	● ● ●
✓			7. A417 south of Cheltenham. Big issue for business, freight and tourism, as well as for local residents. Affects the whole economic attractiveness of Gloucestershire. Causes hold ups in getting fresh fruit and vegetables out of the county.		All agreed this should be the top priority.		● ●
			8. Has a big visual impact in sensitive areas like the Cotswold AONB.		Something to consider when other changes and improvements are made.		
✓			9. Hard to quantify but could be putting unnecessary strain on the A417 through Nettleton Bottom.		Cannot do much until we know the start and end points of journeys. Could be a quick win as it is only a signage issue.		
✓			10. A417 / A419 (heading south east) used if M5 congested. Hard to quantify but could be putting unnecessary strain on the A417 through Nettleton Bottom.		Cannot do much until we know the start and end points of journeys. Could be a quick win as it is only a signage issue.		●
✓			11. A lack of information on the origins and destinations of traffic. Other challenges, such as 9 and 10, rely on us having this information.		Needs to happen before certain other challenges can be tackled.		● ●

✓			12. Important to understand this issue before making decisions on other challenges.	Needs to happen before other challenges are tackled.		●
✓			13. Important to understand this issue before making decisions on other challenges.	Needs to happen before other challenges are tackled.		●
✓			14. It can be very hard to cross strategic roads at flat junctions. Planned growth will only make this problem worse so we need to act now.	A big priority for cyclists.	Investment should be directed towards growth areas.	● ● ● ●
✓			15. Not a huge priority but something to be borne in mind when new services are proposed.	Less of a priority than solving congestion problems.		●
✓			16. Some lorries and caravans are using unsuitable roads as their satnavs only have one setting.	A high priority but not within the Agency's control.		●



Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	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
A419	<p>6. Noise is a problem, and an action group has now been set up because of this. There is a concrete section from Cirencester to Cricklade which causes particular problems.</p> <p>It was noted that this is a problem which may get worse if traffic levels increase (AL).</p> <p>Accidents are caused by people slowing down and speeding up along this route. The variable speed limits are felt to pose a problem.</p> <p>Links to Swindon/Reading etc are important as this is a key aerospace/technological area.</p> <p>The A419 is a DBFO with a 30 year contract (phantom toll), managed by RBS. RBS could argue against reducing traffic as their revenue would be reduced as a consequence.</p> <p>The local authority has heard that RMS are happy with the current situation. If their income is capped, there may be no incentive for solutions to be developed (an increase in traffic would not see their income increase if there is a cap imposed).</p>	Safety / Environment	No	The LEP has recently surveyed businesses in the area about what the effect would be of improvements to J9, J10 and Air Balloon.	The results of the survey should be published soon (LF).	<p>Nigel Robbins</p> <p>Louise Follet</p> <p>Nigel Robbins</p> <p>Amanda Lawson-Smith</p>
M5 J9 (with A46)	<p>7. Congestion at this junction is significant.</p> <p>Right on the junction, there is an area allocated for housing development. A short way to the east, there is a proposal for 2,200 homes, plus employment (currently an MOD site).</p> <p>Worcestershire are requesting dualling of the A46 to Stratford, and a pinch point scheme is currently underway at this junction.</p>	Capacity / Economic growth	Information on junctions not shown			<p>Holly Jones</p> <p>Amanda Lawson-Smith</p>
M5 J10	<p>8. Currently a limited movement junction. Desire for it to become an all-movement junction (LEP priority).</p> <p>4,800 dwellings are proposed very close to the junction.</p> <p>If coming south, have to travel through Cheltenham residential areas to access the motorway.</p> <p>Heading east to Cheltenham, queuing back onto motorway, which is a safety issue.</p>	Capacity / Safety	No			<p>Holly Jones</p> <p>Amanda Lawson-Smith</p>

Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	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
M5 J11	<p>9. Development planned towards the A46.</p> <p>To the west, it is Highways Agency maintained, and to the east it is local authority maintained.</p> <p>A new park and ride plus improvements to the junction are planned at Elmbridge Court.</p> <p>This junction is currently felt to be operating ok, but will be put under huge pressures by development.</p>	Capacity / Economic growth				Holly Jones
M5 J12	<p>10. Committed development is planned south of Gloucester (some as part of Stroud's plans too). Incinerator site has also been allocated for development. The junction is unlikely to cope with any future development.</p> <p>Queues go back onto the motorway carriageway.</p> <p>A rail strategy is currently being developed. New stations are proposed at: Huntsgrove, Stonehouse and Gloucester Parkway.</p>	Capacity				Amanda Lawson-Smith
M5 J13	<p>11. Congestion on A419, into Stroud.</p> <p>Stroud District Council have development proposals in the area.</p>	Capacity				Amanda Lawson-Smith
A40	<p>12. There are strategic allocations to the west of J11a (North of Gloucester). Another development is proposed at Twigworth, with a possible new roundabout on the SRN,</p> <p>West of Gloucester, there is congestion on A417 (has some pinch point funding).</p> <p>Perceived to be part of 'virtual detrunking', so it is maintained but not improved.</p>	Capacity				Louise Follet
M5/M4	<p>13. Massive congestion problems.</p> <p>Will be over capacity, even with the managed motorway scheme. This makes the case for improving the A419 even stronger.</p>	Capacity				
A40 (council stretch, Gloucester)	<p>14. Lorries using lay-by. Lack of overlay facilities causes a problem as they then rest on A40 and pull out to dual carriageway from a cold start, which poses a safety risk.</p>	Safety				
Elmbridge transport scheme	<p>15. Once Elmbridge transport scheme is in place, need to communicate and understand the impacts on the whole network.</p> <p>Some lorries and vehicles use A417/Chepstow to get to Wales, rather than pay the toll.</p>					

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name			Gloucestershire	Date:	27 <sup>th</sup> September	Breakout Group	Three
Group Facilitator			Steve Hellier	Note-taker	Vicky Edge		
When does this issue become critical?			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.  Solution Type (& additional notes) Maintenance & renewals /operational / Junction improvement / Adding capacity / New road / other	Sticky dots (also to be placed on the map as well)
Already is	Before 2021	After 2021	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	Why?	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.		
✓	✓		3. M5 J11a is an issue due to the limited movements. More development is coming forward, which will have an impact upon capacity.  Traffic queuing on the A417 is going to get worse.				
✓			4. Missing Link is an issue, as unlocking capacity on this route would unlock bigger economic benefits for Gloucestershire as a whole.			A pilot project was planned (raised by Nigel Robbins) but not sure it would have worked anyway due to the unpredictability of accidents.	● ●  ● ●  ●
✓			5. Air Balloon an issue due to safety.  It can be included within Missing Link comments as it is all one problem, and requires one solution.  All single section carriageways need addressing.				●
✓			6. A419 is a problem due to noise and accidents.				
✓			7. M5 J9 an issue due to significant congestion.				● ●
✓	✓		8. M5 J10 a priority due to the benefits which would be offered by making an all-way junction.  There is currently queuing, which will get worse with the significant development proposed.  Effects of development need to be mitigated to stop the junction deteriorating further.				● ●  ●
	✓		9. M5 J11 will be under pressure due to development from 2021 onwards.				
✓			10. M5 J12 a priority for the City Council.  Congestion backs onto the carriageway both northbound and southbound.  A safety issue as queuing vehicles may not be noticed				

			by oncoming vehicles.			
			11. M5 J13 a lower priority for the area. Unsure of Stroud's proposals, so not sure when it would become a priority.	Lower priority		
✓			12. A40 west of Gloucester an issue. Approach to the region from the Forest/Hereford. There is a P&R, but no bus lane so doesn't really help vehicles.	The scheme at Elbridge roundabout doesn't take account of the huge developments going on in the area.	There are proposals to detrunk, but the current position of the county is that they don't want to take it on (financial liability).	● ● ●



**B1.10 Buckinghamshire Thames Valley LEP Event – Notes**

Relevant RBS	Table	Location	Description of challenge	Type of challenge					Type of challenge	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
				Capacity	Safety	Asset Condition	Operational	Society & Environment		Capacity / Safety / Asset Condition / Operational / Society & Environment	Already is				
ALL	ONE	General	Lack of HA liaison w.r.t. emergency and police services				x		Operational	x		n/a	n/a		Croxt on
LONDON TO WALES	ONE	A404 Junction with A4155	Severe congestion pinchpoint during peaks - this constrains business. Also affected by Bisham rbt	x					Capacity	x		NO		<b>REQUEST:</b> business survey information from Charles Brocklehurst and queue information from BCC. Proposed upgrades from Warren Ralls	Warren Ralls / Ian Manktelow
ALL	ONE	A404 / general	Restricted access for emergency and police services on dual carriageways				x		Operational	x		n/a	n/a		John Croxt on
LONDON TO SCOTLAND WEST	ONE	North-South Linkage between M40 and Aylesbury Vale	The topography of High Wycombe results in restricted access from the north to the M40 and the Thames Valley. The planned development in Aylesbury Vale is for housing, but all the employment is south in the Thames Valley. This affects in particular the A4010. The role of Junction 6 in providing access to the north should be better defined, as should the A413 to Junction 2. The greenbelt review will have an impact on this too.	x					Capacity	x		NO		<b>REQUEST:</b> development planning data from county and district councils and infrastructure planning from BCC (to include Milton Keynes)	Charles Brocklehurst/Ian Manktelow
LONDON TO SCOTLAND WEST	ONE	General	A lack of alternatives: the A40 is not a politically attractive alternative route to the M40, which results in issues with incident management and getting signage agreed for alternative/diversion routes				x		Operational	x		NO		<b>REQUEST:</b> policy statement from Wycombe DC with regards to the A40 as an alternative route	John Croxt on

LONDON TO SCOTLAND WEST	ONE	North-South Linkage between M40 and Aylesbury Vale	The AONB/greenbelt constrains the linkages between north and south	x					Capacity		x								<b>REQUEST:</b> Mapping of the environmental constraints from WDC	Charles Brocklehurst		3
LONDON TO SCOTLAND WEST	ONE	Aylesbury Vale	Aylesbury has massive growth in housing planned, but poor links to the strategic road network	x					Capacity			x							<i>To be covered by request for planning data from AVDC and BCC</i>	John Croxton		
LONDON TO SCOTLAND WEST	ONE	Handy Cross Roundabout (M40 Jct 4)	Roundabout is an issue: its complexity and a lack of data, combined with a public perception that it is a pinchpoint. The junction has limited capacity.	x					Capacity		x								<b>REQUEST:</b> plans to improve the junction from Charles Brocklehurst/BCC and operational data from the M40 DBFO (include SCOOT plans). Police reports from John Croxton	Stephen Walford		11
LONDON TO SCOTLAND WEST	ONE	High Wycombe	A lack of clear plans for the Southern Quadrant	x					Capacity				x						<i>To be covered by request for planning data from WDC and BCC, as well as infrastructure plans from BCC</i>	Charles Brocklehurst		
LONDON TO SCOTLAND WEST	ONE	Handy Cross Roundabout (M40 Jct 4)	Lack of data on its operations				x		Operational		x								<i>To be covered by request for operational data from M40 DBFO</i>	Tomkinson		
LONDON TO SCOTLAND WEST	ONE	M40	Resurfacing plans - will this take all the money available to the HA and leave nothing for other improvements?				x		Asset Condition				x		n/a	n/a				Tomkinson		
LONDON TO SCOTLAND WEST	ONE	M40	Resurfacing plans - this should be a chance for sections where residents are affected by noise to be positively impacted. Alternative barriers should be explored.					x	Society & Environment				x		YES				<b>REQUEST:</b> parts of the M40 / A404 where residents have been affected by noise from WDC	Daniel Tomkinson		
LONDON TO SCOTLAND WEST	ONE	M40	Resurfacing plans - this will have a disruptive impact on the road network and liaison is very important	x					Capacity				x		n/a	n/a				Brocklehurst		
LONDON TO SCOTLAND WEST	ONE	Handy Cross Roundabout (M40 Jct 4)	Weaving (possibly due to signing for 2 lanes vs 3 lanes) is resulting in queuing and safety concerns				x		Operational		x								<b>REQUEST:</b> safety records from HA for this part of the network	Brocklehurst		
LONDON TO SCOTLAND WEST	ONE	M40 Jct 3B (proposed)	Requirement for additional capacity onto the M40 - new employment development required for Wycombe District would act as a trigger.	x					Capacity				x						<b>REQUEST:</b> current proposed scheme from Charles Brocklehurst / BCC	Charles Brocklehurst		5

LONDON TO SCOTLAND WEST	ONE	Wycombe District	Growth plans for High Wycombe are focussed near the motorway and could have an impact on the motorway and Jct 4	x					Capacity		x		NO		To be covered by request for planning data from WDC and BCC, as well as infrastructure plans from BCC	Charles Brocklehurst
LONDON TO SCOTLAND WEST	ONE	M40 Junction 5 (Stokenchurch)	Nobody uses it currently	x					Capacity	x			NO	n/a		Charles Brocklehurst
LONDON TO SCOTLAND WEST	ONE	A40	Not a practical alternative route to the M40, in particular as the Abbey Way flyover may be closed. Contingency planning is required to meet requirements on the WDC Local Plan.	x					Capacity	x			NO		<b>REQUEST:</b> evidence of impact of A40 closures etc on SRN	John Croxton
LONDON TO SCOTLAND WEST	ONE	M40 Junction 1	The Pinewood development proposal is with the Secretary of State for consideration but this will have an impact on the SRN	x					Capacity		x		NO		Pinewood development to be included in planned development data from BCC/districts	Warren Ralls
LONDON TO SCOTLAND WEST	ONE	M40 Junction 2	Wilton Park development and associated infrastructure improvements will have an impact on the SRN	x					Capacity		x		NO		Pinewood development to be included in planned development data from BCC/districts	Warren Ralls
ALL	ONE	General	Communication between the HA/DBFOs/service providers/emergency services/police/etc is poor and better liaison is needed. The DBFO contractor is separate to the HA and LA's. Maintenance info should be used to inform safety management.				x		Operational	x			NO	n/a		John Croxton
ALL	ONE	General	There is clear information from the HA regarding their future and the bigger planning picture	x					Capacity	x			NO	n/a		John Croxton
LONDON TO SCOTLAND WEST	ONE	Handy Cross Roundabout (M40 Jct 4)	Sunrise/sunset could cause traffic accidents, as well as speed along certain sections (e.g. downhill between M40 jct 4 and 5)		x				Safety	x			NO		<b>REQUEST:</b> more detailed accident data from the HA	Daniel Tomkinson
LONDON TO SCOTLAND WEST	ONE	M40	The DBFO does not produce safety plans		x				Safety	x			NO	n/a		Croxton



LONDON TO SCOTLAND WEST	ONE	Wycombe District	Longer term growth at Pinewood/Wilton Park and a potential Junction 3b	x					Capacity	x			NO	n/a		Stephen Walford	
LONDON TO SCOTLAND WEST	ONE	Wycombe District	If HGVs from High Heavens (waste facility) in Wycombe could access the SRN south of Jct 4 this would relieve pressure on Jct 4	x					Capacity		x		NO	n/a		Stephen Walford	
LONDON TO WALES	ONE	A404	Bisham Roundabout junction works - Mar 2014 - Mar 2015	x					Capacity	X			YES		REQUEST: Bisham rbt plans under pinch point programme	Warren Ralls	
LONDON TO SCOTLAND WEST	ONE	Wycombe District	Development sites: 1) Wycombe Airport site may become development site - 200 acres 2) Cressex Business Park 3) Handy Cross Hub 4) Junction 3a business parks 5) Wilton Park (Junction 2) 6) Globe business park	x					Capacity			x	NO		REQUEST: plans/ideas from Warren Ralls and development details from BCC/WDC	Warren Ralls	5
LONDON TO WALES / LONDON ORBITAL AND M23 TO GATWICK	TWO	M4/M25 into London (particular focus on Heathrow Junction - M4 J4)	Tidal flow in and out of London on the M4 starting at M4 J8/9. Capacity constraints now not only restricted to peak periods, rather capacity issues throughout the day. Issue will become exacerbate if Heathrow airport expands.	x					Capacity	x					London Heathrow Economic Impact Study - Sept 2013. Executive Summary provided.	Richard Harrington - LEP's	
LONDON TO WALES / LONDON ORBITAL AND M23 TO GATWICK	TWO	M4/M25 into / out off London	Impact of incidents high				x		Operational	x						Tony Blackmore -	
LONDON TO WALES / LONDON ORBITAL AND M23 TO GATWICK	TWO	M4/M25 into / out off London	AQMA area - related to emissions from Transport					x	Society & Environment	x					Designated AQMA area	Tony Blackmore -	
LONDON TO WALES	TWO	M4 Junction 8/9	General congestion at the moment. Concern that congestion could also be shifted from Bisham r/b to M4 junction 8/9 if improvements through pinch point Programme occur.	x					Capacity	x (prior to 2015 inline with PPP)					No evidence to support this	Tony Blackmore - BCC	2
LONDON TO WALES	TWO	A404 (north of Bisham r/b)	Potential for business retention and expansion reduced if the A404 congestion is not improved.	x					Capacity	x					Experian report - where Bucks sits in national league	Richard Harrington	



LONDON TO WALES / LONDON TO SCOTLAND WEST	TWO	General issue for A404, M4 and M40	Traffic diverting onto local roads due to capacity of road closure on SRN.														Operational	x						BCC looking into this but no data currently available.	Tony Blackmore -		
LONDON TO SCOTLAND WEST	TWO	M40 Junction 4 (Handy Cross)	Large amount of development (inc re-development of sport centre, Cressex Island and former RAF site). All this will exacerbate the capacity at Handy Cross.	x													Capacity	x	x					BCC - Transport Strategy plus impact assessments	Tony Blackmore - BCC and Ryan	1	
LONDON TO SCOTLAND WEST	TWO	LEP area	Lack of choice / alternative options for information on travel limited	x													Capacity							Buckinghamshire Case Conference - Background information	Richard Harrington -		
LONDON TO WALES / LONDON TO SCOTLAND WEST	TWO	A34 / A404 Bisham r/b and M40 J4	Any incidents on the A34 have major impact on already busy Bisham r/b and Handy Cross.	x													Capacity							BCC is currently gathering evidence on impact on rd closures elsewhere.	Tony Blackmore - BCC and Claire		
LONDON TO SCOTLAND WEST	TWO	Throughout LEP area	Development inside the M40 / M1 will result in capacity issues on M40 and A34. Proposed / planned development includes: 1. Growth at Silverstone - impact on A43 / M40 / A34 2. Development at Buckingham - duelling connecting A43 and Milton Keynes 3. Aylesbury to Leighton Buzzard Extension of Dualling 4. Luton 5. Aylesbury - new link road east of Aylesbury - may impact A41 East 6. Possible J3A on M40 7. Development of Pinewood Studios - impact on M40 junction 1 8. Princes Risborough - new access n/s onto M40 9. Development at Aylesbury Vale 10. Aylesbury - strategic Employment site at Westcott 11. Development at Bicester 11. Development at Bicester - impact on A34 / M40 / A43	x													Capacity		x	x						Richard Harrington - LEP's	6

LONDON TO SCOTLAND WEST / LONDON ORBITAL AND M23 TO GATWICK	TWO	M25 / M40 / M1 Buckinghamshire -	HS2 Construction traffic for HS2 will impact SRN	x					Capacity		x				Transport Assessment being produced	Rosie Brake - WDC	2
LONDON TO WALES	TWO	A404 (M)	Lack of alternatives for N-S routes to Thames Valley. Causing increasing pressure on local routes.	x					Capacity	x					??	Rosie Brake -	2
LONDON TO SCOTLAND WEST	TWO	Throughout LEP area	Lack of real time information that compliments other journey experience on other networks - esp. on SRN.				x		Operational							Rosie Brake -	2
LONDON TO SCOTLAND WEST	TWO	M40 Jct 3A	Capacity issues	x					Capacity	x						Brake - WDC	2
LONDON TO SCOTLAND WEST	TWO	General	Opening up development and economic growth	x					Capacity	x			NO	n/a			1

Relevant RBS	Table	Description of challenge / Location	Type of challenge					Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	Why is this considered to be a priority?	How does this compare to other priorities?
			Capacity	Safety	Asset Condition	Operational	Society & Environment			
LONDON TO SCOTLAND WEST	ONE	Need for a scheme (M40 Junction 3b)	x					Capacity	Unlocks development opportunity and improves access to the M40	The safety/weaving implications will need to be clarified.
LONDON TO WALES	ONE	Westhorpe Roundabout (Globe Business Park) near Marlow on the A404	x					Capacity	The current business park is in meltdown due to congestion impacts. This park is a key employer in the area	



LONDON TO SCOTLAND WEST	ONE	Handy Cross - M40 Junction 4				x		Operational	The complexity of the junction and its operations need to be fully understood. This is the key hub/pinchpoint for the whole area.	The operation of the junction and the mainline need to be balanced to prioritise the needs of traffic accessing Wycombe rather than only through traffic.
LONDON TO SCOTLAND WEST	ONE	A40 diversion route planning/contingency planning				x		Operational	The thru-put on motorways vs the impact of diversion routes on towns need to be balanced.	
ALL	ONE	Communication: HA/DBFO/LA/emergency and police services liaison re safety planning and resurfacing				x		Operational	A lack of coordination and clear communication has a detrimental impact on the efficiency of clearing incidents and sharing data	
LONDON TO SCOTLAND WEST	ONE	North-south strategy for linking Aylesbury Vale/etc in the north through Wycombe to the south (A404/Thames Valley)	x					Capacity	The whole of the BTVLEP area needs to be linked in to the strategy	
LONDON TO SCOTLAND WEST	ONE	The impact of motorway closures on the A40				x		Operational	The impact of closures on the operation of the A40 is severe, with a particular impact on businesses in High Wycombe.	
ALL	ONE	Noise reduction through resurfacing					x	Society & Environment	The noise impact of the SRN on current and planned development will be significant, and a opportunity would be lost if resurfacing does not take this into consideration.	

LONDON TO SCOTLAND WEST / LONDON TO WALES	ONE	Capacity issues at: Handy Cross (M40 J4) M4 J8/9 Heathrow Area M40/A43 / A5 Link M40 J3A M40 J9/A34 Bicester	x					Capacity	Limits free movement of traffic and concern that businesses will move out of area / will not be able to easily attract new business to area.  Unreliable journey times.  All going to be exacerbated but future development.  HA what development away from SRN, however, lack of alternatives mean that traffic will end up on SRN at some point anyway, just then adds to safety and capacity issues on Local routes.	
ALL	TWO	Underlying all priority should be opening up development and economic growth, minimising the impact of new development on the SRN					x	Society & Environment		Should underlie all priorities
LONDON TO SCOTLAND WEST	TWO	M40 Junction 5 - 2.						Safety	Causes long delays due to lack of alternatives and puts strain on local routes.	
ALL	TWO	Lorry parking in undesignated locations	x	x				Safety and capacity	HA and LA can not agree of lorry parking locations, meaning that lorries park on undesignated land which is unsafe and causes capacity constraints.	
ALL	TWO	Impact on effect to local road of incidents on SRN	x	x				Safety and capacity	Lack of alternative routes N-S means that if incidents occur - traffic then ends up on key local routes.	
ALL	TWO	Incident management - lack of resources to co-ordinate causes lengthy queues locally and on SRN					x	Operational		
ALL	TWO	Co-ordination of junctions when crossing from SRN to LHA control					x	Operational	May help reduce other all delays	
ALL	TWO	Information about the operation of the network prior to joining the SRN - one central source required to provide real time information					x	Operational	People joining SRN are not realising there is an issue until it is too late (i.e. they are on SRN). Information should be provided on local routes to help ease traffic congestion.	
ALL	TWO	When undertaking maintenance, the safety impact needs to be considered. I.e. when HX closed for maintenance, there is safety issues which the police then need to deal with.					x	Operational	Police have limited consultation on road closure due to maintenance but end up 'picking up the pieces' as a result of incidents on local diversion routes.	
LONDON TO SCOTLAND WEST	TWO	Lack of alternatives for N-S routes to Thames Valley. Causing increasing pressure on local routes.	x					Capacity	No options if SRN is congested.	
LONDON TO SCOTLAND WEST	TWO	HS2 Construction traffic for HS2 will impact SRN	x	x				Safety and capacity	Will exacerbate existing congestion	

**B1.11 Thames Valley Berkshire LEP Event – Notes**

Relevant RBS	Table	Location	Description of challenge	Type 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
				Capacity	Safety	Asset Condition	Operational	Society & Environment		Already is	2018-21	After 2021					
Generic	ONE	General	Information on VMS needs to be relevant or it will be ignored by drivers				x		Operational	x			NO	n/a		Tony Carr	4
London to Wales / Solent to Midlands	ONE	A34/M4	The emergency routes/diversion routes during incidents through West Berkshire have not been finalised.				x		Operational	x			NO	Planned diversion routes through West Berkshire	<b>REQUEST:</b> Plans from West Berkshire		3
London to Wales	ONE	M4	The Route-Based Strategy for the London to Wales route needs to be linked to the strategy for the Great Western Line	x					Capacity			x	NO	Planning re the Great Western Line			
Generic	ONE	General	Noise reducing surfacing needs to be applied near built up areas					x	Society & Environment	x			YES				1
Solent to Midlands	ONE	A34/M4	The HA policy noise reducing surfacing needs to be reviewed re Chieveley, East Ilsley and Compton					x	Society & Environment	x			NO	Areas known to be affected by West Berkshire Council	<b>REQUEST:</b> Plans from West Berkshire		
Generic	ONE	General	Streetworks and traffic management need to be coordinated - local authorities do not always received sufficient notice of planned/programmed works.				x		Operational	x			NO	n/a		Melvyn May / Ruth Leuillette	1
Solent to Midlands	ONE	A34	Commitment required to sign HGVs along A34 and not along the A4074. SatNav databases/maps to be updated to include correct routes, real time updates for real time journey planning. Liaison with FMA, etc.				x		Operational	x			NO	Proposed HGV routing	<b>REQUEST:</b> Plans from West Berkshire/Reading Borough Council	Ruth Leuillette	
Generic	ONE	General	South facing embankment of motorway network can be used to locate solar panels or other sustainable energy opportunities. Could wind turbines be located along motorways?					x	Society & Environment			x	NO	Any plans/ideas that have been explored.	<b>REQUEST:</b> Info from RL in this regard	Ruth Leuillette	



London to Wales	ONE	M4	Better liaison between the HA and Network Rail with regards to strategic planning for capacity. Great Western rail route effectively follows M4 . Need to consider and co-ordinate modes better in planning terms!	x					Capacity	x	x	x	NO	n/a		Ruth Leuillette	
London to Wales	ONE	Heathrow	M4 Journey times J-7-10 seen as overambitious and unreliable. Creates problems for Heathrow travellers. Why is this?				x		Operational	x			NO	Data from airport passenger surveys?	<b>REQUEST:</b> Info from Heathrow	Chris Joyce / Melvyn May	6
London to Wales	ONE	M4	Air quality impacts - largest contributor is the M4 and the local authorities have no influence on the root causes				x		Society & Environment	x			NO	Air quality data	<b>REQUEST:</b> Info from local authorities in this regard	Tony Carr	
London to Wales	ONE	Slough	AQMA with action plan along the M4 past Slough (M4 Jct 5 - Jct 7)				x		Society & Environment	x			NO	Action Plan		Mike Finch	
London to Wales	ONE	M4	Bus lanes and other sustainable transport options to be promoted along the M4 corridor (and the SRN as a whole)	x					Capacity	x			NO	n/a		Tony Carr	
London to Wales	ONE	Heathrow	The outcome of the Airports Commission will have an impact on the demand for travel to Heathrow (currently unknown)	x					Capacity			x	NO	n/a		Chris Joyce	
London to Wales	ONE	M4	Poor co-ordination and consultation around M4 corridor demand management initiatives and recent revocation of bus lane orders. Has the HA consulted on the revocation of the M4 bus lane? Would prefer to see an extension of public transport priority.				x		Operational	x			NO			Ruth Leuillette	
London Orbital and M23 to Gatwick	ONE	M25/M23	Strategic capacity of the Heathrow to London Gatwick link	x					Capacity	x			NO	Evidence of journey time reliability and demand	<b>REQUEST:</b> Info from Heathrow/LGW	Ruth Leuillette	
Generic	ONE	General	Reliability of the journey times?				x		Operational	x			NO	Evidence of journey time reliability		Leuillette	1
Generic	ONE	General	Verges are maintained too intensively and hence do not act as wildlife corridors. Need to maintain Diversity. Would some KPIs aid things?				x		Society & Environment	x			NO	Appropriate guidance	<b>REQUEST:</b> Info from Local Nature Partnership on appropriate practice	Camilla Burrow	1
Generic	ONE	General	Fragmentation of habitats for wildlife - biodiversity opportunity areas				x		Society & Environment	x			NO	Data from the Thames Valley Environmental Records Centre	<b>REQUEST:</b> Info from Camilla Burrow	Camilla Burrow	2

Generic	ONE	General	Local operational managers don't have a responsibility / target to conserve the natural environment and don't have practical local guidance					x	Society & Environment	x			NO	Appropriate guidance	REQUEST: Info from Local Nature Partnership on appropriate practice	Camilla Burrow
Generic	ONE	General	Keen to see wider application of Demand management initiatives network wide	X					Capacity	x	x	x				Ruth Leuillette
London to Wales	ONE	M4	Incident management is poorly managed. Lack of consistent approach and diversion routes are not being agreed with LA's particularly on demand management and Ramp Metering. Lack of continuity in HA engagement is an issue					x	Operational	x						Melvyn May / Ruth Leuillette
London to Wales	ONE	M4	Ramp metering and demand management approaches are not adequately co-ordinated between LAs and HA.					x	Operational	x						May / Ruth Leuillette
Generic	ONE	General	Not always easy to differentiate KSI data so HA data skews reporting for some LA's. Same true of AQ information					x	Operational	x			NO	Action Plan		Mike Finch
Generic	ONE	General	Also not always easy to differentiate Air Quality data so HA data skews reporting for some LA's.					x	Society & Environment	x			NO	Action Plan		Mike Finch
London to Wales	ONE	Slough	Overnight parking is an issue for lorries and Air Freight Hauliers. Try to avoid parking charges					x	Society & Environment	x			NO	Action Plan	REQUEST: Info from Slough BC	Melvyn May
London to Wales	ONE	M4 / A34 Chieveley	Noise from old Roads is a problem					x	Society & Environment	x						Melvyn May
Generic	TWO	General	Organisation should make use of tools such as www.elgin.org.uk and/or roadworks.org. How are the HA linking to these?					x	Operational	x			NO	n/a		Steve Capil-Davies
Generic	TWO	General	Local Authority Active Travel Plans are not to be forgotten					x	Society & Environment	x			NO	n/a		Janice Bridger
Generic	TWO	General	Community severance must be avoided					x	Society & Environment	x			NO	Areas with severance issues	REQUEST: Info from Janice Bridger	Janice Bridger
Solent to Midlands	TWO	A34	Delays along A34 around Oxford (towards the M40)	x					Capacity	x			NO	n/a		
London to Wales / Solent to Midlands	TWO	A34	Some bad junction slips off the A34 in West Berkshire between the M4 and northern district boundary						Safety	x			NO	List of bad slips	REQUEST: Info from West Berkshire DC	Navtej Tung



Generic	TWO	General	Must contact ALL relevant Local Access Forums (statutory bodies) to advise on NMU travel. Consult LTPs, Rights of Way Improvement Plans, Active Travel Plans, etc. The HA and local authorities are working separately at the moment.					x	Society & Environment	x			NO	LTPs Rights of Way Improvement Plans Active Travel Plans	<b>REQUEST:</b> Info from local authorities in this regard	Janice Bridger	
Solent to Midlands	TWO	A34	Currently consists of two lanes only, with no hard shoulder. Any incidents result in congestion.				x		Operational	x			NO	n/a		Janice Bridger	
Solent to Midlands	TWO	A34	Currently consists of two lanes only, with no hard shoulder. This is a safety concern as there is nowhere to go in the event of a breakdown. Slip roads are too sharp.			x			Safety	x			NO	List of bad slips	<b>REQUEST:</b> Info from Janice Bridger	Janice Bridger	
Generic	TWO	General	NMUs: lack of crossings across the M4 in the area of Hermitage - Yaltend Rd: this is a major right of way which is now severed, and is a problem which should have been resolved at the time of construction.					x	Society & Environment	x			NO	n/a	<b>REQUEST:</b> Info from Janice Bridger	Janice Bridger	
London to Wales	TWO	M4	Light and noise pollution: major issues have been highlighted by parish plans within West Berkshire. Complaints have been received with regards to resurfacing, but whether action has been taken is an unknown.					x	Society & Environment	x			NO	West Berkshire parish plans re noise/air pollution	<b>REQUEST:</b> Info from West Berkshire DC	Navtej Tung	1
Solent to Midlands	TWO	A34 (Chieveley)	NMU issues: e.g. Chieveley junction (A34) - an east-west bridleway bridge had to be fought for (and obtained) by volunteers. The north-south cycle/walk way along the A34 was provided by the HA but is not attractive and is not used.					x	Society & Environment	x			NO	n/a		Janice Bridger	2
London to Wales / Solent to Midlands	TWO	M4 Jct 13 (A34)	Did the predicted traffic demand projected for the junction following the improvements in 2000 materialise? Was the traffic demand under-estimated?	x					Capacity	x			NO	Current and projected traffic demand	<b>REQUEST:</b> Info from HA/West Berkshire DC	Janice Bridger	1









London Orbital and M23 to Gatwick	TWO	M4/M25	ITS information can encourage local drivers off the M25 onto the M4. The challenge is that too much information is provided.				x		Operational	x			NO	n/a		Stuart Jefferies	
London Orbital and M23 to Gatwick	TWO	M25	Congestion: the HA could get more information to drivers in order to help relieve congestion. Journey time info on the HA website should indicate messages such as: "This journey would be quicker by rail", etc.				x		Operational	x			NO	n/a		Stuart Jefferies	
Birmingham to Exeter	THREE	M5	Weatherproofing/flood protection has made motorway more robust			x			Asset Condition	x			NO	n/a		Maggie Rolfe	
South West Peninsula	THREE	A303 Stonehenge	Pinch point at this location a big frustration	x					Capacity	x			NO	n/a		Matt Davey	→
Generic	THREE	General	Impact of the SRN on the tranquility of the AONB. Hard shoulder running will make problem worse.					x	Society & Environment	x			NO	n/a	<b>REQUEST:</b> evidence from West Berkshire DC (Parish Plans), and Engagement Plans from Wokingham BC	Chris Sperring	
Generic	THREE	General	Impact of diversionary traffic on the local road network resulting from closures on the SRN				x		Operational	x			NO	n/a		Chris Sperring	→
Solent to Midlands	THREE	A34	The northbound entry slip from the A303 onto the A34 presents a problem for HGVs, etc (Newbury bypass)		x				Safety	x			NO	Complaints/safety record	<b>REQUEST:</b> evidence from West Berkshire DC	Chris Sperring	
London to Wales	THREE	M4	There are a lack of turn-around points along the M4		x				Safety	x			NO	n/a		Simon Beasley	
London to Wales	THREE	Berkshire	Influence of the SRN on Berkshire (M3/M25/M40/A34/M4)	x					Capacity	x			NO	n/a		Simon Beasley	
London to Wales	THREE	A4	HGV overnight parking at Halfway on the A4, and the associated public health impact				x		Operational	x			NO	Complaints	<b>REQUEST:</b> evidence from West Berkshire DC	Chris Sperring	
Solent to Midlands	THREE	A34	Safety issue at short slip roads onto the A34 in Beedon/East Ilsley area		x				Safety	x			NO	Complaints	<b>REQUEST:</b> evidence from West Berkshire DC	Chris Sperring	→
London to Wales	THREE	Slough	Safety issue due to weaving / poor signing after Jct 6 (eastbound)		x				Safety	x			NO			Beasley	→

London to Wales / Solent to Midlands	THREE	A34	North-south link is very limited and problems are spread across the local Berkshire network. Height and weight restrictions only limit certain routes (e.g. Gore Hill), and places like Hungerford are severely affected. The issues in Oxford relate to the fact that it cuts the city in half and forms part of its ring road - there is a lack of space for improvements.	x					Capacity	x			NO	Complaints	REQUEST: evidence from Reading BC	Simon Beasley / Chris Sperring	
London to Wales / Solent to Midlands	THREE	Science Vale	Impact of Science Vale major development on the A34 and M4, as well as the knock-on impact on local routes	x					Capacity		x		YES			Chris Sperring	
London to Wales / Solent to Midlands	THREE	A34	Lack of lorry parking on the A34 between M4 and M40, resulting in overnight parking on local routes				x		Operational	x			NO	Complaints	REQUEST: evidence from West Berkshire DC	Chris Sperring	1
London to Wales / Solent to Midlands	THREE	A34	HGVs route from the A34 onto the A4074 through Reading as this is better than the SRN during peak times	x					Capacity	x			NO	Complaints	REQUEST: evidence from Reading BC	Simon Beasley	2
Generic	THREE	General	There is a desire to see the key routes, even if not diversion routes or part of the HA network	x					Capacity	x			NO	n/a		Simon Beasley	
London to Wales	THREE	M4	M4 used as a local bypass route around Reading	x					Capacity	x			NO	Supporting data	REQUEST: evidence from Reading BC	Simon Beasley	
Generic	THREE	General	Would like to see more joint working between the HA and LA's for funding bids, etc. with possible LEP involvement	x					Capacity		x		NO	n/a		Simon Beasley	
Generic	THREE	General	Communications between the HA and LA's and travel information suppliers - often when key attractors are closed information is not provided early enough to drivers. There is no focal point for contact at the HA. Safety information from the M4 is not shared with L.A.s				x		Operational	x			NO	n/a		Simon Beasley	1
London to Wales / Solent to Midlands	THREE	A34	LEP priorities need to address north-south links through Berkshire, as the current options are only the A34 or M25	x					Capacity	x			NO	n/a		Simon Beasley	
Solent to Midlands	THREE	A34	A34 southbound always appears to have an issue on a Friday afternoon				x		Operational	x			NO	n/a		Simon Beasley	









Generic	THREE	Berkshire	20,000 new homes are planned in the area. The impact of development in Surrey and Buckinghamshire also needs to be considered as Berkshire has a wide influence. Berkshire is very attractive to Heathrow. Crossrail will have an impact. Tesco development at Green Park. The West Reading industrial parks are being linked to the town centre, which will affect signing from M4 Jct 11 as a freight route.	x					Capacity	x			YES			REQUEST: evidence from L.A.s to confirm numbers, in particular the West Berkshire freight strategy and Reading BC's freight access plans.	Matt Davey
London to Wales	THREE	M4 Jct 12	Drivers can see the operational state of the M4 when they cross the bridge at Jct 12 and then choose the A4 if it appears congested.				x		Operational	x			NO				Matt Davey
Generic	THREE	General	There is a disconnect between the projected traffic growth figures from the DfT and the evidence from other European studies.	x					Capacity			x	NO				Simon Beasley
London to Wales	THREE	M4/M329	Risk of run-off flooding at Winnersh	x					Capacity	x			NO				Davey

Relevant RBS	Table	Description of challenge / Location	Type of challenge					Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	Why is this considered to be a priority?	How does this compare to other priorities?
			Capacity	Safety	Asset Condition	Operational	Society & Environment			
London to Wales	ONE	Journey Time Reliability and Co-ordination strategies need to be linked and Real Time systems used.				x		Operational	Particularly effects Heathrow & employment opportunities	
Generic	ONE	Information / real-time information strategy across the SRN and non-SRN				x		Operational		

London to Wales	ONE	Access to key international gateways (Heathrow, Reading, Bristol docks)	x					Capacity	Supports jobs and investment. Recognise the needs to serve access to international Gateways reliably (Airports and Docks) Reliably	
Generic	ONE	Capacity not just around meeting demand. Also need to co-ordinate on sustainable solutions					x	Society & Environment	Scope for co-ordination between LAs and HA	
Generic	ONE	Incident management - the impact on local network as a result of incidents needs to be managed				x		Operational		
Generic	ONE	HA needs to encourage / make use of a consistent IT Base and data sources- (Maybe Elgin)				x		Operational	Used for advising around advance notice of works. HA already involved but doesn't it use it well currently	
Generic	ONE	Need for better co-ordination between modes , Network Rail / HA.				x		Operational	Take into account role of HS2 and station upgrades on GW mainline in managing capacity	
Generic	ONE	Management of Soft Asset poor. Fragmentation of habitats is the real issue because of SRN. Need to build in better management approaches and also consider noise and AQ issues more				x		Operational	Offers better scope for biodiversity protection and support and rich and valuable landscape in Berkshire making it a nice place to live and be based	
Solent to Midlands	ONE	Drainage and Poor Weather effects - mainly and A34 issue				x		Operational	There are no alternative routes	
Generic	ONE	NMUs on SRN - need to be catered for from the outset in design terms					x	Society & Environment	How best incorporated in junction design	
Generic	ONE	Better designation of diversionary routes				x		Operational	How best incorporated in junction design	
Generic	ONE	Better funding of local network improvements	x					Capacity	Local road improvements can offer partial solutions	
Generic	TWO	Communication between the HA and Local Authorities				x		Operational	There needs to be a HA representative at a local level with local knowledge - a named person with whom the stakeholders can build a relationship = a liaison officer. L.A.s don't only want to be dealing with 3rd parties (i.e. Consultants)	
London to Wales	TWO	Congestion / capacity both East-West and North-South	x			x		Capacity	Reliability of travel to Heathrow. Improving E-W capacity will ease demand on N-S routes. The focus needs to be on the impact on the local road network, e.g. if Bracknell is a rat run for the SRN then the L.A. Wants help with managing the traffic and understanding from the HA.	Most important

Generic	TWO	Predicting and managing the impact on local roads				x		Operational	We need to think a lot smarter about the traffic forecasts: where are people travelling from and to and why. What is the current forecasting based upon? The issue is not the lack of technology; it is in its application. ITS should be used on the SRN and local network. It is disappointing that Google Maps is being used instead of the HA congestion info. There is a lack of application of the use of "smarter" technology.
Solent to Midlands	TWO	NMU crossings (e.g. Chieveley)					x	Society & Environment	Cycle lanes on the larger roads are not being used as they are too dangerous. There is community severance.
Generic	TWO	Inadequate cycleways					x	Society & Environment	Results in community separation
London to Wales	TWO	Park & Ride	x					Capacity	Has an impact on the SRN junctions (e.g. M4 Jct 11 is currently a potential problem)
London to Wales	TWO	Incident management				x		Operational	
London to Wales / M25 to Solent	TWO	A329/A322 Congestion	x					Capacity	M3 Jct 3 and M4 Jct 10 are undergoing improvements, making the A329/A322 (Bracknell) more attractive as a rat run. The A355 needs to be relieved which is included in the LEP plan.
London to Wales	TWO	Reliable journey times (e.g. to Heathrow)				x		Operational	
London to Wales	THREE	Access to Heathrow/M25/London (M4)	x					Capacity	
Solent to Midlands	THREE	Access to the North (A34 vs A404/M25)	x					Capacity	
London to Wales	THREE	Focus on the "triangle" of the M3, M40, M25 and A34	x					Capacity	LEP priority
Generic	THREE	Diversion routes resulting from the sensitivity of the SRN				x		Operational	
Generic	THREE	Incident management				x		Operational	The time to manage and clear incidents needs to be reduced.

Generic	THREE	Improve safety on the SRN by reducing incidents		x				Safety	
Generic	THREE	Including the role of local road network in funding decisions	x					Capacity	Local schemes such as the West Berkshire DC scheme on the A4 need to be considered. The HA needs to support the L.A.s by investing in key links and diversion routes (e.g. A329/A322 which links the M3 and M4). The HA should be helping to leverage funding.
London to Wales	THREE	Accommodating growth and development	x					Capacity	Development along the A33 corridor (M4 Jct 12) and general growth needs to be accommodated.
Generic	THREE	Construction impacts/roadworks				x		Operational	Communication on planned roadworks (both of short duration and long duration) should be communicated to L.A.s
Generic	THREE	Impact of noise/pollution on communities					x	Society & Environment	This impacts on communities and home buyers

Local MPs were given the opportunity to attend the events and have been kept informed of the process

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