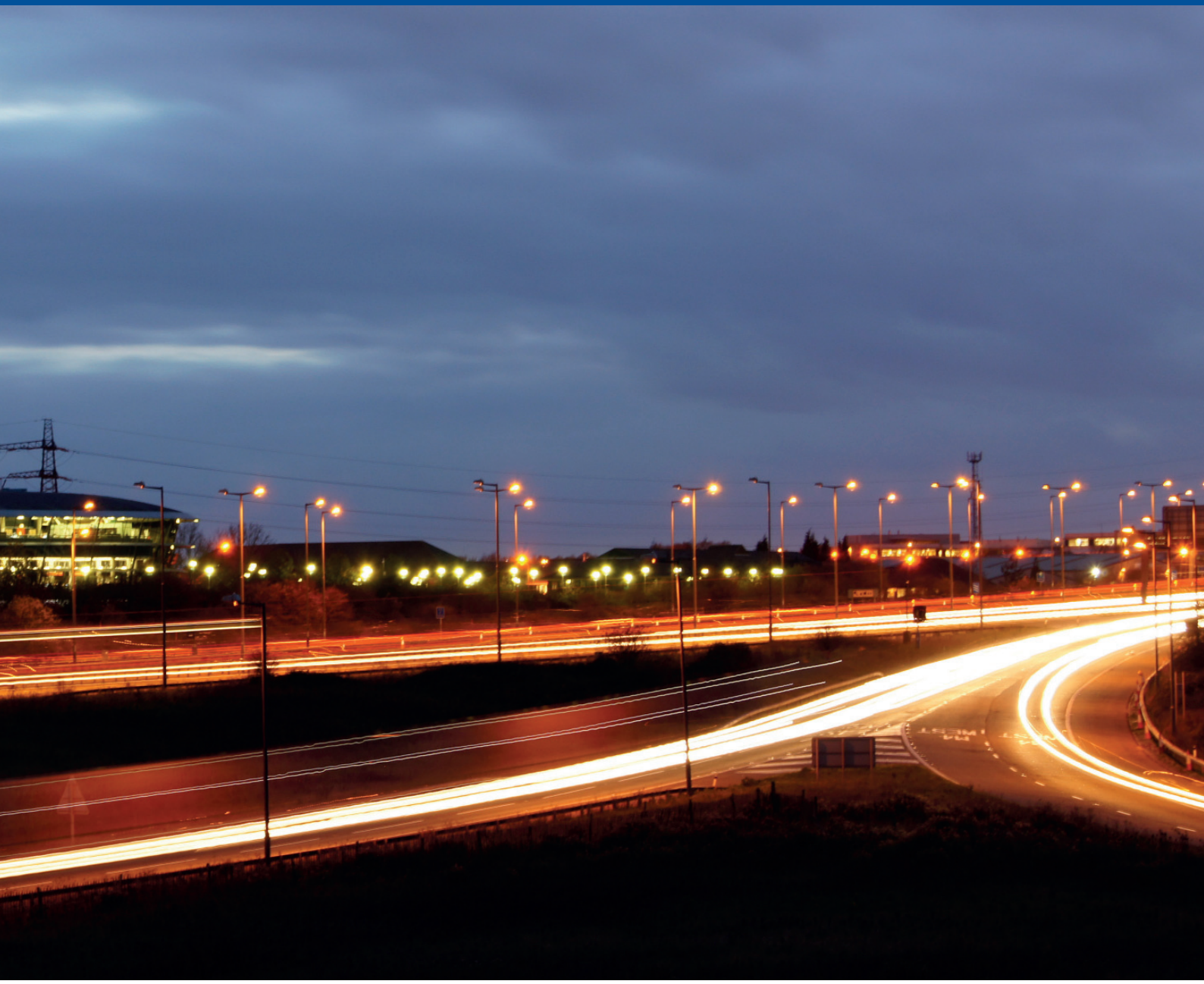
HIGHWAYS AGENCY

Safe roads, reliable journeys, informed travellers

Birmingham to Exeter Route Strategy Evidence Report Technical Annex

April 2014



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Document History

Technical annex to Birmingham to Exeter route-based strategy evidence report

Highways Agency

This document has been issued and amended as follows:

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1	19/12/13	First draft version	Ian Parsons	Andrew Page-Dove
2	20/12/13	Second draft	Ian Parsons	Andrew Page-Dove
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4	16/01/14	Final draft for publication	SW RBS team	Andrew Page-Dove
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6	03/04/14	Final for publication	SW RBS team	Colin Gimblett

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Tables

Part A Supporting evidence

A1 Introduction

A1.3 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 M5 junctions 15 and 17. 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

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Managed motorway
Junctions 19 to 20 and 15 to 17 **M4/M5**

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

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m130214 MM M4 M5 promo leaflets.indd

Figure A1.2 Scheme Publication Extract – Scheme Coverage

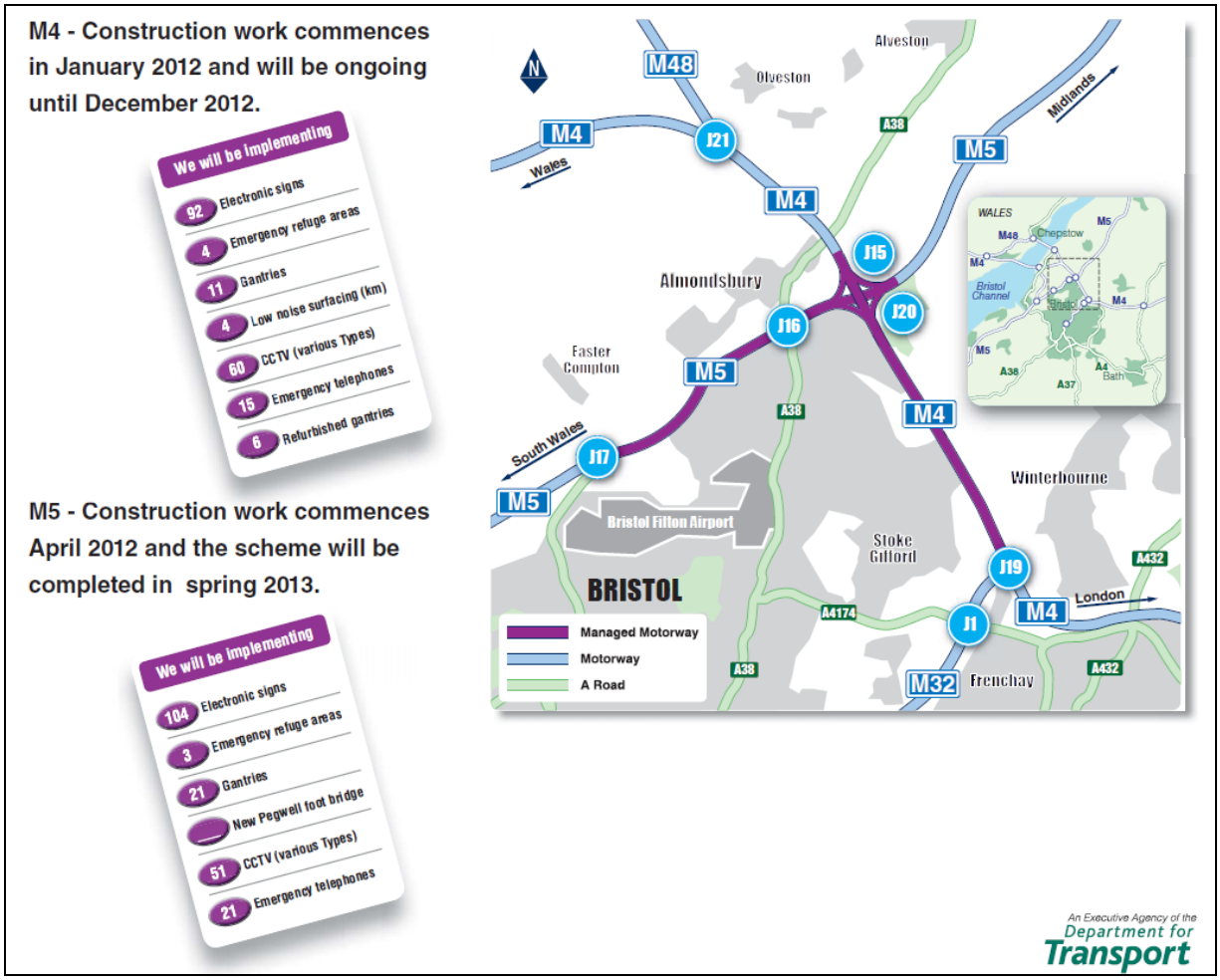
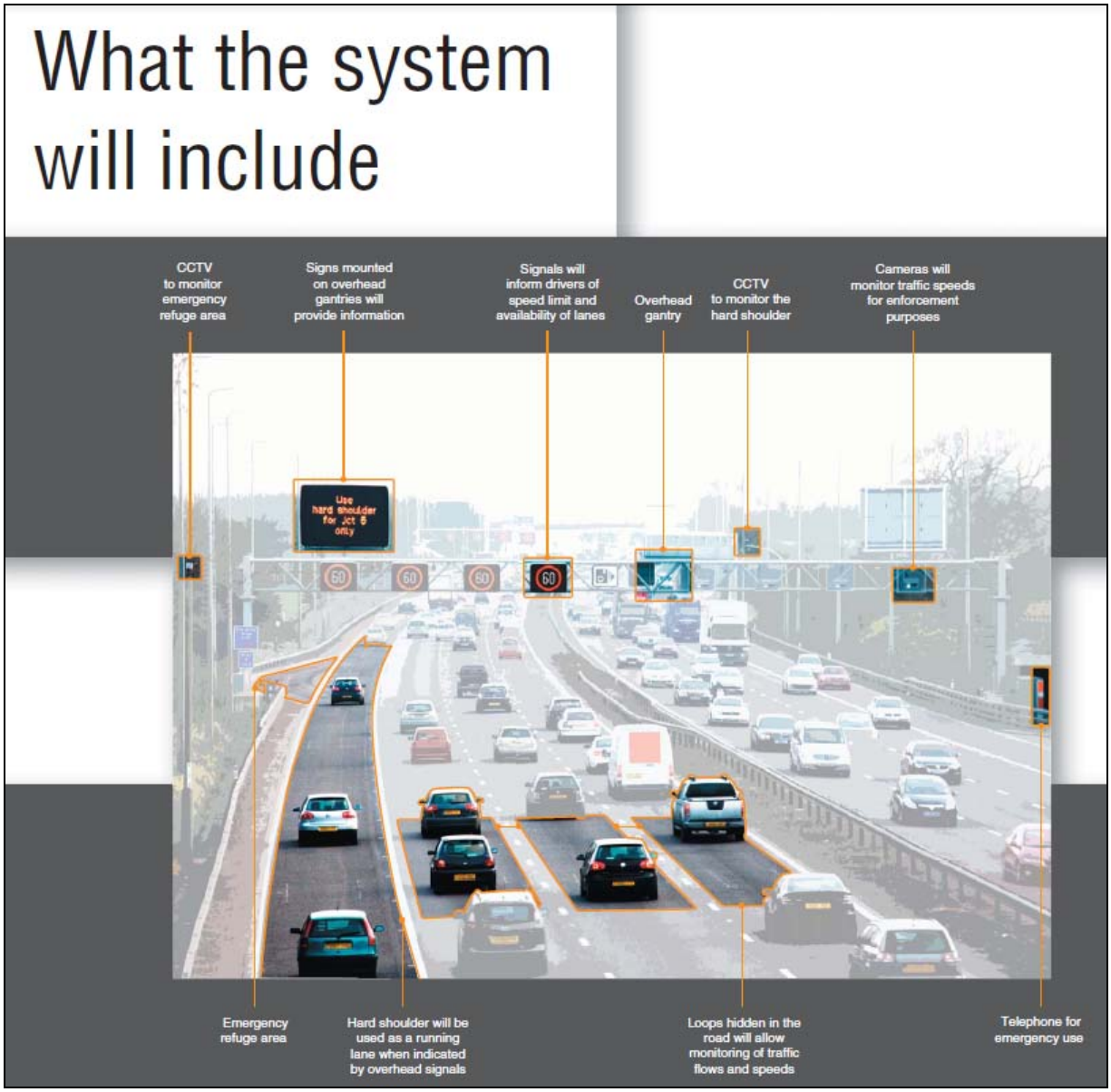


Figure A1.3 Scheme Publication Extract – Scheme Detail



A2 Route capability, condition and constraints

A2.1 Route performance

This section contains more comprehensive versions of Table A2.1 and Table A2.2 of the main report which show respectively the busiest sections of the route and the least reliable journey time locations.

There are 2,475 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	M5 between M5 J15 and M5 J16	57,807	209
2	M5 between M5 J16 and M5 J17	56,839	226
3	M5 between M5 J17 and M5 J16	55,945	244
4	M5 between M5 J5 and M5 J4A	55,765	247

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	M5 between M5 J18A and M5 J17	47.9%	5
2	A4 between A403 and M5	58.0%	46
3	M5 between M5 J30 and M5 J29	62.1%	133
4	M5 between M5 J17 and M5 J16	64.4%	233

Table A2.3 lists the links on the Birmingham to Exeter 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
M5 between M5 J26 and M5 J27	46%	12
A4 between M5 and A403	39%	37
A4 between A403 and M5	37%	47
M5 between M5 J7 and M5 J6	34%	71
M5 between M5 J29 and M5 J30	31%	114
M5 between M5 J11 and M5 J11A	30%	121

Strategic road network section	% Freight	National Rank
M5 between M5 J21 and M5 J22	30%	127
M5 between M5 J13 and M5 J12	29%	148
M5 between M5 J5 and M5 J6	26%	241
M5 between M5 J18 and A403	25%	299
M5 between M5 J4A and M5 J5	23%	357
M5 between M5 J14 and M5 J13	22%	397
M5 between M5 J6 and M5 J7	21%	476
M5 between M5 J7 and M5 J8	21%	476
M5 between M5 J17 and M5 J16	20%	536
M5 between M5 J11 and M5 J10	20%	540
M5 between M5 J8 and M5 J7	20%	545
M5 between M5 J10 and M5 J9	20%	545

Table A2.4 M5 – Derivation of Flow range (vehicles per day)

Strategic road network section	Annual Average Daily Traffic (AADT)
M5 between M5 J15 and M5 J16	57,807
M5 between M5 J16 and M5 J17	56,839
M5 between M5 J17 and M5 J16	55,945
M5 between M5 J5 and M5 J4A	55,765
M5 between M5 J6 and M5 J5	55,166
M5 between M5 J4A and M5 J5	54,626
M5 between M5 J19 and M5 J18	53,950
M5 between M5 J5 and M5 J6	51,102
M5 between M5 J18 and M5 J19	50,383
M5 between M5 J7 and M5 J6	49,622
M5 between M5 J17 and M5 J18A	49,537
M5 between M5 J20 and M5 J19	45,369
M5 between M5 J21 and M5 J20	45,128
M5 between M5 J18 and M5 J18A	45,060
M5 between M5 J20 and M5 J21	44,589
M5 between M5 J19 and M5 J20	44,543
M5 between M5 J18A and M5 J17	44,269
M5 between M5 J13 and M5 J12	41,848
M5 between M5 J18A and M5 J18	40,053
M5 between M5 J12 and M5 J11A	39,744
M5 between M5 J15 and M5 J14	39,696
M5 between M5 J11 and M5 J11A	39,045
M5 between M5 J11 and M5 J10	38,940
M5 between M5 J8 and M5 J7	38,417
M5 between M5 J10 and M5 J9	38,417
M5 between M5 J9 and M5 J8	38,417
M5 between M5 J22 and M5 J23	38,084
M5 between M5 J9 and M5 J10	38,014
M5 between M5 J8 and M5 J9	38,014
M5 between M5 J14 and M5 J15	37,962

Strategic road network section	Annual Average Daily Traffic (AADT)
M5 between M5 J23 and M5 J22	37,838
M5 between M5 J10 and M5 J11	37,526
M5 between M5 J31 and M5 J30	37,416
M5 between M5 J12 and M5 J13	37,413
M5 between M5 J30 and M5 J31	37,387
M5 between M5 J11A and M5 J12	37,347
M5 between M5 J30 and M5 J29	36,655
M5 between M5 J6 and M5 J7	36,526
M5 between M5 J7 and M5 J8	36,526
M5 between M5 J11A and M5 J11	36,187
M5 between M5 J29 and M5 J30	36,078
M5 between M5 J24 and M5 J25	35,895
M5 between M5 J25 and M5 J24	34,891
M5 between M5 J21 and M5 J22	34,796
M5 between M5 J14 and M5 J13	34,787
M5 between M5 J13 and M5 J14	34,438
M5 between M5 J22 and M5 J21	34,403
M5 between M5 J24 and M5 J23	34,130
M5 between M5 J23 and M5 J24	33,810
M5 between M5 J26 and M5 J25	30,830
M5 between M5 J25 and M5 J26	30,713
M5 between M5 J26 and M5 J27	29,831
M5 between M5 J27 and M5 J26	29,730
M5 between M5 J28 and M5 J27	28,934
M5 between M5 J29 and M5 J28	28,628
M5 between M5 J27 and M5 J28	28,078
M5 between M5 J16 and M5 J15	28,045
M5 between M5 J28 and M5 J29	25,192
M5 between A403 and M5 J18	14,051
M5 between M5 J18 and A403	11,265
A4 between M5 and A403	8,180
A4 between A403 and M5	7,711

(Table 2.1 of main report identifies range from 49,622 to 57,807)

Table A2.5 M5 – Derivation of Average Freight Proportion

Strategic road network section	% Freight
M5 between M5 J26 and M5 J27	46%
A4 between M5 and A403	39%
A4 between A403 and M5	37%
M5 between M5 J7 and M5 J6	34%
M5 between M5 J29 and M5 J30	31%
M5 between M5 J11 and M5 J11A	30%
M5 between M5 J21 and M5 J22	30%
M5 between M5 J13 and M5 J12	29%
M5 between M5 J5 and M5 J6	26%
M5 between M5 J18 and A403	25%
M5 between M5 J4A and M5 J5	23%
M5 between M5 J14 and M5 J13	22%
M5 between M5 J6 and M5 J7	21%
M5 between M5 J7 and M5 J8	21%
M5 between M5 J17 and M5 J16	20%
M5 between M5 J11 and M5 J10	20%
M5 between M5 J8 and M5 J7	20%
M5 between M5 J10 and M5 J9	20%
M5 between M5 J9 and M5 J8	20%
M5 between M5 J22 and M5 J21	20%
M5 between M5 J27 and M5 J28	20%
M5 between M5 J28 and M5 J27	19%
M5 between M5 J12 and M5 J11A	19%
M5 between M5 J11A and M5 J11	19%
M5 between M5 J13 and M5 J14	19%
M5 between M5 J9 and M5 J10	19%
M5 between M5 J8 and M5 J9	19%
M5 between M5 J11A and M5 J12	19%
M5 between M5 J10 and M5 J11	19%
M5 between M5 J16 and M5 J15	18%
M5 between M5 J15 and M5 J14	18%
M5 between M5 J14 and M5 J15	18%
M5 between M5 J12 and M5 J13	18%
M5 between M5 J16 and M5 J17	18%
M5 between M5 J23 and M5 J22	18%
M5 between M5 J15 and M5 J16	18%
M5 between M5 J22 and M5 J23	18%
M5 between A403 and M5 J18	17%
M5 between M5 J24 and M5 J23	17%
M5 between M5 J26 and M5 J25	17%
M5 between M5 J25 and M5 J26	17%
M5 between M5 J29 and M5 J28	17%
M5 between M5 J20 and M5 J21	16%
M5 between M5 J21 and M5 J20	16%
M5 between M5 J18 and M5 J19	16%

Strategic road network section	% Freight
M5 between M5 J30 and M5 J29	16%
M5 between M5 J27 and M5 J26	16%
M5 between M5 J31 and M5 J30	16%
M5 between M5 J19 and M5 J18	15%
M5 between M5 J19 and M5 J20	15%
M5 between M5 J20 and M5 J19	15%
M5 between M5 J18 and M5 J18A	15%
M5 between M5 J30 and M5 J31	15%
M5 between M5 J18A and M5 J17	NULL
M5 between M5 J17 and M5 J18A	NULL
M5 between M5 J18A and M5 J18	NULL
M5 between M5 J23 and M5 J24	NULL
M5 between M5 J25 and M5 J24	NULL
M5 between M5 J24 and M5 J25	NULL
M5 between M5 J28 and M5 J29	NULL
M5 between M5 J5 and M5 J4A	NULL
M5 between M5 J6 and M5 J5	NULL

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.

A2.2.1 With respect to the M5 Motorway, the diagram illustrates that for the majority of the route the motorway has the lowest casualties per billion vehicle miles. The only exception is the northbound carriageway of the M5 motorway north of the intersection with the M50 to junction 4A. A review of collisions on this section indicates they often relate to loss of control, close following and some accidents are during wet conditions.

A2.2.2 The positive safety record is further substantiated by analysis of Personal Injury Collision (PIC) data for the M5 Motorway (refer to technical Annex.

A.2.2.3 This illustrates that the number of injury collisions on the motorway has fallen by 34% comparing 2011 data to a 2005-2009 baseline. Similarly, the accident rate (collisions per 100 million vehicle miles) fell by 34% to 6.1 in 2011 and the casualty rate for killed and seriously injured by 22%.

A2.2.4 However, it must be noted that on 4 November 2011, a multiple-vehicle collision occurred on the M5 motorway near junction J25 at Taunton. The accident involved several cars and heavy goods vehicles and unfortunately resulted in seven fatalities and fifty one people were injured. A fireworks display was taking place at Taunton Rugby club prior to the incident and there was fog in the area on the night of the incident.

A2.2.5 In terms of accident cluster sites from Birmingham to Exeter, there are three locations ranked in the worst 250 locations across the country. These are:

- J27 Tiverton (rank 81)
- J29 Exeter North (rank 123)
- J16 Bristol (rank 158)

A.2.2.6 In addition to these nationally ranked sites additional accident sites are emerging at junctions and/or links along the route including:

- M5 J21 – related to shunts on northbound exit slip (stationary/slow moving traffic)
- M5 J23-24 southbound – involved southbound vehicles colliding with central reserve (one in wet conditions/5 in dry conditions). All loss of control in daylight hours

Table A2.6 Collisions/Casualties – Temporal Analysis

		Personal Injury Collisions		Casualty Numbers		Casualty Rates per 100 million vehicle miles	
Year	Traffic 10^8 veh-miles	Number	Collision Rate per 100 million veh-miles	Killed & Seriously Injured (KSI)	Slight Injuries	Killed & Seriously Injured (KSI)	Slight Injuries
2009-2011 3 Year Average	41.5	300	7.2	54	458	1.3	11.1
2011	41.5	255	6.1	42	440	1.0	10.6
2010	41.3	287	6.9	62	386	1.5	9.3
2009	41.6	358	8.6	58	549	1.4	13.2
2008	41.9	334	8.0	45	466	1.1	11.1
2007	42.4	433	10.2	58	642	1.4	15.1
2006	41.5	380	9.2	44	578	1.1	13.9
2005	41.3	434	10.5	66	638	1.6	15.5
2005-2009 Average Baseline	41.7	387.8	9.3	54.2	574.6	1.3	13.8
% Difference 2011 to 2005-2009 Average	0.7%	-34%	-34%	-23%	-23%	-22%	-23%

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 A2.7.

Table A2.7 Technology Equipment

Technology Type	Number
Variable Message Signs (VMS)	107
Motorway signals	340
Closed Circuit Television (CCTV)	294
Automatic Number Plate Recognition Cameras (ANPR)	60
Highways Agency Weather Information System (HAWIS)	85
Emergency roadside telephones	1534
Motorway Incident Detection and Automatic Signalling	247
Traffic counters	384

A2.6 Vulnerable Road Users

Please refer to the main report – section 2.6.

A2.7 Environment

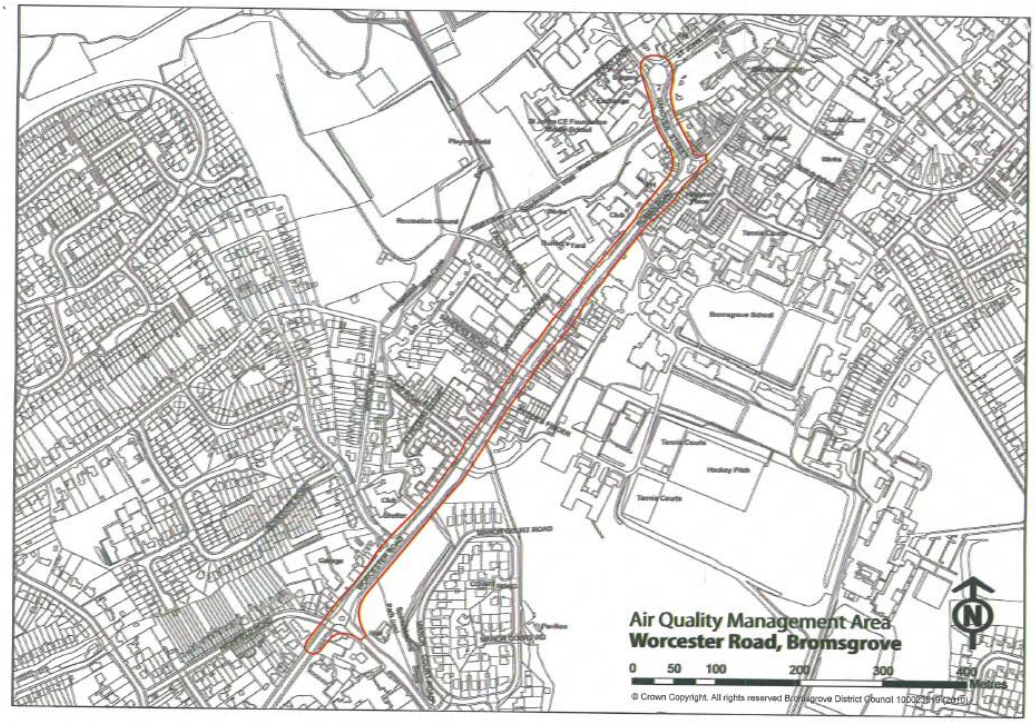
Section 2.7 of the main report provides information in relation to the environmental issues associated with the route. Specifically in relation to air quality, a number of Air Quality Management Areas (AQMAs) are identified and further information is provided here in relation to these AQMAs as sourced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

Worcester Road AQMA

An area covering part of Worcester Road and Hanover Street, Bromsgrove.

Figure A2.1 provides an overview of the coverage of the Worcester Road AQMA.

Figure A2.1 Worcester Road AQMA coverage



(sourced from http://aqma.defra.gov.uk)

The M5 motorway is approximately 1km to the west.

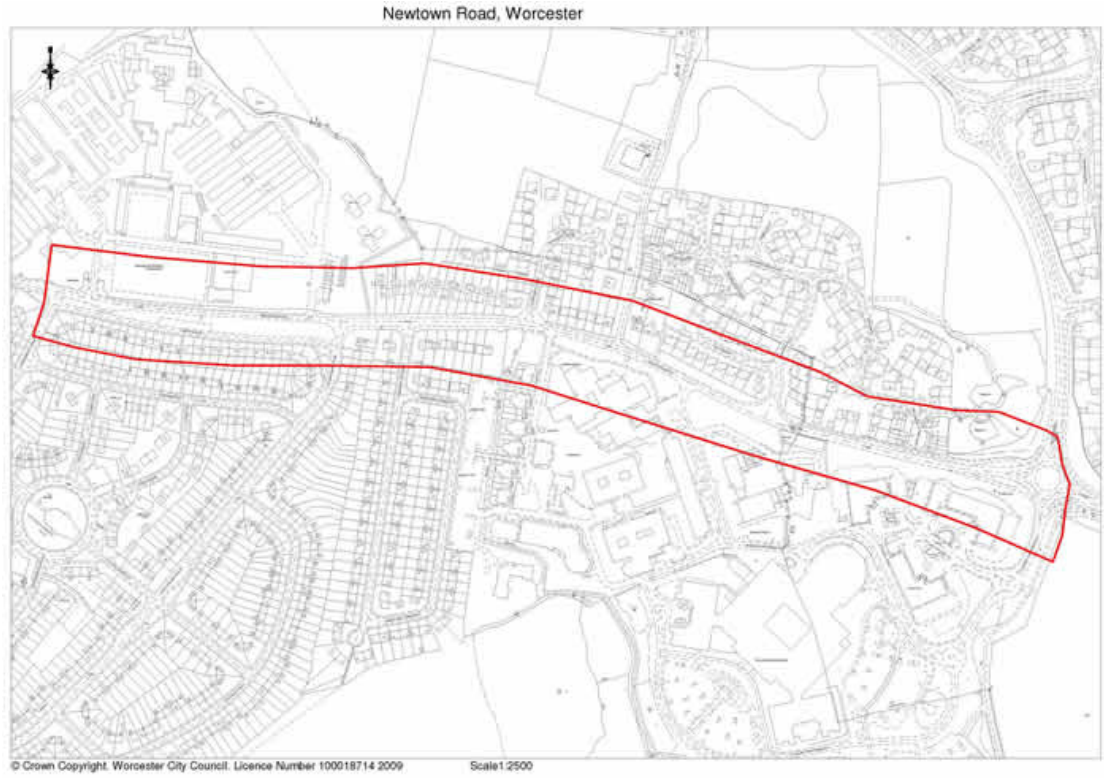
Newtown Road AQMA

An area encompassing Newtown Road between its junction with Canterbury Road and the A440, including all properties whether, residential or commercial, abutting the pavements of these roads.

The pollutants declared are Nitrogen dioxide (NO_2).

Figure A2.2 provides an overview of the coverage of the Newtown Road AQMA. The M5 motorway is approximately 400m to the east.

Figure A2.2 Newtown Road AQMA coverage



(sourced from http://aqma.defra.gov.uk)

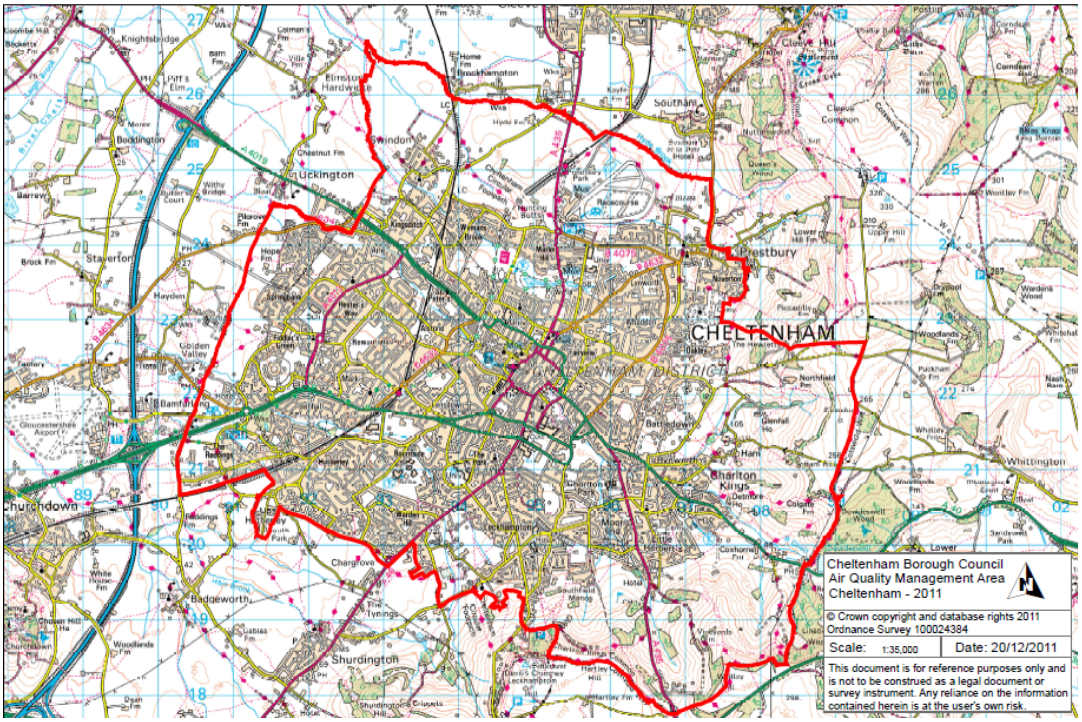
Cheltenham AQMA

An area encompassing the Borough of Cheltenham.

The pollutants declared are Nitrogen dioxide (NO_2).

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

Figure A2.3 Cheltenham AQMA coverage



(sourced from https://www.cheltenham.gov.uk)

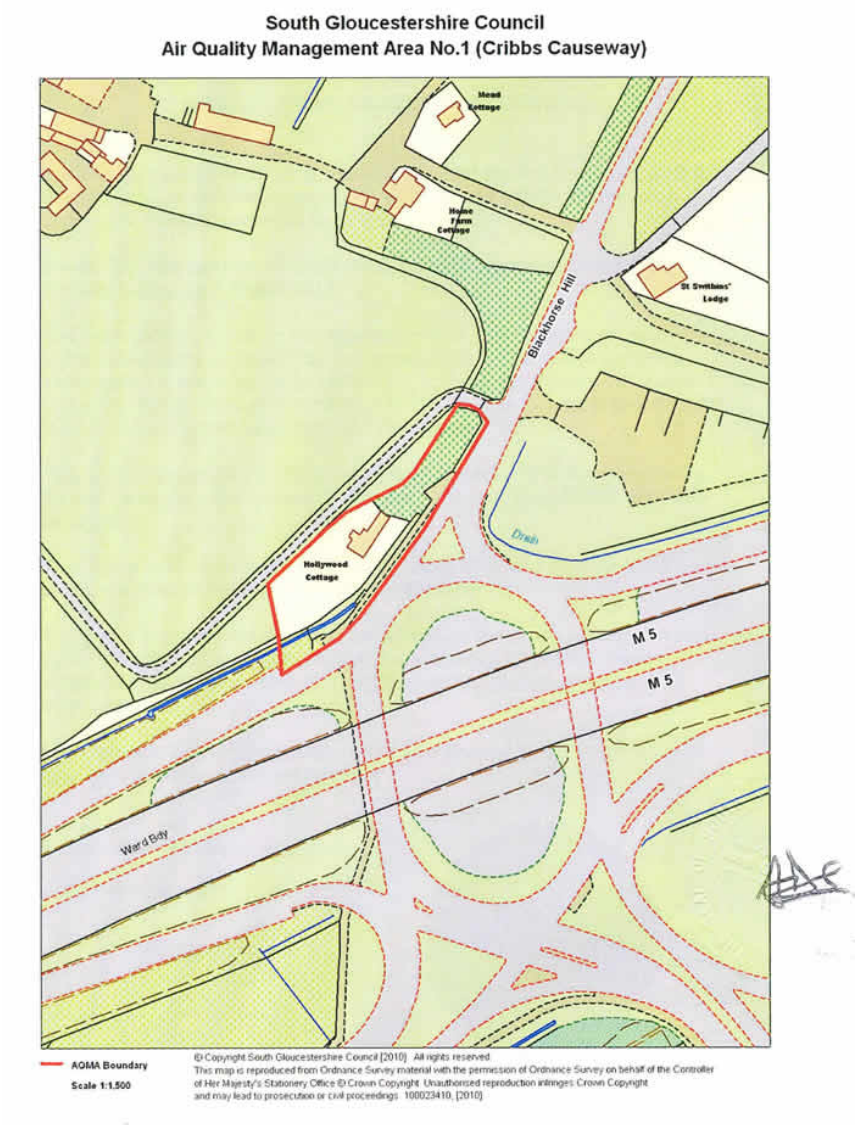
Cribbs Causeway AQMA

An area encompassing a single property on Blackhorse Hill in Easter Compton, adjacent to the M5 Junction 17 roundabout at Cribbs Causeway.

The pollutants declared are Nitrogen dioxide (NO_2).

Figure A2.4 provides an overview of the coverage of the Cribbs Causeway AQMA.

Figure A2.4 Cribbs Causeway AQMA coverage



(sourced from http://aqma.defra.gov.uk)

Cullompton AQMA

An area encompassing the entire built-up area of the town of Cullompton.

The pollutants declared are Nitrogen dioxide (NO_2).

Figure A2.5 provides an overview of the coverage of the Cullompton AQMA.

Figure A2.5 Cullompton AQMA coverage

(sourced from http://aqma.defra.gov.uk)

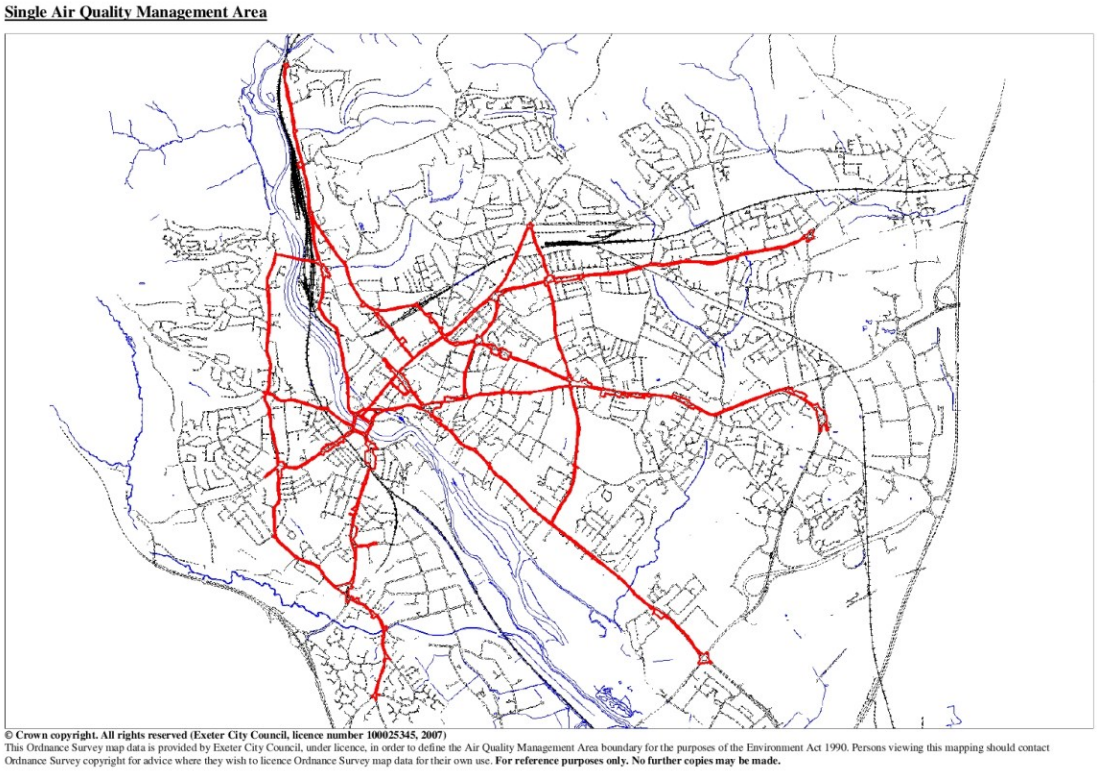
Exeter AQMA

An area incorporating most of the major road network in Exeter City Centre - including the previous 5 AQMAs and additional areas.

The pollutants declared are Particulate Matter PM10.

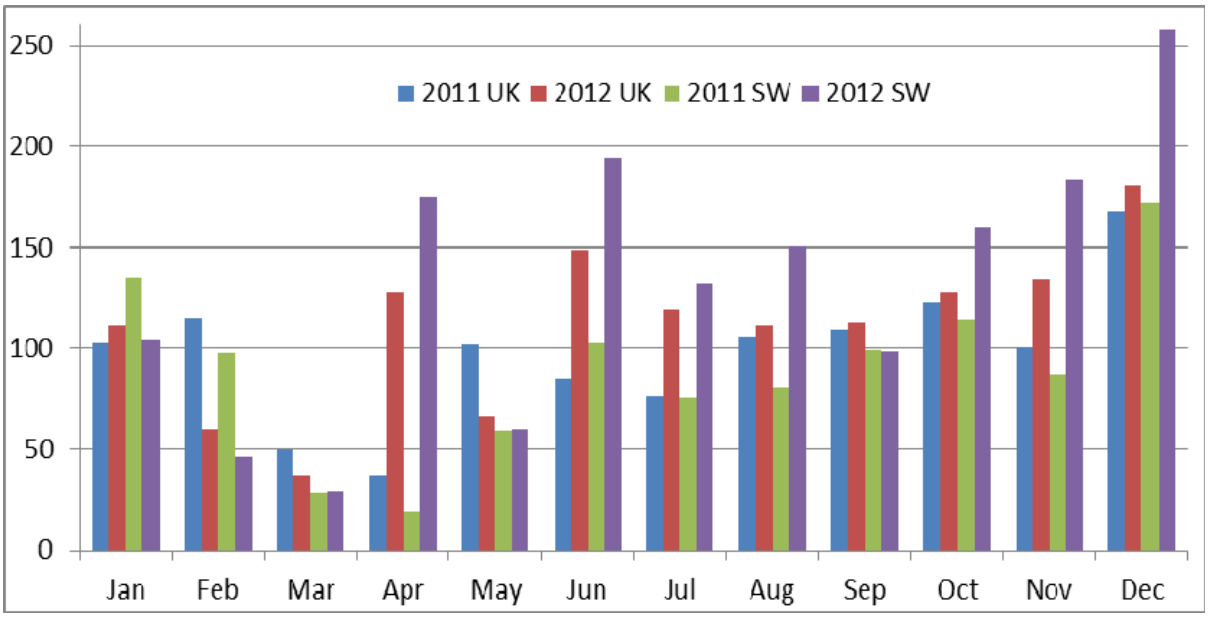
Figure A2.6 provides an overview of the coverage of the Exeter AQMA.

Figure A2.6 Exeter coverage



(sourced from http://aqma.defra.gov.uk)

Figure A2.7 Precipitation levels (mm) in UK and South West



Source: The South West – Extreme weather resilience: 2012 and early 2013 (Sept 2013)

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.

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

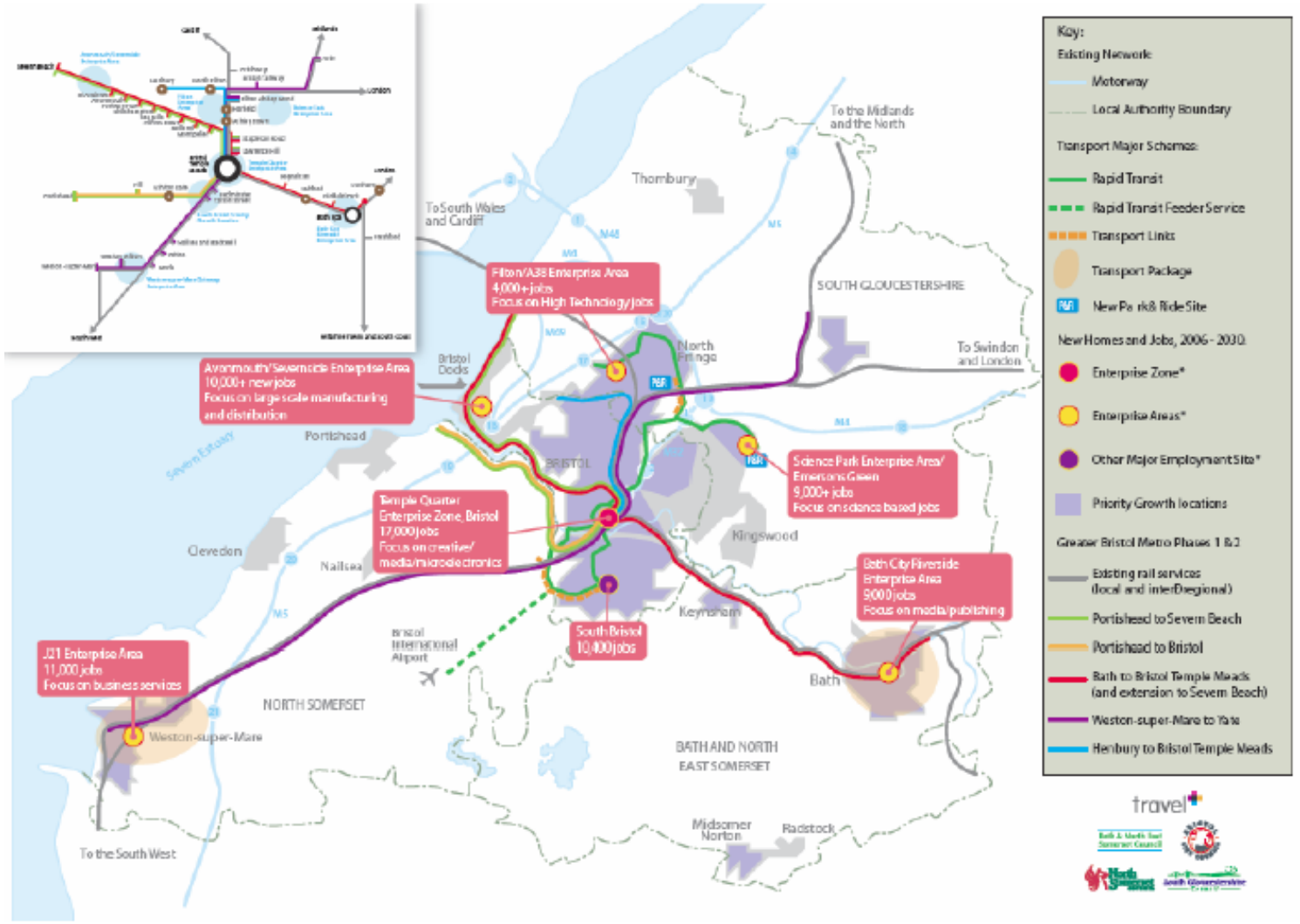
Places
At the heart of Bristol and the West of England's strategy for growth is the network of six locations for enterprise and employment growth, including the Temple Quarter Enterprise Zone and five Enterprise Areas. Investment is targeted at providing the infrastructure these locations need to attract 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



UNCLASSIFIED

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.

A46 Ashchurch and M5 J9

Work to improve a section of the A46 is part of the national pinch point programme. The pinch point programme forms part of the UK Government's growth initiative, outlined during the Chancellor's Autumn Statement in November 2011.

The construction start date of the scheme is 19 May 2014 and the works are estimated to last until December 2014. Works are taking place on the A46 at Ashchurch and the M5 junction 9, within Gloucestershire.

The A46 at Ashchurch suffers from delays due to queuing traffic, especially at peak periods. The works will also improve the layout of M5 junction 9 to reduce delays.

The estimated cost of the works is £1.67 million.

The scheme will involve the provision of an additional through lane on the A46 westbound approach to its junction with Alexander Way. Works at Aston Cross will involve the extension and realignment of a right turning lane on the A46 westbound approach. Pedestrian/cycle facilities at M5 junction 9 would also be improved combined with signal control of the A438 approach from Tewkesbury.

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

- Reduce congestion by realigning junctions and installing traffic signals.
- The improvement will help to deliver around 800 jobs and 2,000 new homes in neighbouring areas.

More information is available here:

http://www.highways.gov.uk/roads/road-projects/a46-ashchurch-and-m5-junction-improvements/

M5 Junction 11a-12 Southbound Gloucester

Works will be carried out to install additional roadside signs to improve driver information available between junctions 11A - 12 southbound on the M5. This will considerably enhance the provision of the existing technology in place on this stretch of the M5.

These works are part of the national Pinch Point programme. The Pinch Point programme forms part of the UK Government's growth initiative, outlined during the Chancellor's Autumn Statement in November 2011.

Construction is planned to start in autumn 2014 and the scheme is estimated to last for 6 months. Work will be carried out along the length of southbound M5 between junctions 11A and 12.

Currently there are few driver information signs on this stretch of the M5 motorway. These signs provide essential information to travellers and inform them when there are problems on our network to enable them to react to any changes to the road condition ahead. It also supports travellers with making informed decisions on journey arrangements.

The estimated cost is £3.5 million.

The scheme will improve the quality and consistency of driver information along this stretch of the M5 and give the South West Regional Control Centre greater visibility of this area of our network in order to detect and warn approaching traffic of any incidents or queuing ahead. It will also improve driver information through message display.

More information is available here:

http://www.highways.gov.uk/roads/road-projects/m5-junction-11a-12-southbound-gloucester-driver-information-signals-gdis/

M5 Junction 16 Northbound Off-Slip

Works will be carried out to improve the M5 Junction 16, South Gloucestershire. These works are part of the national Pinch Point Programme. The Pinch Point Programme forms part of the UK Government's growth initiative, outlined during the Chancellor's Autumn Statement in November 2011.

This scheme will widen the slip road to allow for more traffic leaving the M5.

The construction start date of the scheme is winter 2015 and is estimated to last for 3 months. The work will take place on the M5 at junction 16, which is located south of the M5/M4 interchange, north-west of Bristol.

The M5 Junction 16 suffers from severe congestion and subsequent delays. This can cause conflict when traffic merges from the slip roads onto the A38.

The estimated cost is approximately £350,000.

The slip road will be widened within the existing highway boundary. Work will be carried out to add an additional lane for traffic turning left towards the A38 heading North.

The scheme improvements will result in improved flow through the junction and reduced conflicts between merging traffic streams. The proposals achieve wider benefits in supporting growth in the surrounding area, such as at Filton Airfield, Patchway and Cribbs Causeway.

More information is available here:

http://www.highways.gov.uk/roads/road-projects/m5-junction-16-northbound-off-slip/

M5 Junction 17 Southbound Off-Slip

Works will be carried out to improve the M5 Junction 17, South Gloucestershire. These works are part of the national Pinch Point Programme to improve specific areas of our network that experience traffic congestion, this is independent of any Managed Motorways works currently taking place between junctions 15-17 on the M5. The Pinch Point Programme forms part of the UK Government's growth initiative, outlined during the Chancellor's Autumn Statement in November 2011.

The scheme will provide additional lanes on the slip road to allow traffic to move towards the Cribbs Causeway area more swiftly.

The construction start date of the scheme is winter 2015 and is estimated to last for 3 months.

M5 Junction 17 is located south of the M5/M4 interchange, North-West of Bristol.

The M5 Junction 17 suffers from severe congestion and subsequent delays. Queues can form back onto the M5 Motorway in peak periods resulting in slow traffic past this junction.

The estimated cost is approximately £1.2 million.

The slip road will be widened and extended within the existing highway boundary. Work will be carried out lengthen the current slip road, add a hard shoulder and create a dedicated left turn traffic lane on Merlin Road.

The scheme improvements will result in improved flow through the junction and reduced conflicts between merging traffic streams. The proposals achieve wider benefits in supporting growth in the surrounding area, such as at Filton, Cribbs Causeway and Patchway.

More information is available here:

http://www.highways.gov.uk/roads/road-projects/m5-junction-17-southbound-off-slip-bristol/

M5 J15 – 17

The M5 between junctions 15 and 17 will be improved by becoming 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. Find out 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. For a full list of schemes announced in the October 2010 spending review please visit our Future Delivery Programme page. Preparatory work commenced on 12 January 2012 when we installed narrow lanes to help manage traffic through the works. Works were then officially started on 25 January 2012 by Roads Minister Mike Penning.

We are planning on opening 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.

A number of cameras will be installed, along with information signs and signals on gantries as part of the improvement scheme. As the scheme design progresses the Highways Agency will provide more information on the location of these features.

Smart motorways allow a pro-active approach to the strategic management of our road network. This will allow us to better fulfil our role as Network Operator and support economic development in the region. Smart motorways deliver benefits at a significantly lower cost, and with less impact on the environment during construction than conventional motorway widening. Find out more about smart motorways.

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.

More information is available here:

http://www.highways.gov.uk/roads/road-projects/m4-junction-19-20-and-m5-junction-15-17/

M5 Junction 21-22 Northbound and Southbound

Work will be carried out on the M5 between Weston-super-Mare and Burnham-on -Sea to install a new concrete and steel barrier in the central reservation, which will also include drainage works, resurfacing and the installation of average speed cameras.

The work is taking place between junctions 21 and 22, along a four mile section of the M5 motorway.

The existing central reserve steel barrier has reached the end of its serviceable life and needs to be replaced. The cost will be approximately £4million.

The work will take place over a four mile section of motorway. It will be carried out during the day and overnight and will require the hard shoulder and various lanes to be closed for different periods. Narrow lanes and a 50 mph speed restriction will be introduced on both the northbound and southbound carriageways in order to carry out the work, which is expected to continue until the middle of February 2014.

The installation of concrete and new steel barrier will reduce the need for traffic management for periodic maintenance inspection and has an increased design life.

More information is available here:

http://www.highways.gov.uk/roads/road-projects/M5-Junction-21-22-Northbound-and-Southbound-steel-and-concrete-Vehicle-Restraint-System

M5 Junction 27 Southbound

Works will be carried out to improve the M5, Junction 27. These works are part of the national Pinch Point Programme. The Pinch Point Programme forms part of the UK Government's growth initiative, outlined during the Chancellor’s Autumn Statement in November 2011.

Construction is planned to start in spring 2014 and the scheme is estimated to last for 3 months.

M5 Junction 27 is a grade separated roundabout junction on the M5, with exits for the A38 and A361 to Tiverton and North Devon.

The M5 Junction 27 suffers from delays and queuing on both exit slip roads during the morning and evening peak traffic periods. Also, there are queues at this junction during the summer holiday period with traffic exiting at this junction for the A361 to North Devon, at these times queues regularly extend back to the M5 motorway.

The estimated cost is £1.4 million.

We are widening the southbound exit slip road from two to three lanes and enhancing the roundabout carriageway to dedicated two lanes. We are also installing part-time motion sensitive traffic signals at the top of the northbound and southbound off slips, leading onto the roundabout. These traffic signals will detect queuing and approaching traffic and

react to maximise the amount of green light time and so minimise queuing traffic.

The scheme improvements will result in improved flow through the junction by increasing its traffic capacity and reduce waiting times by the installation of part-time traffic signals that, when in operation, react to approaching and waiting traffic to maximise green light timings. The proposals achieve wider benefits in supporting growth in the surrounding area and improving access for the new Tiverton urban extension and Tiverton Parkway station.

More information is available here:

http://www.highways.gov.uk/roads/road-projects/M5-Junction-27-southbound-widening-and-part-time-signals

M5 Junction 30 Southbound

Works will be carried out to improve the M5 Junction 30, Devon. These works are part of the national Pinch Point Programme. The Pinch Point Programme forms part of the UK Government's growth initiative, outlined during the Chancellor's Autumn Statement in November 2011.

The scheme will widen the southbound offslip from the M5.

The planned construction start date of the scheme is autumn 2014 and is estimated to last for 6 months.

The work will take place on the M5 at junction 30 Southbound, which is situated 4.7km south-east of Exeter city centre, in Devon. When exiting the M5 at this junction you enter a roundabout which connects the M5, A376, A379 and Sidmouth Road. Sidmouth Road provides access to the Exeter Services.

The M5, Junction 30 southbound suffers from severe congestion and subsequent delays. This can cause conflict when traffic merges from the slip road onto the roundabout at its end.

The estimated cost is approximately £1 million.

We are widening the slip road within the existing highway boundary from three to four lanes on the approach to the roundabout and installing motion sensitive traffic signals on the roundabout. These traffic signals will detect queuing and approaching traffic and react to maximise the amount of green light time and so minimise queuing traffic.

The scheme improvements will result in improved flow through the junction by increasing its traffic capacity and reduce waiting times by the installation of traffic signals that react to approaching and waiting traffic to maximise green light timings. The proposals achieve wider benefits in supporting growth in the surrounding area, such as at Cranbrook to the North-East of this junction, Newcourt to the South West and at the nearby Sowton Industrial Estate.It also supports development in the East of Exeter Enterprise Area.

More information is available here:

http://www.highways.gov.uk/roads/road-projects/M5-Junction-30-Southbound-Off-Slip--Exeter

A3.3 Declared Pipeline Schemes

M5 J4A-6 south of Birmingham

The government plans to spend £28bn on Britain's roads by 2020-21, with £10bn of that going on repairs. These plans are outlined in Investing in Britain's future (June 2013).

An all Lane Running or smart motorway scheme will be implemented between M5 J4A and J6.

Reduced congestion by using technology to vary speed limits and hard shoulder running. Benefits delivered at a significantly lower cost than conventional motorway widening and with less impact on the environment.

A3.4 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.

Bromsgrove Rail Interchange

Worcestershire County Council and Centro are jointly funding a new railway interchange in Bromsgrove to replace the existing station. This is being done in partnership with the Department for Transport and Network Rail.

The current proposal would see the station moved further south to allow Network Rail to electrify the line from Barnt Green to Bromsgrove. This strategic project will also allow the train companies to increase the frequency of the rail service between Bromsgrove and Birmingham.

Improved facilities and better integration with local bus services will make it more attractive for people to use the train to travel between Bromsgrove and Birmingham and Worcester, reducing congestion, carbon emissions and making it easier to access the town. This will make the local area more attractive for businesses and will encourage job creation in the Bromsgrove area.

The current aspiration for the new station includes:

- A car park with approximately 350 spaces designed to current standards in terms of security, lighting, ticketing, customer facilities and information. Parking charges will be similar to today.
- A modern station building which may include toilets, ticket desk and a retail facility.
- Four platforms connected by a covered footbridge and lifts, designed to be fully accessible for all.

- Secure covered cycle storage, motor cycle parking, electric car parking and charging points.
- Direct access to local bus services through a bus / rail interchange.
- A taxi rank and drop off / pick up point.

To improve access and the local road network, a number of changes are proposed, including:

- Alterations to New Road to remove parking from the west side to improve access to the new station.
- New access road to the station directly from Stoke Road.
- Restrictions on parking on streets close to the station.

More information is available here:

http://www.worcestershire.gov.uk/cms/transport-and-highways/transport-schemes/bromsgrove-rail-station.aspx

Worcester Transport Strategy

The proposed Worcester Transport Strategy (WTS) has been developed to identify a comprehensive programme of investment in transport infrastructure for the City of Worcester, to deal with existing and future transport challenges, whilst contributing towards the long-term prosperity of Worcester and south Worcestershire over the next 20 years.

The Worcester Transport Strategy involves a package of investment in a wide range of transport infrastructure and service enhancements. This will deliver benefits not only locally, but also across the wider region, improving access and network efficiency for all users travelling into, though and/or around the City of Worcester transport network. In particular, this investment will make Worcester more attractive to business, supporting the local and regional economy.

Bringing together the desired outcomes, issues and policy guidance, we are aware that a wide-ranging package of transport measures is required to deliver improvements to the existing network, including the following measures:

- Strategic Highway Improvements including the dualling of the Southern Link Road.
- Local Highway Improvements including junction and pavement enhancements.
- Rail station enhancements.
- The construction of a new Railway Station (Worcestershire Parkway Regional Interchange).
- Exploration of the feasibility of local railway stations.
- Enhancement of the City Centre's public realm, transport infrastructure and services.

- Improvements to infrastructure and services for walking and cycling.
- Key corridor improvements to enhance the main routes into and out of the city for all users, smoothing traffic flow and reducing congestion.
- Incentivise greater use and improvement to the perception of sustainable modes (walking, cycling, and passenger transport).
- Implementation of Intelligent Transport Systems to improve efficiency and choice.

To deliver the Worcester Transport Strategy in full, Worcestershire County Council and partners will need to secure over £200 million of investment. Clearly, the possibility of accruing this level of funding at any one time is impossible. Therefore, the Council aims to deliver the full Worcester Transport Strategy through a phased approach, delivering parts of the strategy as funding becomes available.

More information is available here:

http://www.worcestershire.gov.uk/cms/transport-and-highways/transport-schemes/worcester-transport-strategy.aspx

Elmbridge Transport Scheme

The proposed scheme builds on plans initially put forward as part of our first Local Transport Plan. However, a number of revisions have been made since these first drafts reflecting feedback we have already received from the public.

The purpose of the proposed scheme is to tackle a congestion hot spot on the A40 and to improve public transport between Cheltenham, Churchdown and Gloucester.

Traffic levels in the Cheltenham and Gloucester 'corridor' are at the point where congestion is starting to become an issue and this is likely to increase over the coming years. The Elmbridge Court roundabout between Cheltenham and Gloucester is already one of the busiest traffic junctions in the county.

The scheme we are proposing would help to alleviate congestion via three key elements:

- A 1,000 space park and ride site next to the Elmbridge Court Business Park, with a high frequency bus service serving Gloucester city centre, and linking in with Cheltenham town centre and Arle Court park and ride.
- A series of improvements to Elmbridge Court roundabout to improve its capacity.
- Bus priority measures on the approach to Arle Court roundabout in Cheltenham.

Overall, the scheme is designed to encourage people to use the bus instead of their cars and improve traffic flow. This will reduce congestion at a number of key junctions.

More information is available here:

http://www.gloucestershire.gov.uk/article/112326/Elmbridge-Transport-Scheme---About-the-scheme-including-planning

ITEC, Gloucestershire

Public transport measures including a new Gloucestershire Parkway Station and new park & ride at Elmbridge Court. Cars will reassign to the station park & ride car park, situated in proximity to M5 J11A.

C&G and Walls Roundabouts Improvement Scheme

Traffic using the C&G and Walls Roundabouts has been steadily growing in recent years, and as a result the county council has been looking at ways to reduce the congestion that can occur at peak times at these two key junctions.

In the summer of 2012 Gloucestershire Highways were contacted by a significant number of concerned drivers who had been delayed waiting to travel through the C&G roundabout.

Gloucestershire Highways investigated, and some changes were made to the traffic signal timings which did result in some improvement in traffic flow, however capacity issues still remain at both C&G and Walls Roundabouts during peak hours. During this period it was also reported that several hundred people had started work in Barnett Way and this local increase in traffic had contributed to the increased congestion.

Gloucestershire Highways were then asked to come up with proposals to make further improvements at both roundabouts and the county council looked to identify suitable sources of funding for this work.

The county council submitted a funding application to the Department for Transport in February 2013. This application was successful and £2.2 million was awarded to the county council in May 2013.

To meet the full cost of the £3.13 million combined scheme, contributions have been added by Sainsbury's and Gloucestershire County Council.

The overall aim of the scheme is to reduce congestion through the two roundabouts by increasing the amount of traffic that can flow through the junctions whilst ensuring that the safety of road users is maintained and wherever possible improved.

The scheme design is now being finalised with work set to start in Spring 2014 with completion expected towards the end of 2014.

More information is available here:

http://www.gloucestershire.gov.uk/article/112455/CG-and-Walls-Roundabouts-Improvement-Scheme

Metro Bus

The Metro Bus 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

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.

MetroWest Phase 1

The MetroWest project is phased approach to new lines and new services in the West of England area. All work on the railway network has to be agreed and overseen by Network Rail. Funding can be from a mixture of sources and is initially coming from the West of England councils.

Trains are run by different operators - mainly First Great Western in this area. They are commercial companies who need to make a profit to operate services. Extra train services can be funded by other sources, including the councils, but have to fit within the national rail timetable.

The MetroWest Phase 1 aims:

- Reopen the Portishead rail line - Introduce a half hourly service to Bristol Temple Meads (hourly off peak) with one train an hour going on to Severn Beach via Bristol Temple Meads.
- Open a new service from Bath Spa to Severn Beach - A new hourly service stopping at Oldfield Park, Keynsham, Bristol Temple Meads and stations to Severn beach with trains turning back at Bath Spa or Bathampton Junction.
- Severn Beach Line - Half hourly service delivered by the new Portishead and Bath Spa services.
- Bedminster/Parson Street - Half hourly stopping service provided by the stopping Taunton to Cardiff trains.

More information is available here:

http://www.travelwest.info/MetroWest

Weston Package Phase 1

The need to encourage people to live and work in the town has been identified in both the draft Regional Spatial Strategy and the Joint Local Transport Plan.

North Somerset Council is developing the 'Weston Package' as a key element in its strategy of enabling sustainable development in Weston-super-Mare. To view a map of Weston's Phase One Transport Package, click here.

The objectives of the Weston Package are to:

- Improve the highway access between the M5 motorway and Weston to reduce congestion.
- Relieve congestion on the A370 corridor in Weston.
- Provide improvements to local access, safety, public transport, walking and cycling and.
- Improve access between regeneration areas and other residential areas of the town.

More information is available here:

http://www.westofengland.org/transport/weston-package

Taunton Northern Inner Distributor Road

The Northern Inner Distributor Road (NIDR) is a new road which will link Staplegrove Road in the west to Priory Avenue in the east (see road alignment layout plan on right hand side). The estimated cost of the scheme is £21 million and it is being grant funded by the Department for Transport, together with contributions from Somerset County Council, and adjacent relevant developers.

The NIDR will provide an additional east - west link, reducing congestion along Greenway Road, Priorswood Road, and the Rowbarton areas. It will also provide access to brown field development sites at Taunton West goods Yard, Taunton East Goods Yard and also the Firepool Area.

Construction work is planned to commence in July 2013 and completed in March 2015.

More information is available here:

http://www.somerset.gov.uk/irj/public/council/initiatives/initiative?rid=/wpccontent/Sites/SCC/Web%20Pages/Council/Initiatives/Northern%20Inner%20Distributor%20Road

Exeter Principal Urban Area scheme

The Exeter Principal Urban Area (PUA) scheme is designed to tackle congestion in the city by improving traffic conditions along two of the strategic routes into Exeter. It includes proposals to improve congestion along Alphington Road, Bridge Road, Topsham Road and at Countess Wear Roundabout by the removal of traffic bottlenecks, construction of bus lanes and a new Park and Ride facility.

More information is available here:

http://www.devon.gov.uk/index/transportroads/majortransportschemes/exeterpua.htm#sthash.VqZw2GyR.dpuf

Tithebarn Link Road, Exeter

The £6.2 million Tithebarn Link Road scheme will create a new connection from Cumberland Way, passing to the south of the existing Monkerton village, to the Science Park drive via the M5 bridge at Tithebarn Lane. It will provide access across the motorway to approximately 1,000 new homes and will also unlock approximately 5,800 homes in Monkerton and Cranbrook, as well as employment development which could generate 3,000 jobs in the Exeter and East Devon Growth Point.

This route will ease congestion and reduce the impact of traffic on Junction 29 of the M5. It will also provide a vital bus route to connect Cranbrook, Skypark, Science Park and Monkerton with Exeter City Centre.

More information is available here:

http://www.exeterandeastdevon.gov.uk/funding-for-tithebarn-link-road/News-Article/

Bridge Road widening, Exeter

The scheme delivers two lanes outbound on Bridge Road from the existing merge / lane drop to the junction with the A379 and Sannerville Way and improvements to pedestrian cycle facilities along Bridge Rd.

A separate pedestrian/cycle bridge, to the north of Countess Wear Bridge, will allow the widening of the existing carriageway to provide two lanes outbound across the bridge. Elsewhere the provision of a second lane will be achieved either through widening or utilisation of existing road space. A further pedestrian/cycle bridge will be required over the railway. Other localised areas of widening on the shared route will also be provided.

The scheme will be delivered in one phase commencing in 2014, using S106 funds.

Bridge Road already has a shared pedestrian/cycleway which is below standard. The scheme will provide a new high quality shared pedestrian/cycle route alongside the Countess Wear Bridge, on a new structure which will be attached to the upstream (north-west) side of the existing bridge. All links to the existing cycle network will be maintained and the improvements will form part of the Strategic Cycle Network.

By providing two lanes outbound the scheme will reduce queuing and exit blocking at Countess Wear, improving conditions for traffic exiting the city and in particular on the outer bypass. In addition by addressing the sole single lane section on the outer bypass, additional capacity will be provided to encourage more local trips to use the route instead of the Strategic Road Network.

A4 Key challenges and opportunities

A4.1 Timescales

Please refer to the main report – section 4.

A4.2 Local 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

Greater Birmingham and Solihull, Black Country and Stoke & Staffs	20 September	Worcester
Worcestershire LEP	19 September	Worcester
GFirst LEP	27 September	Gloucester
West of England LEP	20 September	Bristol
Heart of the South West LEP	26 September	Exeter

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

B1.2 Greater Birmingham and Solihull, Black Country and Stoke & Staffs - Attendees

Organisation	Delegates name
Birmingham Airport	Will Heyes
BIS	Andrea Whitworth
Black Country Chamber of Commerce	Bhanu Dhir
Black Country Director of Transport	Laura Shoaf
Black Country representative	Richard Banner
Bromsgrove District Council	Rosemary Williams
Campaign for Rural England	Gerard Kells
Cannock Chase District Council	John Morgan
Centro	Maria-Pilar Machancoses
East Staffordshire Borough Council	Philip Somerfield
Environment Agency	Fiona Keates
Freight Transport Association	Sally Gilson
Friends of the Earth	Adam McCusker
Greater Birmingham and Solihull LEP and Birmingham City Council	Ann Osola
GVA	Colin Bell
Highways Agency	Orminder Bharj
Highways Agency	Adrian Slack
Highways Agency	Lisa Maric
Highways Agency	Andy Butterfield
Highways Agency	Matt Taylor
Lichfield District Council	Elizabeth Boden
Midlands Expressway Ltd	James Hodson
NEC group	Gary Masters
Newcastle under Lyme Borough Council	Guy Benson
Road Haulage Association	Ann Morris
Solihull Metropolitan Borough Council	Amrik Manku
South Staffordshire Council	Patrick Walker

Staff & Stoke LEP	Peter Davenport
Staffordshire County Council	Will Spencer
Stoke-on-Trent City Council	Austin Knott
Walsall Council	Paul Leighton
Walsall Council	Mark Corbin

B1.3 Worcestershire LEP Event – Invitees and Attendees

Invited:	**Attended:**
Worcestershire LEP	Peter Pawsey
Malvern Hill District Council	
Wychavon District Council	John Pattison
Worcester City Council	
Worcestershire County Council	Stephen Harrison
Redditch Borough Council	Emma Baker
Bromsgrove District Council	Michael Dunphy
Herefordshire Council	Jeremy Callard
Shropshire County Council	Jan Cooke
Telford and Wrekin Council	
Welsh Assembly Group	
West Mercia Police	
Sustrans	Henry Harbord
CPRE	
RAC Foundation	
Midlands FTA	Sally Gilson
Road Haulage Association	Nick Payne
Department for Business Innovation and Skills	Kevin Postones
Department for Business Innovation and Skills	Anthony Werren
Network Rail	
Environment Agency	
Highways Agency	Serena Howell
Highways Agency	Patrick Thomas
CH2M HILL	Joanna Mole

B1.4 GFirst LEP Event – Invitees and Attendees

Invited:	Attended:
GFirst LEP	Mally Findlater
Local transport Board	James Llewellyn
Highways Agency neighbouring 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	
Highways Agency 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 West of England LEP Event – Invitees and Attendees

Invited:	Attended:
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

B1.6 Heart of the South West LEP Event – Invitees and Attendees

Invited:	**Attended:**
Heart of the South West LEP	Ian Harrison
Local Transport Board	Dave Black
Local Transport Board	Liz Waugh
Devon County Council	Mark Dauncey
East Devon District Council	Nigel Harrison
Mid Devon District Council	Jonathan Guscott
North Devon Council	
West Devon Borough Council	Rebecca Black
Torridge Council	
Teignbridge Council	
North Somerset Council	
Somerset County Council	Mike O'Dowd-Jones
East Devon District Council	Matt Dickens
West Somerset District Council	
Torbay Council	
Plymouth City Council	Philip Heseltine
Plymouth City Council	Sunita Mills
Exeter City Council	Karime Hassan
Taunton Deane Council	Brendan Cleere
Sedgemoor Council	Claire Pearce
Mendip District Council	Stuart Brown

Country Bus Devon	
Exeter Airport	
Plymouth Port/Ferry Terminal (AB Ports)	
Devon Ramblers Association	John Skinner
Exeter and East Devon Growth Point	
Devonport Dockyard (MOD)	
Princess Yachts	
Devon & Cornwall Constabulary	
Devon and Somerset Fire and Rescue Service	
Devon and Cornwall Business Council	
Derriford Hospital	
Environment Agency	Hugh Davey
Stagecoach	Robert Williams
South West Ambulance Service Trust (SWAST)	Nikki Leach
Highways Agency	Andy Roberts
Highways Agency	Nigel Dyson
Highways Agency	Dave Stock
CTC – The national cycling charity	Roy Russell
Sustrans	Paul Hawkins

B1.7 Greater Birmingham and Solihull, Black Country and Stoke & Staffs Event – Notes

Greater Birmingham and Solihull, Black Country and Stoke & Staffs RBS workshop
Break out groups and delegates **Date: 20/9/13**

Relevant RBS	Table	Location	Description of challenge	Type of challenge Capacity / Safety / Asset Condition / Operational / Society & Environment	When does this issue become critical?			Is the evidence for this challenge shown on our maps?	If not, what evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by	Number of sticky dots received
					Already is	2018-21	After 2021					
London to Scotland West	Orange	M6 J10a-8 (inclusive) both directions, M5 J1-3 (inclusive) both directions	Strategic congestion and journey time issues NB and SB on these sections with particular congestion issues at the SB M6 J10a-10 and at the intersection of M6 with M5. These sections are already at capacity. This can have a knock on effect to local traffic at junctions and impacts local economies Developments around this area will exacerbate this challenge.	Capacity	×					RB has provided two documents showing relevant data -	RB	11
London to Scotland West	Orange	M6 and M5 – specifically M6 (J10 and J9)/M5 (J1 and J2)	Journey times are poor in these locations. Speeds also poor in AM/PM peaks In these locations.	Capacity	×			Yes			RB	2
London to Scotland West	Orange	M6 J10a-8 (inclusive), M5 J1-3 (inclusive)	There are pollution concerns at these locations (Nitrogen Oxide), particularly at M6 J10 where EU limits are currently being exceeded Developments around this area will exacerbate the challenge.	Environment	×					RB has provided two documents showing relevant data	RB	1
London to Scotland West	Orange	M5 J1 (SB), M5 J3-J1 (NB), M6 J8	Journey times poor in these locations. M6 J8 in particular is highlighted on HA maps as an issue	Capacity	×						PL	2

London to Scotland West	Orange	M6 J10 – J8 both directions (and M6 J9 – M5 J1)	Potential safety issues both directions on M6 J10-8 and both directions on M5 J1-3. Safety issues approaching M5 J1 where traffic tails back on live lanes.	Safety	×						PL	
South Midlands London to Scotland West	Orange	M42 J7-J11 & M42 (M5 J4 – M42 J3a) & M6 J8 – M5 J4	Centro's west midland freight strategy highlights some issues on these sections.	Capacity, operational					See Centro's west midland freight strategy		MPM	2
South Midlands London to Scotland West	Orange	M42 (entire)	This is an important road highlighted by the growth from the UKCP proposal (growth in South Staffordshire) and HS2 plans.	Capacity, society					See UKCP proposal		MPM	
London to Scotland West	Orange	M6 J10 – J7 and others	Local diversion routes (formal) – the local network cannot cope with diverted SRN traffic and cannot be expected to. Similarly, is signage/information provision and infrastructure effective and sufficient for diversion routes? Is communication effective? Will RBS investment in these local diversion routes be considered? What about these kinds of issues on informal diversion routes?	Capacity, operational	×			No		RB may provide some information on diversion routes in his area	RB, MPM	3
South Midlands	Orange	A38	A38 accident records – captured in the Karl Freshman report. What are the traffic management proposals relating to this?	Safety				Don't think so	Karl Freshman report		PS	
South Midlands	Orange	M6 Toll	Increase the usage of M6 Toll: - There is capacity available on the M6 Toll – it is here to stay and should be used. Need to promote usage and overcome political issues. - Price may be an issue - Signage for through traffic could be clearer - M6 Toll needs to be shown as preferred route for through traffic - There is a balance between making better use of the toll and giving road users information to make a choice without forcing them to use the toll.							JH is collecting data on M6 Toll from a recent trial with freight industry, which should be available soon	JH	5

South Midlands North and East Midlands	Orange	Regional Growth	Projects (pre-planning application) include: - A38: Twin Rivers development in Litchfield and East Staffordshire, 7,500 homes and major employment opportunities – need an integrated transport solution for this - A38 East corridor developments (Karl Freshman report): HA have already captured this information we think - Uttoxeter A50 expansion imminent - Draydon Park developments How will RBS include applications that are in pre-planning stage, or haven't been approved yet? How will RBS react to new data and developments?	Capacity					Karl Freshman report		PS	0
South Midlands London to Scotland West	Orange	Park and Rides in Metropolitan areas	Housing proposals in Lichfield, Cannock and Birmingham are/will put pressure on park and ride points on the outskirts of Metropolitan areas.	Capacity				N/A	Centro hold evidence on park and ride capacity levels on the network	Need to contact MPM to request these	MPM	0
All	Orange	Transport Modes	Important to consider the integration of different transport modes, including roads, and rail, freight and passengers, and also utilising the opportunity of the M6 toll.		×			N/A			MPM	4
All	Orange	Information technology	Maximising technology/information systems, especially in an integrated approach with other transport modes will help inform users, especially before starting a journey to show them options for routes. HA need to be multi-mode focused in providing the right information ahead of a journey and use the appropriate technology to do this – technology could be better exploited.	Operational	×			N/A			MPM	7
South Midlands North and East Midlands	Orange	Other transport modes	Don't forget route based management of cycling and pedestrian infrastructure of non motorway network, and how this can reduce/manage the demand on the road. Consider this point also in relation to cross boundaries.	Environment, Operational				N/A			PL	
South Midlands North and East Midlands London to Scotland West	Orange	Pavement	Pavement is reaching the end of its design life – there is a need to coordinate maintenance works with improvement schemes both in region and between regions.	Condition				Yes			PL	
All	Orange	Interaction with local roads	How much of the local road network are taken into account in the RBSs? Are interchanges between the SRN and local roads considered? How unlock these areas?	Capacity				N/A			RB	

London to Scotland West Midlands to Wales and Gloucestershire	Orange	LEP areas	There are two Local Enterprise Zones in the black country: (DSDA Walsall and IS4 Wolverhampton) show developments that are upcoming and opportunities for regional growth. This will lead to more journeys being made. The development map for the black country is not quite right (a colleague informed that this was picked up in another group)	Capacity				N/A		RB has provided two documents showing relevant data	RB	
South Midlands	Orange	Regional boundaries	Are the HA considering the impact on this region of schemes/developments across boundaries? Growth in the North will impact journeys relating to the Midlands for example. A balance is needed between national and local economies and functions. For example the impact on the A38 of the development of 2,300 homes in South Derbyshire	Capacity				N/A			MPM/PS	
None	Orange	Unplanned developments	How can the HA consider and incorporate unplanned developments or ones awaiting approval?					N/A			PS	
All	Orange	Alignment to other growth plans	Will the RBSs be aligned with: - Emerging Strategic Economic Plans (showing priorities for growth up to 2021) currently being produced by LEPs? Draft copies of these should be due in December 2013, with final copies around June 2014. - Area Action Plans in Birmingham, Wolverhampton, Solihull and for the Stratford Road. These are based on the LDFs, update key areas of development, and are looking at similar time frames to the RBS - In East Staffordshire new developments plans are being added/approved in the near future	Capacity	×			N/A	Strategic Economic Plans, Area Action Plans		MPM	1
All	Orange	General – purpose of roads	Are the trunk roads aiming to facilitate movement of through traffic through a region or to facilitate growth in a region? The above statement impacts planning applications: there is a need to consider how to educate local planning authorities (members) on current requirements and what roads are there for					N/A			PS	
None	Orange	Safety	What are we planning to do with the safety data?	Safety				N/A			RB	
None	Orange	General	Growth is a priority - where are these priorities (Where is heavy congestion)? Where are they going to get worse? Need a business case and deliverability.	Capacity				N/A			RB	

London to Scotland West North and East Midlands	Blue	M6 J15,16,17 Stoke	Getting on and off at junctions, especially A500(T) with M6 is difficult, leading to a constraint on economic development around the A500	Operational / Capacity	X			Yes - Peak hour speeds			GB	4
London to Scotland West	Blue	M6 J13-19	Delays to trade traffic	Operational	X				Freight company journey times, e.g. from DHL		SG	2
North and East Midlands	Blue	A50 east of Stoke, towards M1	Unreliable journey times; delays on important trunk route	Operational	X						SG	1
London to Scotland West	Blue	M5/M6 interchange	Unpredictable journey times and delays due to insufficient capacity affect all users	Capacity	X						SG, AO, BD	4
North and East Midlands	Blue	A500(T)	Lack of safe and secure stopping points/lay-bys for HGVs / freight Trucks are stuck in traffic just before they are due a break.	Safety	X						SG, BD	2
London to Scotland West	Blue	M6	There is a need for sufficient capacity to allow development around M6	Operational	X		X		BCC: city mobility action plan – March 2014 LEP models: economic (KPMG) and transport		AO	
South Midlands London to Scotland West	Blue	M6 / M6 Toll	M6 Toll empty while M6 congested	Operational	X						BD	10
South Midlands	Blue	A5 to A38	Single carriageway on journey to M1 causes delays (See Delay Map)	Capacity	X			Yes - Delays		BD	BD	2
London to Scotland West	Blue	Black Country	Poor accessibility to/from the SRN across Black Country, e.g. journey time/distance to get onto M6 from Dudley	Operational	X						BD	1
London to Scotland West	Blue	Black Country	Business relocating outside Black Country because of congestion	Society	X					BD	BD	
London to Scotland West	Blue	i54, M6 North	Need to improve accessibility once Jaguar Land Rover plant open	Capacity		X					BD	11
London to Scotland West Midlands to Wales and Gloucestershire	Blue	Featherstone, M54-M6 link	Potential transport impact of strategic employment sites in the vicinity	Society					Study ongoing		PW	3
All	Blue	Whole network	Need to provide additional information to HGV drivers to let them know where to stop if there is congestion up ahead on the network	Operational	X			n/a			SG	

All	Blue	Whole network	Need to ensure there is network resiliency and efficiency optimisation of the strategic/local routes. Incidents on the strategic network have knock-on effects elsewhere. The appropriate use of technology (e.g. VMS) could be provided	Operational	x						AO	
North and East Midlands London to Scotland West	Blue	North Staffordshire	Need to manage the impact on the local non-strategic road network and consequences of blockages in North Staffs/ South Cheshire	Operational	x						GB	2
London to Scotland West	Blue	M6 J10a-6	Delays and unreliable journey times due to congestion and mix of traffic e.g. HGVs	Operational	x						BD	3
All	Blue	Whole network	Need to manage general capacity on motorways	Operational							AO	2
South Midlands	Blue	A5	Concerns about safety record	Safety							GB	2
London to Scotland West	Blue	M6 J8 and J7 to South	Insufficient capacity at motorway junctions	Capacity							SH	1
All	Blue	General	Impact of poorly maintained roads on truck tyres	Asset condition							BD	
All	Blue	Whole network	Congestion creates delays for freight traffic and this creates problems for HGV drivers – they cannot drive longer than the legal times	Operational							BD	
London to Scotland West	Blue	M6 / M42	The LEPs' Strategic Economic Plan will have a major impact on growth and employment. This will require highway capacity, particularly on the strategic routes/junctions Key site is UK Central – the M42/Solihull corridor in the vicinity of M42 J5 and J6 and M6 J4 Birmingham City Centre enterprise zone is major growth area and will affect traffic growth	Capacity					Birmingham Mobility Action Plan outputs / analysis Birmingham Development Plan modelling / analysis Solihull MBC work on UK Central Birmingham Airport Surface Access work – SDG study Work being undertaken for GBS LGF investment packages GBS LTB KPMG economic development		AO	

									work Cross-LEP strategic connectivity work			
None	Red	Network-wide	Are the traffic growth forecasts accurate enough to inform future strategies?	Capacity		x	x				GK	
All	Red	Major regional employers	Does the RBS process adequately understand the needs and locations of current major employers? Most of the future jobs growth will come from existing employers such as Jaguar Land Rover and JCB. The RBS evidence needs to cover existing employers particularly those that use/rely on the strategic network for access to their supply chain.	Capacity	x		x	Yes	More evidence can be provided by LAs and LEPs e.g. Stoke City Deal report		PD	5
London to Scotland West	Red	Junction 15 (M6)	Traffic can be delayed and create unreliable journey times. Route management should be more focused on problem areas. There is a need for VMS to tell people to avoid M6 J15 when there are problems	Operational	x						PD	
South Midlands	Red	A38 Lichfield Burton	Traffic delays create unreliability. There is a need for VMS/better traffic information to inform people about problems on the A38 so they can avoid the area or choose an alternative route/time.	Operational	x						EB	
South Midlands	Red	M6 Toll	Under utilised due to prices. Suggestion that casualties on the A5 may relate to HGVs not using the toll due to pricing	Safety	x				Enquiry into M6 toll – reports being produced. Long term evidence already available.		EB/ AK/ PD	5
North and East Midlands	Red	A50/A500 North	The route carries circa 50% of through traffic. The route severs the Stoke conurbation, as there are limited crossing points and limited opportunities for sustainable modes	Safety, society	x				Vulnerable users study (Stoke City Council/Sustrans)		AK	
London to Scotland West	Red	M42 J6	Runs at 98% capacity and is often gridlocked. Not seasonal – remains constant. Concerns for future Solihull Gateway/Airport expansion.	Capacity	x				Anecdotal evidence from NEC; Arup study/gateway research		GM	3
London to Scotland West	Red	Stafford	Growth plans for 10,000 houses will create additional transport demand. It is unlikely all the residents will work in Stafford so this will add pressure to the strategic network during peak periods for commuting traffic	Capacity		x					GK	

London to Scotland West	Red	Birmingham	Need to address the impact that high levels of transport movements have on noise/air quality/ light pollution	Society & Environment	x				CPRE Studies; CPRE study demonstrated level of light pollution, this has not been updated for 8 years		GK	
South Midlands	Red	A5	Perception that poor highway standards create HGV accidents at junctions	Safety	x						PD	
South Midlands	Red	A38	Lack of slip roads can create safety issues.	Safety	x			Yes	Local Authority accident data		AK	
North and East Midlands	Red	A50	Accidents caused by short slip roads. This creates traffic delays/congestion as the incidents are managed by local police, not HA traffic officers	Safety	x			Yes – accident data displayed on map/			AK	
South Midlands	Red	Lichfield Trent Valley Station	Potential for people to shift to under-utilised rail mode. Better information could direct users to station.	Capacity	x						PD	
North and East Midlands	Red	A500	Congestion at peak times could be alleviated with better traffic information/VMS	Capacity / Operational	x				North Staffs connectivity study		PD	5
London to Scotland West	Red	M6 Junction 6-10	Traffic is diverted onto the local highway network during the peak hours due to congestion on M6	Capacity	x						PD/ AK	6
London to Scotland West South Midlands North East Midlands Midlands to Wales and Gloucestershire	Red	Key routes M6, M6 Toll, M42, M54, A38, A50	There is a common challenge across the network to provide more/better/reliable/real time information about incidents and delays on the strategic routes. The consequences of congestion affect a wide range of issues including journey time reliability which has a knock on effect on business activity. It also adversely affects air quality with vehicles stuck in traffic. Opportunity to prioritise HGV movements.	Capacity / operational / environment	x							
South Midlands	Red	A38 Fradley. HGVs queuing on to carriageway	Capacity Issues at junction with Fradley – HGVs queuing on to carriageway	Capacity	x							2
All	Red	General	Adopted and emerging Core Strategies should be included in evidence base.				x	Yes				

All	Red	General	HS2 may provide some opportunities for mode shift in some places and this could alleviate pressure on the HA network. But some areas will be marginalised/disadvantaged.				x		KPMG HS2 report			AK
North and East Midlands	Yellow	A50 JCB Uttoxeter and growth on A50 corridor generally	Rocester junction is not adequate for future growth. Concern that there is no strategy for A50. Not all employment sites are shown on HA map	Capacity		x	x	No	Scheme funding report	WS to provide scheme funding report. JCB can provide evidence	WS	8
South Midlands	Yellow	A5 Staffordshire Area	Single carriageway sections create congestion	Capacity	x			Yes	A5 Strategy	HA has this document (Ominder Bharj)	WS	
London to Scotland West Midlands to Wales and Gloucestershire	Yellow	Major employment sites; I54 in South Staffs, Alton Towers, JCB	RBS needs to take account of future plans for economic growth	Capacity		x	x	Yes	-	-	WS	
All	Yellow	Motorway sections	Need to address the impact of noise on local residents due to the volume of traffic travelling on the motorway	Society & Environment	x			No	-	-	MC	
London to Scotland West	Yellow	M5 J1 & J2. M6 J9 & J10	Need to address the consequences of congestion at these junctions	Capacity	x			Yes	Report re M6 Toll Free Lorry Trials	Ann Morris – Road Haulage Association	AM	
London to Scotland West Midlands to Wales and Gloucestershire	Yellow	A49 Improvement Opportunity	The A49 could provide an opportunity to relieve traffic issues on M6	Capacity	x			No	-	-	AM	
London to Scotland West	Yellow	Black country route approach to M6 J10	The area is already heavily congested and future development opportunities are likely to impact further on the road network	Capacity	x	x	x	No	-	-	AM	1
North and East Midlands	Yellow	A50	To improve safety there is a need to close lay-bys	Safety	x			No	-	-	AM	

London to Scotland West	Yellow	All; and in particular the M6	Need to improve air quality, therefore need to reduce congestion. Air quality needs research and monitoring	Society and Environment	x			Yes	-	-	AMC/ MC	10
London to Scotland West	Yellow	M6 J10, J9, J8, M5 J1, J2.	Traffic congestion and slow speeds affect public health issues (air quality). M6 creates severance and air quality issues on the east side of the M6 section	Capacity and Society and Environment	x	x	x	Yes- some	Information re growth and jobs and air quality action plan	Mark Corbin – Walsall Council	MC	
Birmingham to Exeter	Yellow	M5 J6	Need to accommodate development growth in Bromsgrove and Redditch	Capacity and Society and Environment		x	x	Yes - some	Transport Network Analysis and Mitigation Report (Halcrow/WCC May 2013); Air Quality Reports, AQMA M42 J1, AQMA Town Centre	Rosemary Williams – Bromsgrove District Council	RW	
South Midlands	Yellow	M42 closures and diversion routes	Diversion routes cause issues on A38 on local road network	Capacity	x			Yes - some	Transport Network Analysis and Mitigation Report (Halcrow/WCC May 2013); Air Quality Reports, AQMA M42 J1, AQMA Town Centre	Rosemary Williams – Bromsgrove District Council	RW	
London to Scotland West	Yellow	M6 corridor	Need to address the impacts on Enterprise Zone and future job creation in the area; employment growth and housing growth	Capacity		x	x	Yes	-	-	MC	3
South Midlands	Yellow	A38 Fradley	Inadequate substandard junction at Fradley Village	Safety	x			No	A38 Pell Frischmann Modular Road Report	Held by HA – Ominder Bharj	WS	
All	Yellow	Area Wide	Strategic network diversion routes impact on the local roads – need to consider how diversions should work in future	Capacity	x			No	-	-	MC	
London to Scotland West	Yellow	M6 J15-J16	ATM will be provided in the surrounding sections why not this section?	Operational		x		No	-	-	WS	
South Midlands	Yellow	A5 AQMA Bridgetown (Cannock)	The issues could have been resolved by the proposed HA pinchpoint scheme, but it was not taken forward. AQMA concerns remain	Society and Environment	x	x	x	No	-	-	WS	1

London to Scotland West	Yellow	MM Areas	Need to improve the relationship between MM and local road network - sudden changes in signage type and understanding of this	Operational	x			No	-	-	MC	
London to Scotland West	Yellow	MM Areas	Public do not understand MM so their driving behaviour causes congestion	Operational	x			No	-	-	AM	
London to Scotland West	Yellow	MM Areas	Need to consider and manage the effect of MM on local roads and traffic volumes	Capacity	x			No	-	-	MC	
London to Scotland West	Yellow	MM Areas	Need to manage MM. When signs are left on 'for no reason' this causes unnecessary congestion. Signs need to be reset faster	Operational	x			No	-	-	AM	
All	Yellow	All Motorway	Need to manage the disruption created by continued roadworks	Operational	x			No	-	-	AM	
London to Scotland West	Yellow	Bilston	Bilston Urban Village missing from map	Other	x			No	-	-	AM	
London to Scotland West	Yellow	M6 J9/J10	Economic activity and general access to area is adversely affected by congestion	Capacity	x			Yes	-	-	MC	7
London to Scotland West	Yellow	M6 Elevated Sections	Noise on elevated motorway sections of M6	Society and Environment	x			No	Noise Mapping	Mark Corbin – Walsall Council	MC	
London to Scotland West Birmingham to Exeter	Yellow	Bromsgrove Area SRN	Air Quality Issues	Society and Environment	x			No	Air Quality Report	Rosemary Williams – Bromsgrove District Council	RW	
All	Yellow	All Areas	Safety can be improved with concrete central reservations	Safety	x			No	-	-	AM	
South Midlands	Yellow	A5 Cannock Area	Need to address safety issue	Safety	x			Yes	Year 2009 Staffordshire County Council Report	Will Spencer-Staffordshire County Council	WS	
South Midlands	Yellow	M6T	M6T could provide more capacity and relieve congestion if it was not tolled/changed ownership	Capacity	x			No	-	-	AMC	
South Midlands	Yellow	M6T	M6 experience congestion as the M6T is under utilised	Capacity	x			Yes	-	-	WS	1
All	Yellow	All HA routes	Opportunity for HA to act in relation to the provision of electric charging points	Society and Environment	x	x	x	No	-	-	AMC	
London to Scotland West	Yellow	M6 J15 Stoke	Safety Issue	Safety	x			Yes	-	-	WS & AM	

London to Scotland West Birmingham to Exeter	Yellow	M5/M42 Bromsgrove Area	SRN capacity needs to facilitate growth. Site are still to be allocated (e.g. for 2500 homes)	Capacity		x	x	No	-	-	RW	
London to Scotland West	Yellow	M5/M6 to west of Birmingham	Would congestion on M5/M6 be alleviated with the provision of a western relief road?	Capacity	x			Yes – in terms of existing capacity issue	-	-	AM	
London to Scotland West	Yellow	M42 J1.	Problems on motorway means that traffic diverts through Bromsgrove along A38 southwards to rejoin M5 at M5 J5. This causes local congestion and air quality issues	Environment	x	x	x	Yes – in terms of existing capacity issue	-	-	RW	6
London to Scotland West	Yellow	M5 J1 & J2	Need to address the adverse impacts of congestion at these junctions i.e. delays, unreliable journey times	Capacity	x	x	x	Yes	-	-	AM	3
London to Scotland West	Yellow	Birmingham Motorway box	To support the activity and performance of the West Midlands the Motorway Box should run freely	Capacity	x	x	x	Yes – in terms of existing capacity issue	-	-	AM	2
London to Scotland West	Green	M6 J10, M5 J2	Capacity is reduced as the slips queue back to the mainline	Capacity	x			No	Ancedotal - no specific evidence offered		LS, WH	8
South Midlands	Green	A5	Road runs parallel with M6T and is dangerously over capacity	Capacity	x			Yes	Ancedotal - no specific evidence offered		FK	
All	Green	Network-wide	Need to improve forward planning of maintenance to address environmental damage caused by flooding at bridges and culverts. Night maintenance has improved network performance.	Asset condition	x			No	Evidence part of Jo Bradley's work at EA		FK / WH	
London to Scotland West	Green	M40/M42	Concrete section on link from M40-M42 affects performance	Capacity / safety	x			No			WH	
London to Scotland West	Green	M42 and M6 MM	The extra lane may be causing increased capacity. Unsure how speed reduction helps. MT stated speed restrictions aid consistent flow improving journey time reliability	Operational				N/A			CB	
All	Green	Network-wide	Need to consider Water Framework Directive when planning new roads. Possible need for new drainage technology	Environment			x	No	Studies currently in process through EA and HA, new technologies investigated to clean up roadways		FK	7

South Midlands	Green	A5	Air quality is declining along A5	Environment			x	No			JM	
London to Scotland West South Midlands	Green	M42	Need to maintain M42 condition. End of life is 2020. MT response - re-surfacing is underway	Asset condition		x		No			AM	
All	Green	Network-wide	How is the network affected by efforts to reduce car use/encourage shift e.g. HS2	Capacity			x	N/A			WH	
London to Scotland West	Green	Public transport	Potential for car usage on London Scotland corridor to shift to rail. Potential for air and rail connectivity. Higher public transport use = lower HA maintenance costs	Operational			x	No	Integrated transport policy		FK, JM	
London to Scotland West	Green	Wolverhampton	Poor parking at Wolverhampton rail station means many drive to Birmingham International	Capacity	x			No	On site observations		LS	
London to Scotland West	Green	Solihull	Lack of choice in Coleshill / Solihull - motorway only real option	Capacity	x			No	Ancedotal - no specific evidence offered		AM	
None	Green	General	Need to understand the effect of the economic recovery on SRN as there has been a decline in growth due to recession	Capacity			x	N/A			CB	
London to Scotland West	Green	South Birmingham	M42 J3A-9 has MM created congestion at M42 J1-3A when MM ends	Capacity	x			Yes			AM, LS	2
London to Scotland West	Green	M42	M42 is slower than map suggests	Capacity	x			No	Ancedotal - no specific evidence offered		AM	
London to Scotland West	Green	Solihull	UK central - want to realise potential of Solihull, promote economic growth along M42 corridor, M42 J6	Society			x	No	Solihull UK central (Arup reports)		JM	8
South Midlands	Green	Cannock Chase, Churchbridge (A5/M6T)	Effect on transport of growth at Cannock Chase (needs 5,380 houses). Churchbridge scheme has lifespan until 2020 - need to consider long term	Capacity		x	x	No	West Midlands growth plans			5
London to Scotland West	Green	Birmingham Airport	Birmingham Airport could increase ten fold - this will affect the entire transport network	Capacity			x	No	Davis Report, www.balancedaviationdebate.com		WH	3
London to Scotland West	Green	M42	Need to consider the effect of 7000 parking spaces for HS2 - biggest park and ride in Britain	Capacity			x	Yes	M42 already over capacity		LS	
All	Green	Area Wide	Need to consider the impact of HS2 on local transport network	Capacity			x				LS	3
All	Green	Area Wide	Concerns over setting aside funding for HS2 and neglecting more immediate concerns	Society	x			No			WH	1

South Midlands	Green	M6 Toll	Future of M6T e.g. ownership / under utilisation is a political challenge outside the scope of the RBS but consistently raised by attendees. Lots of local movement as well as major through traffic - cannot be separated because of M6T pricing. Unless you are prepared to pay for M6T "you cannot get through the WM" Unused land in M6T could be growth corridor	Capacity	x				RHA trial of access to M6T, centro supports. Two independent economic forum studies		JM, LS, CB	
London to Scotland West	Green	M5 J1/2	Journey time reliability	Capacity	x			No	Sandwell Council has evidence to support		LS	4
London to Scotland West	Green	M6	Network performance at M5/M6 interchange stifles investment	Capacity				No				
All	Green	Network-wide	Need to better plan permit applications for works on water courses	Environment	x			No			FK	3

Greater Birmingham and Solihull, Black Country and Stoke & Staffs RBS workshop

Break out groups and delegates Date: 20/9/13

Relevant RBS	**Table**	**Description of challenge / Location**	**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?**	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
London to Scotland West	Orange	M6 J10a-8 (inclusive), M5 J1-3 (inclusive), M6/M5 intersection (and junctions to the north and south)	Capacity / environment	To aid business development Industries rely on these sections. LEPs have highlighted these sections for improvement. Local, regional and national dimension. Negative pollution impacts on these sections (RB)	High priority	

London to Scotland West	Orange	M42 and M5	Capacity	Opportunities and growth pressure are associated with these sections: The M42 opens access to Birmingham International Airport – the Davis commission highlighted this and UKC includes the Birmingham airport expansion (MPM)	High priority	
London to Scotland West	Orange	Information technology	Information	Opportunity to exploit technology to achieve the national priority that is having informed users, informed travel choices (MPM) and help achieve growth. It is a national challenge, with local and regional dimensions. Long term planning is needed to reduce demand – we can't build our way out of trouble (JH). What is the HA's goal? To reduce demand on the SRN? Need to encourage economic growth but manage demand (JH) – ALR means there is no demand management	Accessing this opportunity is intrinsic in achieving the priorities on the M42, M5 and M6 detailed above	
London to Scotland West	Orange	Integrated transport modes	General	Integrating all modes of transport in information approaches and congestion relieving approaches is crucial. (MPM)	Similarly, achieving this is intrinsic in achieving the priorities on the M42, M5 and M6 detailed above	
South Midlands	Orange	M6 Toll	Capacity	There is the potential for utilising the M6 Toll being a quick, low cost win by giving road users the information and opportunities to make better choices (JH)	Using the M6 Toll's capacity will help other priorities detailed above.	It is important to improve information dissemination - informing customers where the M6 Toll is, where it starts and finishes, that it is for through traffic (it should be signed as this), and also to inform (via signage?) road users of the level of service (any congestion) on the M6 vs M6 Toll
All	Orange	Asset management	Condition	Asset management and maintaining a good level of pavement is an ongoing priority whilst other issues are being addressed (PL)	High priority	
All	Orange	Linking projects	General	Thinking about projects across boundaries and coordination of these to achieve efficiencies is important (MPM/PL)		
South Midlands Midlands to Wales and Gloucestershire	Orange	M6 Toll and M54 link	Capacity	This project is currently on hold it seems. This project would give roads users more choices in journeys, help free up East to West access and take the pressure off roads in and around Birmingham (MPM)		
None	Blue	Need to identify the appraisal criteria	All	Need to consider what journey purposes/trips are high value and then what trips to prioritise e.g. commuting vs freight traffic	Challenge in the long term/trade off between commuting and freight traffic. What should have priority? Do they have the same value?	

All	Blue	Need to identify strategic movements	Operational	Local trips are easier to re-route whilst e.g. freight can't be diverted	Pinch-point schemes / quick wins need to keep future strategic objectives in mind but can be a good start in improving delays.	
None	Blue	Consider the interaction between road and rail for long-distance travel			Is there a trade-off between short term solutions that tackle congestion and answering the long term structural problems of rising car-use for example.	
All	Blue	Identify which issues are short-term (e.g. peak) vs those that are all-day				
None	Blue	Timescale of priorities (which are short-term vs long-term on a scale up to 2030)		Short term priority (pre 2021) Long term priority (post 2021)		
London to Scotland West	Blue	i54 / JLR / M54	Capacity			
None	Blue	Integration/inter-connectivity across road and rail to get goods from train to shop via road				
None	Blue			**Further comments raised in discussion:** Do accidents have large knock-on effect on development – should safety be put first? Cost of traffic congestion estimated to cost economy £4.3 billion per year (CEBR?) Highway management structure/processes to help economic growth For business to operate, you need: - Freight movement - Business travel ease - Access to pools of people - Reliability of journey times Need to assess delivery risk of projects Need to consider how to prioritise for different timescales with available funds		
South Midlands North and East Midlands	Red	Better traffic management in Staffordshire/Stoke City Deal locations This includes better information/VMS/incident management to reduce congestion and improve journey time reliability on A38/A500/A50	Safety / capacity	Access to jobs – current and future employment e.g. JCB. Everyone in agreement	Priority is to deal with current issues to enable businesses to support the economy	Controlling flow and increasing safety

London to Scotland West	Red	M42 Gateway/UK Central is very important for supporting local economy, including M42 J6	Capacity	Need for economic growth in area can be supported at NEC/Airport/Solihull. GM		
London to Scotland West	Red	Strategic road network through Birmingham	Maintenance	Asset management neglected over long period.		
All	Red	To reduce congestion and improve reliability/resilience there is a need for better incident management/reliable real time traffic information/VMS and more traffic officers	Operational	Whole group agreed this is a priority – to keep the routes running and reducing adverse impacts of congestion/delays		
South Midlands	Red	M6 Toll underutilisation		Distribution of HGVs needs to be managed in order to increase safety/relieve congestion. All in agreement	Increasing the patronage of the M6 Toll will help alleviate many of the other issues detailed above.	Can toll for HGVs be reduced?
All	Red	Need to encourage more people to change travel behaviour and mode shift off the strategic routes	Capacity	Expansion of the strategic network will encourage more road users. Mode shift will help to reduce congestion and pollution issues. GK		
London to Scotland West	Yellow	M6 J10	Capacity	Development Growth – Enterprise Zones aspirations and poor existing situation re delays	MC – but noted importance of other issues as well	Needs large scale improvement
South Midlands	Yellow	A5 in Staffordshire	Capacity / safety	Growth aspirations	Based on evidence presented in Staffordshire Area – WS	
London to Scotland West	Yellow	Birmingham Motorway Box	Capacity	Affects performance of whole region	AM	
North and East Midlands	Yellow	A50 Uttoxeter	Capacity / safety	JCB Growth Aspirations	Based on evidence presented in Staffordshire Area – WS	
London to Scotland West South Midlands Birmingham to Exeter	Yellow	M42 J1. Problems on motorway means that traffic diverts through Bromsgrove along A38 southwards to rejoin at M5 J5. This causes local congestion and air quality issues	Capacity	Likely to be exacerbated by significant future growth i.e. Bromsgrove 7000 homes, Redditch 7000 homes, Birmingham 30,000 homes (shortfall). Bromsgrove is 90% greenbelt, an attractive place to live and located centrally for business. This creates pressures for development	RW	
South Midlands	Yellow	A5 Cannock Area	Safety	Significant safety issues to be resolved	AMC	
London to Scotland West	Yellow	M6 J9	Safety	Pedestrian safety - school crossing route	MC	
London to Scotland West	Yellow	M5 J1/J2	Capacity	Current capacity issues to be exacerbated by growth	MC/AM	
London to Scotland West	Yellow	M6 J15-J16, for continuity should be ATM	Safety	For continuity/safety as is a ‘missing link’ of ATM	AM	
All	Yellow	Resurfacing in urban areas to be prioritised to reduce road noise to receptors	Environment	Priority to urban areas as greater number of receptors	MC	

South Midlands	Green	Need to increase use of M6T	Capacity	Everyone in group in agreement	No other viable solution to Midland congestion - seems ludicrous to have the infrastructure in place but not use it	
All	Green	Need to improve network capability	Capacity	Cannot improve a link and move problem elsewhere - WH / LS / CB	Fits in with public transport improvements mentioned below	
None	Green	National strategy		Transport problem is wider than the RBS scope - WH / LS / CB		
London to Scotland West	Green	M42 J6	Capacity	Improvements needed to realise economic potential of HS2 and UK central - AM / LS / WH	Integral to regional network - number of participants in agreement	Two junction solution required
London to Scotland West	Green	Restraints on M42 - cant be solved by solely adding capacity - public transport needs to be improved	Capacity		Cannot build to solve the problems as there is finite capacity	
All	Green	Focus on traffic management	Operational	Small junction improvements add up to great overall improvement CB / JM / WH		
London to Scotland West	Green	Future growth relies on M6 J10, M5 J1	Environment	Elevated section of M6 over River Tame is an environmental priority - FK		
London to Scotland West	Green	63,000 house required for Birmingham between now and 2026 with potential for 35-40,000 located in surrounding areas	Capacity	One junction hoppers / local trips greatly impact on network - LS	Housing development will impact whole network. RBS priority areas are dependent on development locations	
London to Scotland West	Green	M40-M42 link	Safety			
All	Green	Access to / from SRN	Operational	Proximity to motorway junctions impacts on an areas business potential. Connectivity is key to economic growth LS / WH	High priority	
London to Scotland West	Green	Large development around M6 J12 needs to be addressed	Capacity	To enable successful development JM	Capacity increases necessary to realise development potential	
None	Green	Pinchpoint schemes only deliver solutions to 2020	Capacity	Need to address solutions post 2020 JM	Need for long term planning	
South Midlands Midlands to Wales and Gloucestershire	Green	M54 / M6T link	Capacity	M6T link is issue for Cannock Chase area. This solution would help to open up the area LS / JM		
London to Scotland West	Green	M42	Capacity	Particularly M42 J6 to facilitate airport growth		
None	Green	Safeguarding future investment	Society	Need to plan for future investments and guarantee those investments WH / CB		
London to Scotland West	Green	M5/M6 intersection	capacity	Evidenced in HA maps. This is the most urgent problem - LS / WH / AM. The solution to this rests on future of M6T. Congestion is a constraint to business investment	Highest priority, according to listed number of attendees	
London to Scotland West	Green	Managed Motorways	Capacity	If MM is so successful, should it be rolled out to entire Birmingham Box? WH		

B1.8 Worcestershire LEP Event - notes

Workshop Name	Worcestershire	Date:	19th September	Breakout Group	Red
Group Facilitator	Peter Hardy	Note-taker	Jan Gondzio		

Route-based strategies stakeholder events

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

Relevant RBS	Table	Location	Description of challenge	Type of challenge	When does this issue become			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					
Midlands to Wales and Gloucestershire	Red	Enterprise zone, Hereford	Capacity of A49 is a challenge to development in Hereford	Capacity		X		Yes			JC	13
London to Scotland West Birmingham to Exeter Midlands to Wales and Gloucestershire	Red	Hereford	Lack of resilience with only one bridge crossing of the river Wye at Hereford. Has impact on M5/M6/M50 as other routes are used to avoid area	Capacity	X			Yes			JC	
Midlands to Wales and Gloucestershire	Red	A49 Hereford to Shrewsbury	Cars overtaking HGVs on only link road North-South through Hereford	Safety	X			Yes - Safety	Anecdotal from drivers of Freight Transport Association		SG	
Midlands to Wales and Gloucestershire	Red	Barton Road/A49 Hereford	Need to improve carriageway maintenance	Asset condition	X			No			JC	
London to Scotland West	Red	M42 J1	M42 at J1 air quality impacts more on WCC roads than on SRN.	Environment			X	Yes - Environment	Modelling done. Assessment of BDP and R&P. Evidence shared with HA.		SH	7
Birmingham to Exeter	Red	M5 J6 south of Worcester	Unreliable journey times due and congestion/delays on local roads in vicinity of M5J6	Capacity	X			Yes - Delay			SH	14
South Midlands	Red	A46	A46, capacity issues, especially junctions around Evesham, impacted by development growth	Capacity	X			No			SH	5
Birmingham to Exeter	Red	M5 J7 Worcester	Worcester Parkway rail station planned near M5 J7. This is an opportunity to enable mode shift to rail, but may also be a challenge as cars are attracted to Parkway station.	Capacity		X					SH	1
Birmingham to Exeter	Red	South and East of Worcester	Significant development spread across S & E edges of Worcester city. Additional traffic will require area-wide investment in local/strategic transport infrastructure e.g. M5/A44	Operational / capacity	X	X					JP	5
All	Red	Whole region	Need to increase/improve promotion of behavioural change (e.g. through roadside advertising of alternative transport modes)	Society	X						JC	
All	Red	Whole region	Package approach needed to deliver modal shift and alleviate pressure on roads by providing sustainable transport alternatives	Operational		X	X				SH	
All	Red	Whole region	Need to join-up relationship and thinking, between those responsible for investment plans for the SRN and local transport network	Operational	X						JP	
All	Red	Whole region	Tension between SRN being used as a corridor of movement and serving new development	Social	X						JP	
Birmingham to Exeter	Red	Worcestershire	Poor performance of SRN, especially junctions (M5 J6 and J7), has adverse impact on WCC road network. Therefore schemes cannot be limited to SRN only – need a joined up approach.	Capacity	X						SH	2
London to Scotland West	Red	M5/M6 interchange (not in this region)	Unreliable journey times due to volume of traffic results in traffic always being slow	Capacity	X			Yes - Delay	Anecdotal from FTA		SG	
All	Red	Whole region	Need to consider challenge of reducing CO_2 impacts across the network	Environment	X	X	X				JC	

Relevant RBS	Table	Location	Description of challenge	Type of challenge	When does this issue become			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					
Midlands to Wales and Gloucestershire	Red	A49 in Hereford	Delivery of LDF needs significant increase in capacity on A49 in Hereford	Capacity							JC	
London to Scotland West Birmingham to Exeter	Red	Bromsgrove area	Adverse impacts on local roads due to "rat-running" near Bromsgrove to avoid M42/M5 congestion	Safety	X						SH	
London to Scotland West	Orange	Redditch	Planned development with affect local and strategic routes to the north of Redditch	Capacity			x	No	Warwickshire County Council - Alan Law / Adrian Hart, Redditch Strategic Transport Assessment		EB	
London to Scotland West Birmingham to Exeter	Orange	Redditch / Bromsgrove	Congestion at M42 J3, M42 J1, M5 J5, M5 J4 and M5 J3. Pressure on the SRN result in knock on problems for A38 problems – particularly serious in Bromsgrove. "Every week, Bromsgrove is gridlocked"	Capacity	x			Yes	Gravity model for HA, ancedotal, Longbridge regeneration, VISSIM models (Birmingham CC, Worcestershire CC)		MD	21
London to Scotland West Birmingham to Exeter	Orange	Redditch / Bromsgrove	30,000 houses deficit for Birmingham will have to be built to north or south. IF south this will be Bromsgrove/Redditch	Capacity			x	No			MD	21
All	Orange	Network-wide	More housing equals more home deliveries through internet buying and creates further congestion concerns	Capacity			x	No			NP	4
Midlands to Wales and Gloucestershire	Orange	Shrewsbury	25% more housing expected and Oswestry bypass is congested Travelling from Shrewsbury to south-east is difficult without using M54 towards centre of Birmingham	Capacity	x		x	Yes	Online planning documents, models from Las, HA studies, infrastructure delivery plans		JC	1
All	Orange	Network-wide	Lack of truckstops / laybys - HGVs stop on SRN for scheduled breaks	Safety	x			No	Closures of existing stops		NP	4
Midlands to Wales and Gloucestershire South Midlands	Orange	A5 Shopshire	A5 Shrewsbury east to west Midlands - should be upgraded to motorway netowrk to attract inward investment	Capacity	x			Yes - safety		Emails with evidence to support from JC	JC / AW	2
Midlands to Wales and Gloucestershire	Orange	Shrewsbury	Housing growth is increasing congestion, need a Shrewsbury bypass	Capacity				No			JC	2
Midlands to Wales and Gloucestershire	Orange	A5 / A483	A5 / A483 exhibit general poor performance. With development growth between Ostwestry and Wrexham there is a need for additional capacity. A483 has a bad safety record	Capacity / Safety	x			Yes			JC, NP, AW	5
Midlands to Wales and Gloucestershire	Orange	A49 Dorrington / Bayston Hill	Accessibility is limited due to single carriageways through Dorrington and Bayston Hill. Vehicles get stuck behind lorries on single-carriageways, leading to unreliable travel times and slow journey times speeds.	Operational	x			Yes - congestion / delay			NP, JC	2
Midlands to Wales and Gloucestershire	Orange	A49	Road is not HGV friendly. With planned growth, more people equals more HGVs to supply goods. Development to east of A49	Capacity	x			No			JC	
Midlands to Wales and Gloucestershire	Orange	Shropshire - Worcester	Hereford - Shrewsbury corridor is not a suitable route for HGVs. Require a strategic route from Shropshire to Worcestershire	Capacity	x			No			JC	
Midlands to Wales and Gloucestershire	Orange	A49/B4368 Craven Arms	Development around Craven Arms, creates new employment, junction is required to accommodate growth	Capacity	x			No			JC, NP	

Relevant RBS	Table	Location	Description of challenge	Type of challenge	When does this issue become			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					
All	Orange	Network-wide	Access on to SRN is difficult because of traffic growth and causes additional HGV delay	Capacity	x			Yes			NP	3
Midlands to Wales and Gloucestershire	Orange	M54 / M6 toll	Slow journey times between M54 and M6 Toll, needs motorway standard link	Capacity	x			Yes			MD, EB	5
South Midlands	Orange	Network-wide	People use SRN because they cannot easily get across it. The severance is constraining economic growth. This is network-wide with specific issues on A46 around Evesham and links to Worcester	Society	x			No	Living Streets, social equity, passive transport	Documents to be provided by Sustrans	HH	4
South Midlands	Orange	A46 Evesham	Lack of safe crossing point at Bengeworth (Evesham) prevents Sustrans from developing major tourism / leisure route from Worcester to Oxford via the Cotswolds	Society	x			No			HH	4
Birmingham to Exeter	Orange	Bridgnorth / Kidderminster	Local road links on to SRN are not suitable	Capacity	x			No	Wyre Forest can provide evidence to support, but not present at the engagement		JC, MD	1
Midlands to Wales and Gloucestershire	Orange	The Marches	Area-wide underdeveloped transport network - slow, unsafe, unreliable journey times	Capacity	x			No			JC	
Midlands to Wales and Gloucestershire	Orange	A49 Dobbies junction	Specific accident blackspot	Safety	x			Yes			JC	1

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name	**Worcestershire**	**Date:**	**19th September**	**Breakout Group**	**Orange**
Group Facilitator	**Lee White**	**Note-taker**	**Anthony Hogan**		

Relevant RBS	**Table**	**Description of challenge / Location**	**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?**	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
London to Scotland West Birmingham to Exeter Midlands to Wales and Gloucester	Red	General congestion, insufficient capacity, poor reliability and resilience. Priorities are - M42 J1 - M5 J6 - Hereford city - support for Hereford enterprise zone	Capacity	The group considered that transport is a constraint to economic development and needs to be addressed.	The group discussion centred on establishing *how* transport priorities should be decided, rather than *what* those priorities are.	There is an opportunity to encourage behavioural change (particularly through the LSTF process) to encourage mode shift and reduce congestion. This has to be done in partnership with the local businesses. Specific places/issues were highlighted in the discussions and logged elsewhere in these notes. These are also identified in the current LTPs/LDFs and LEP proposals.
London to Scotland West Birmingham to Exeter Midlands to Wales and Gloucester	Orange	The historic trunk road network in the area does not function adequately for today's needs. Upgrade to existing roads, work to the west of Birmingham required	Capacity	Impacting upon issues in Birmingham - motorway exceeding capacity. Can some of this be drawn out of Birmingham - JC	High priority	
London to Scotland West Birmingham to Exeter Midlands to Wales and Gloucester	Orange	Journeys from Shrewsbury to Worcester mean going into Birmingham	Capacity	Poor connectivity, longer journeys Travellers coming in from Wales add to the problem - JC		Upgrade the A49 to resolve Birmingham capacity and provide western solution for Hereford Enterprise Zone connectivity

Relevant RBS	Table	Description of challenge / Location	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?	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
London to Scotland West Midlands to Wales and Gloucester	Orange	The standard of A49 is barely trunk road standard and should be addressed. Potential demand may be supressed as road users avoid the A49 in favour of motorway network, therefore increasing congestion in Birmingham	Capacity	A49 must be improved to enable the Hereford enterprise zone to flourish. Housing in Telford adds further to potential problems - JC / AW Birmingham Box / M6 is fundamental to performance of the area - JC Current layout not conducive with future growth, evidence that development in the area will cause gridlock - JC	High priority	Upgrade the A49 to resolve Birmingham capacity and provide western solution for Hereford Enterprise Zone connectivity
London to Scotland West Midlands to Wales and Gloucester	Orange	Connectivity from M54 to M6	Capacity	Not possible to travel north from M54 to M6 without using local roads		
Midlands to Wales and Gloucester	Orange	Housing growth is increasing congestion need A5 Shrewbury bypass	Capacity		Deemed high priority by Shropshire representative	Bypass
London to Scotland West Birmingham to Exeter	Orange	Bromsgroves LDF considerations direct employment sites away from Bromsgrove and into Birmingham / Black Country	Capacity		Bromsgrove representative emphasised the priority set out in their LDF considerations	

B1.9 GFirst LEP Event – Notes

Route-based strategies stakeholder events

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

Workshop Name	**Gloucestershire**	**Date:**	**27th September**	**Breakout Group**	**One**
Group Facilitator	**Ian Parsons**	**Note-taker**	**Joanna Mole**		

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)

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**
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 Williamson
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 Williamson
M5 Motorway J14	14. Signalisation at roundabout. Do timings reflect traffic conditions?	Operational				Jeremy Williamson
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 Williamson
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 / Mallly 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 Williamson

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 Williamson
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 Williamson

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name	**Gloucestershire**	**Date:**	**27th 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?** **Why?** Nb In this session we most interested in **how** 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**				
✓			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?

Workshop Name	**Gloucestershire**	**Date:**	**27th September**	**Breakout Group**	**Two**
Group Facilitator	**Christine Fowler**	**Note-taker**	**Peter Triplow**		

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 evidence 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 blackspot. 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 *might* 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 *might* be congested. With better advance signage on the M5 this could be avoided.	Operational	No			Pete O'Brien
Countywide (journey information)	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?** Nb In this session we most interested in **how** 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**				
✓			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.		●

Route-based strategies stakeholder events

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

Workshop Name	**Gloucestershire**	**Date:**	**27th September**	**Breakout Group**	**Three**
Group Facilitator	**Steve Hellier**	**Note-taker**	**Vicky Edge**		

Attendees: Amanda Lawson-Smith (Gloucestershire Council), Holly Jones (Tewkesbury BC), Nigel Robbins (Cirencester Beeches MP), Louise Follet (Gloucester City Council)

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**
Region-wide	2. Diversionary routes when the motorway is closed – must make sure that signs are correct and there is a joined up approach (police, HA, council).	Operational	No			Amanda Lawson-Smith
M5 J11a	3. This is a limited movement junction, which causes some vehicles to undertake strange movements. Vehicles can't turn left from the trading estate. Vehicles can't turn onto the A417, so come out at Zoon's Court roundabout, which causes congestion. There is queuing on the A417, formed by traffic joining Cheltenham (am peak). At the Brockworth roundabout area, there is potential for around 3,000 dwellings to be developed (half of these are committed, half are proposed).	Safety	No			Amanda Lawson-Smith Holly Jones
Missing Link, A417/419	4. Congestion both ways. This is particularly at the top of Crickley Hill during the peak hours. In the evenings, returning from Swindon is a particular problem. Single carriageway length a particular problem.	Capacity				Nigel Robbins
Air Balloon (out of Birdlip), A417	5. Accident blackspot. Congestion and safety issues. Right turn movements, in particular, cause accidents. 20 years ago, the Government upgraded the route to be used as an alternative to the M4/M5. Improvements have since then stagnated. Country lanes are used as rat runs as the Air Balloon is being avoided. This proves difficult for villages. AQMA	Capacity / Safety / Society / Environment	Not to the full extent			Amanda Lawson-Smith Nigel Robbins

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
A419	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. It was noted that this is a problem which may get worse if traffic levels increase (AL). Accidents are caused by people slowing down and speeding up along this route. The variable speed limits are felt to pose a problem. Links to Swindon/Reading etc are important as this is a key aerospace/technological area. 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. 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).	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).	Nigel Robbins Louise Follet Nigel Robbins Amanda Lawson-Smith
M5 J9 (with A46)	7. Congestion at this junction is significant. 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). Worcestershire are requesting dualling of the A46 to Stratford, and a pinch point scheme is currently underway at this junction.	Capacity / Economic growth	Information on junctions not shown			Holly Jones Amanda Lawson-Smith
M5 J10	8. Currently a limited movement junction. Desire for it to become an all-movement junction (LEP priority). 4,800 dwellings are proposed very close to the junction. If coming south, have to travel through Cheltenham residential areas to access the motorway. Heading east to Cheltenham, queuing back onto motorway, which is a safety issue.	Capacity / Safety	No			Holly Jones Amanda Lawson-Smith

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
M5 J11	9. Development planned towards the A46. To the west, it is Highways Agency maintained, and to the east it is local authority maintained. A new park and ride plus improvements to the junction are planned at Elmbridge Court. This junction is currently felt to be operating ok, but will be put under huge pressures by development.	Capacity / Economic growth				Holly Jones
M5 J12	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. Queues go back onto the motorway carriageway. A rail strategy is currently being developed. New stations are proposed at: Huntsgrove, Stonehouse, Gloucester Parkway.	Capacity				Amanda Lawson-Smith
M5 J13	11. Congestion on A419, into Stroud. Stroud District Council have development proposals in the area.	Capacity				Amanda Lawson-Smith
A40	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, West of Gloucester, there is congestion on A417 (has some pinch point funding). Perceived to be part of 'virtual detrunking', so it is maintained but not improved.	Capacity				Louise Follet
M5/M4	13. Massive congestion problems. Will be over capacity, even with the managed motorway scheme. This makes the case for improving the A419 even stronger.	Capacity				
A40 (council stretch, Gloucester)	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.	Safety				
Elmbridge transport scheme	15. Once Elmbridge transport scheme is in place, need to communicate and understand the impacts on the whole network. Some lorries and vehicles use A417/Chepstow to get to Wales, rather than pay the toll.					

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name	**Gloucestershire**	**Date:**	**27th 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?** 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 **how** 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**				
✓	✓		3. M5 J11a 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 West of England LEP Event – Notes

Route-based strategies stakeholder events

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

Workshop Name	**West of England**	**Date:**	**20th September**	**Breakout Group**	**One**
Group Facilitator	**Ian Parsons**	**Note-taker**	**Vicky Edge**		

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)

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. 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
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

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
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 evidence 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

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
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?

Workshop Name	**West of England**	**Date:**	**20th September**	**Breakout Group**	**One**
Group Facilitator	**Ian Parsons**	**Note-taker**	**Vicky Edge**		

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 **how** 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**				
✓			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 **how** 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. Albury 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?

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

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

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) 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			Corenda 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 evidence 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			Corenda Ellery / Matt Ayres
M4	11. Capacity issues west of junction 19.	Capacity	Yes			Corenda 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 (2nd crossing) may be useful.	John Mounslow
M48 / M49	15. Signage / lane marking is confusing	Operation	No	HA – potential for a signage review.		Corenda 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 evidence 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:	20th 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 how 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.	

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 **how** 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			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 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.		- Integrated information (HA / LHAs). - More sophisticated pre-journey applications - Roadwork prioritisation (roadworks.org) - Good example raised of the 'Dorset Voyager' as	● ●

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 **how** 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**				
					part of the Olympics (Weymouth)	●

Route-based strategies stakeholder events

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

Workshop Name	**Bristol**	**Date:**	**20th September**	**Breakout Group**	**Three**
Group Facilitator	**Steve Hellier**	**Note-taker**	**Peter Triplow**		

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

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 evidence is there to show this is/will become a challenge?**	**Promises to provide supporting evidence by (name, org)**	**Raised by**
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 a 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 *Beckford Spur*.		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

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?** 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 **how** 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**				
	✓		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 very 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.		

B1.11 Heart of the South West LEP Event – Notes

Route-based strategies stakeholder events

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

Workshop Name	**Heart of the South West**	**Date:**	**26th September**	**Breakout Group**	**One**
Group Facilitator	**Ian Parsons**	**Note-taker**	**Peter Triplow**		

Attendees: Karime Hassan (Exeter City Council), David Stock (Highways Agency), Ian Harrison (LEP Transport Special Interest Group), Mark Dauncey (Devon County Council), Rebecca Black (West Devon BC), Hugh Davey (Environment Agency)

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 evidence is there to show this is/will become a challenge?**	**Promises to provide supporting evidence by (name, org)**	**Raised by**
A303 (economy)	3. This road has a big impact on the economy of both counties. It is a longstanding problem and many representations have been made in the past. Improvements would also have a big impact locally in southern Somerset. This is a challenge for the whole road, not individual junctions, and is an year-round issue, not just a summer one.	Capacity	Yes	LEP has produced evidence showing how improvements to the A303 will bring economic benefits.		Karime Hassan supported by David Stock
A303 / A30 (management)	4. Suggestion that the single carriageway sections are not being managed as strategic roads in the same way as the dualled sections. There are issues with upkeep as well as side turnings.	Asset condition Operational	Yes (sort of)			Ian Harrison
A303, A30 & A35 (community severance)	5. These roads cause all kinds of headaches for the communities who live along them, with Wilmington, Devon given as an example. Road closures cause particular problems as the local roads do not make for good diversion routes. Question of whether a different strategy is needed for the A35.	Operational Society & Environment	No	Mark Dauncey has evidence from Wilmington	Mark Dauncey	Mark Dauncey
M5 and A303 in Somerset	6. We need to have a better system in place for diverting traffic from the south east between the M5 and A303 when one or the other has problems. There is also the matter of which local roads to use when stretches of either road are shut.	Capacity Operational	No			Ian Harrison
Countywide (cyclists)	7. Cyclists are a problem on strategic roads, putting both themselves and other road users in danger. Question of whether they should be allowed on expressways (although the term 'expressway' would need to be clarified first). Recognised as a big safety problem but likely to run up against very strong opposition from lobby groups.	Safety	No			Ian Harrison
Countywide (growth)	8. Growth is proposed at many locations throughout Devon and Somerset. For example at Taunton the town is set to expand east of the motorway, while in south Devon growth away from the road corridors is constrained by the national park. Future growth will lead to capacity problems at several junctions and	Capacity Society & Environment	Yes			Ian Harrison supported by

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
	will turn some of them into barriers for non-motorway users. M5 junctions 23 and 25, and A38 at Ivybridge, given as examples. A single strategy is needed for all junctions.					Rebecca Black
Countywide (drainage)	9. We do not properly understand the impact of the Agency's roads on surrounding watercourses so research is needed. The Agency needs to be able to demonstrate that it is meeting the terms of the Water Framework Directive. We suspect that runoff from roads is causing pollution but this has not yet been proven.	Society & Environment	Yes	Hugh Davey has evidence from some locations	Hugh Davey	Hugh Davey
Countywide (poor weather)	10. The network is highly susceptible to floods, snow and ice. We need greater resilience before and during floods, snow etc. and need to learn lessons for next time. Question raised as to how prepared the Agency should be e.g. 1 in 25 or 1 in 100 year flood.	Operational	No			Ian Harrison supported by Hugh Davey
Countywide (timescale)	11. What happens beyond 2021? Given that most local plans go up to 2026 the RBS timeframe looks a little short term.	Society & Environment	No	From dates of local plans around the two counties.		Karime Hassan

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name	Heart of the South West	Date:	26th September	Breakout Group	One
Group Facilitator	Ian Parsons	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? NB In this session we most interested in **how** 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				
	✓		1. Access to Exeter is important for both social and economic reasons.	Although on the A30, this junction should be seen as part of the M5 / A38 corridor.		●
✓			2. Recognised as a big safety challenge but may be difficult to achieve due to public opposition.	Crossings need to be reviewed as other improvements come on stream.		
✓			3. The government has already committed to a feasibility study so we need to keep up the momentum.	Another high priority for the LEP and business community.		● ●
✓			4. There is an opportunity to sort out maintenance issues when the road is resurfaced between now and 2021. A few well-placed improvements to the A303 could overcome calls to dual the A303 through the Black Downs.	Could be a quick win.		●
✓			5 This is already a big issue with district and parish councils.	The A35 is clearly less strategic than the A303 / A30. The challenge as a whole is less of a priority than upgrading the A303.	Write a separate strategy for the A35.	
✓			6. Very high short-term impact, particularly in the holiday season.	Need to make the best of what we have right now then come up with a solution for the long term.		
✓			7. Ongoing safety problem across the two counties.	Need to focus on the worst stretches and see what can be done.	Suggestion that cyclists should be banned from expressways (subject to defining what an expressway is).	
✓			8. Having an overall strategy would be viewed very positively by investors and would help them make early decisions on where to locate.	This is the LEP's top priority due to its impact on growth and economic development.	Promote the A38 as an expressway.	● ● ● ●
✓			9. The evidence base needs to be brought up to date without delay. Environmental quality is important to visitors and therefore to the two counties' economies.	Affects economic activity more than may be thought.	Better interaction between the Highways and Environment Agencies suggested.	● ● ●

When does this issue become critical?						
✓			10. Has a very high impact in the short term, and leads to unfavourable headlines. The challenge could be addressed, to an extent, without spending too much money.	Not a huge priority right now but could become one following the next flood or snowstorm. Would be good to avoid negative headlines in the winter.		●
✓	✓		11. Growth will continue to happen after 2021 so we need to be prepared.	Important to be able to accommodate growth, particularly around Exeter.	The Agency should adapt its timescales to fit with those of local planning authorities. Linked to this, the Agency should be more proactive in the plan preparation process.	

Workshop Name	**Heart of the South West**	**Date:**	**26th September**	**Breakout Group**	**Two**
Group Facilitator	**Christine Fowler**	**Note-taker**	**Vicky Edge**		

Attendees: Philip Heseltine (Plymouth City Council), Mike O'Dowd Jones (Somerset County Council), Robert Williams (Stagecoach South West), Dave Black (Devon County Council), Brendan Cleere (Taunton Deane BC), Roy Russell (CTC – The national cycling charity)

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 evidence is there to show this is/will become a challenge?**	**Promises to provide supporting evidence by (name, org)**	**Raised by**
Study	1. There are few options for using rail to travel to the South West. There are capacity issues on existing routes. There is nothing in the Network Rail plan to increase and electrification stops at Newbury. There is no air link to London. All leads to a lack of choice in the region, and means that road links are key.	Capacity	No	Business case being prepared to extend electrification to the South West (BC).		Philip Heseltine
Study	2. Communication and integration between the Highways Agency and other organisations important. What information does the Highways Agency need to satisfy that there is a plan for development? Infrastructure is needed, and council's are prioritising development, but not always getting planning applications through unless there is a strong business case. For example, the Forder Valley Link Road is known to be needed in 2020 but the Highways Agency need more evidence. This takes resources away from other work.	Operational	No			Philip Heseltine

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
Study	3. It would be useful to show the impact of localised growth on the network on a map. Maps show how the network is currently performing and development pressures, but the two aren't combined.	Capacity	No			Mike O'Dowd Jones
Region-wide	4. Important to consider the interface between the Highways Agency network and the rest of the network. If traffic is going to increase into the main towns/cities/areas, need to think about how to deal with this when it arrives. Park and ride and bus priority are options which could be considered. For example, within Exeter there is a lack of space for more roads, and important to look at what can be done with what's already there.	Capacity / Environment	No			Robert Williams
M5	5. Around Exeter the M5 is over capacity. There are 5 lanes in and 6 lanes out, which acts as a pinch point.	Capacity / Operational				Dave Black
M5	6. Maintenance standards appear to have gone down (only perception). Perhaps due to a new Asset Support Contract?					Dave Black
M5 J24 and J25	7. Accident in 2011 between these two junctions. Not shown on the accident map.	Safety	No			Brendan Cleere
M5 J25	8. Capacity issues with traffic backing onto the M5 at this junction. A major inhibitor to growth over the next 15 years. One of the only AQMAs in the area.	Capacity / Environment / Economic growth				Mike O'Dowd Jones Brendan Cleere
M5 J28 (Cullompton)	9. This junction wasn't built for what's happened. Cullompton has tripled in size since the junction was built. Capacity is an issue and the services are struggling. Queues at the junction back into Cullompton.	Capacity				Dave Black
M5 J30	10. Queuing at Junction 30 is the biggest issue within Exeter. This junction offers the last services on the M5 and queuing goes back onto the roundabout. Signals at this junction hold up local traffic as the aim is to keep strategic traffic moving. Sign at the end of the M5 felt to be confusing as road numbers are used. Could signage direct	Capacity	No information on junction stress			Robert Williams

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
A303	11. This route is a problem. Lots of work has been undertaken. The part which is in the Heart of the South West is only a little lane, and the other parts are intermittent standards. Dual carriageway to single carriageway leads to safety and capacity issues. If there is an incident on the M5, the A303 is used. When the A303 reaches capacity, vehicles can't transfer to the M5 as this is already at capacity. Some flooding issues (Illminster).	Asset condition / Safety / Capacity				Dave Black Mike O'Dowd Jones
A30	12. Highest rate of cycle casualties on the SRN. There is a lack of knowledge of the alternative routes available, and a lack of signage. (Exeter to Launceston is a good alternative, but further on is not so good.) People leave Plymouth port by bike, but have no idea which way to go as there is no information about the routes to take.	Safety / Environment	No	4,000 people per annum cycle from John O'Groats to Lands End.		Roy Russell
A30	13. Concrete carriageway from Honiton to Exeter. Noise is a long standing issue. Capacity and safety at junctions on this link are an issue (coming on and off).	Environment / Capacity / Safety	No			Philip Heseltine
A38	14. Two accidents on the A38 on the day of engagement. A variable standard, with some accesses taken directly from the SRN. Doesn't currently comply with standards as there are sub-standard sections. When it is working, it is fine but there are resilience issues, especially due to accidents.	Asset condition				Dave Black Philip Heseltine
A38 Marsh Mills	15. Noise issues. Severe pruning has been undertaken which has affected local communities.	Environment	No			Philip Heseltine
A38 Junctions (Deep Lane, Sherford, Langage, Marsh Mills, Forder Valley, Manadon)	16. Need to allow the city to grow. 50,000 increase in the population of Plymouth expected over the next 20 years. The relationship with the local network is important. Potential capacity issues, and growth is felt to be held back by the Agency and not getting permissions. The Area Action Plan was found to be unsound due to the funding of transport infrastructure.	Capacity / Economic growth				Philip Heseltine

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
Deep Lane, Plymouth	17. Growth point (although not the biggest). Must accommodate planned growth at: - Derriford - City Centre - Sherford Park and Ride proposed.	Capacity / Economic growth				Philip Heseltine
A358	18. Acknowledged that the feasibility study will capture issues on the A358. It is good that the A358 is being recognised, as this needs looking at. To get to the motorway from the A303, the A358 must be used so it is a critical route. A358 preferred location for a second strategic business site.	Capacity				Mike O'Dowd Jones Brendan Cleere
Taunton, Bridgwater, Wellington	19. Growth points. Lots of local movement between these areas. Taunton has major urban extensions planned. Monkton Heathfield is being built now. In November/December 2012, flooding caused the M5 to close between Taunton and Wellington.	Capacity / Economic growth	No			Mike O'Dowd Jones
Hinkley Point C	20. Supply chain and resilience issues (particularly flooding). There are limited alternative routes. It has planning permission, but there is a lot of development associated with construction that has not been considered. A lot of traffic will be coming along the A303 from the south coast.	Capacity / Operational	No			Mike O'Dowd Jones Brendan Cleere
Tamar Bridge	21. No current issues, although there are flows which lend themselves to a 3 to 1 lane ratio. Not certain how the improvements to Carkeel roundabout will affect the bridge. Traffic could be sent to the bridge even faster.	Operational		A joint study has been undertaken and will be published at the end of the year.		Philip Heseltine
Plymouth	22. Very little goes through Plymouth. The A30 is used as a through-route and the issues are local traffic. Questions as to whether the trunk road should end at Marsh Mills/Deep Lane? (PH indicated that the A30/A38 should remain trunk road). Localised management issue around Plymouth.	Operational				Dave Black

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name	Heart of the South West	Date:	26th September	Breakout Group	Two
Group Facilitator	Christine Fowler	Note-taker	Vicky Edge		

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 **how** 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				
			1. Increasing capacity on other modes would free capacity on the SRN.			●
			2. Communication and integration key to improving the SRN as a whole.			●
		✓	5. M5 capacity issues around Exeter likely to become an issue after 2021.			
✓			8. Monkton Heathfield development already underway. This will add to capacity problems at M5 J25.		Somerset County Council has an ‘in principle’ scheme.	●
✓			9. Cullompton junction capacity issues are largely a management issue. Improvements need to be planned to manage the traffic. The traffic isn’t going to go away, and there is not going to be a new junction, so management is key.			●
✓			10. M5 J30, Sandy Gate roundabout an issue. As more traffic comes into Plymouth and stops the issues will increase.		Important to get buses through the junction rather than them queuing.	●
✓	✓		11. The A303 route is a problem. There is an expectation of a phased improvement, but there are some things on the route which could be delivered quickly. A second employment site is allocated close to the route which will exacurbate capacity issues.		The A30 flooded in 2012 at Honiton. There are drainage issues and need to try and find some water management solutions.	● ●
✓			12. Casualties on the A30 are an immediate issue.		Could ban cyclists using an order.	●
		✓	13. Noise an issue, but aside from this the A30 Honiton to Exeter section is functioning well.		Is putting in a high occupancy vehicle lane a possibility?	
✓			14. A38 doesn’t curently comply with standards.			●
✓			15. Noise at Marsh Mills is an issue for residents now.			

✓			17. Sherford development has permission. This has been mitigated through improvements to Deep Lane junction plus a park and ride. In 2014, construction starts on 5,500 houses.			
	✓		20. Hinckley Point C. Lot of development planned.			● ●
		✓	21. Tamar Bridge has no current issues. Should delay major infrastructure issues for as long as possible.		Look at using demand management and pricing tools.	●

Workshop Name	**Heart of the South West**	**Date:**	**26th September**	**Breakout Group**	**Three**
Group Facilitator	**Steve Hellier**	**Note-taker**	**Joanna Mole**		

Attendees: Claire Pearce (Sedgemoor District Council), Matt Dickins (East Devon DC), Jonathon Guscott (Mid Devon DC), Sunita Mills (Plymouth City Council), Liz Waugh (Local Transport Board), Paul Hawkins (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**
M5 J25	2. Junction 25 acts as cross-roads for M5 north/south movements and A358 east/west movements	Capacity				Claire Pearce
M5 & M4 Motorways	3. Capacity constraints/congestion on M5 and M4 motorways. Local roads used as 'short-cut' through Mendip	Capacity				Claire Pearce
A35 Turk's Head	4. Capacity issues. Limits ability of Honiton to expand	Capacity				Matt Dickins
A35 Route	5. Seasonal tourist peak. Capacity issues	Capacity				Jonathon Guscott
A303/A358 Junction	6. Vehicles from service station conflict with other traffic on roundabout	Capacity				Claire Pearce
A38 St Budeaux	7. Peak capacity problems. Exacerbated by energy from waste proposal	Capacity				Sunita Mills
A38 Blue Monkey	8. Congestion in peak hours. Blocking back between SRN junctions. Queues on local roads to junction	Capacity				Sunita Mills/Liz Waugh
A38	9. Congestion issues at junctions on SRN exacerbated in summer period.	Capacity				Liz Waugh

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
A38 Glyn Valley	10. Poor SRN standard. Connectivity Plymouth to Cornwall is strong. Is this matched by SRN standard?	Capacity				Liz Waugh
A303	11. Delay and safety issues. Flooding events	Capacity/Safety				Liz Waugh
Region-wide	12. Slow vehicles creates over-taking problems	Capacity/Safety				Paul Hawkins
A30	13. Drivers over-take at locations where shouldn't	Safety				Jonathon Guscott
A38 Splatford Split	14. Queuing at Haldon Hill. Safety issues for traffic on mainline	Safety				Paul Hawkins
Region-wide	15.Resilience of network. Congestion and incidents on M5 motorway has consequent impact on Devon and Cornwall	Operational	No	South West Resilience Report. Report due to be published. Flooding events over six weeks cost £121 million	Liz Waugh	Liz Waugh
M5 Bristol to Exeter	16. Poor provision of gantry signs and driver information	Operational				Jonathon Guscott
M5 J23 Area	17.M5 motorway can become a 'river'	Operational				Claire Pearce
A38 Haldon Hill	18. Plymouth bus unable to stop at top of Haldon Hill	Operational				Paul Hawkins
A30	19. A30 trunk road used by cyclists from John O'Groats to Lands End. Cyclists have been killed on A30	Non-Motorised Users				Paul Hawkins
M5 and A38 Buckfastleigh	20. Inadequate crossing points for non-motorised users. Impact on pedestrians and cyclists	Severance				Paul Hawkins
A38 Blue Monkey	21. Trunk road causes severance issues in Plymouth. Connectivity to local areas reduced by A38	Severance				Sunita Mills
A38 Saltash	22. Severance issues for pedestrians crossing trunk road at Saltash	Severance				Liz Waugh
A35 Wilmington	23. Village bisected by road	Severance				Matt Dickins

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
A35 Turk's Head	24. AQMA issue	Environment				Matt Dickins
A303	25. A303 cuts through an Area of Outstanding Natural Beauty (AONB)	Environment				Matt Dickins
Region-wide	26. Ensuring a holistic approach to planning. Need joined up approach to SRN, local roads and other modes	Planning				Liz Waugh
N/A	27. Quick local plan review process	Planning				Claire Pearce
Region-wide	28. Dealing with national growth, as well as local growth	Economic Growth				Claire Pearce
M5 J23 & J24	29. Hinkley Point is National Strategic Infrastructure Project (NSIP). Project 'steals' capacity from other allocated development	Economic Growth				Claire Pearce
M5 J24	30. Planned growth for Bridgewater Gateway. Serves nuclear supply chain. Future pressures on SRN.	Economic Growth				Claire Pearce
M5 Somerset	31. Several Government plans for nuclear waste store in Somerset	Economic Growth				Claire Pearce
M5 Bristol - Bridgewater	32. Potential new container port. National Strategic Infrastructure Project (NSIP). Requires new highway link. Potential impact on M5 Motorway	Economic Growth				Claire Pearce
M5 J23	33. Puriton Energy Park. This is a growth location for supply chain companies	Economic Growth				Claire Pearce
M5 J26	34. Planned growth at Wellington. Increased pressure on SRN	Economic Growth				Claire Pearce
M5 J22, J23 & J24	35. Market demand for distribution facilities	Economic Growth				Claire Pearce
M5 J22	36. Burnham-on-Sea and Highbridge. Leisure development impacts on network capacity	Economic Growth				Claire Pearce
M5 J27	37. Pressures around M5 J27 Tiverton. This is the main junction to north Devon. Local Plan under review. Significant expansion plans.	Economic Growth				Jonathon Guscott

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 evidence is there to show this is/will become a challenge?	Promises to provide supporting evidence by (name, org)	Raised by
M5 J28	38. Development growth will create capacity issues. Pressure for 'Cullompton South' junction	Economic Growth				Jonathon Guscott
M5 J29	39. Infrastructure works have opened up development potential	Economic Growth				Matt Dickins
M5 J30	40. Growth in East Devon will create future pressures on junction. Key longer term issue	Economic Growth				Matt Dickins
A303	41. Economic development stifled by problems on A303	Economic Growth				Stuart Brown
A303	42. A303 tends to function as 'through route', rather than for local economy	Economic Growth				Matt Dickins
A38 Sherford and Deep Lane	43. Significant growth and capacity issues on A38. For example, development at Sherford and Deep Lane. Developments must be brought forward in staged process	Economic Growth				Sunita Mills
A38 Marsh Mills	44. Future development pressures at Marsh Mills	Economic Growth				Sunita Mills
A38	45. Forder Valley Link Road links growth locations. A38 acts as local distributor road. Pressures on A38	Economic Growth				Sunita Mills
A38 Manadon	46. Manadon junction is biggest challenge. Committed and future development. Capacity is already taken up	Economic Growth				Sunita Mills
A38 Saltash	47. Potential development at Saltash (8000 houses). Exacerbates pressure on A38 trunk road.	Economic Growth				Liz Waugh

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

Workshop Name	**Heart of the South West**	**Date:**	**26th September**	**Breakout Group**	**3**
Group Facilitator	**Steve Hellier**	**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?** **Why?** Nb In this session we most interested in **how** 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**				
			4. A35 Turk's Head. Local importance. Queuing on A35. Inhibits growth	Not such a high priority		●
✓			10. A38 Glyn Valley. Local issue	Not top priority. Middle range (Sunita Mills)		●
✓			11. A303. Delays and safety issues. Major resilience issues (Liz Waugh)	Top priority for LEP		● ● ● ● ●
✓			15. Network resilience is a significant issue in the South West. Causes major problems in Devon and Cornwall. Diversionary routes not available (A30 & A38). Not genuine alternatives (Liz Waugh) Managing issues related to summer peak period and extreme weather a priority	Resilience of network is top priority for LEP and Local Authorities. Major issue in South West.		● ● ●
✓			16. M5 heavily trafficked at certain times of the year. Driver information enables drivers to select alternative routes.			
			17. Poor road conditions during adverse weather		Different speed limit during rain. Variable Message Signing to implement (Jonathon Guscott)	●
			19. Safety on A30 for cyclists			● ●

	✓		29. Hinkley Point is National Strategic Infrastructure Project (NSIP) with consent. Start construction in 2014. Peak periods 2018/19. Very high number of HGV movements per day (Claire Pearce)	Hinkley Point is considered highest priority as National Strategic Infrastructure Project (NSIP). Expected to deliver		● ● ● ●
			A303 LEP and local authority priority.			
	✓		33. Puriton Energy Park. Lowering the 'mitigation bar' potentially stores problems for later. Development 'steals' capacity now (Andy Roberts)			
			33. M5 J23 is a priority (Paul Hawkins)			
			34. Growth Wellington is consented. Therefore, a priority			
	✓		35. Market demand for distribution centres priority for LEP board			
	✓		36. Burnham-on-Sea and Highbridge. Local growth in Plan period.	Lesser priority for Sedgemoor than Hinkley Point (Claire Pearce)		
	✓		37. M5 J27			
✓			38. M5 J28 Cullompton. Development held up as restricted capacity	Very high priority. Restricts ability for development to come forward (Jonathon Guscott)		● ● ●
✓			39. M5 J29			
	✓	✓	40. M5 J30. Growth in East Devon is longer term issue. Pressures from specific developments e.g. Ikea			●
✓			45. A38. Growth in Plymouth is fundamental. Low productivity across peninsula affected by congestion in Plymouth	Not as high priority as NSIPs, but a very high priority (Sunita Mills)		●
✓			46. A38 Mandon. Poor permeability (Liz Waugh).	A38 Plymouth is very high priority. Congestion impacts on South West economy (Paul Hawkins)		●

Part C Bibliography

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