



Department  
for Transport

# Road Investment Strategy A1 East of England – Stakeholder Reference Group

28 January 2016

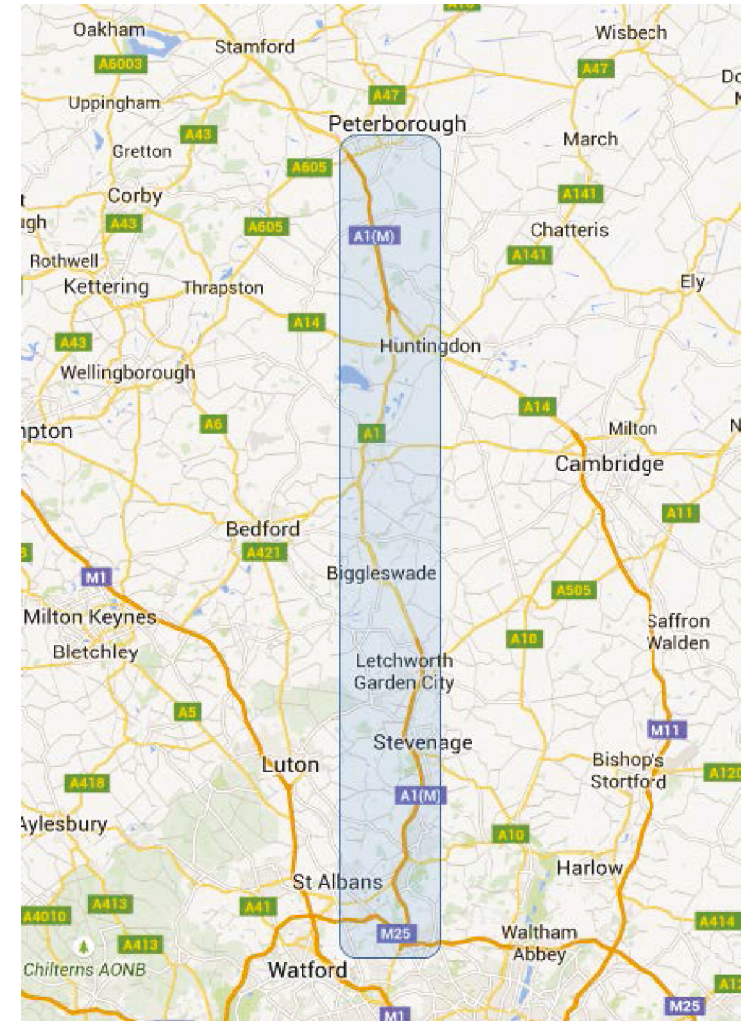




# A1 East of England Study

## Study objectives

- ▶ Understand the strategic case for making improvements to the A1
- ▶ Review previous study work, other relevant data, and current investment plans
- ▶ Identify the options for improving the A1. Understand the operational and technical feasibility, and user benefits and challenges, including weather related resilience, of the different options
- ▶ Understand the benefits and impacts resulting from improving access to the strategic corridor in the region - including the benefits and impacts accruing on existing routes and local roads
- ▶ Understand the benefits and impacts resulting from additional capacity
- ▶ Understand how options impact on the local and regional economy







# Today's objectives

## Part 1

- ▶ To inform the reference group about the emerging findings from task 1 of the study
- ▶ To seek comments on the emerging findings

## Part 2

- ▶ To introduce task 2 of the study and seek initial views
- ▶ To inform the reference group about the next steps in the process



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# The team today



Alan Kirkdale – Project Manager



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Paul Hersey – Senior Policy Lead, Roads  
Futures (Project SRO)

David Bull – Regional Engager

## ARUP

Kieron Hyams – Project Manager

Jameel Hayat – Economics Lead  
(AECOM)

Susan Claris – Stakeholder Lead



# Agenda

|                     |  |            |                  |
|---------------------|--|------------|------------------|
| <b>1.</b>           | <b>Welcome and introductions</b>   | <b>DfT</b> | <b>1000-1010</b> |
| <b>2.</b>           | Objectives of the meeting  | DfT        | 1010-1015        |
| <b>3.</b>           | Brief recap of last meeting– including other relevant studies                                    | Arup       | 1015-1030        |
| <b>4.</b>           | Overview of Task 1 findings  | Arup       | 1030-1100        |
| <b>5.</b>           | Discussion in breakout groups and report back  | All        | 1100-1130        |
| <b>Coffee Break</b> |  |            | 1130-1145        |
| <b>6.</b>           | Introduction to Task 2   | Arup       | 1145-1200        |
| <b>7.</b>           | Ideas in breakout groups on potential measures (with maps and post-it notes etc) and report back | All        | 1200-1300        |
| <b>8.</b>           | Next steps, questions and meeting close  | DfT        | 1300-1330        |



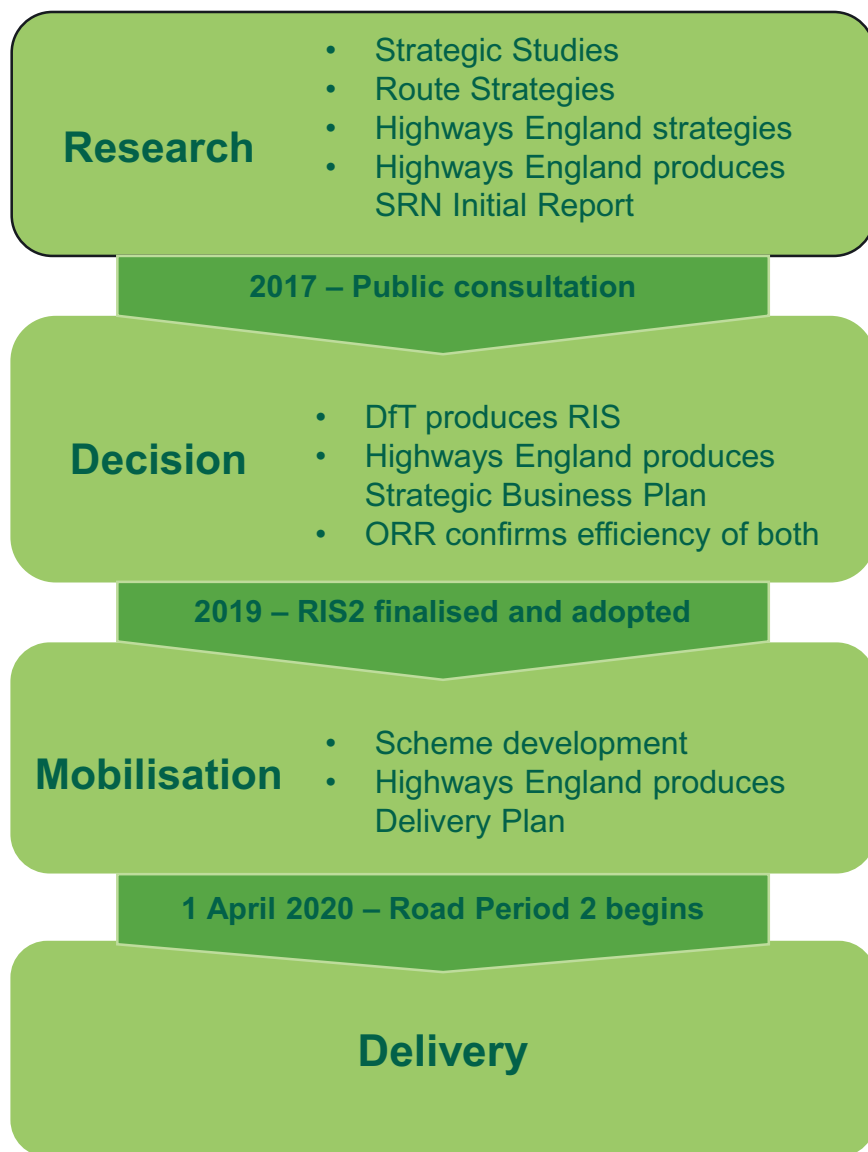


## Next steps

- ▶ Contributions from this morning will inform the stage 1 - once finalised the report will be published on Gov.uk
- ▶ Develop options – contributions from this meeting will inform the list
- ▶ Next stakeholder reference group meeting – late Spring / Summer



# Wider Context – future planning



RIS2 is designed on the principle that the programme will go through distinct phases.

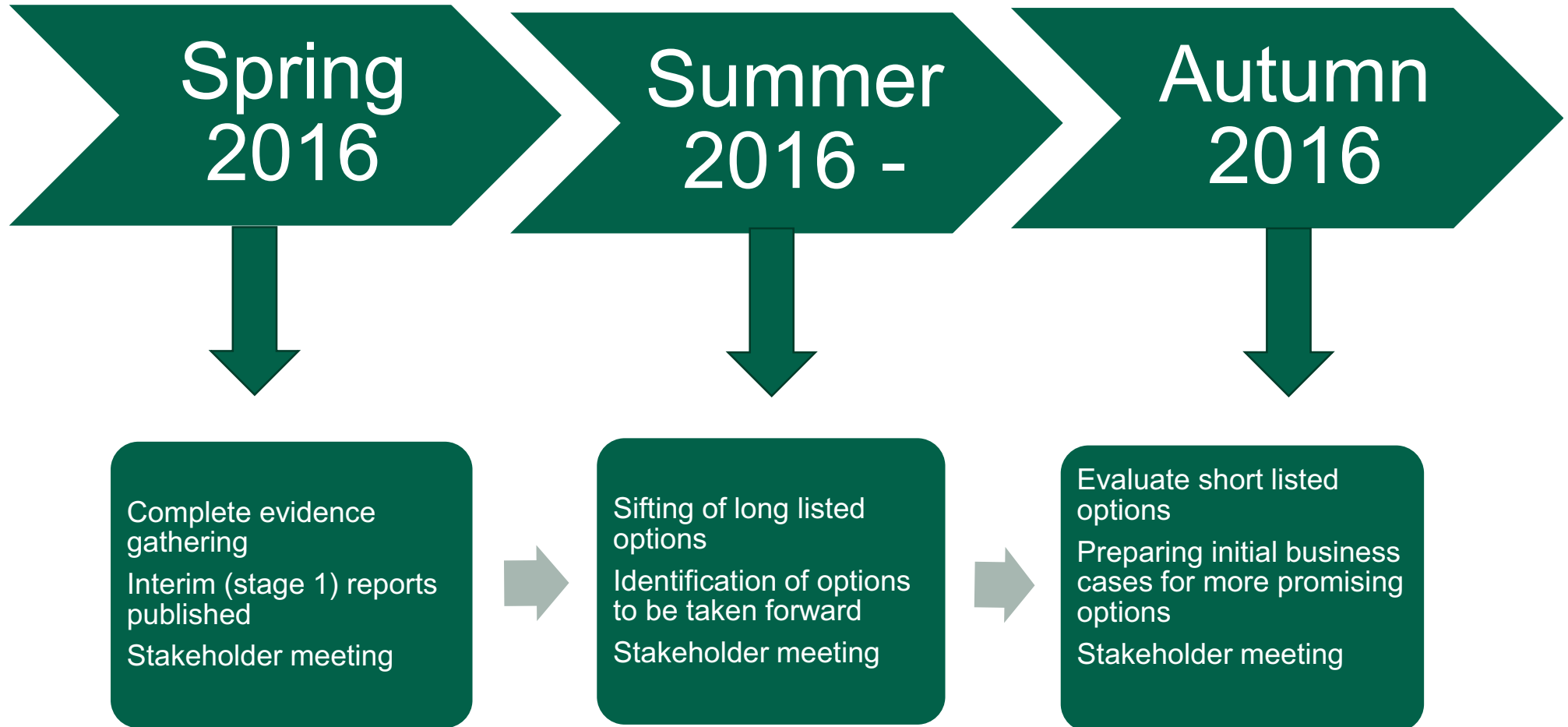
- ▶ The first stage consists of evidence-gathering and stakeholder engagement, trying to identify the factors and options that should shape RIS2.
- ▶ The decision phase consists of the formal negotiation of a RIS, in line with the Infrastructure Act and Highways England's licence
- ▶ Once the RIS is agreed, the process of mobilisation and delivery begins.

Each of these phases will have different needs and priorities. Key products in each stage need to be identified early, but practical development work may be able to wait until later point in the process, and allow us to focus on the items which are most urgently needed.

***We will need to revisit this process to take account of the role and emerging operation of the new National Infrastructure Commission.***



# Timetable







# Highways England

## A1 East of England Strategic Study

**Task 1: Review of existing evidence and confirm the strategic case for improved connectivity on the A1**

**Stakeholder Reference Group, Huntingdonshire District Council Offices  
28<sup>th</sup> January 2016**



# Outline

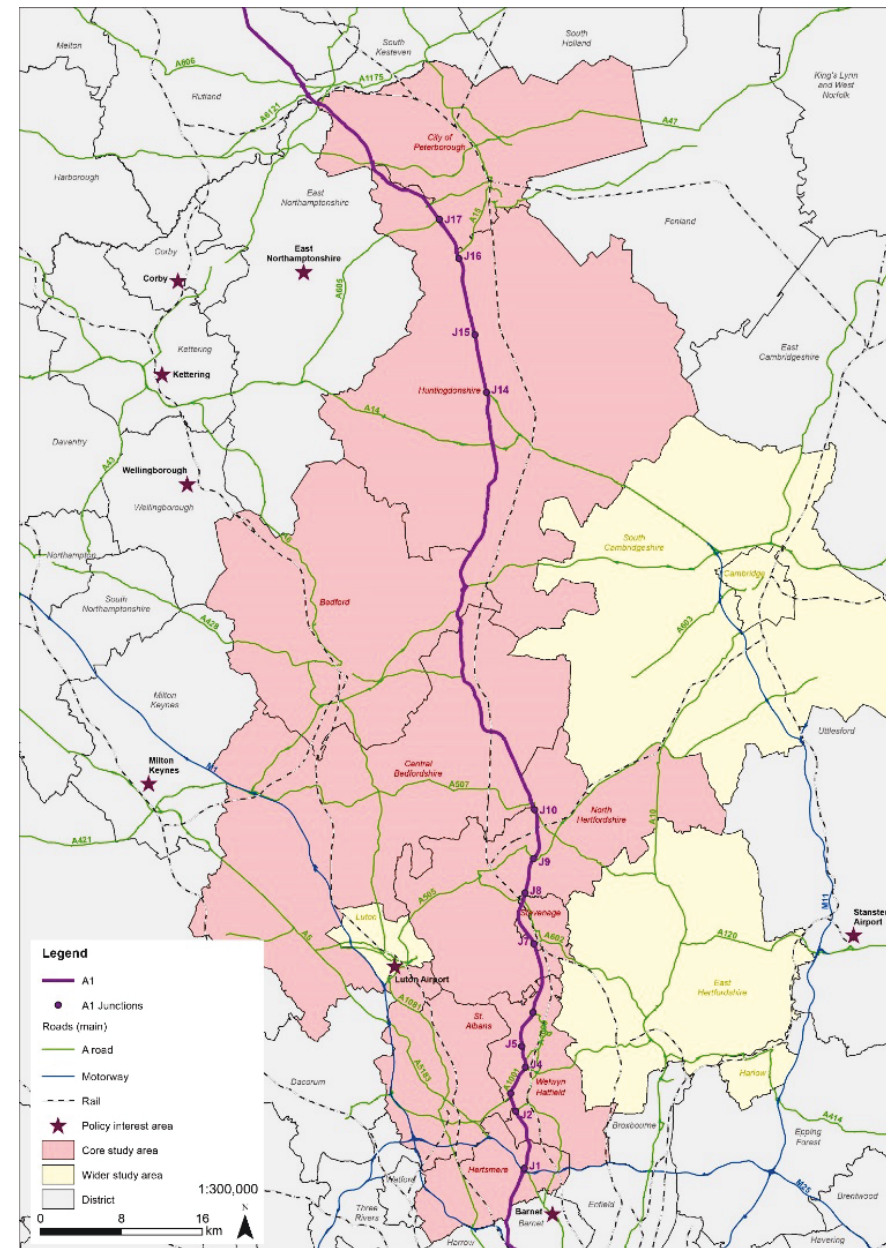
- Introduction
- Background
- Study Aims
- Strategic Context
- The Route
- Methodology
- Findings
  - Planning and Economics
  - Transport
  - Environment
- A Case for Change





# Introduction

- The A1 runs for 410 miles from London to Edinburgh;
- It is the oldest trunk road in the country;
- It acts as a key strategic artery for commerce and communities;
- However it is one of the least consistent roads in terms of its form and standard.





Link 2 (Junction 2- 3)



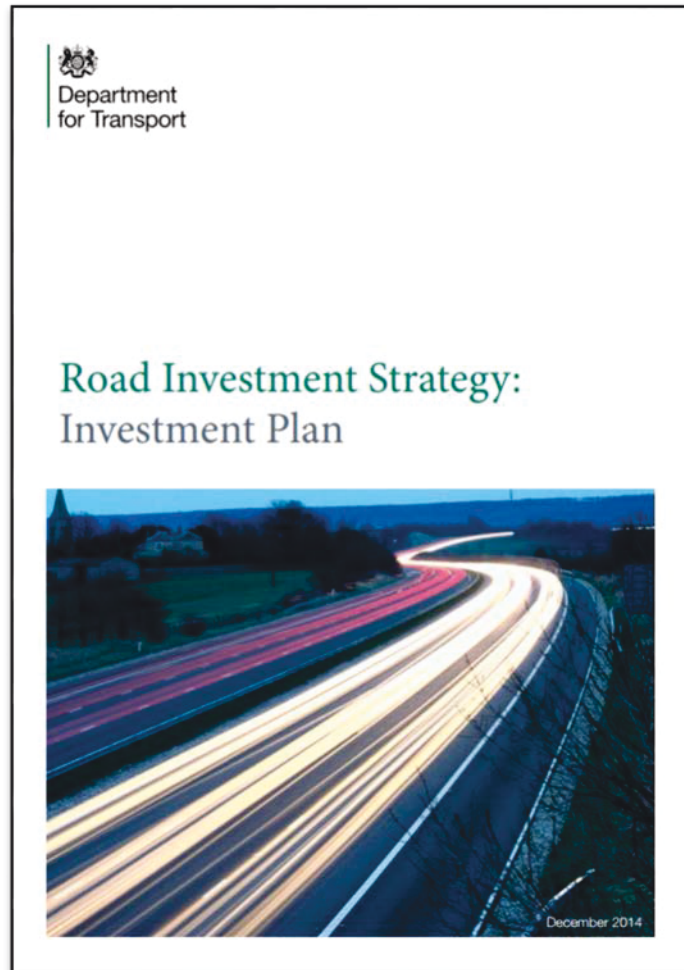
Link 10.2 Biggleswade North-Sandy



Link 16 (Junction 16-17)



# Background



- The A1 East of England Study is sponsored by the Department for Transport (Dft).
- Requirements set out in the first Road Investment Strategy (RIS) 2014.
- The DfT has commissioned Arup, Aecom and David Simmons Consultancy to produce a strategic business case for road improvement and connectivity.





# Study Aims

- To bring consistency to the southern section of the route;
- To improve the non-motorway section linking the two parts of the A1 (M) to motorway standard;
- A case for change and intervention to minimise further future congestion and capacity problems.



# Strategic Context



- The districts served by the A1 in the East of England are amongst the **highest economically performing** in the country outside of London;
- A well-functioning Strategic Road Network (SRN) allows access to opportunities for **work, leisure and social interactions**.
- When an SRN underperforms, impacts such as **rat-running, increased congestion, reduced safety and a poorer quality environment** are felt.



# The Route

- Focus between J1 to J17;
- A mixture of two and three lanes with grade separated junctions;
- Speed limit variations;
- Minor side roads, central reserve gaps, and frontages close to the carriageway.





# Workstreams

- **Planning and Economics:** existing situation and forecast growth pressures
- **Transport modelling and planning:** regional transport policy context and detailed review of junctions and links
- **Environmental review:** existing conditions and impacts, and opportunities for improvements
- **Stakeholder engagement**
- **Engineering and Risk**
- **Conclusions** in the Case for Change.



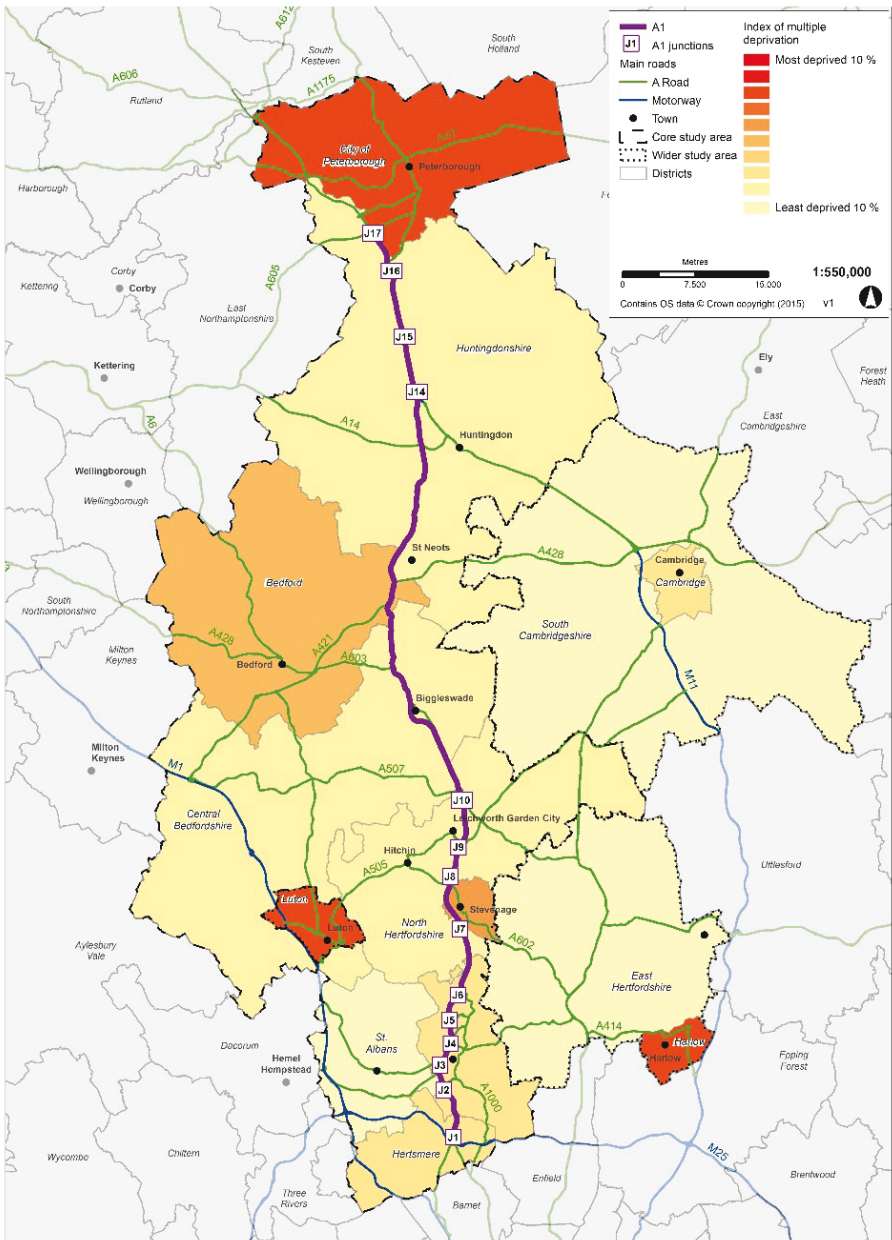
# Findings



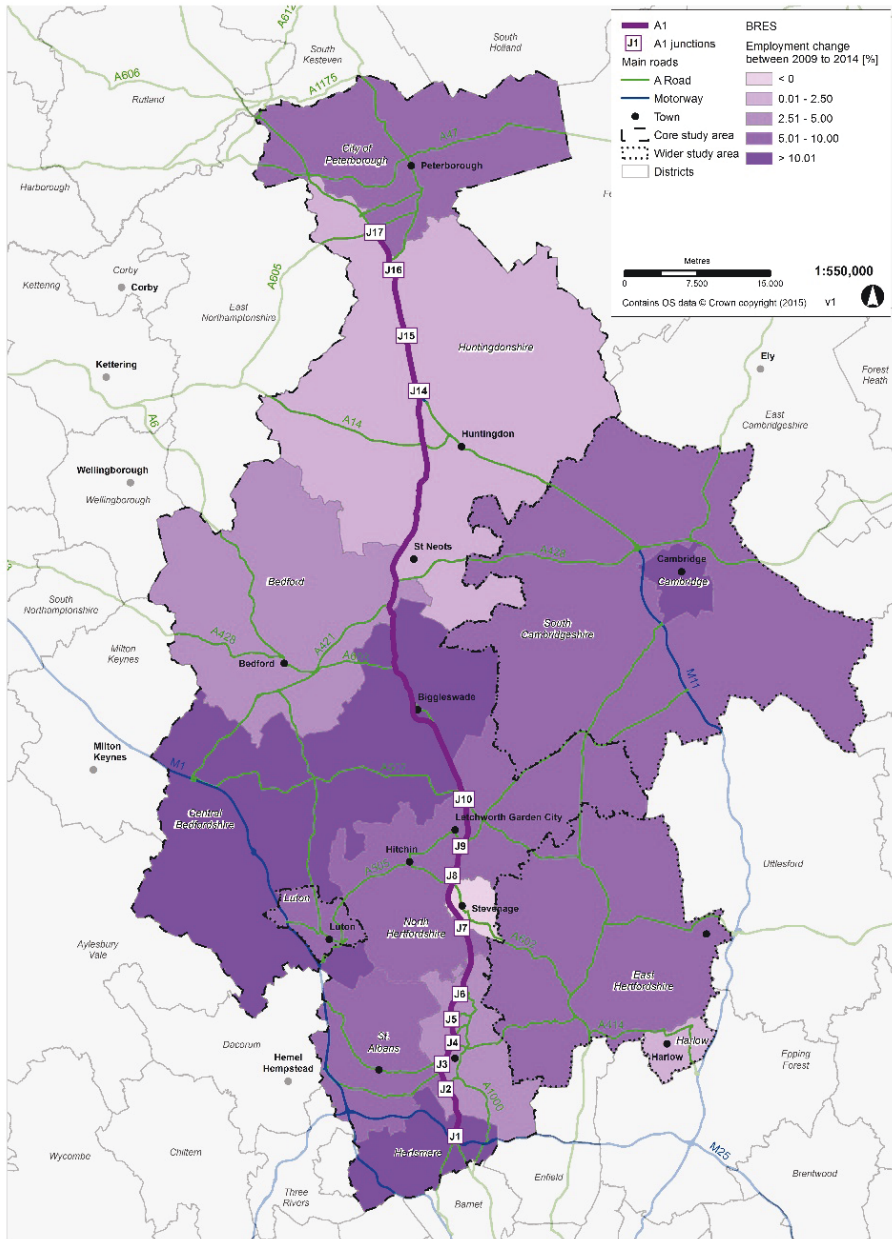
# Planning and Economics

- Study area to **experience significant growth** over the next 20 years;
- Forecast population growth of **over 296,000 people**, equivalent of 14% on 2014 levels;
- **Ageing** population;
- High levels of in and out **commuting**;
- Puts **pressure on existing infrastructure** and highlights necessity of the delivery of new homes and employment opportunities.





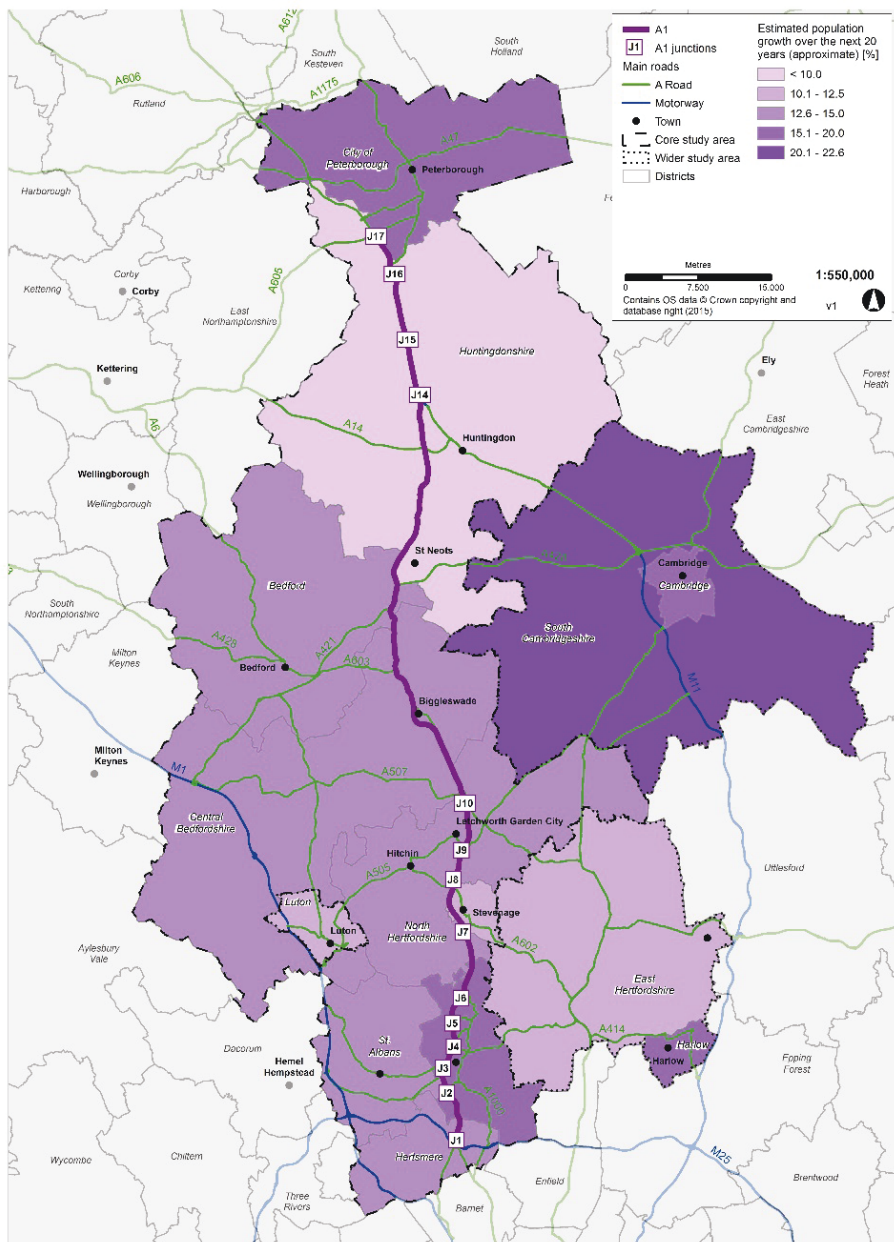
# Index of Multiple Deprivation



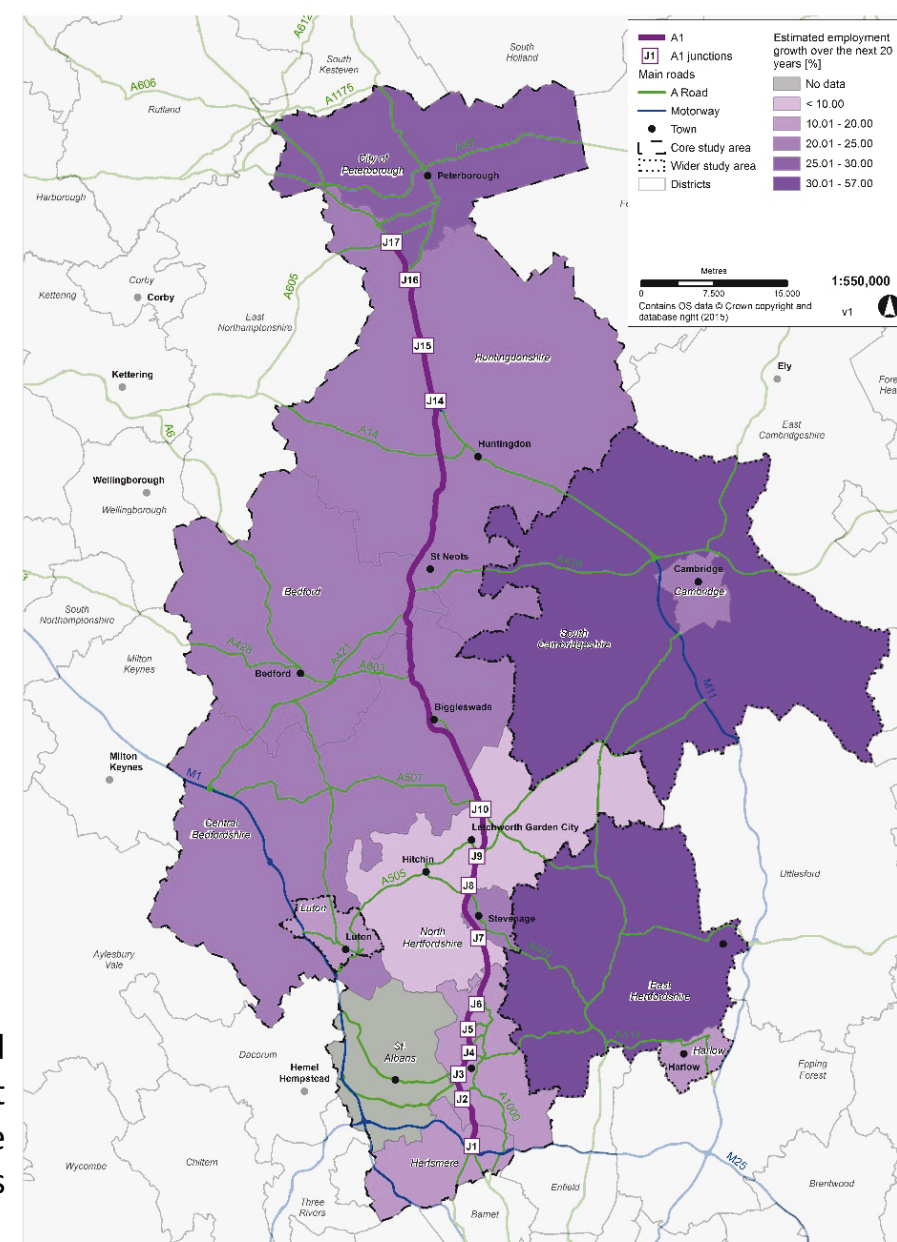
# Employment change between 2009 - 2014







Estimated population growth over the next 20 years

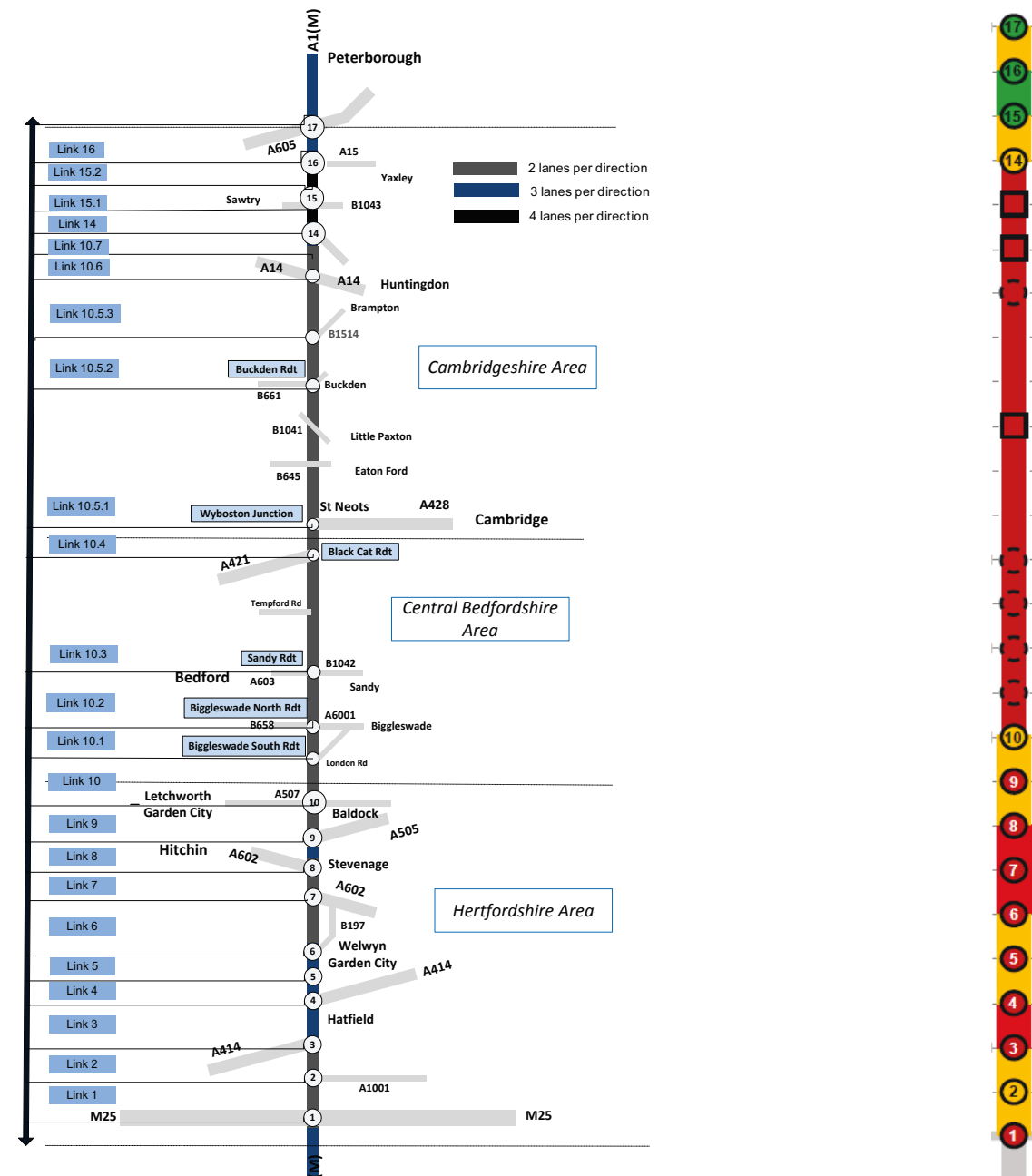


Estimated employment growth over the next 20 years



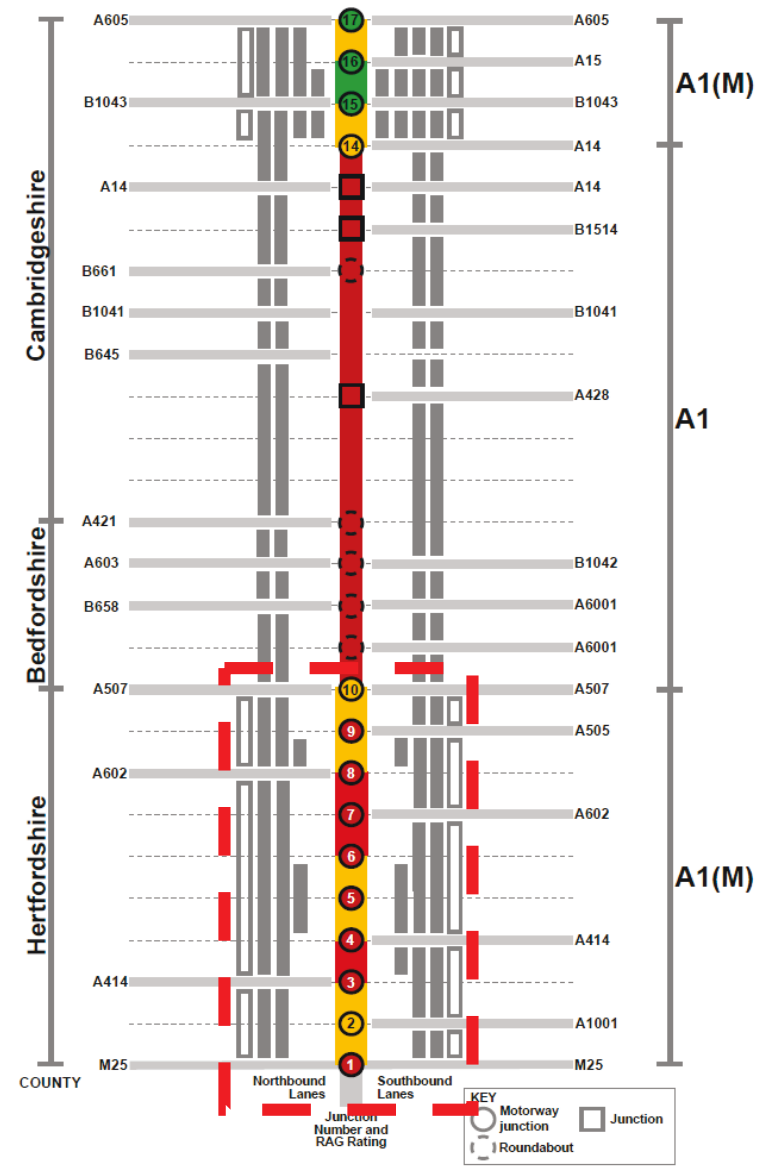
# Transport

- Regional transport policies highlight **widespread concern with the functionality and performance** of the A1;
- Regarded as an **important strategic route** assisting in supporting the regional economies;
- Evidenced **congestion**
- Existing **capacity problems**
- **Low travel speeds**



# Section 1 A1(M) J1 to J10

Approximately 25 miles





Link 1 A1 (J1-J2)



Link 6 A1 (J6-J7)



Link 4 A1 (J4-J5)



Link 9 A1 (J9-J10)

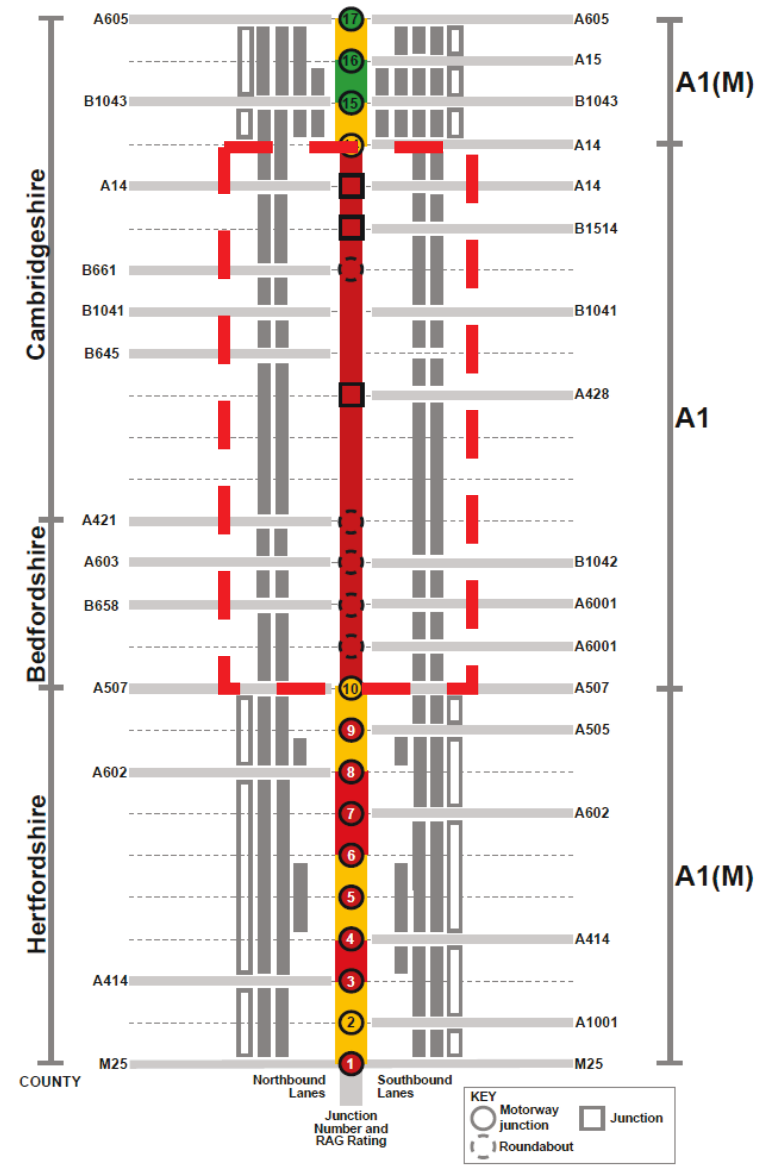


# Section 2

## A1 J10 to J14

### Baldock to Alconbury

Approximately 26 miles





Link 10 A1 (M) J10 to Biggleswade South



Link 10.7 B1043 – A1 J14



Link 10.3 Sandy – Black Cat Roundabout

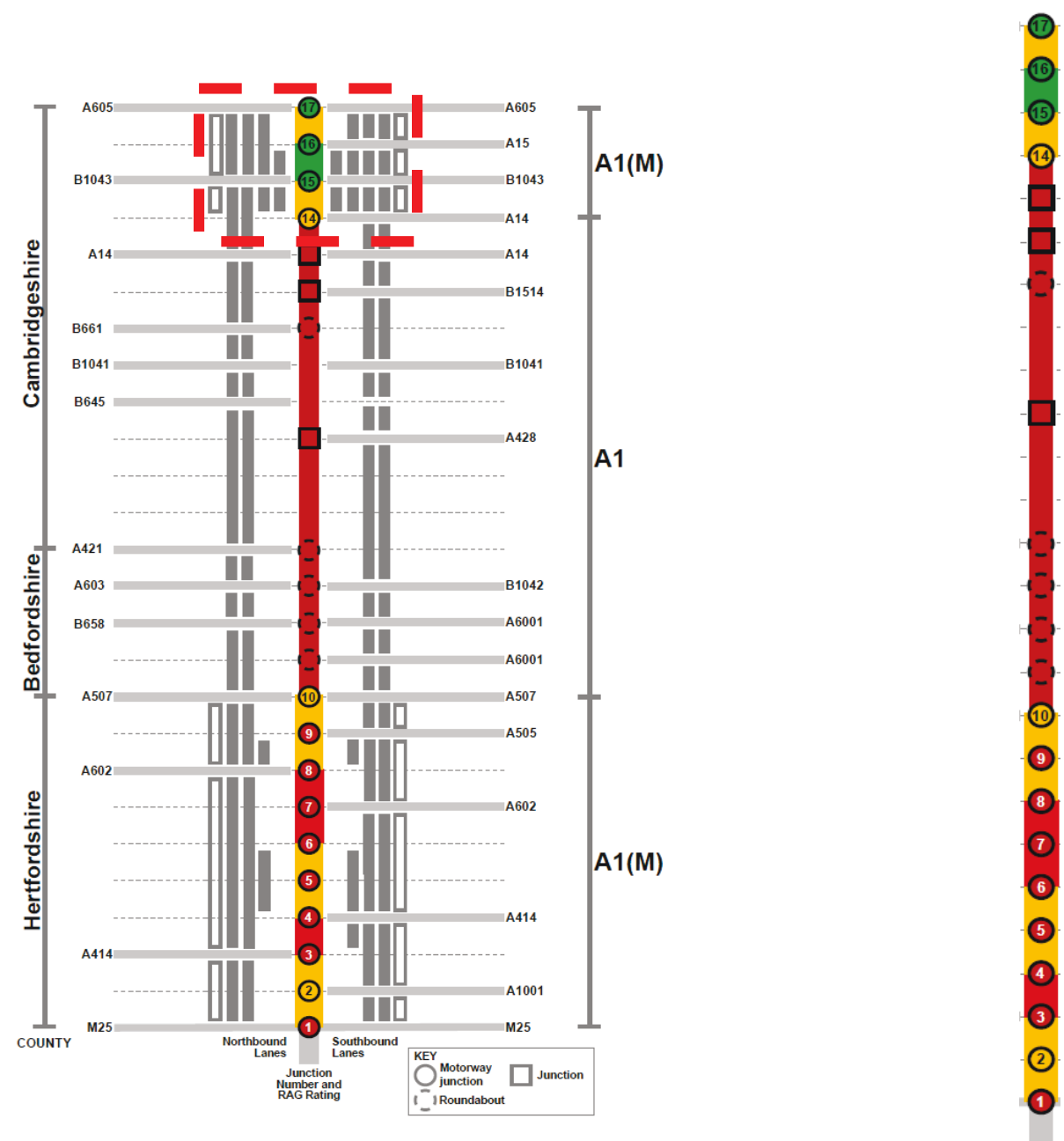


Link 10.7 B1043 – A1 J14



# Section 3 A1(M) J14 to J17

Approximately 11 miles





Link 14 (A1 J14-J15)



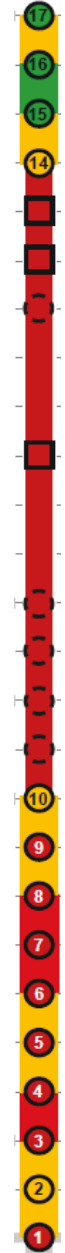
Link 15 (A1 J15(S)-A1 J15(N))



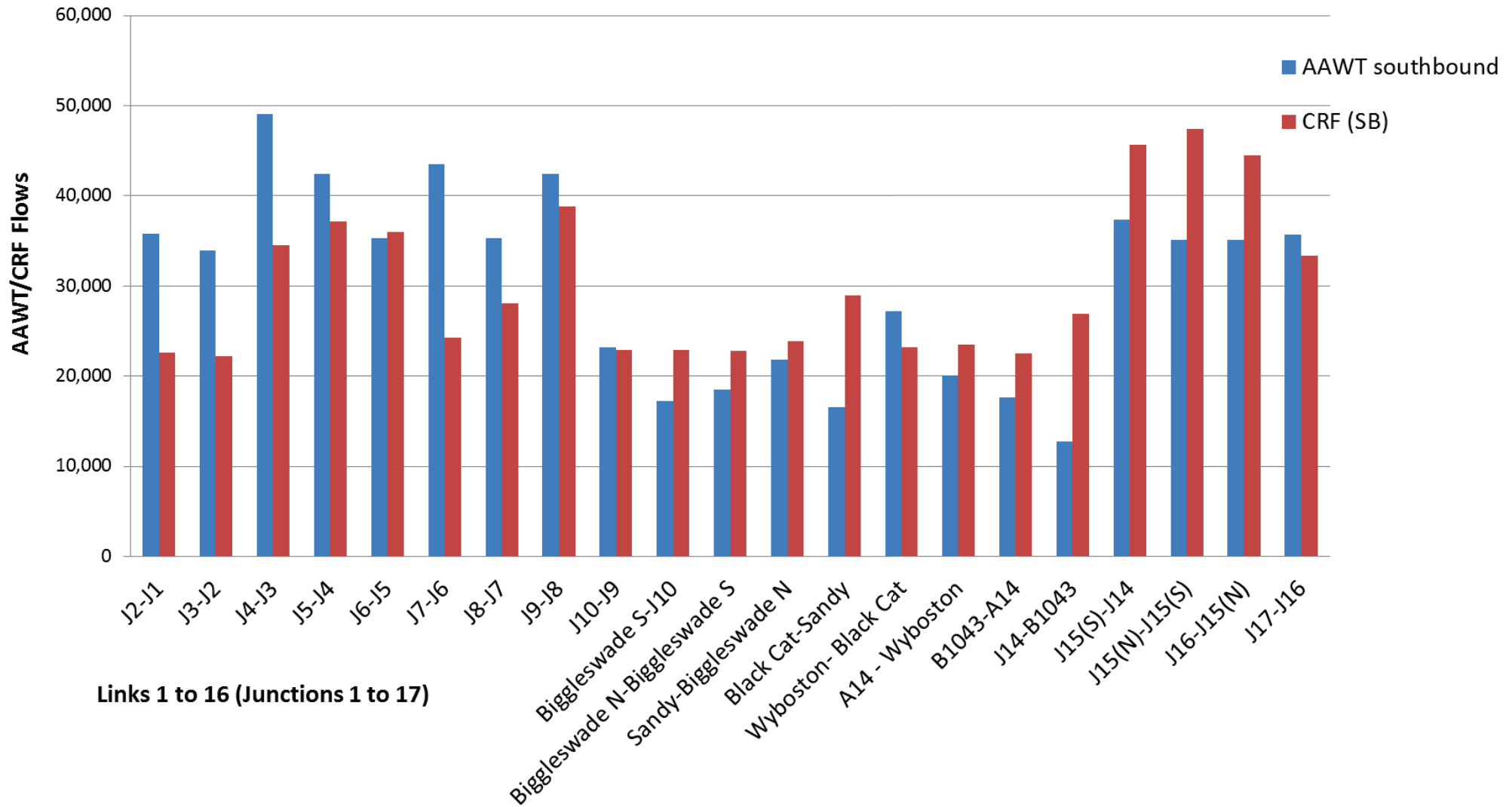
Link 15.1 A1(M) (J15 (N) - J16)



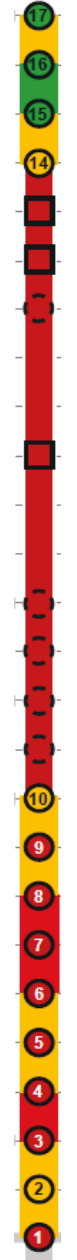
Link 16 A1(M) (J16-J17)



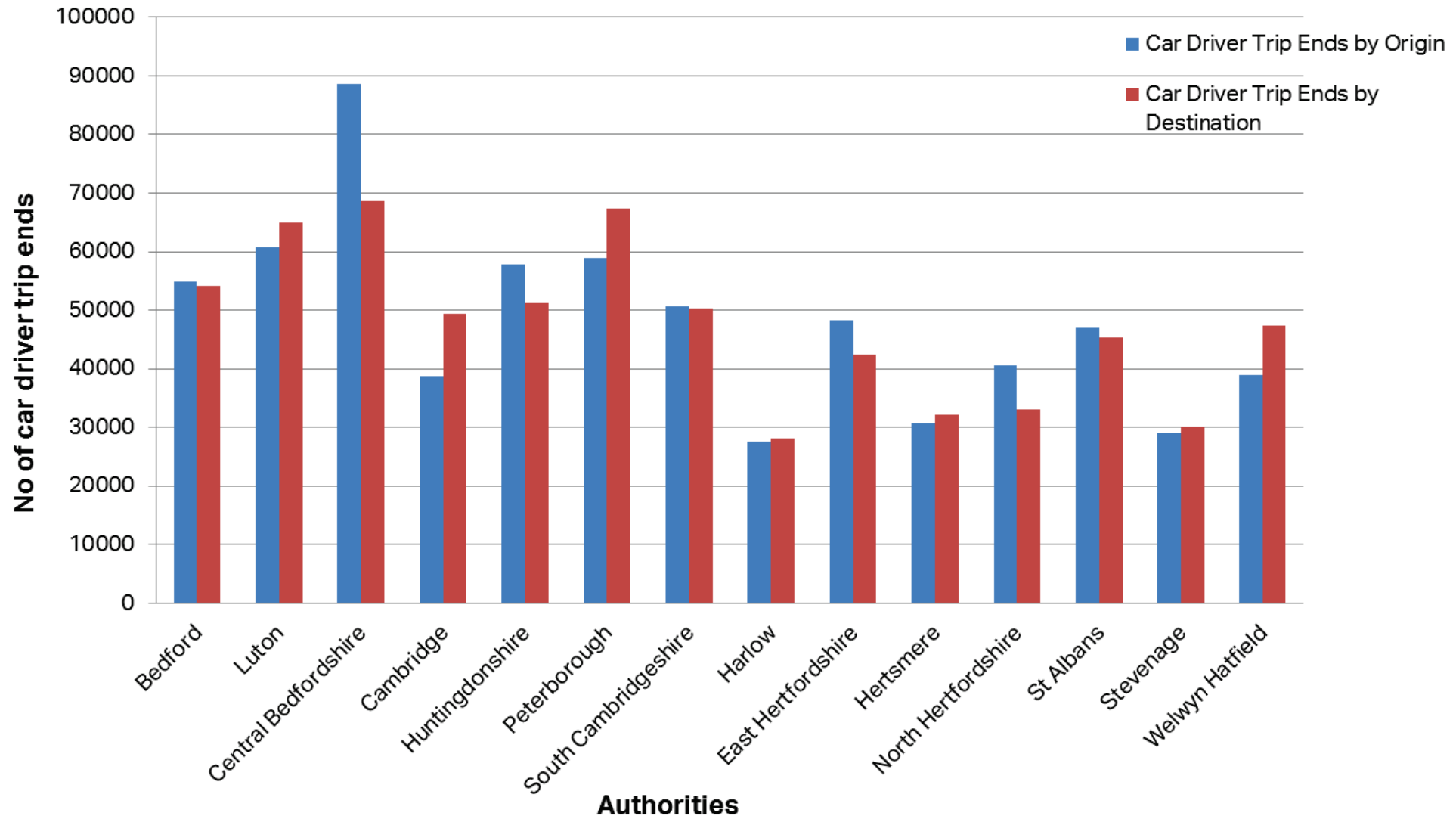
### Annual Average Weekday Traffic and CRF (AM Peak), SB, March 2015



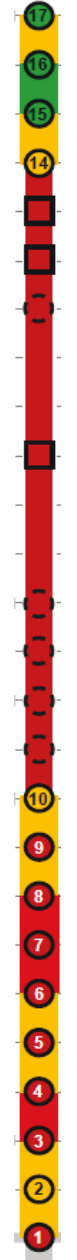
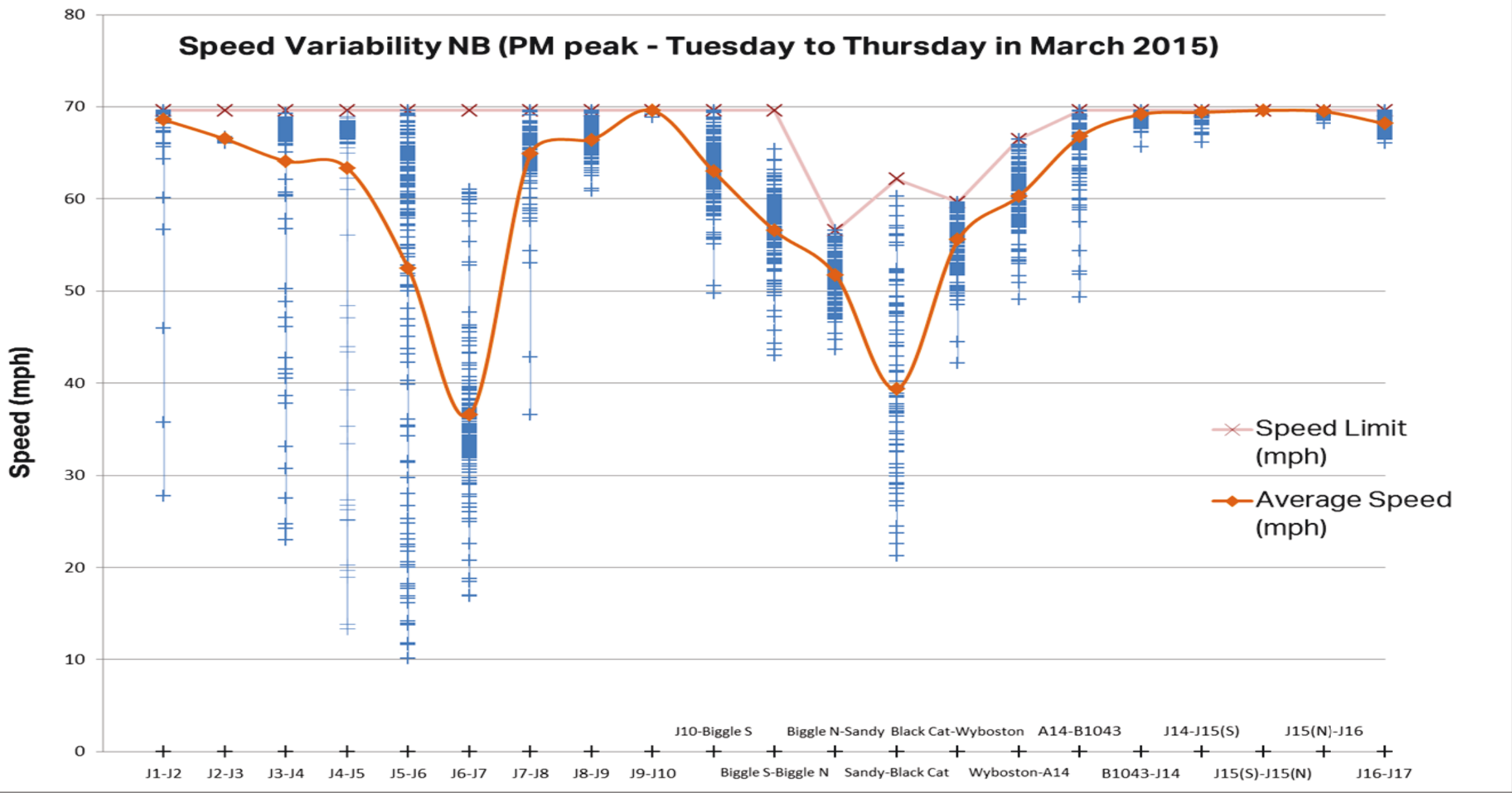
Links 1 to 16 (Junctions 1 to 17)



## AM Peak Data Car Driver Trip Ends 2015 - All Purposes



# Speed Variability NB (PM peak - Tuesday to Thursday in March 2015)



# Route Issues and Opportunities

- Significant **journey variability** between J1 and J14;
- **Congestion and delay issues** more acute in the southern part between J1 to J10 (Hertfordshire);
- J 3, 4 and 7 have **high traffic flows** during peak periods;
- High number of **collisions** between J6 and J7;
- J10 to J14 is constrained with **minor side roads and close frontages**;
- J14 to 17 perform well with **good capacity and high speeds**, due to its four lane road.





# Environment

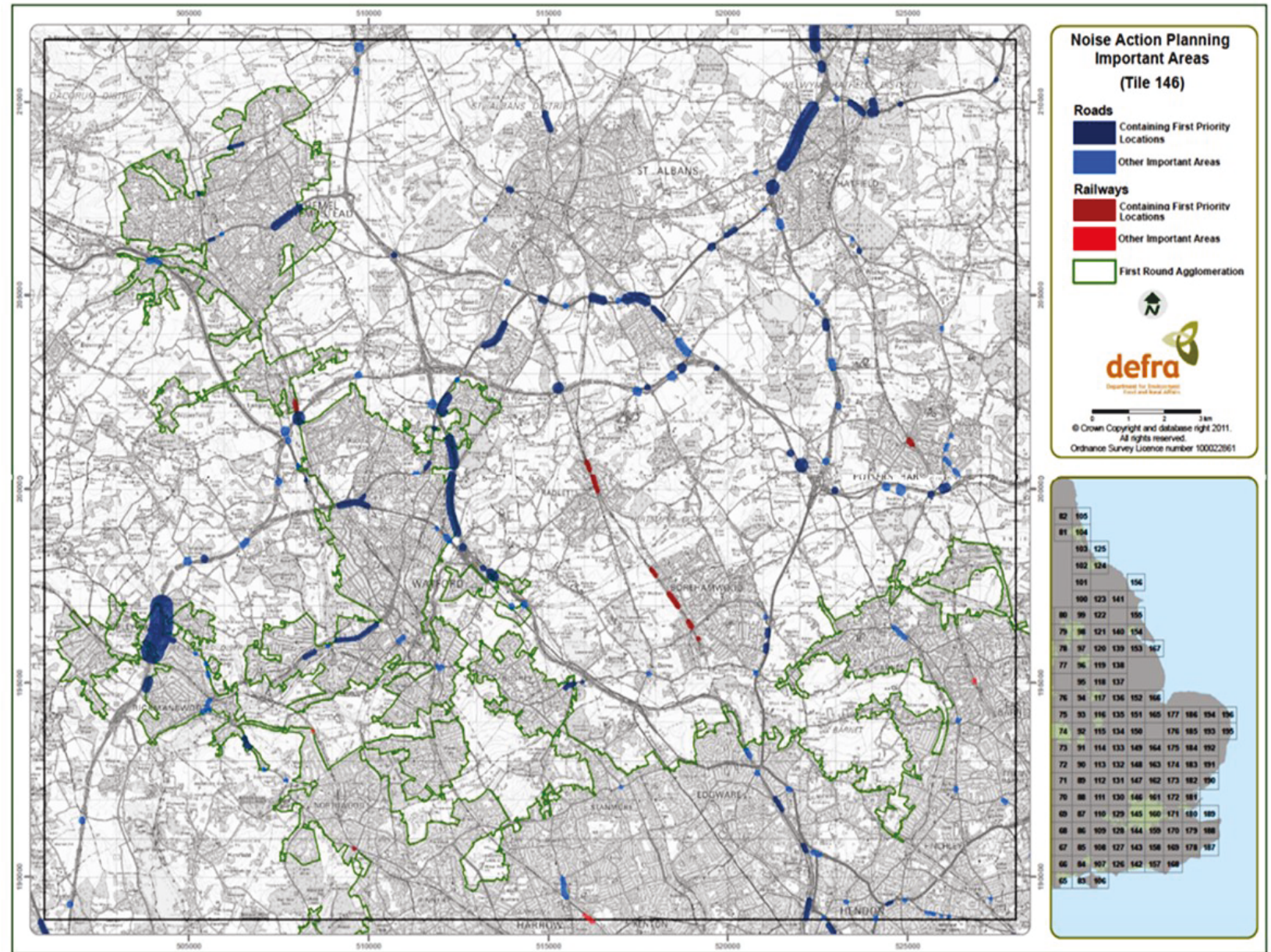
Topics covered by Task 1 included:

- Air Quality
- Historic Environment
- Biodiversity (Special Areas for Conservation and Ramsar Sites)
- Landscape and Townscape (including Green Belt)
- Noise
- Water (including flood risk)



# Noise

- Five areas where the effects of **excessive noise** is most significant.

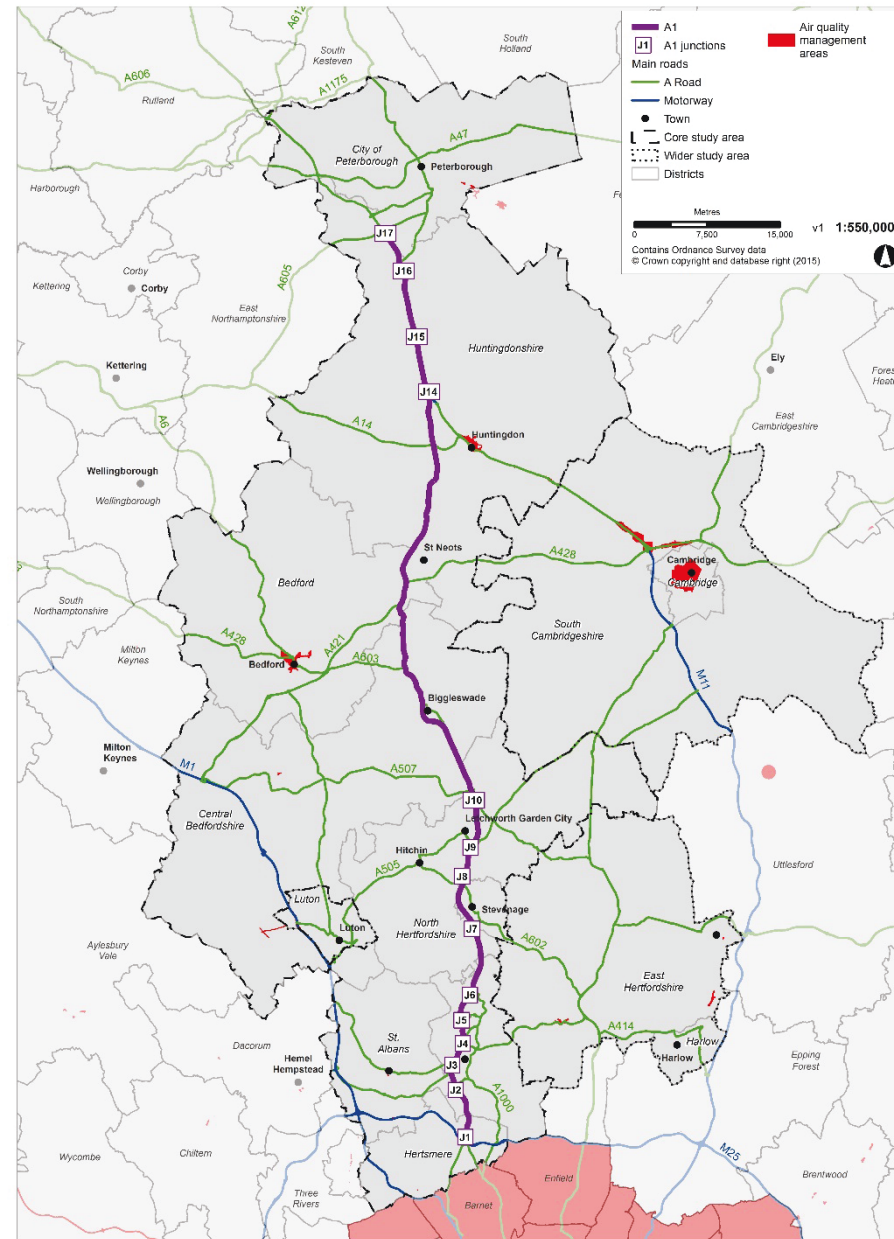




# Air Quality

- Localised occurrences of **poor air quality**, which exceed air quality objectives.
- These are areas of high traffic flow, congestion issues and lack of road capacity.

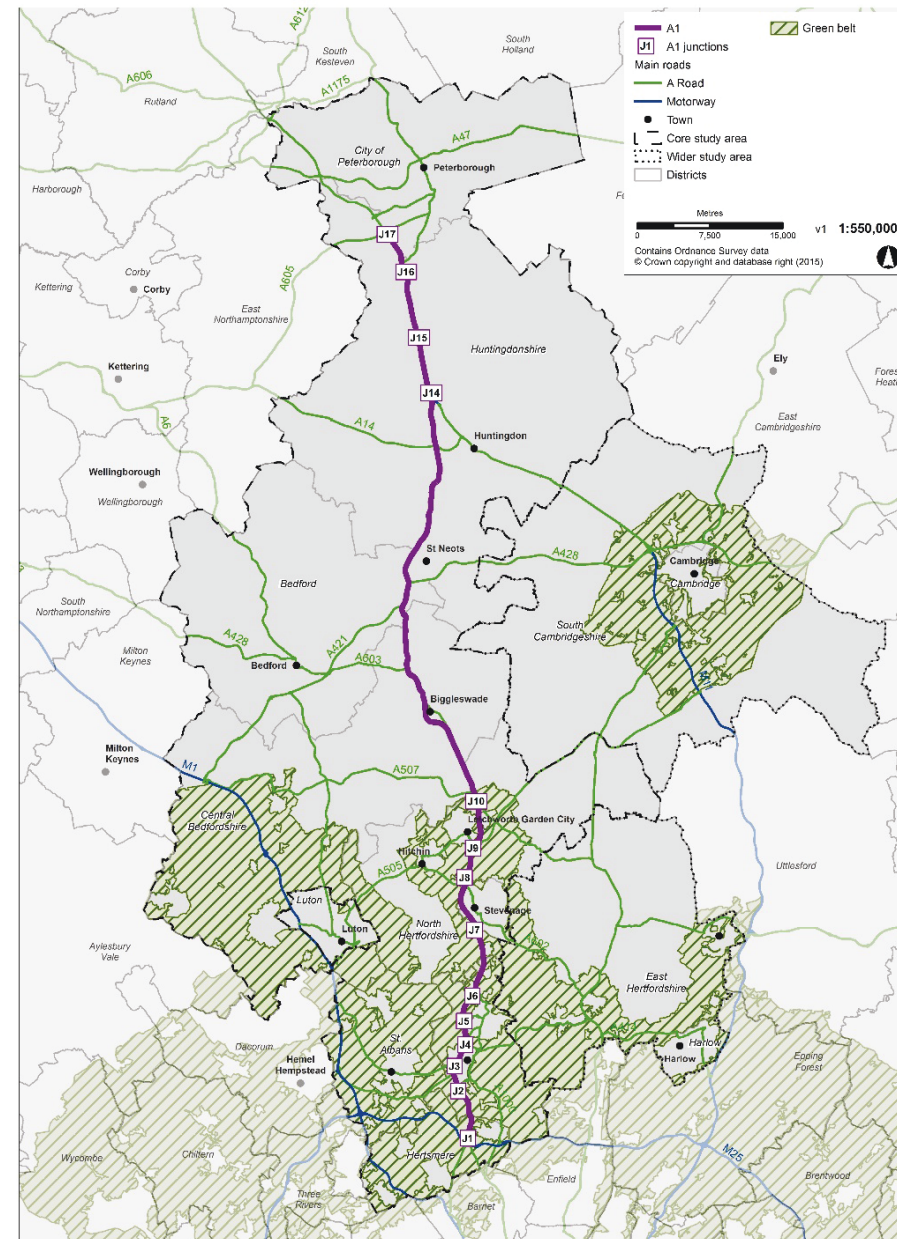
Air Quality Management Areas (AQMA)



# Landscape and Townscape

- A number of **green belt areas** designated to keep land open or undeveloped;
- **Biodiversity** affected by traffic;
- Need to preserve existing **flood plains**.

Green Belt designations



# A Case for Change





# Summary

- The A1 is **underperforming** and is **inconsistent**;
- Continued population and employment growth will put **pressure** of existing journey times;
- There are already **variable journey times, restricted free traffic flow, congestion and capacity issues**;
- **Safety** issues;
- Road improvements could result in **improvements** to air and noise quality.



# Potential benefits from addressing the issues

- Supporting economic growth;
- A safe and serviceable network;
- A more free-flowing network;
- Improved environment;
- An accessible and integrated network.



# Discussion

- Questions?
- Group discussion
- Resonance of findings
- Feedback
- Comments
- Points of emphasis
- Anything we've missed





# Highways England

## A1 East of England Strategic Study

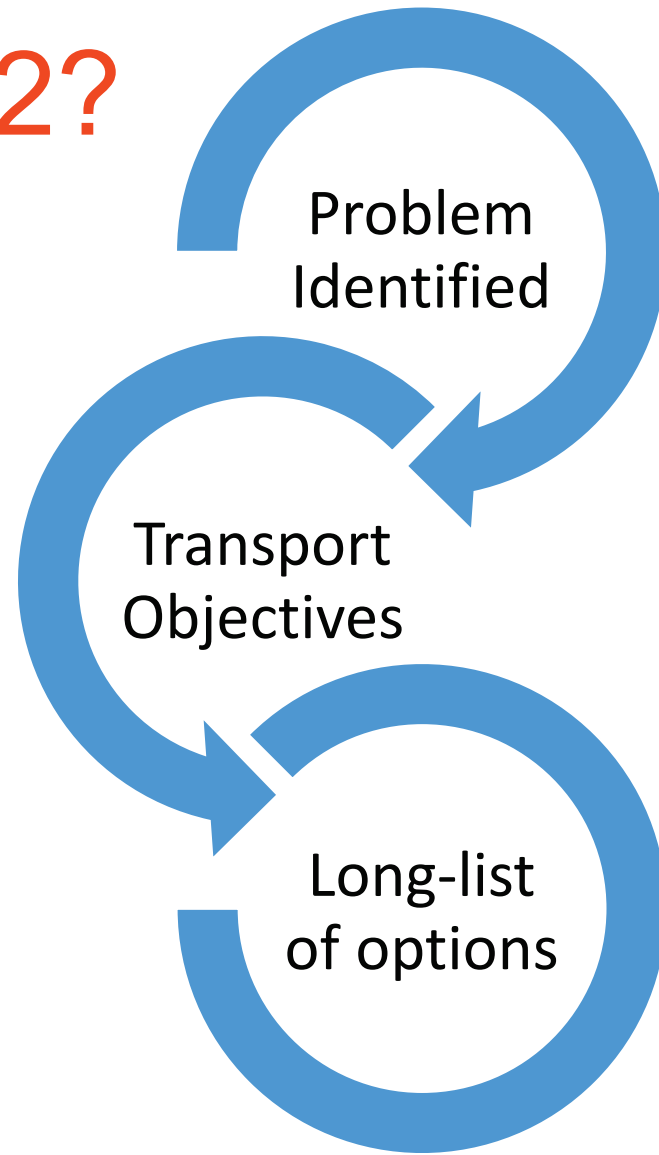
### Introduction to Task 2: Defining Transport Objectives and Identifying a Long List of Options

Stakeholder Reference Group, Huntingdonshire District Council Offices  
28<sup>th</sup> January 2016



# What is Task 2?

Define the transport objectives that will solve the problem(s) identified



Identify a long-list of options which could meet the transport objectives



# Methodology and next steps

- Consider Steps 4a to 5 of DfT WebTAG Guidance
- Build upon work done in previous studies
- *Assumed that between eight and ten options will be identified*
  - *A 'long long list' will be worked into a 'long list'*
- Feeds into an Options Assessment Report and an Appraisal Specification Report
- Timescale: Now → Task 3 starts early March
- Task 3a: Initial Sifting of Options
- Another Stakeholder Reference Group session
- Task 3b: Strategic Outline Business Case



# Step 4a: Identifying (Transport) Objectives

- High level or strategic outcomes
  - Specific or intermediate objectives
  - Operational objectives
- 
- Step 4b: Define Geographic Area of Impact
  - Step 5: Generating Options



# Long List of Options

- Could be a ‘global’ option covering the whole route (and beyond)
- Could be a ‘local’ option addressing a particular link and/or junction
- Could be a ‘menu’ pulling together a suite of options
- Could be multi-modal and/or non-road based





# THE A1 / A1(M) J1-J17



# NEEDS YOU!

memegenerator.net



# Break Out Discussions

