



Department  
for Transport

# Road Investment Strategy

## M25 South West Quadrant Strategic Study

### Second Stakeholder Reference Group





# Objectives for the day

1. Start the process of completing a long list of interventions which could contribute to addressing congestion on the M25 South West Quadrant
2. Introduce the project objectives and show how we plan to engage with stakeholders in developing packages of interventions to fulfil those objectives



# Agenda

10:00 - 10:05	Welcome
10:05 - 10:20	Progress to date
10:20 - 11:30	Roundtable 1
11:30 - 11:40	Coffee
11:40 - 12:50	Roundtable 2
12:50 - 13:00	Wrap-up

# PROJECT PHASES

- Making the case for change
- Agreeing an assessment tool & starting the long list
- Sifting the long list
- Detailing the short list

# MAKING THE CASE FOR CHANGE

- **January 2016**
- **February 2016**
- **March 2016**
- **April 2016**
- *May 2016*
- *June 2016*
- *July 2016*
- *August 2016*
- *September 2016*
- *October 2016*
- *November 2016*
- *December 2016*

- Assembled evidence of “now”
  - Economic, traffic and environmental performance
- Confirmed constraints
  - Planning and environmental
- Gathered the evidence for the “future”
  - Strategic economic plans, population and economic growth, housing need, planned transport interventions
- Produced (in draft) four tiers of reporting
  - Case for Change – 20 pages
  - Technical Report – c.100 pages
  - Technical Annex – c. 350 pages
  - Web-portal – data that would not fit in the above!

# CREATING THE LONG LIST

- January 2016
- February 2016
- March 2016
- **April 2016**
- **May 2016**
- **June 2016**
- July 2016
- August 2016
- September 2016
- October 2016
- November 2016
- December 2016

- Stakeholder input from SRG1
- Review of evidence from Task 1
- Review of published plans and programmes
  - Local
  - National
  - Transport operators
- Generated by practitioners

# ASSESSING THE LONG LIST

- January 2016
- February 2016
- March 2016
- April 2016
- May 2016
- **June 2016**
- **July 2016**
- **August 2016**
- September 2016
- October 2016
- November 2016
- December 2016

- Packaging interventions
  - With inputs from Stakeholders
- Evidence from the Assessment Tool
  - With inputs from Stakeholders
  - Considered against objectives
- Other sifting processes
  - Legal requirements
  - Funding needs
  - Timeframes
  - Delivery organisation processes
- Confirming a shortlist of “most likely to succeed” interventions

# DETAILING THE SHORT LIST

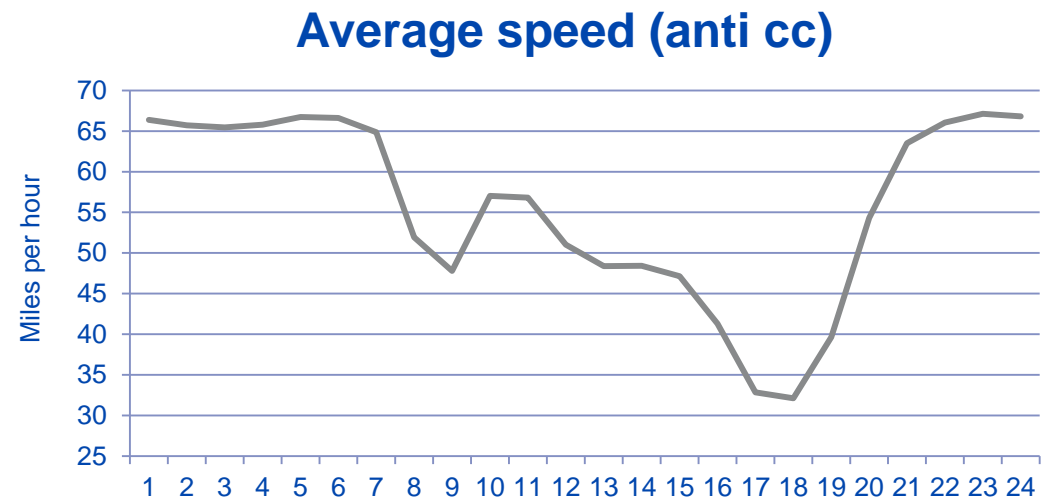
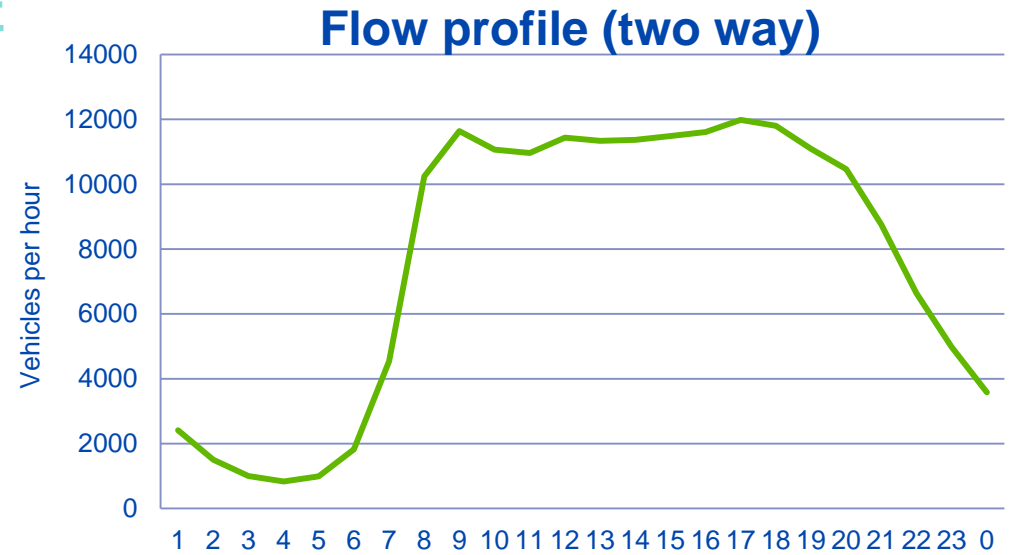
- January 2016
- February 2016
- March 2016
- April 2016
- May 2016
- June 2016
- July 2016
- August 2016
- **September 2016**
- **October 2016**
- **November 2016**
- **December 2016**

- Conceptualising
- Environmental impacts
- Costs
- Travel impacts
- Wider economic impacts
- Delivery timeframe
- Delivery process

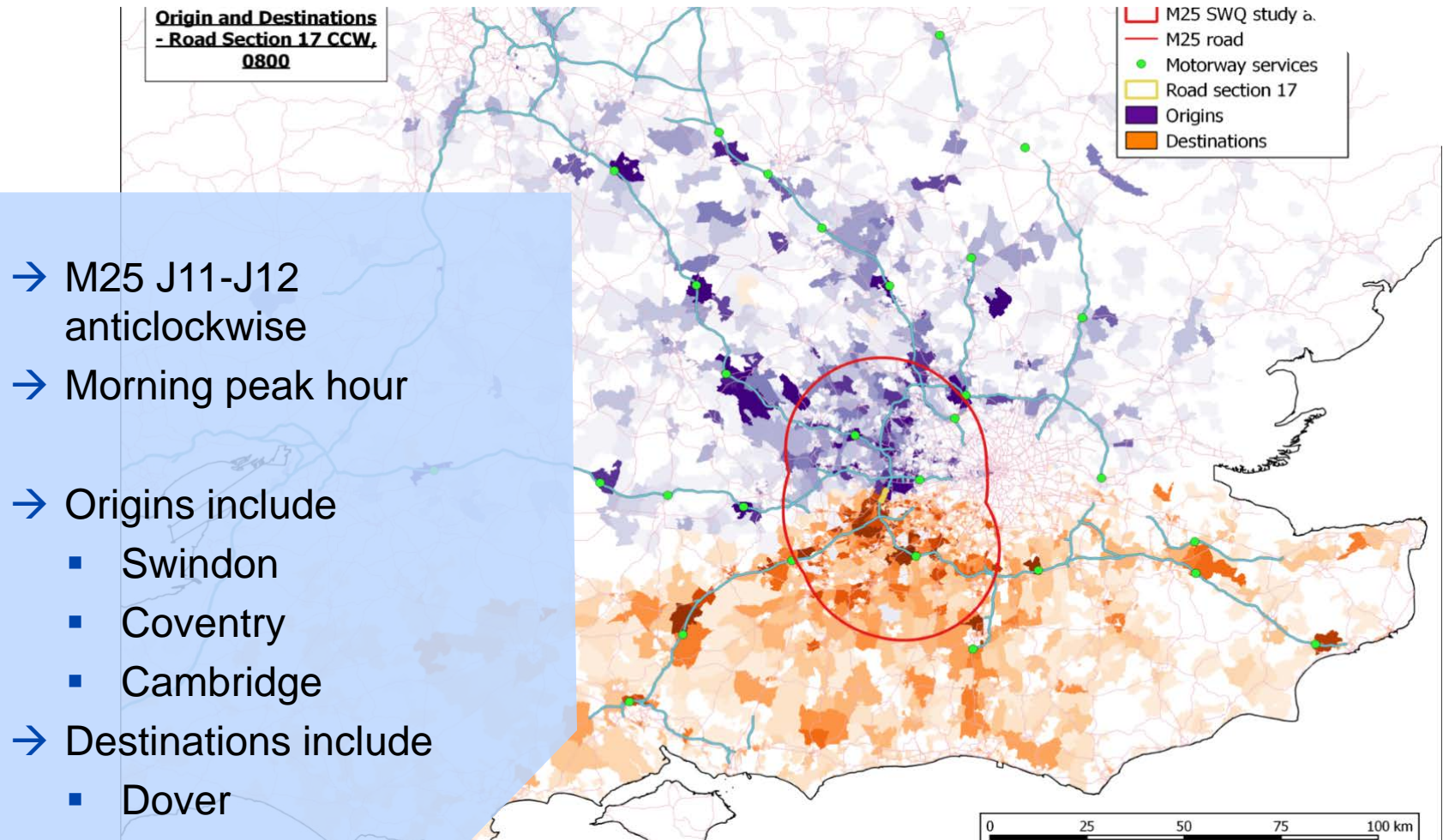


# TRAFFIC EVIDENCE

- Busiest motorway in UK
  - 180,000 AADT on the quietest section
  - 260,000 AADT on busiest section
  
- Wide range of speeds during the day
  - Data for J12 to J13
  
- Comparator
  - M60NWQ – 190,000
  - A1 – 97,000
  - NTP - 25,000



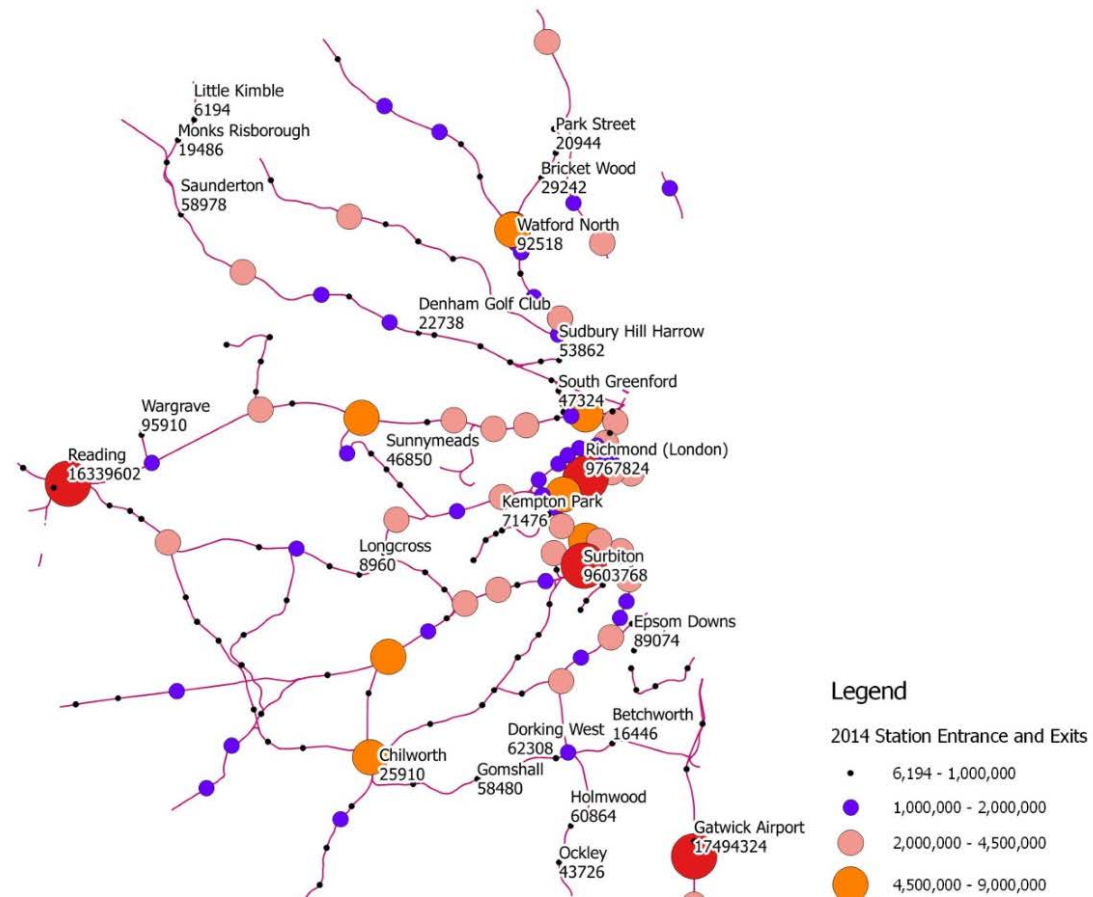
# TRAVEL ON THE M25



- M25 J11-J12 anticlockwise
- Morning peak hour
- Origins include
  - Swindon
  - Coventry
  - Cambridge
- Destinations include
  - Dover
  - Southampton
  - West London
- Source: TrafficMaster

# RAIL EVIDENCE

- 10% of all UK rail boardings in study area
- Substantial commuter movements on radial routes into London
- Growth hotspots in suburban London, Reading and Gatwick
- Markedly different commuting in “have” / “have not” towns

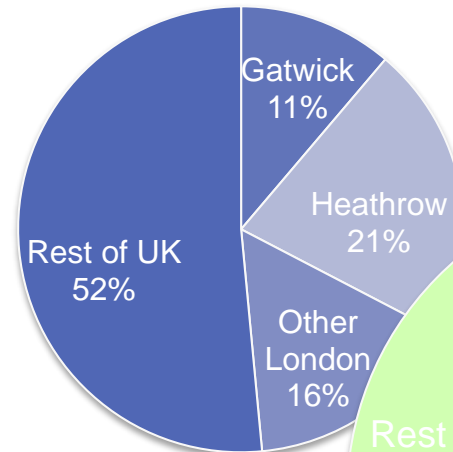


# AIRPORTS EVIDENCE

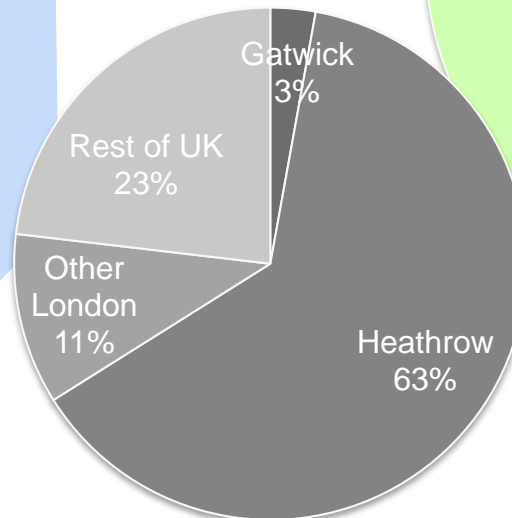
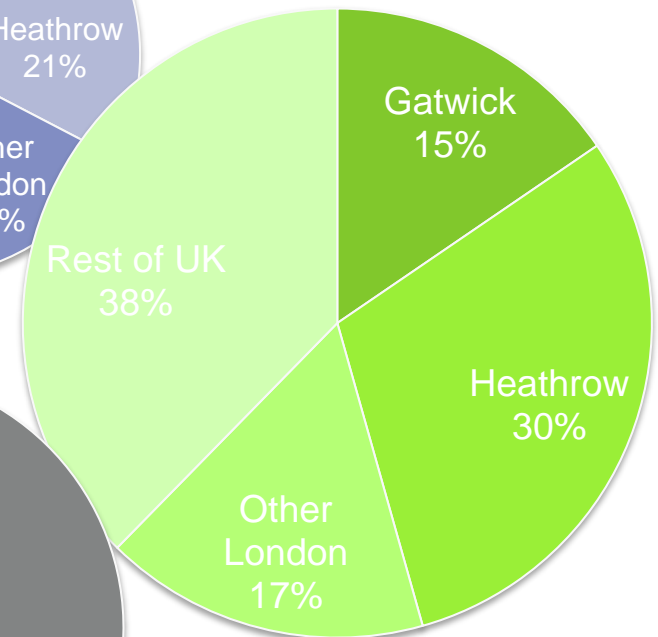
→ Heathrow and Gatwick account for:

- 720,000 flights per year
- 110 million passenger movements per year
- 1.75 million tonnes of freight per year
- Employ 100,000 people

## Flights



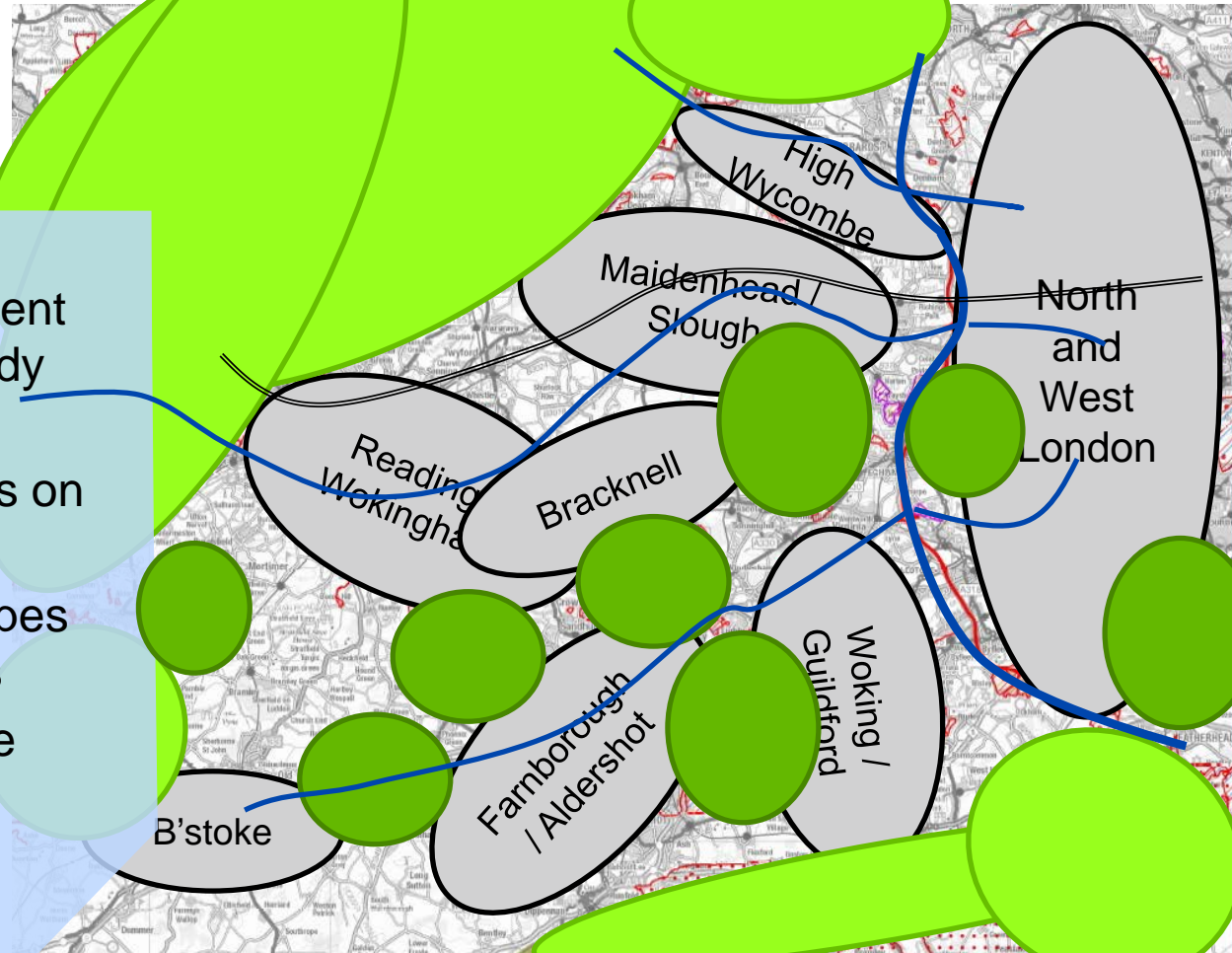
## Passenger Movements



## Freight and mail

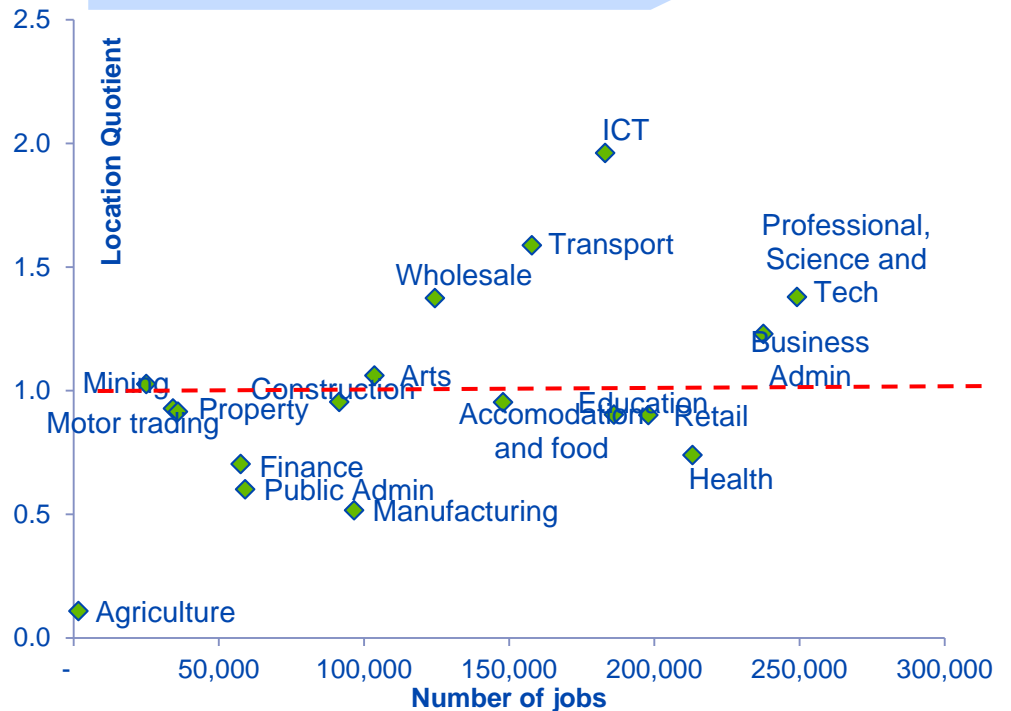
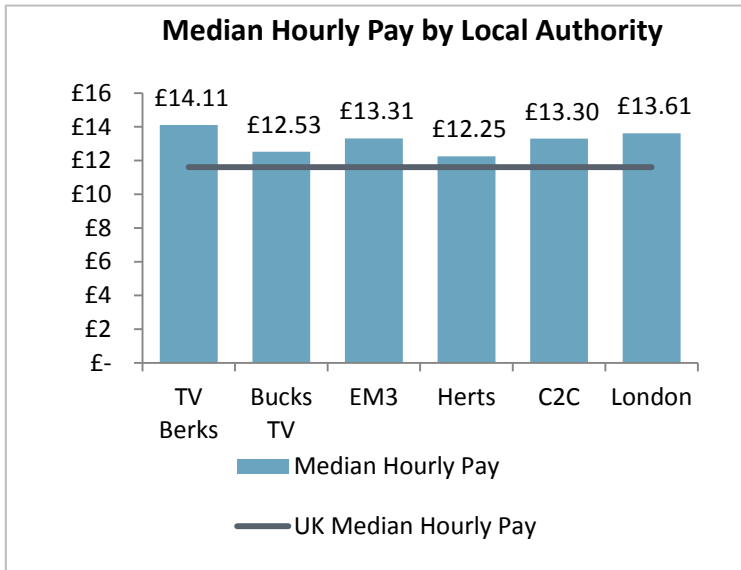
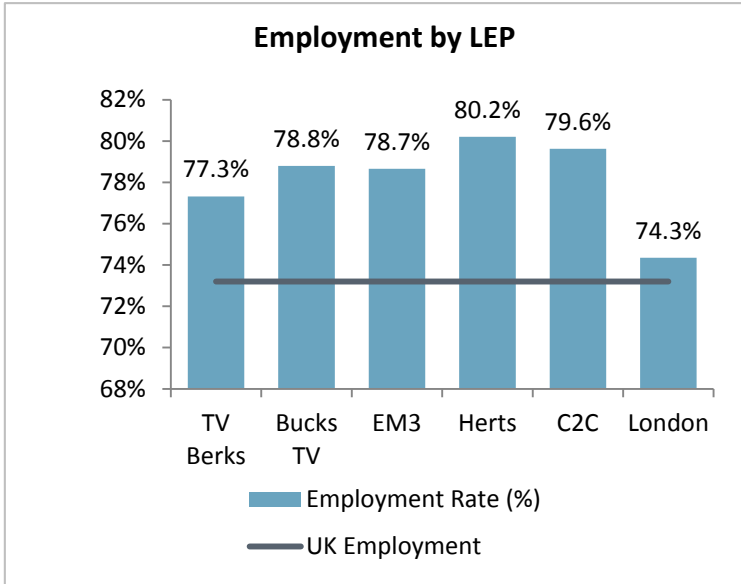
# ENVIRONMENT EVIDENCE

- Air quality management areas across the study area
- Noise sensitive areas on M25SWQ
- High quality landscapes with protected status
- Numerous high value heritage and cultural assets
- Numerous protected habitats and conservation areas



# ECONOMY EVIDENCE

- Low unemployment
- High wages
- Bias towards professional and ICT jobs





# TABLES

## → 9 table facilitators

### ▪ Topics

- Louise Matrunola
  - *Environment interventions*
- Tom Metcalfe
  - *Strategic highways and technology*
- Alexei Gorbenko
  - *Strategic highways and technology*
- Nigel Wilkinson
  - *Local highways and traffic*
- Graham James
  - *Local public transport and access to PT*
- Fraser Reid
  - *Smarter choices and active travel*
- Oliver Stanyon
  - *Rail infrastructure and operations*
- Emma Hayward
  - *Planning and policy including pricing*
- James Purkiss
  - *Planning and policy including pricing*

# ROUNDTABLE 1

→ **The long list.**

1. Have we missed anything?
2. Are we including too many interventions?





# ROUNDTABLE 2

## → Objectives and achievements

1. Have we captured the right objectives for the study?
2. Are we assessing them properly?
3. Does the scoring system work when you have a package?

# STAKEHOLDER HOMEWORK

## → Packaging and scoring

- By the **end of May** the Project team will
  - Provide a finalised long list
  - Provide a packaging and scoring sheet
  
- By the **end of June** the Stakeholders are asked to
  - Fill in 0-10 against objectives
  - Generate your own package(s) to identify interventions you feel have a role
  - Score your package(s) against the objectives

# SUMMARY OF ROUNDTABLE 2

→ **Questions the facilitators need to answer.**

- Are the objectives understood and do any need rewording?
- Have we missed any objectives? Why are they important for the M25SWQ study?
- Is the 0-10 range appropriate for objectives?
- Can the package be scored using the 7 point scale?