

South West Peninsula Route Strategy Evidence Report Technical Annex

April 2014



Document History

Technical annex to South West Peninsula route-based strategy evidence report

Highways Agency

This document has been issued and amended as follows:

| Version | Date | Description | Author | Approved by |
|---------|----------|-------------------------------|-------------|------------------|
| 1 | 13/12/13 | First draft | Ian Parsons | Andrew Page-Dove |
| 2 | 20/12/13 | Draft Version 2 | Ian Parsons | Andrew Page-Dove |
| 3 | 06/01/14 | Amendments to draft version 2 | Ian Parsons | Andrew Page-Dove |
| 4 | 16/01/14 | Final draft for publication | SW RBS team | Andrew Page-Dove |
| 5 | 30/01/14 | Final draft for stakeholders | SW RBS team | Ian Parsons |
| 6 | 03/04/14 | Final for publication | SW RBS team | Colin Gimblett |

Table of Contents

| | |
|--|--|
| Document History | 1 |
| Technical annex to South West Peninsula route-based strategy evidence report | 1 |
| Table of Contents..... | 2 |
| Tables | 4 |
| Figures..... | 4 |
| Part A | Supporting evidence.....5 |
| A1 | Introduction |
| A1.1 | Route description |
| A2 | Route capability, condition and constraints |
| A2.1 | Route performance..... |
| A2.2 | Road Safety..... |
| A2.3 | Asset Condition |
| A2.4 | Incident Management..... |
| A2.5 | Technology..... |
| A2.6 | Vulnerable Road Users |
| A2.7 | Environment |
| A3 | Future considerations.....38 |
| A3.1 | Economic development and surrounding environment..... |
| A3.2 | Network improvements and operational changes..... |
| A3.3 | Wider transport networks..... |
| A4 | Key challenges and opportunities |
| A4.1 | Timescales |
| A4.2 | Local Stakeholder priorities |
| A4.3 | Operational challenges and opportunities |
| A4.4 | Asset condition challenges and opportunities..... |
| A4.5 | Capacity challenges and opportunities |
| A4.6 | Safety challenges and opportunities..... |
| A4.7 | Social and environmental challenges and opportunities..... |
| Part B | Stakeholder engagement.....59 |
| B1 | Dorset Stakeholder event – Wednesday 18th Sept 2013 |
| | 60 |

| | | |
|---------------|---|------------|
| B1.1 | Event Location..... | 60 |
| B1.2 | Highways Agency / Supply Chain Attendees..... | 60 |
| B1.3 | Stakeholder Attendees..... | 60 |
| B2 | Swindon and Wiltshire Stakeholder event – Thurs 19th Sept 2013 | 76 |
| B2.1 | Event Location..... | 76 |
| B2.2 | Highways Agency / Supply Chain Attendees..... | 76 |
| B2.3 | Stakeholder Attendees..... | 76 |
| B2.4 | Note Takers Sheets | 77 |
| B3 | Cornwall and Isles of Scilly Stakeholder event – Wed 25th Sept 2013..... | 88 |
| B3.1 | Event Location..... | 88 |
| B3.2 | Highways Agency / Supply Chain Attendees..... | 88 |
| B3.3 | Stakeholder Attendees..... | 88 |
| B3.4 | Note Takers Sheets | 89 |
| B4 | Heart of the South West Stakeholder event – Thurs 26th Sept 2013..... | 103 |
| B4.1 | Event Location..... | 103 |
| B4.2 | Highways Agency / Supply Chain Attendees..... | 103 |
| B4.3 | Stakeholder Attendees..... | 104 |
| B4.4 | Note Takers Sheets | 105 |
| B5.1 | Event Location..... | 123 |
| B5.2 | Stakeholder Attendees..... | 123 |
| B5.3 | Note Takers Sheets | 125 |
| Part C | Bibliography | 142 |

Tables

| | | |
|-------------|--|----|
| Table A1.1 | Ten Largest Conurbations | 6 |
| Table A1.2 | Links with freight proportions over 20%..... | 6 |
| Table A2.1 | Ten busiest sections on the route (August 2013) | 8 |
| Table A2.2a | Ten highest seasonal proportional traffic uplifts on the route (August 2013)..... | 10 |
| Table A3.1 | Key housing and economic growth proposals | 41 |

Figures

| | | |
|--------------|---|----|
| Figure A2.1 | Bath AQMA coverage | 22 |
| Figure A2.2 | Salisbury City Centre AQMA coverage | 23 |
| Figure A2.3 | Wilton Road AQMA coverage | 24 |
| Figure A2.4 | Westbury AQMA coverage | 25 |
| Figure A2.5 | Yeovil AQMA coverage..... | 25 |
| Figure A2.6 | Dorchester AQMA coverage | 26 |
| Figure A2.7 | Chideock AQMA coverage..... | 27 |
| Figure A2.8 | East Devon AQMA coverage | 27 |
| Figure A2.9 | Exeter AQMA coverage | 28 |
| Figure A2.10 | A38 AQMA coverage..... | 29 |
| Figure A2.11 | Ivybridge AQMA coverage | 30 |
| Figure A2.12 | Plymouth No.1 AQMA coverage | 31 |
| Figure A2.13 | Plymouth No.2 AQMA coverage | 31 |
| Figure A2.14 | Bodmin AQMA coverage..... | 32 |

Part A Supporting evidence

A1 Introduction

A1.1 Route description

The main report gives Plymouth as the largest conurbation on the route. Table A1.1 below gives the top ten largest conurbations, with populations taken from the 2011 census and national rank.

Table A1.1 Ten Largest Conurbations

| Local Rank | Conurbation | Population (2011 Census) | National Rank |
|------------|-------------|--------------------------|---------------|
| 1 | Plymouth | 234,982 | 18 |
| 2 | Exeter | 113,507 | 53 |
| 3 | Bath | 94,782 | 78 |
| 4 | Paignton | 64,410 | 130 |
| 5 | Weymouth | 54,539 | 158 |
| 6 | Torquay | 49,094 | 174 |
| 7 | Yeovil | 45,784 | 189 |
| 8 | Salisbury | 44,748 | 197 |
| 9 | Trowbridge | 39,409 | 221 |
| 10 | Chippenham | 35,800 | 252 |

The main report describes that goods traffic (vehicles over 5.2m long) represents between 8% and 28% of the total annual traffic flow on the route. Table A1.2 below lists the links on the route that have a freight proportion in excess of 20% of the total traffic flow, along with their national ranking.

Table A1.2 Links with freight proportions over 20%

| Strategic road network section | % Freight | National Rank |
|--------------------------------------|-----------|---------------|
| A30 between A39 and A3058 (AL3088) | 28% | 175 |
| A30 between A3058 and A3058 (AL1907) | 20% | 526 |

The highest proportions are on the A30 in Cornwall between Highgate Hill and Summercourt Junction and between Launceston and Bodmin.

The main report describes maintenance contracts in place covering the route and that Area 2 is managed by Skanska through the new style Asset Support Contract (ASC). Key features of the new style of contracts are given below.

- maintenance standards that are 'outcome based' and less prescriptive about how and when work is delivered
- affordable levels of service, with appropriate quality but no reward for over-delivery
- incentives for innovation and efficiency, including the opportunity for contract extensions
- simplified pricing mechanisms with a schedule of rates and 'year on year' cost reduction mechanism
- a higher cost threshold for works, to allow more procurement through the asset support contract rather than by separate tender
- managing technology maintenance and improvement works through the main contract, for more efficient and joined up delivery.

A2 Route capability, condition and constraints

A2.1 Route performance

This section contains information on network performance in the summer (August) peak period.

The south west region experiences a high degree of seasonal variation in the traffic flows that the road network has to accommodate.

The ten most trafficked sections of this route for seasonal conditions are presented in Table A2.1 below:-

Table A2.1 Ten busiest sections on the route (August 2013)

| Rank | SRN section | August AADF | Increase over AADT |
|------|--------------------------------------|-------------|--------------------|
| 1 | A38 between A379 and A380 (AL1867) | 40047 | 12% |
| 2 | A38 between A380 and A379 (AL1866) | 39573 | 12% |
| 3 | A38 between M5 J31 and A379 (AL1870) | 33545 | 14% |
| 4 | A38 between A379 and M5 J31 (AL1869) | 31212 | 16% |
| 5 | A38 between A374 and A386 (AL2206) | 29615 | 3% |
| 6 | A38 between A386 and A374 (AL1900) | 28950 | 3% |
| 7 | A303 between A3093 and A34 (AL2441) | 27320 | 10% |
| 8 | A303 between A34 and A3093 (AL19) | 27282 | 11% |
| 9 | A30 between A377 and M5 J31 (AL1933) | 26938 | 25% |
| 10 | A38 between A374 and A3121 (AL1896) | 25706 | 6% |

AADF – Annual Average daily flow

From the table above, the ten busiest sections can be described as :-

- A38 - M5 to the Splatford Split (ranked 1, 2, 3 and 4)
- A38 - between Marsh Mills and Wrangaton Junction (ranked 5, 6 and 10)
- A303 - between Andover and the A34 (ranked 7 and 8)
- A30 - between the M5 and Alphington (ranked 9)

Generally, the busiest sections reflect those that are busy all year round but with traffic flows that are 3% to 25% higher than the yearly average. Elsewhere on the route traffic flows increase by up to 47%. Most of the additional traffic flow is concentrated into Fridays and Saturdays which are the traditional

change over days for holiday accommodation. Table A2.2 below shows the ten highest August traffic flow increases for the route. Table A2.2a shows the ten highest traffic flow increase in terms of proportional increase.

Table A2.2 Ten highest August traffic flow increases for the route. (August 2013)

| Rank | Location | AADF | August Traffic Flow Increase | Increase as a percentage |
|------|--------------------------------------|--------|------------------------------|--------------------------|
| 1 | A30 between A382 and A386 (AL1926A) | 11,648 | 5,470 | 47% |
| 2 | A30 between A377 and M5 J31 (AL1933) | 21,551 | 5,388 | 25% |
| 3 | A30 between A382 and A377 (AL2989A) | 14,721 | 5,340 | 36% |
| 4 | A30 between A386 and A382 (AL484A) | 13,326 | 5,316 | 40% |
| 5 | A30 between M5 J31 and A377 (AL1931) | 19,320 | 5,170 | 27% |
| 6 | A30 between A395 and A388 (AL486) | 12,519 | 5,007 | 40% |
| 7 | A30 between A377 and A382 (AL2191A) | 14,901 | 4,983 | 33% |
| 8 | A30 between A388 and A386 (AL1925) | 10,182 | 4,850 | 48% |
| 9 | A30 between A386 and A388 (AL2192) | 10,054 | 4,501 | 45% |
| 10 | A30 between A391 and A38 (AL2195A) | 14,428 | 4,402 | 31% |

These links together form the section of the A30 between the M5 and Kennards House junction to the west of Launceston.

Table A2.2a Ten highest seasonal proportional traffic uplifts on the route (August 2013)

| Rank | SRN section | August AADF | Increase over AADT |
|------|-------------------------------------|-------------|--------------------|
| 1 | A30 between A388 and A386 (AL1925) | 15033 | 48% |
| 2 | A30 between A38 and A38 (AL1918) | 10706 | 48% |
| 3 | A30 between A382 and A386 (AL1926A) | 17118 | 47% |
| 4 | A30 between A386 and A388 (AL2192) | 14555 | 45% |
| 5 | A30 between A395 and A388 (AL486) | 17526 | 40% |
| 6 | A30 between A386 and A382 (AL484A) | 18642 | 40% |
| 7 | A30 between A388 and A388 (AL1923) | 15440 | 39% |
| 8 | A303 between A371 and A350 (AL3053) | 13992 | 39% |
| 9 | A30 between A38 and A395 (AL3077) | 13486 | 39% |
| 10 | A30 between A38 and A38 (AL1919) | 8928 | 39% |

These links can be described as the A303 from Wincanton to the east of Mere (Ranked 8) and the A30 between Bodmin and Whiddon Down.

The main report describes that the seasonal increase in traffic flow has a marked effect on journey time reliability. Table 2.5 below shows the ten worst performing sections of the route in terms of Journey time reliability during the August 2013 period.

Table A2.3 Ten least reliable journey-time locations on the route (August 2013)

| Rank | Location | August On-time reliability measure | Yearly On-time reliability measure | August Traffic Flow Change |
|------|-------------------------------------|------------------------------------|------------------------------------|----------------------------|
| 1 | A303 between A344 and A360 (AL3043) | 20.5% | 78.8% | 23% |
| 2 | A303 between A360 and A344 (AL3048) | 28.1% | 77.1% | 26% |
| 3 | A30 between A39 and A3075 (AL3084) | 41.3% | 69.0% | 24% |
| 4 | A35 between A354 and A37 (AL3098) | 44.0% | 61.5% | 21% |
| 5 | A35 between A37 and A354 (AL3099) | 45.1% | 73.4% | 21% |
| 6 | A303 between A372 and A359 (AL3047) | 47.0% | 71.9% | 25% |
| 7 | A30 between A3074 and A394 (AL3081) | 48.5% | 72.9% | 15% |
| 8 | A35 between A354 and A352 (AL3101) | 51.1% | 68.5% | 1% |
| 9 | A30 between A394 and A3074 (AL3082) | 52.0% | 72.6% | 17% |
| 10 | A30 between A3075 and A39 (AL3085) | 52.4% | 69.0% | 25% |

From the table above, the ten least reliable sections of the route in terms of journey time can be described as :-

- A303 - at Stonehenge (Ranked 1 and 2)
- A30 - Carland Cross to Chiverton (Ranked 3 and 10)
- A35 - at Dorchester (Ranked 4, 5 and 8)
- A303 - Ilchester to Sparkford (Ranked 6)
- A30 - St Erth to Longrock (Ranked 7 and 9)

A2.2 Road Safety

Within the main report some commentary is provided in relation to the collision occurrence trend. Table A2.6 below shows the total number of collisions for the three year period 2009 to 2011.

Table A2.6 – Total numbers of collisions

| Road | Collisions | | | |
|------|------------|------|------|-------|
| | 2009 | 2010 | 2011 | Total |
| A30 | 166 | 157 | 172 | 495 |
| A303 | 110 | 106 | 92 | 308 |
| A36 | 93 | 75 | 103 | 271 |
| A38 | 156 | 144 | 146 | 446 |
| A4 | 4 | 0 | 7 | 11 |

Table A2.7 below lists the 10 locations on this route with the most casualties per 100 million vehicle miles, and ranks them against the figures recorded nationally.

Table A2.7 – Ten highest casualties per 100 million vehicle miles

| Local Rank | SRN Location | Total Casualties per 100 million vehicle miles | National Rank |
|------------|--------------------------------------|--|---------------|
| 1 | A30 between A35 and A30 (AL2187) | 148.65 | 39 |
| 2 | A303 between A34 and M3 (AL1657) | 27.09 | 988 |
| 3 | A303 between A3057 and A343 (AL17) | 23.01 | 1167 |
| 4 | A303 between A342 and A343 (AL16) | 22.91 | 1172 |
| 5 | A303 between A3093 and A34 (AL2441) | 18.96 | 1377 |
| 6 | A303 between M3 and A34 (AL2442) | 18.66 | 1389 |
| 7 | A303 between A342 and A338 (AL14) | 18.65 | 1390 |
| 8 | A30 between A3076 and A3058 (AL1909) | 15.66 | 1577 |
| 9 | A35 between A37 and A354 (AL3099) | 14.04 | 1673 |
| 10 | A303 between A343 and A342 (AL15) | 13.27 | 1709 |

These sections listed in Table 2.7 can be described as :-

- A30 Honiton To Exeter (Ranked 1)
- A303 A34 to M3 (Ranked 2 and 6)
- A303 at A338 to Andover (Ranked 3, 4, 5, 7 and 10)
- A30 Summercourt to Mitchell (Ranked 8)
- A35 at Dorchester (Ranked 9)

A2.3 Asset Condition

Please refer to the main report - section 2.3

A2.4 Incident Management

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 the Table on the following pages. This detail relates to Area 1 only.

| Area 1 Technology Equipment | | | | | | | | |
|-------------------------------------|----------------------------|---|--|--------------|----------------------------------|---|---------------|---------------|
| Location | System | Equipment | Manufacturer | Marker Post | OSGR/GPS location | Comments | Maintained by | |
| | | | | | | | Tech / Elec | Stuct / Civil |
| CCTV | | | | | | | | |
| A30 Chiverton Cross | Low Cost CCTV | 6 x low cost CCTV cameras, 10 metre mast and Type 600/609 cabinets | Cameras - Pelco Mast - WEC Cabinets - HA free issue | 53/6A | SW 747 468 or GPS 174768, 046893 | All equipment located on same footprint. Type 600 cabinet houses all electronic equipment | Area 2 | Area 1 |
| A30 Helland | Low Cost CCTV | 4 x low cost CCTV cameras, 10 metre mast and Type 600/609 cabinets | Cameras - Pelco Mast - WEC Cabinets - HA free issue | 100/0B + 50m | SX 099 702 or GPS 209950, 070214 | All equipment located on same footprint. Type 600 cabinet houses all electronic equipment | Area 2 | Area 1 |
| A30 Highgate (Indian Queens) | Low Cost CCTV | 4 Low Cost CCTV cameras | Cameras - Pelco Mast - WEC Cabinets - HA free issue | 76/0B | SW 923 590 or GPS 192379, 059073 | Was an original Eclipse camera from 1999 | Area 2 | Area 1 |
| A38 Westover (Ivybridge) | 2nd Generation CCTV system | 15m CCTV mast Type 600 and 609 cabinets and associated electronic equipment | Mast - WEC Cabinet - HA Free issue Electronic equipment - SSL | 63/7A | SX 627 558 or GPS 262766, 055834 | Plymouth Parkway CCTV 1 | Area 2 | Area 1 |

| | | | | | | | | |
|----------------------------------|----------------------------|---|---|--------|----------------------------------|-------------------------|--------|--------|
| A38 Lee Mill | 2nd Generation CCTV system | 10m CCTV mast Type 600 and 609 cabinets and associated electronic equipment | Mast - WEC Cabinet - HA Free issue Electronic equipment - SSL | 61/4B | SX 604 557 or GPS 260415, 055745 | Plymouth Parkway CCTV 2 | Area 2 | Area 1 |
| A38 Voss Farm | 2nd Generation CCTV system | CCTV mast to be colocated on top of VMS sign | Mast - WEC Cabinet - HA Free issue Electronic equipment - SSL | 50/3A | SX 574 551 or GPS 257421, 055190 | Plymouth Parkway CCTV 3 | Area 2 | Area 1 |
| A38 Saltram (Marsh Mills) | 2nd Generation CCTV system | 12m CCTV mast Type 600 and 609 cabinets and associated electronic equipment | Mast - WEC Cabinet - HA Free issue Electronic equipment - SSL | 52/8A | SX 523 557 or GPS 257421, 055190 | Plymouth Parkway CCTV 4 | Area 2 | Area 1 |
| A38 Weston Mill | 2nd Generation CCTV system | 15m CCTV mast Type 600 and 609 cabinets and associated electronic equipment | Mast - WEC Cabinet - HA Free issue Electronic equipment - SSL | 45/6B | SX 463 586 or GPS 246341, 058669 | Plymouth Parkway CCTV 5 | Area 2 | Area 1 |
| A38 Haldon Hill CCTV | 2nd Generation CCTV system | 10m CCTV mast Type 600 and 609 cabinets and associated electronic equipment | Mast - WEC Cabinet - HA Free issue Electronic equipment - SSL | 106/2B | SX 896 836 or GPS 289646, 083607 | | Area 2 | Area 1 |
| A30 Alphington CCTV | 2nd Generation CCTV system | 10m CCTV mast Type 600 and 609 cabinets and associated electronic equipment | Mast - WEC Cabinet - HA Free issue Electronic equipment - SSL | 192/8B | SX 910 902 or GPS 291037, 090206 | | Area 2 | Area 1 |

| | | | | | | | | |
|--------------------------------|-------------------------|-----------------------------|--|----------|--|--|--------|--------|
| A38 Kennford | CCTV | | | 110/4B | GPS 291376 086728 | | Area 2 | Area 1 |
| A38 Splatford | CCTV | | | 109/0B | GPS 291252 085429 | | Area 2 | Area 1 |
| A38 Harcombe | CCTV | Details TBA | | | | | Area 2 | Area 1 |
| A38 Twelvewoods | CCTV | Details TBA | | | | | Area 2 | Area 1 |
| A38 Carminow | CCTV | Details TBA | | | | | Area 2 | Area 1 |
| A30 Temple | CCTV | Details TBA | | | | | Area 2 | Area 1 |
| Variable Message Signs | | | | | | | | |
| A38 Voss Farm | Variable Message Sign | 3 x 18 MS3 | All equipment VMS Limited | 50/3A | SX 574 551 or GPS 257421, 055190 | VMS 1 - Voss Farm (with CCTV) | Area 2 | Area 1 |
| A38 Merafield | Variable Message Sign | 3 x 18 MS3 | All equipment VMS Limited | 54/2A | SX 534 549 or GPS 253451, 054988 | VMS 2 - Merafield Overbridge | Area 2 | Area 1 |
| A30 Bodmin | Variable Message Sign | 3 x 18 MS3 | All equipment VMS Limited | 54/2A | GPS 208347 064304 | VMS - Bodmin Eastbound | Area 2 | Area 1 |
| Vehicle Activated Signs | | | | | | | | |
| A38 Menheniot | Vehicle Activated Signs | 2 x Vehicle Activated Signs | Signs - Dorman Varitext Cabinets HA free issue | 25/6 A&B | SX 288 609 or GPS 228857, 060924 | One sign in each direction either side of junction | | Area 1 |
| | | MIDAS outstations 1 | MIDAS equipment SSL | | | | | Area 1 |

| | | | | | | | | |
|---------------------------|-------------------------|---|--|--------|----------------------------------|--|--|--------|
| | | - 600 cabinet | Cabinets - HA free issue | | | | | |
| | | 14 separate inductive loops | Installed by Serco contractors (Keveths), connected by AMP | | | Loops are single 3 turn loops located on central reserve and side approach roads | | Area 1 |
| A38 Harcombe Bends | Vehicle Activated Signs | 2 x Vehicle Activated Signs | Signature Ltd | 183/6B | SX 882 818 or GPS 288248, 081832 | Cabinet on EB carriageway | | Area 1 |
| | | 2 radar units (1 in each sign) | Signature Ltd | | | | | Area 1 |
| A38 Bodmin Parkway | Vehicle Activated Signs | 1 x Vehicle Activated Sign | Dambach | 5/1B | SX 111 643 or GPS 211146, 064375 | Located close to Bodmin Parkway railway station | | Area 1 |
| | | 1 (or 2) inductive loops | Serco/Unknown | | | Located from station entrance back over bridge to cabinet | | Area 1 |
| Traffic Signals | | | | | | | | |
| A38 Turfdown | Pegasus Crossing | Traffic Signal crossing with push buttons and roadside controller cabinet | Siemens | 2/6A | SX093 654 or GPS 209351, 065497 | Traffic Signals and controller. Similar to Pelican crossing but with addition of high push button controllers for horseback riders | | Area 1 |
| | | OMU housed within the roadside cabinet | Siemens | | | Outstation Monitoring Unit (OMU) | | Area 1 |

| | | | | | | | | |
|-------------------------------|------------------------|-----------------------------------|--|------------------|----------------------------------|--|--|--------|
| A30 Crowlas | Pelican Crossing | Traffic Signals and controller | **Monitron** | 25/0 A&B | SW 515331 or GPS 151536, 033112 | Monitron now out of business any defective unit will need to be replaced with Siemens controller | | Area 1 |
| A30 Cardinham Downs | Cattle Crossing | Traffic Signals and controller | Siemens ? | 100/0 | SX105705 | 2 Manually operated sets of amber flashing lights | | Area 1 |
| Queue Detection System | | | | | | | | |
| A30 Shallowater | Queue Detection System | MIDAS outstations 1 - 600 cabinet | MIDAS equipment SSL Cabinets - HA free issue | 106/4A - 100mtrs | SX 143 740 or GPS 214334, 074002 | SSL equipment located within HA Type 600 cabinet powered from adjacent Haldo pillar | | Area 1 |
| | | MIDAS outstations 2 - 600 cabinet | MIDAS equipment SSL Cabinets - HA free issue | 107/2A - 160mtrs | SX 150 740 or GPS 215082, 074075 | SSL equipment located within HA Type 600 cabinet powered from adjacent Haldo pillar | | |
| | | 741 or GPS 215569, 074170 | MIDAS equipment SSL Cabinets - HA free issue | 107/6A - 60 mtrs | SX 155 741 or GPS 215569, 074170 | SSL equipment located within HA Type 600 cabinet powered from adjacent Haldo pillar | | |
| | | MIDAS outstations 4 - 600 cabinet | MIDAS equipment SSL Cabinets - HA free issue | 108/2A | SX 163 742 or GPS 216392, 074255 | SSL equipment located within HA Type 600 cabinet powered from adjacent Haldo pillar | | |

| | | | | | | | | |
|---|-------------------------------|------------------------------------|--|--|----------------------------------|---|--|--------|
| | | 44 Inductive loops in 11 sets of 4 | Installed by Crown cutting (hopefully as this has been agreed) | Various locations between MPxxx and MP yyy | N/A | Loop spacings are approximately 250 metres apart | | |
| | | PVMS sign Jamaica Inn | MTS | 111/6A +100m | SX 184 769 or GPS 218424, 076936 | pVMS signs is seasonal between Easter and October half term | | |
| | | PVMS sign Menzies Layby | MTS | 110/0A - 100m | SX 174 753 or GPS 217491, 075368 | pVMS signs is seasonal between Easter and October half term | | |
| | | PVMS sign Brockaborrow Bridge | MTS | 108/2A | SX 163 742 or GPS 216335, 074225 | pVMS signs is seasonal between Easter and October half term | | |
| Weather Stations | | | | | | | | |
| A30 / A38 / M5 Junction 31 Pearce Hill | Remote Metrological Equipment | | Vasalia | 261/8 | 293030 087840 | | | Area 1 |
| A30 Cheriton Bishop | Remote Metrological Equipment | | Vasalia | 178/6 | 278230 093425 | | | Area 1 |
| A30 Ebsworthy | Remote Metrological Equipment | | Vasalia | 147/8 | 249810 090600 | | | Area 1 |
| A30 Two Bridges | Remote Metrological Equipment | | Vasalia | 122/5 | 227020 081750 | | | Area 1 |
| A30 Colliford Lake | Remote Metrological Equipment | | Vasalia | 106/8 | 214878 074078 | | | Area 1 |

| | | | | | | | | |
|---|-------------------------------|--|---------|--------|---------------|--|--|------------------|
| A30 Toldish | Remote Metrological Equipment | | Vasalia | 77/0 | 196230 059754 | | | Area 1 |
| A30 Marazanvose | Remote Metrological Equipment | | Vasalia | 59/8 | 179841 050259 | | | Area 1 |
| A30 Redruth | Remote Metrological Equipment | | Vasalia | 49/4 | 171689 044028 | | | Area 1 |
| A30 Hayle Bypass | Remote Metrological Equipment | | Vasalia | 30-Sep | 156111 036218 | | | Area 1 |
| A38 Heathfield | Remote Metrological Equipment | | Vasalia | 96/0 | 283694 076239 | | | Area 1 |
| A38 Buckfastleigh | Remote Metrological Equipment | | Vasalia | 82/2 | 278114 093422 | | | Area 1 |
| A38 Smithaleigh | Remote Metrological Equipment | | Vasalia | 62/0 | 259184 055508 | | | Area 1 |
| A38 Landrake | Remote Metrological Equipment | | Vasalia | 34/8 | 237074 060391 | | | Area 1 |
| A38 Halfway House | Remote Metrological Equipment | | Vasalia | 10/3 | 215992 065273 | | | Area 1 |
| Tamar Bridge & Saltash Tunnel Corridor VMS | | | | | | | | |
| A38 Eastbound Trerulefoot | Variable Message Sign | | | 30-Jan | 232642 059230 | | | Area 1 |
| A38 Eastbound Carkeel | Variable Message Sign | | | 39/5 | 241004 059997 | | | Area 1 |
| A388 Carkeel North | Variable Message | | | - | | | | Cornwall Council |

| | | | | | | | | |
|---|---|--------------|---------|-------------|---------------|--|-------------------------------|------------------------------|
| | Sign | | | | | | | |
| A388 Carkeel South | Variable Message Sign | | | - | | | | Cornwall Council |
| A38 Westbound Manadon | Variable Message Sign | | | 49/4 | 249352 057255 | | | Area 1 |
| Tunnel Approaches | Mechanical (rotating face) Variable Message Signs | | | 40/1 - 43/2 | | | | Area 1 |
| Mobile Technology Equipment | | | | | | | | |
| Portable Variable Message Signs (pVMS) | Area network A30/A38 | 24 in Number | MTS | N/A | N/A | Located at various locations on the Area 1 network | Area 2 (electronics) | Area 1 (Trialer & Batteries) |
| Portable Vehicle Activated Sign Trailers | Area network A30/A38 | 5 in Number | Dambach | N/A | N/A | Stored in Avocet Rd Depot. | Not maintained until required | |
| Portable CCTV | Area network A30/A38 | 2 in Number | | N/A | N/A | Located at various locations on the Area 1 network | Area 1 | Area 1 |
| | | | | | | | | |
| | | | | | | | | |

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](#).

Air Quality Management Areas

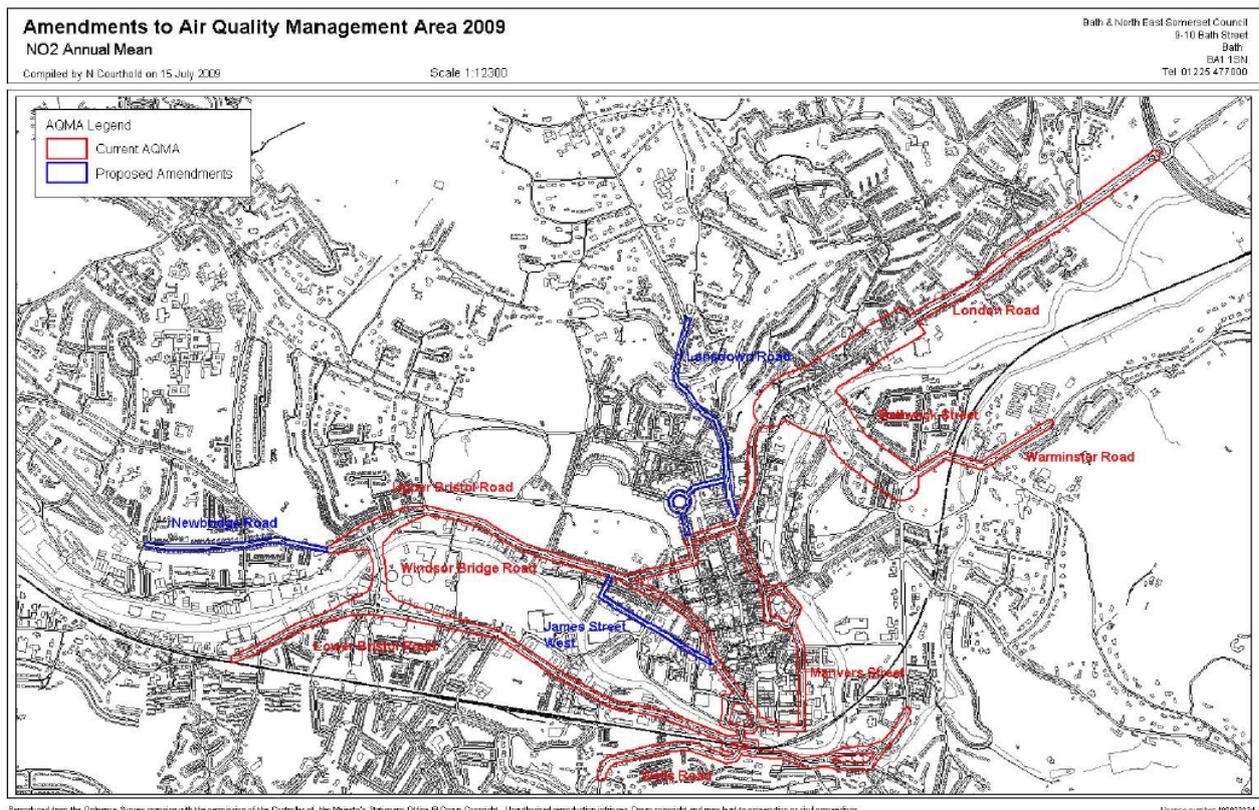
Bath AQMA

An area which covers the major road network in Bath, encompassing any buildings whose facades are within the area outlined on the map.

The pollutants declared are Nitrogen Dioxide (NO₂).

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

Figure A2.1 Bath AQMA coverage



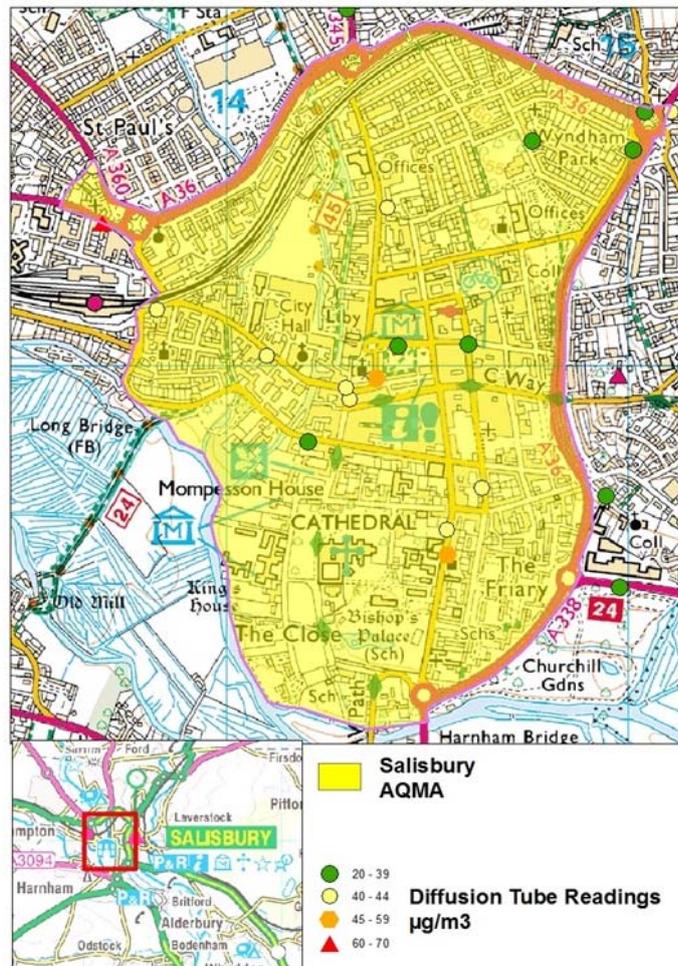
Salisbury City Centre AQMA

An area encompassing the whole of Salisbury City Centre within the Churchill Way ring road amalgamating the previous 5 smaller AQMAs in the City Centre.

The pollutants declared are Nitrogen Dioxide (NO₂).

Figure A2.2 provides an overview of the coverage of the Salisbury City Centre AQMA.

Figure A2.2 Salisbury City Centre AQMA coverage



Wilton Road AQMA

An area encompassing properties on Wilton Road A36 between Hawthorn Close and the junction with St Pauls roundabout.

The pollutants declared are Nitrogen Dioxide (NO₂).

Figure A2.3 provides an overview of the coverage of the Wilton Road AQMA.

Figure A2.3 Wilton Road AQMA coverage



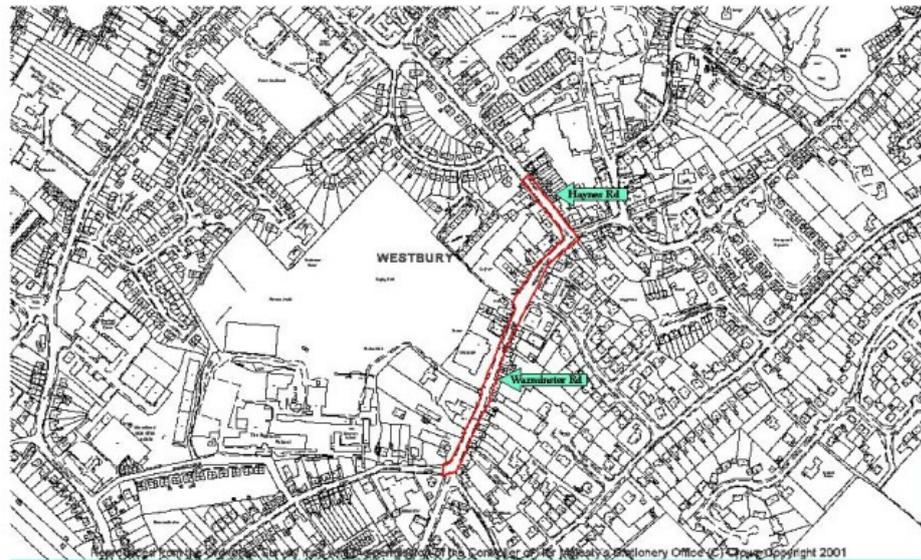
Westbury AQMA

The following roads and buildings with facades on the roads: Haynes Road from No.23 up to the junction with Warminster Road and Warminster Road from the junction with Haynes Road to the junction with Leigh Road.

The pollutants declared are Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀).

Figure A2.4 provides an overview of the coverage of the Westbury AQMA.

Figure A2.4 Westbury AQMA coverage



Reproduced from the Ordnance Survey mapping with the permission of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence number LA 08607X. This map has been produced to show the location of Air Quality Management Areas.

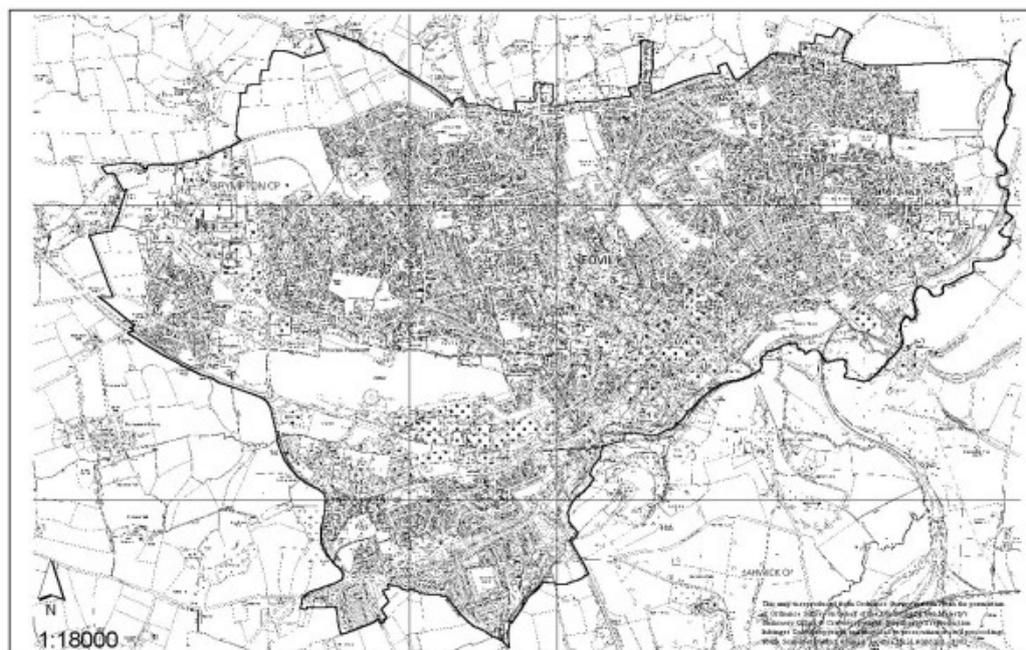
Yeovil AQMA

An area comprising the whole of the built-up area of Yeovil, including the airfield, areas identified in the emerging local plan as potentially subject to development and the main road network in and around the town.

The pollutants declared are Nitrogen Dioxide (NO₂).

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

Figure A2.5 Yeovil AQMA coverage



South Somerset District Council June 2002

Dorchester AQMA

High East Street in Dorchester and any dwellings and their associated curtilage within 15 metres of the road centreline.

The pollutants declared are Nitrogen Dioxide (NO₂).

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

Figure A2.6 Dorchester AQMA coverage



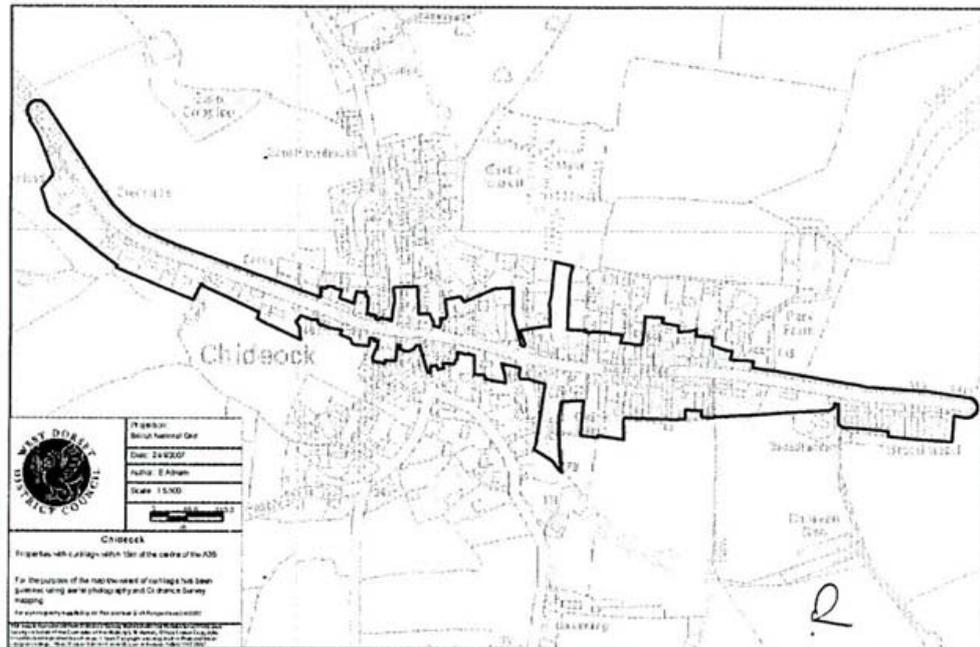
Chideock AQMA

An area encompassing the A35 through the vilage of Chideock, and any buildings (and their associated curtilage) within 15 metres of the road centreline.

The pollutants declared are Nitrogen Dioxide (NO₂).

Figure A2.7 provides an overview of the coverage of the Chideock AQMA.

Figure A2.7 Chideock AQMA coverage



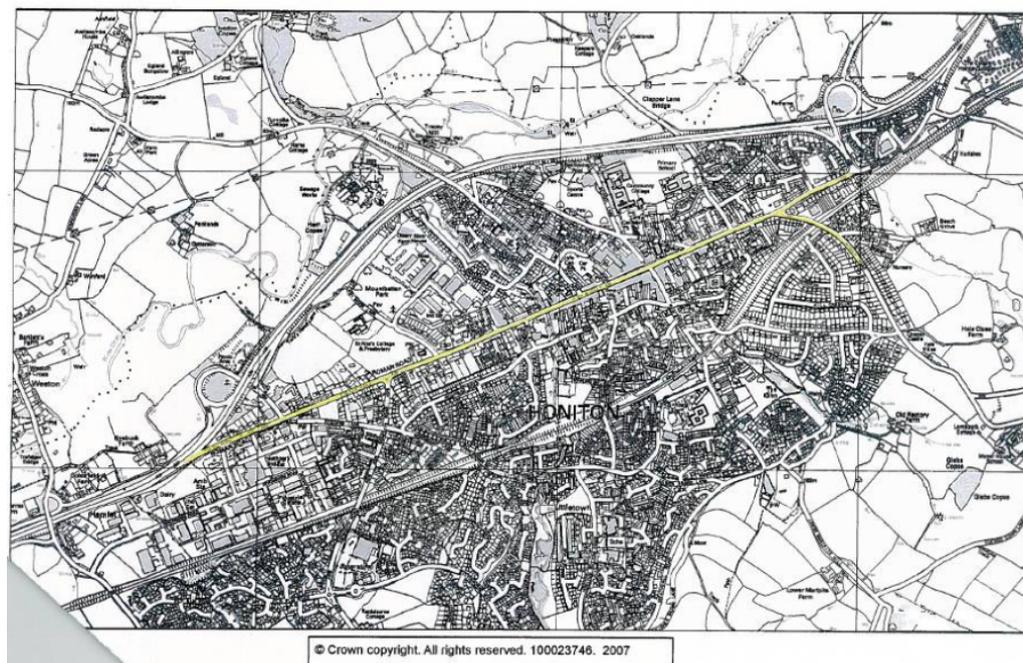
East Devon AQMA

Exeter A30 Exeter Road, A375 Exeter Road, A375 High Street, A35 Monkton Road and A35 Kings Road at 0 to 6.6m from the road centreline.

The pollutants declared are Nitrogen Dioxide (NO₂).

Figure A2.8 provides an overview of the coverage of the East Devon AQMA.

Figure A2.8 East Devon AQMA coverage



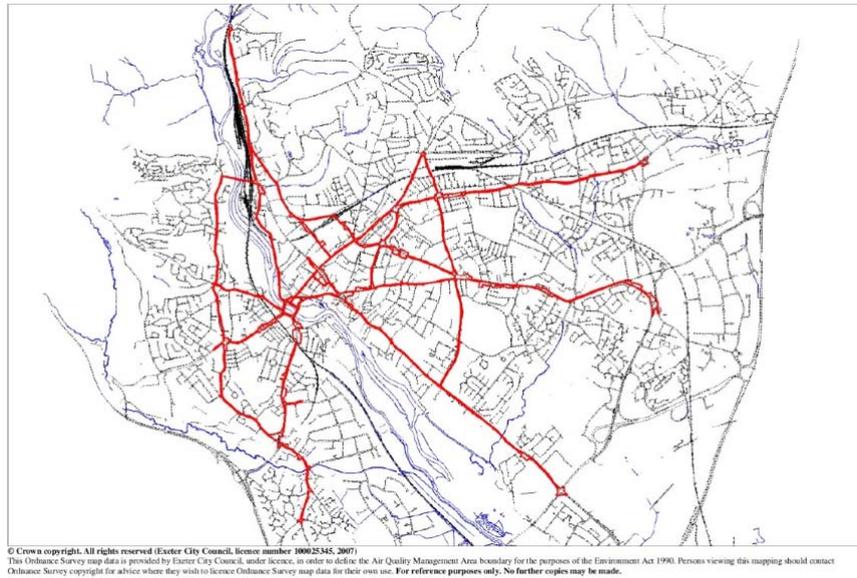
Exeter AQMA

Covers a network of major roads in Exeter, according to map

The pollutants declared are Nitrogen Dioxide (NO₂).

Figure A2.9 provides an overview of the coverage of the Exeter AQMA.

Figure A2.9 Exeter AQMA coverage



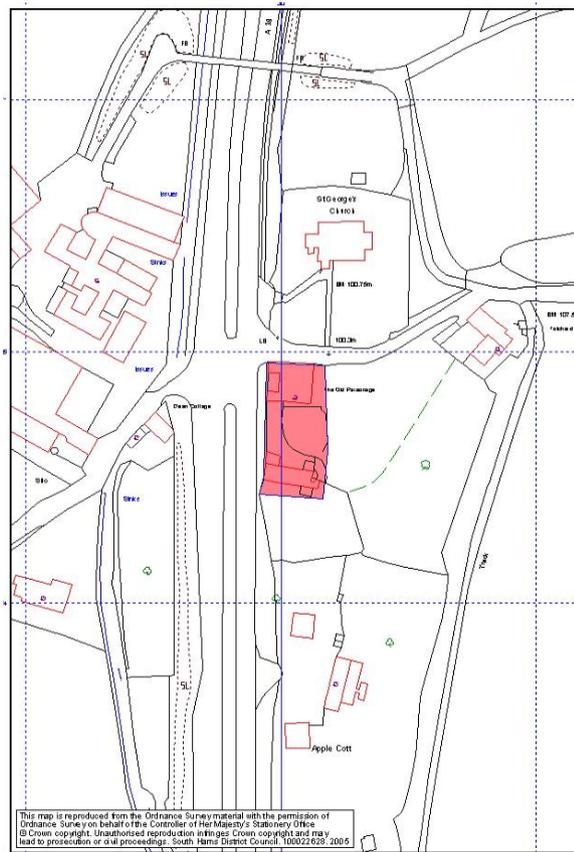
A38 AQMA

An area encompassing The Old Parsonage, Dean Prior near Buckfastleigh.

The pollutants declared are Nitrogen Dioxide (NO₂).

Figure A2.10 provides an overview of the coverage of the A38 AQMA.

Figure A2.10 A38 AQMA coverage



Ivybridge AQMA

An area encompassing all properties fronting on to Western Road, Ivybridge.

The pollutants declared are Nitrogen Dioxide (NO₂).

Figure A2.11 provides an overview of the coverage of the Ivybridge AQMA.

Figure A2.11 Ivybridge AQMA coverage



Plymouth No.1 AQMA

An area encompassing Mutley Plain, and Mannamead Road from the junction with Mutley Plain to the junction with College Road.

The pollutants declared are Nitrogen Dioxide (NO₂).

Figure A2.12 provides an overview of the coverage of the Plymouth No.1 AQMA.

Figure A2.12 Plymouth No.1 AQMA coverage



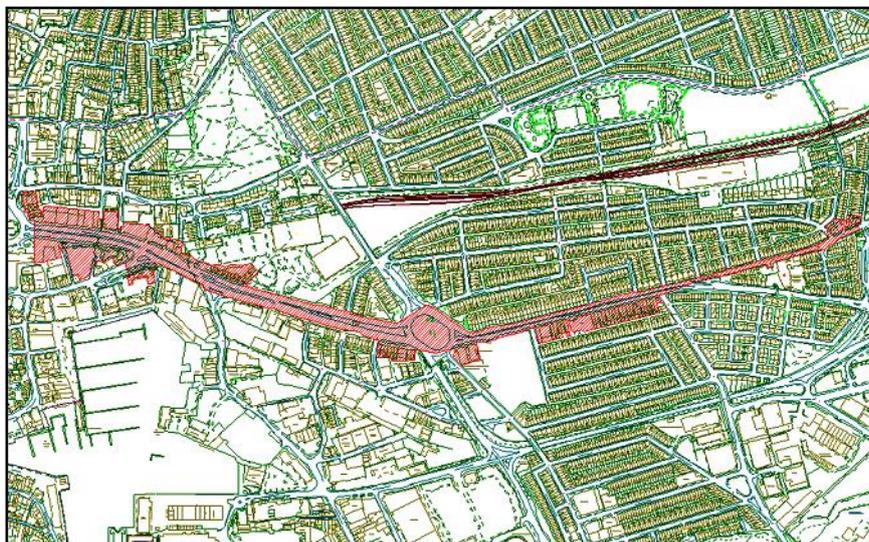
Plymouth No.2 AQMA

An area encompassing Exeter Street, between Charles Cross Roundabout and Cattedown Roundabout, and Embankment Road from Cattedown Roundabout to the junction of Stenlake Terrace and Hele's Terrace.

The pollutants declared are Nitrogen Dioxide (NO₂).

Figure A2.13 provides an overview of the coverage of the Plymouth No.2 AQMA.

Figure A2.13 Plymouth No.2 AQMA coverage



Tideford AQMA

The village of Tideford, including Mill Road and Quay Road on the A38.

The pollutants declared are Nitrogen Dioxide (NO₂).

There are currently no maps available of the Tideford AQMA.

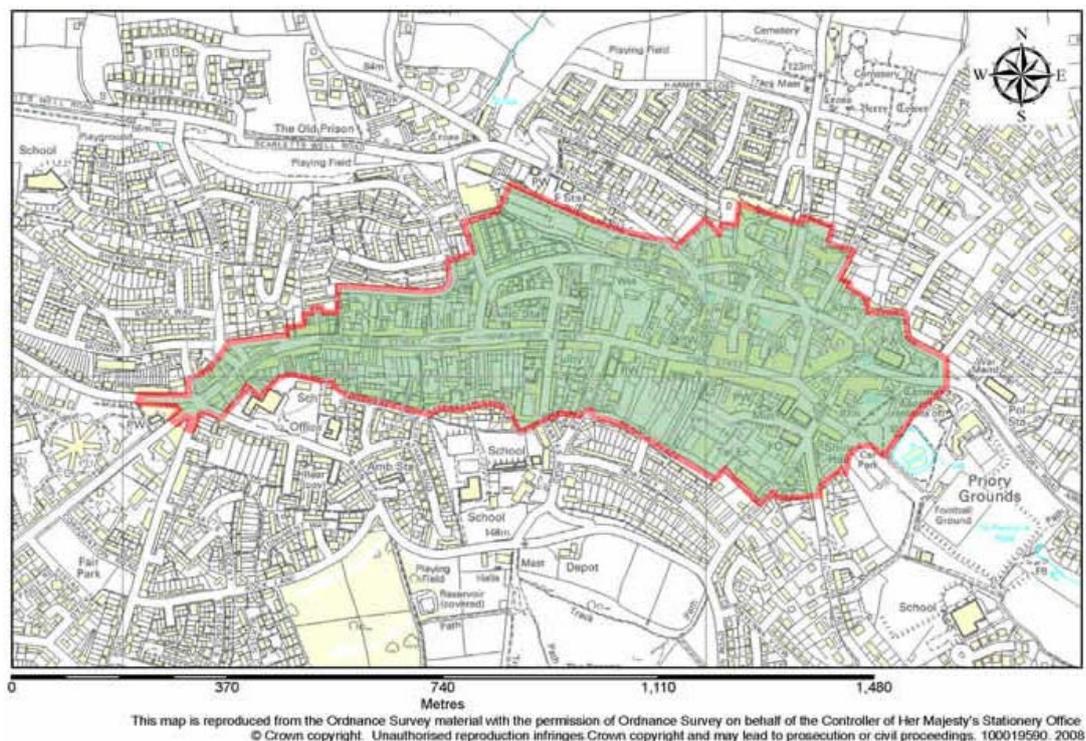
Bodmin AQMA

An area encompassing parts of Bodmin Town Centre.

The pollutants declared are Nitrogen Dioxide (NO₂).

Figure A2.14 provides an overview of the coverage of the Bodmin AQMA.

Figure A2.14 **Bodmin AQMA coverage**



Kerrier AQMA

An area encompassing the Camborne, Redruth and Pool regeneration area.

The pollutants declared are Nitrogen Dioxide (NO₂).

There are currently no maps available of the Kerrier AQMA.

Areas of Flood Risk

Below is a summary of the areas of flood risk along the route.

Along the A30, in order from west to east, the following locations have been identified as having key flood risks (categorised as having a high or very high risk of flooding):

- A large stretch of the road between the junction with A394 and the junction with A3074, to the south of Hayle;
- To the north east of the junction with the B3284, north of Allet Common;
- A small stretch of the road just east of the junction with the A39, south of Lanivet;
- The area where the River Fowey meets the A30, to the north of Colliford Lake;
- A small area next to the junction with the A395, west of Launceston;
- A very large stretch of road to the east of Launceston, where the A30 meets the River Tamar;
- The area around the junction with the A386, in the vicinity of the Meldon Reservoir and the streams running into the River Thrushel and the River Lew; and
- The long stretch of road from the junction with the A35 outside Honiton up to point the A30 becomes the A303, as it runs alongside the River Otter.

Along the A38, in order from west to east, the following locations have been identified:

- The long stretch of road between the junctions with the A30 and A390, as the road runs alongside the River Fowey to the east of Bodmin;
- A stretch of road in Trethawle, near the junction with the B3252 and several streams which feed into the East Looe River on one side and the River Seaton to the other;
- The stretch of road towards the eastern edge of Plymouth by the junction with the B3413, where there are several small lakes joined by streams;
- A small area on the outskirts of Dartmoor National Park, to the east of Wrangaton, as the road passes by Glaze Brook and a number of smaller streams;

- A small area on the outskirts of Dartmoor National Park, to the south of Buckfastleigh, as the road crosses over both the River Mardle and the River Dart, which join together close to the road;
- The area around the junction with the B3344, as the road runs alongside the River Teign to the east of Chudleigh Knighton; and
- A small area in Kennford, to the south of the junction with the A30 and M5, as the road crosses over the River Kenn.

Along the A303, in order from west to east, the following locations have been identified:

- A couple of small stretches either side of the junction with the B3170, the latter at the start of a stream that feeds into the River Yartley;
- An area to the west of Yeovil where the A303 meets the River Parrett;
- A large stretch of road heading through Podimore and West Camel, to the north of Yeovil, where the road runs next to Park Brook and various streams which feed into the River Yeo;
- The stretch of road north of Mere, as it runs close to Shreen Water;
- A small stretch just to the east of the junction with the A350;
- The stretch of road to the south of Sherrington Wood and to north of Fonthill Lake;
- A long stretch of the road as it passes by Thruxton and crosses over the Pillhill Brook;
- A small area around the junction with the A3093, to the east of Andover;
- The stretch of road as it crosses over the River Test, to the east of Andover;
- A large stretch of road to the east of the junction with the A34, which is just to the north of the River Dever; and
- A couple of small points before the road ends at the junction with the M3

Along the A36, in order from north to south, the following locations have been identified:

- The stretch of road through Bathampton, to the east of Bath, where the road runs alongside the River Avon;
- A stretch of road to the south of Woolverton, as the road crosses over the River Frome;
- Just south of Warminster, as the road crosses over the River Wylye;

- A large stretch to the west of the junction with the A303 between Warminster and Salisbury, as the road runs alongside the River Wylde; and
- A very large stretch running from Great Wishford through the centre of Salisbury and out towards Alderbury, as the road runs alongside the River Wylde which then meets the River Nadder, the River Avon and the River Bourne.

Areas of Water pollution risk

The end of section 2.7 in the main report gives an overview of the main areas of water pollution risk along the route. More detail is provided below.

Along the A30, in order from west to east, the following locations have been identified as having key water pollution risks (categorised as having a high or very high risk of water pollution):

- There are several spots around the roundabout junction with B3301 to the east of Hayle;
- A couple of points along the stretch of road north of Camborne where the various streams meet the road;
- A single point at the junction with the B3285, south of Newquay;
- A small cluster around the junction with the A3076, not much further up the road from the previous point;
- The most critical area for water pollution in the south west peninsula, there is a continuous cluster of points between the junctions with the A39 and A391, on the northern boundary of Goss Moor, to the east of Newquay;
- A couple of localised points between the junctions with the A391 and the A38, to the west of Bodmin;
- A small cluster outside of Millpool, north of the junction with the A38;
- Several points, including a small cluster, to the west of Colliford Lake, around Temple;
- A single point in the middle of the Pennygillam Industrial Estate, to the south west of Launceston;
- Several points to the east of Launceston, where the A30 meets the River Tamar;
- A large number of points running along the stretch of road forming the northern boundary of the Dartmoor National Park, between Okehampton and Exeter; and

- Single point at the northern junction with the M5, on the outskirts of Exeter.

Along the A38, in order from west to east, the following locations have been identified:

- There are many points along the long section of road between the junctions with the A30 and A390, as the road runs alongside the River Fowey to the east of Bodmin;
- Several points to the west of Liskeard as the road runs next to and crosses over several streams that eventually form the East Looe River;
- A single point in Trethawle, in the vicinity of several streams which feed into the East Looe River;
- Several points between where the road crosses the River Seaton and the River Tiddy, with several small streams running alongside the road;
- A couple of points in Notter where the road crosses the River Lynher;
- A single point in the middle of Plymouth, near the junction with the A386, where there are several very small streams;
- A single point to the south of Plympton, as the road runs near to a few small streams near to Saltram Park;
- A small number of points in the vicinity of Lee Mill, as the road crosses over the River Yealm;
- A couple of point to the south of Ivybridge, as the road crosses over the River Erme;
- A single point the outskirts of Dartmoor National Park, to the east of Wrangaton, as the road passes over small stream which feeds into the Glaze Brook
- A couple of points on the outskirts of Dartmoor National Park, to the south of Buckfastleigh, as the road runs alongside a small stream which feeds into the River Mardle;
- A small cluster on the outskirts of Dartmoor National Park, in the town of Ashburton, as the road runs alongside the River Ashburn;
- Stover Country Park Lake (an SSSI), often appears to suffer through pollution from the water run-off in the vicinity of the A38 Drumbridges interchange;
- A single point to the south west of the junction with the A382, where the road crosses over the Liverton Brook;

- A couple of points to the north east of the junction with the A382 by Heathfield, where the road crosses over the River Bovey; and
- The long stretch of road between Chudleigh and Kennford has a number of continuous points as the road runs alongside and crosses over a number of waterways, such as the Kate Brook and the Oxencombe Brook.

There are no water pollution issues identified as having a high or very high risk along the A35.

Along the A303, in order from west to east, the following locations have been identified:

- A single point on the road north of Mere, as it crosses streams which feed into Shreen Water;
- Several points around the junction with the A338, between Amesbury and Andover, which is directly next to the River Bourne;
- A single point in the vicinity of Thruxton as the road crosses over the Pillhill Brook;
- A single point to the south of Andover as the road passes next to Brooks Lake and crosses over Pillhill Brook;
- A couple of points as the road crosses over the River Test, to the east of Andover; and
- A small cluster at the junction with the A34 to the east of Andover, which is just to the north of the River Dever.

Along the A36, there is a single location that has been identified:

- In Codford where the road crosses over the Chitterne Brook and is very close to where it feeds into the River Wylde.

There are no water pollution issues identified as having a high or very high risk along the A4.

Along the A36, there is a single location that has been identified:

- In Swainswick, to the north of Bath, where two streams run either side of the road.

A3 Future considerations

A3.1 Economic development and surrounding environment

Newquay Aerohub Enterprise Zone

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

Aerohub is England's only aerospace focused Enterprise Zone, with significant development land and access to investment. Aerohub is directly linked to the airport and also has very good road connectivity.

Aerohub is an ideal location for the following business:

- Aerospace & Aviation:
 - Aircraft testing and training
 - Training (Search & Rescue)
 - Aircraft assembly or manufacture
 - Maintenance, repair & overhaul (finishing/fit out) of aircraft
 - Military and Civilian activity
 - Business aviation
 - Cargo
 - Aircraft Parting or recycling
- Advanced Engineering
- Marine, Energy and Environment
- Developers, investors & funders
- Education including flight training

There are a number of principal assets already available including, hangars, aircraft hardstanding, secure outside storage and office buildings.

Cornwall is also investing in skills development with the creation of the Aerospace Learning Centre.

In addition to the physical attributes, the location also offers a range of incentives to investors and potential occupiers. As a result of European funding, Cornwall offers access to unparalleled financial incentives.

There are a number of aerospace companies already enjoying the benefits of being located at the Aerohub.

City Deals

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.

Twenty cities and their surrounding areas have been invited to compete for the opportunity to negotiate a City Deal. The deals would see government give powers to the city in exchange for the city taking on the responsibility of creating economic growth in its area.

In January 2013, each city submitted an initial proposal on how to improve a serious local economic problem.

To secure a deal with government, each city has to show in its proposals for growth that it:

- can prove how it will take greater responsibility and leadership with decisions affecting its local economy
- will use the advice, expertise, and resources of the private sector
- is dedicated and ready to put resources into the deal
- has plans on using public money wisely
- can improve its area by following the government's strategy of lowering regulation, boosting private sector growth, and making it easier for businesses to grow

The Plymouth and Bournemouth City Deal bids are relevant to the south west peninsula route.

Plymouth City Deal

[Plymouth's City Deal](#) aims to develop the region's maritime assets and capabilities by creating an industry cluster of advanced engineering and design and creating jobs through the commercial application of marine sciences, marine renewable energy and maritime technologies.

On 17 January 2014 the Government announced that the Plymouth City Deal was successful.

This major investment in the city will

- Provide about £6m for business support for companies in the marine sector, and £3m on a scheme to get young people into the workforce.
- Use the potential to free up surplus MoD land such as South Yard in Devonport to create a marine technology production campus to enable marine related firms to link ideas, research, development and testing and have access to large scale industrial production.

- Develop an international investment and export pilot with UK Trade and Investment (UKTI) to prepare and connect businesses with export markets.

The Plymouth City Deal proposal is supported by the Heart of the South West Local Economic Partnership, Plymouth University, Devon County Council, Cornwall Council, Cornwall and Isles of Scilly Local Economic Partnership, West Devon Borough Council, South Hams District Council, Torbay Council, City College, Plymouth, South West Marine Energy Park (SWMEP), Plymouth Chamber of Commerce and Industry, Babcock, Princess Yachts and Plymouth Marine Laboratories.

Plymouth is at the heart of an economic area that extends from South East Cornwall through West Devon and the South Hams, up the A38 corridor. However, the focus on marine science, clusters of marine and manufacturing business research and development will be able to benefit areas such as North Devon, Torbay and Falmouth/Hayle.

Bournemouth and Poole City Deal

[The Bournemouth and Poole City Region Deal](#) (BPCR) was approved by the Government on 19 February 2013. This was a bespoke deal which identified two key strategic sites at Bournemouth Airport and the Port of Poole, both of which are capable of delivering significant economic growth.

This deal provides accessibility to over 85 hectares of new employment land, vital in an area where office, warehouse and industrial space is currently 95% occupied. This equates to a 15% increase in employment floor space in the BPCR. Currently, improving access to the sites would require support from the Department of Transport (to give us greater certainty and flexibility in the use of funding – over the next 10 years), Natural England and the Environment Agency (to be more positive towards access improvement proposals).

The City Deal will help unlock the potential of key employment land to support critical business sectors, creating more jobs and retaining skills, delivering economic growth and prosperity for the region.

Table A Error! No text of specified style in document..2 **Key housing and economic growth proposals**

| Location of Development | Development Type | Scale by 2015 | Scale by 2021 | Scale by 2031 | Anticipated Location of Impact on Route |
|--|---------------------------|---------------------------|----------------------------|---|--|
| Cornwall Council (total) | Residential Commercial | 5,466 units 2,705 jobs | 12,026 units 5,951 jobs | 22,716 units 11,241 jobs | A30 between Penzance and Launceston A38 between Bodmin and Plymouth |
| Key development areas within Cornwall: | | | | | |
| Hayle and St Ives | Residential | 157 units | 347 units | 656 units | A30 around Hayle |
| | Commercial | 115 jobs | 253 jobs | 478 jobs | |
| Camborne and Redruth | Residential | 339 units | 747 units | 1,411 units | A30 around Camborne and Redruth |
| | Commercial | 399 jobs | 878 jobs | 1,660 jobs | |
| Bodmin | Residential | 630 units | 1,387 units | 2,621 units | A30 and A38 around Bodmin |
| | Commercial | 112 jobs | 247 jobs | 467 jobs | |
| Liskeard and Looe | Residential | 247 units | 545 units | 1,031 units | A38 around Liskeard and Looe |
| | Commercial | 184 jobs | 405 jobs | 765 jobs | |
| Launceston | Residential | 124 units | 274 units | 518 units | A30 around Launceston |
| | Commercial | 132 jobs | 291 jobs | 551 jobs | |
| Exeter City Council (total) | Residential Commercial | 4,834 units 1,182 jobs | 9,389 units 4,137 jobs | 15,049 units 10,047 jobs | A30 and A38 around Exeter |
| Key development areas within Exeter: | | | | | |
| - Matford, Exeter | Commercial | 492 jobs | 1,724 jobs | Exeter city advised unable to disaggregate figures between these sites. | A38 and A30 around Exeter |
| - Hill Barton, Exeter | Commercial | 164 jobs | 575 jobs | | |
| - Newcourt | Commercial | 526 jobs | 1,838 jobs | | |
| East Devon District Council (total) | Residential Commercial | 2,511 units 3,778 jobs | 4,185 units 6,298 jobs | 6,800 units 9,797 jobs | A30 Honiton to Exeter |

| Location of Development | Development Type | Scale by 2015 | Scale by 2021 | Scale by 2031 | Anticipated Location of Impact on Route |
|--|------------------|---------------|---------------|---------------|---|
| Key development areas within East Devon: | | | | | |
| - East of Exeter | Residential | 692 units | 2,769 units | 4,500 units | M5 and A30 |
| | Commercial | 802 jobs | 3,608 jobs | 5,613 jobs | |
| - Honiton | Residential | 55 units | 92 units | 150 units | A30 and A35 around Honiton |
| | Commercial | 463 jobs | 772 jobs | 1,201 jobs | |
| - Axminster | Residential | 387 units | 646 units | 1,050 units | A35 around Axminster |
| | Commercial | 230 jobs | 384 jobs | 597 jobs | |
| - Ottery St Mary | Residential | 110 units | 184 units | 300 units | A30 around Ottery St Mary |
| | Commercial | 107 jobs | 178 jobs | 277 jobs | |
| West Devon District Council (total) | Residential | 1,191 units | 1,985 units | 3,087 units | A30 between Launceston and Exeter |
| | Commercial | 585 jobs | 976 jobs | 1,519 jobs | |
| Key development areas within West Devon: | | | | | |
| Okehampton | Residential | 316 units | 792 units | 1,232 units | A30 around Okehampton |
| | Commercial | 169 jobs | 424 jobs | 660 jobs | |
| South Hams District Council (total) | Residential | 749 units | 1,872 units | 2,912 units | A38 between Plymouth and Exeter |
| | Commercial | 328 jobs | 1,313 jobs | 2,772 jobs | |
| Key development areas within South Hams: | | | | | |
| - Ivybridge | Residential | 90 units | 225 units | 396 units | A38 around Ivybridge |
| | Commercial | 222 jobs | 566 jobs | 1,194 jobs | |
| Teignbridge District Council (total) | Residential | 698 units | 2,790 units | 6,278 units | A38 between South Brent and Exeter |
| | Commercial | 552 jobs | 2,208 jobs | 4,967 jobs | |
| Torbay Council (total) | Residential | 2,119 units | 8,476 units | 17,893 units | A38 between South Brent and Exeter |
| | Commercial | 1,209 jobs | 4,838 jobs | 10,213 jobs | |
| Plymouth Council (total) | Residential | 14,710 units | 24,518 units | 46,604 units | A38 around Plymouth |
| | Commercial | 2,125 jobs | 3,543 jobs | 4,133 jobs | |

| Location of Development | Development Type | Scale by 2015 | Scale by 2021 | Scale by 2031 | Anticipated Location of Impact on Route |
|--|---------------------------|---------------------------|---------------------------|----------------------------|---|
| Key development areas within Plymouth: | | | | | |
| - Plymouth Eastern Corridor | Residential | 799 units | 1,499 units | 2,999 units | A38 around Plymouth |
| - Plymouth Northern Corridor | Residential Commercial | 1,251 units 869 jobs | 2,347 units 1,630 jobs | 5,041 units 1,901 jobs | A38 around Plymouth |
| - Plymouth Waterfront | Residential Commercial | 2,827 units 309 jobs | 5,301 units 580 jobs | 11,311 units 677 jobs | A38 around Plymouth |
| South Somerset District Council (total) | Residential Commercial | 3,523 units 2,021 jobs | 5,871 units 3,368 jobs | 9,132 units 5,240 jobs | A303 between Ilminster and Mere |
| Key development areas within South Somerset: | | | | | |
| Ilminster | Residential Commercial | 130 units 84 jobs | 217 units 140 jobs | 337 units 218 jobs | A303 around Ilminster |
| Wincanton | Residential Commercial | 172 units 120 jobs | 287 units 200 jobs | 447 units 311 jobs | A303 around Wincanton |
| Yeovil | Residential Commercial | 868 units 501 jobs | 3,473 units 2,004 jobs | 7,815 units 4,508 jobs | A303 around Yeovil |
| Taunton Deane District Council (total) | Residential Commercial | 3,282 units 2,138 jobs | 8,206 units 5,346 jobs | 14,588 units 9,711 jobs | A303 at junction with A358 |
| Mendip District Council (total) | Residential Commercial | 2,360 units 2,295 jobs | 3,934 units 3,825 jobs | 6,120 units 6,375 jobs | A36 between Warminster and Bath |
| Key development areas within Mendip: | | | | | |
| Frome | Residential Commercial | 591 units 662 jobs | 985 units 1,104 jobs | 1,533 units 1,840 jobs | A36 around Frome |
| West Dorset District Council and Weymouth & Portland Borough Council (total) | Residential Commercial | 1,227 units | 3,068 units 2,275 jobs | 6,476 units 4,804 jobs | A35 between Axminster and Puddletown |

| Location of Development | Development Type | Scale by 2015 | Scale by 2021 | Scale by 2031 | Anticipated Location of Impact on Route |
|---|------------------|---------------|---------------|---------------|--|
| Key development areas within West Dorset: | | | | | |
| Bridport | Residential | 170 units | 425 units | 897 units | A35 around Bridport |
| | Commercial | 110 jobs | 275 jobs | 582 jobs | |
| Dorchester | Residential | 344 units | 861 units | 1,818 units | A35 around Dorchester |
| | Commercial | 197 jobs | 492 jobs | 1,039 jobs | |
| North Dorset District Council (total) | Residential | 1,809 units | 3,015 units | 4,690 units | A35 between Puddletown and Poole |
| | Commercial | 976 jobs | 1,626 jobs | 2,259 jobs | |
| Purbeck District Council (total) | Residential | 648 units | 1,080 units | 1,680 units | A35 between Puddletown and Poole |
| | Commercial | 852 jobs | 1,421 jobs | 2,211 jobs | |
| Christchurch and East Dorset District Council (total) | Residential | 1,093 units | 4,371 units | 7,102 units | A35 around Poole and Bournemouth |
| | Commercial | 1,006 jobs | 4,025 jobs | 6,541 jobs | |
| Poole Borough Council (total) | Residential | 2,700 units | 4,500 units | 7,000 units | A35 around Poole |
| | Commercial | 3,753 jobs | 6,255 jobs | 9,730 jobs | |
| Bournemouth Borough Council (total) | Residential | 2,315 units | 5,787 units | 9,002 units | A35 around Bournemouth |
| | Commercial | 2,880 jobs | 7,200 jobs | 11,200 jobs | |
| Bath and North East Somerset Council (total) | Residential | 1,541 units | 6,165 units | 12,330 units | A36 between the M4 and Beckington |
| | Commercial | 1,187 jobs | 4,750 jobs | 9,500 jobs | |
| Key development areas within BANES: | | | | | |
| Bath | Residential | 840 units | 3,360 units | 6,720 units | A36 around Bath |
| | Commercial | 875 jobs | 3,500 jobs | 7,000 jobs | |
| South Gloucestershire Council (total) | Residential | 5,493 units | 9,888 units | 15,381 units | A36 between the M4 and Bath |
| | Commercial | 3,428 jobs | 6,170 jobs | 9,597 jobs | |
| Wiltshire Council (total) | Residential | 9,936 units | 16,560 units | 25,760 units | A303 between Mere and Andover and A36 between Beckington and Southampton |
| | Commercial | 4,541 jobs | 7,569 jobs | 11,775 jobs | |
| Key development areas within Wiltshire: | | | | | |
| Salisbury | Residential | 1,636 units | 2,727 units | 4,242 units | A36 around Salisbury |
| | Commercial | 738 jobs | 1,231 jobs | 1,915 jobs | |
| Westbury | Residential | 375 units | 625 units | 973 units | A36 around Westbury |
| | Commercial | 471 jobs | 785 jobs | 1,221 jobs | |
| New Forest District | Residential | Unknown | 1,470 units | 2,940 units | A36 around |

| Location of Development | Development Type | Scale by 2015 | Scale by 2021 | Scale by 2031 | Anticipated Location of Impact on Route |
|---|---------------------------|---------------|---------------------------|---------------------------|---|
| Council (total) | Commercial | | 3,245 jobs | 6,490 jobs | Southampton |
| ----- | | | | | |
| Key development areas within New Forest: | | | | | |
| Cracknore Industrial Estate | Commercial | Unknown | 495 jobs | 990 jobs | A36 at junction with M27 |
| Southampton City Council (total) | Residential Commercial | Unknown | 2,250 units 3,500 jobs | 4,500 units 7,000 jobs | A36 around Southampton |
| Test Valley Council (total) | Residential | Unknown | 1,300 units | 2,600 units | A303 between Amesbury and the A3 |
| ----- | | | | | |
| Key development areas within Test Valley: | | | | | |
| Totton and Eling | Residential | Unknown | 480 units | 240 units | A36 at junction with M27 |
| Picket Piece | Residential | Unknown | 500 units | 1,000 units | A303 at Andover |

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.

A30 Temple to Higher Carblake Improvement Scheme

This scheme will dual the last section of single carriageway on the A30 between the M5 at Exeter and the Carland Cross junction with the A39 north of Truro (approx 2.8 miles or 4.5km).

Although this section of the A30 is owned and maintained by the Highways Agency, Cornwall Council will part-fund and deliver the project to benefit the wider economy of Cornwall by easing congestion, making journeys more reliable and making it easier to get around Cornwall.

This scheme is located on the last section of single carriageway on the A30 between the M5 at Exeter and the Carland Cross junction with the A39 north of Truro. Dualling this section of the A30 will improve opportunities for economic growth in Cornwall by removing a constraint to the capacity of the A30 route, which will improve safety and relieve congestion and delay.

The A30 Temple to Higher Carblake scheme will relieve congestion and improve journey times - it will also attract business growth and inward investment to Cornwall by improving links with the rest of England.

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/a30-temple-to-higher-carblake-improvement/>

A30 Loggans Moor Roundabout

The scheme will improve flow through the junction by increasing its traffic capacity and reducing waiting times, especially during peak tourist times. The proposals achieve wider benefits in supporting growth in the surrounding area, such as development at Hayle.

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 2 months. The Loggans Moor junction is situated in West Cornwall to the East of Hayle.

The Loggans Moor Junction suffers from congestion and subsequent delays during peak traffic times, which is significantly worse during the summer months when tourism in the area is at its peak.

The estimated cost is approximately £200,000.

Improvements at the junction will include:

- widening the A30 north arm providing two lanes on the approach to the roundabout for approximately 50 metres;
- additional road markings on the roundabout; and
- creating a two lane exit also on the A30 northern arm.

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/a30-loggans-moor-roundabout/>

A38 Manadon On-slips Improvements Plymouth

This scheme will improve 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 major development at Plymstock Quarry.

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 summer 2014 and the scheme is estimated to last for 6 months.

The Manadon Junction is located on the intersection between the A38 and A386 Outland Road, approximately 4kms from the Plymouth City centre. We are improving are the slip roads from the local roads onto the A38.

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

The estimated cost is approximately £1.9 million.

Improvements at the junction will include:

Extending the slip roads within the existing highway boundary;

Work will be carried out to lengthen the current slip roads to accommodate smoother movement of traffic onto the A38.

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/a38-manadon-on-slips-improvement-plymouth/>

A38 / A380 Splatford Split Additional Lane

This scheme will improve the flow of traffic through this area and reduce conflicts between merging traffic streams. The proposals achieve wider benefits in supporting growth in the surrounding area.

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 be extending the two lanes of the A380 through to the junction with the A38 trunk road. From this point the A38 will retain the additional lane making a 4 lane eastbound carriageway. This will continue until the Wobbly Wheel junction at which point the lane will carry through to Marsh Barton.

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

The works will take place on the A38 between Splatford and Wobbly Wheel, which is located in Devon. It is south of Exeter and the M5 junction 31, north-west of Torquay, and intersects with the A380.

The A38 between Splatford and Wobbly Wheel suffers from severe congestion and subsequent delays. It is anticipated congestion will further increase once the South Devon Link Road, which is currently under construction and due to complete winter 2015, has been built.

The estimated cost is approximately £5.5 million.

An additional lane will be constructed for traffic merging with the A38 from the A380. This will increase the capacity of the roads in this area.

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/a38-a380-splattford-split-additional-lane/>

A38 Drumbridges Roundabout Improvement, Newton Abbot

This scheme will improve congestion at the junction between the A38 and the A382. The scheme improvements will result in improved flow through the junction by increasing its traffic capacity and reducing waiting times by the installation of traffic signals that react to approaching and waiting traffic to maximise green light timings. It will provide a safe means of access for pedestrians and cyclists. The proposals achieve wider benefits in supporting growth in the surrounding area of Newton Abbot.

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 is a combined scheme with partial funding from Devon County Council.

The scheme will install traffic signals on the roundabout at the top of the slip roads and allow more traffic to move around the roundabout. There will also be a dedicated pedestrian footbridge constructed as well as widening on the A382 to the north.

The construction start date of the scheme is autumn 2014 and is estimated to last for 6 months. Drumbridges roundabout forms the intersection of the A38 and A382, and lies to the north west of Newton Abbot in Devon.

Drumbridges roundabout suffers from congestion and subsequent delays.

The estimated cost is approximately £5.5 million, which includes approximately £1.4 million investment from the Devon local authority.

The capacity on the roundabout will be increased to allow more movement of traffic and installing motion sensitive traffic signals. These traffic signals will detect queuing and approaching traffic, reacting to maximise the amount of green light time and so minimise queuing traffic. We will be constructing a pedestrian/cycle bridge to connect the Heathfield area to the main cycle route into Newton Abbot. We will be working in partnership with Devon County Council who will be funding the widening of the A382 north of Drumbridges Roundabout to Battle Road from single to dual carriageway.

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/a38-drumbridges-roundabout-improvement/>

A38 Carkeel Roundabout

This scheme will improve flow through the junction and reduce conflicts between merging traffic streams. The proposals achieve wider benefits in

supporting growth in the surrounding area, such as development at Carkeel and Saltash.

The works will consist of improving the A38 Carkeel roundabout westbound approach and westbound exit and installing a pedestrian footbridge on the A38 eastern arm. 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.

The Carkeel junction is located on the A38 approximately 1km to the west of the Saltash Tunnel in Cornwall. It links the A38 trunk road with the A388 to Carkeel and the B3271 to Saltash and South Pill.

The Carkeel Junction suffers from severe congestion and subsequent delays in particular on the A38 westbound approach in peak periods.

The estimated cost is approximately £1.5 million

We are widening the westbound approach from two to three lanes and widening the westbound exit to allow for a two lane exit. We are also going to install a pedestrian footbridge on the A38 eastern arm.

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/a38-carkeel-roundabout/>

A303 Cartgate Roundabout Improvement, Yeovil

Works will be carried out to improve the A303 Cartgate roundabout. 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 provide dedicated left turn lanes from the A303 into Yeovil and from Yeovil on to the A303.

The construction start date of the scheme is Autumn 2014 and is estimated to last for 4 months. A303 Cartgate Roundabout is located approximately 6km to the north-west of Yeovil. The A3088 connects Cartgate Roundabout to Yeovil.

The A303 Cartgate roundabout suffers from queuing and delays as the current capacity of the junction connecting the A3030 to the A3088, the main road link to Yeovil, is insufficient.

The estimated cost is approximately £1.25 million.

The approach to the roundabout on the A303 Westbound will be widened to provide a dedicated left turn lane onto the A3088 towards Yeovil. We are also widening the A3088 on approach to the A303 Roundabout to provide a

dedicated left turn lane onto the A303 Westbound. Work will take place within the existing highway boundary.

The scheme improvements will result in improved flow through the junction for traffic leaving and joining the A303 from the A3088. The proposals achieve wider benefits in supporting growth in the surrounding area, such as at Yeovil.

More information is available here:

<http://www.highways.gov.uk/roads/road-projects/a303-cartgate-roundabout-improvement-yeovil/>

A3.3 Wider transport networks

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

South Devon Link Road

The South Devon Link Road is a 5.5km dual carriageway, which will provide the long awaited bypass for Kingskerswell. The road will bypass the existing A380 between Newton Abbot and Torbay.

The A380 between Penn Inn, Newton Abbot and Kerswell Gardens, Torquay is one of the most choked up and heavily used roads in the region, carrying over 35,000 vehicles a day.

Running to the west of the existing A380 and bypassing Kingskerswell, the South Devon Link Road will provide a safer, less congested and faster route for through traffic, with the existing road remaining to provide a quieter route for local traffic, buses, cyclists and pedestrians.

Currently under construction, the major new road is scheduled to be complete by December 2015. The project was granted full approval by the government in May 2012 and work began in the autumn.

The improved access to Torbay and South Devon is expected to bring lasting economic benefits, leading to the creation of nearly 8,000 jobs in South Devon, with around 3,500 of these in Torbay. It is predicted that the new road will remove 95% of traffic away from Kingskerswell, restoring and revitalising the village.

More information is available here:

<http://www.southdevonlinkroad.co.uk/>

Camborne – Pool – Redruth Transport Package

The aim of the new east – west link now under construction is to improve accessibility, facilitate regeneration and growth and remove commercial and through traffic from the existing A3047 (Camborne to Redruth) reducing

community severance and improving the environment for residents adjoining the road.

The east – west link will provide access to new development areas and relieve the existing East Hill junction allowing capacity for a number of other developments to go ahead. This will lead to the creation of up to 5,500 new jobs and associated new homes over the next 20 years – largely on contaminated former mining “brownfield” sites.

The forecast cost of the Camborne, Pool, and Redruth east - west linkroad is £27.04m (2013)

The project is funded by The Department for Transport (DfT) £16.1m, ERDF Convergence £5.303m, Cornwall Council Local Transport Plan (LTP) £2.46m, Housing Growth Point £1.2m, Developer Contributions (DC) £1.98m.

Delivery of the East – West link road as part of the approved transport strategy is an integral and essential part of the planned economic growth of Camborne, Pool and Redruth.

It will:

- Provide the necessary transport infrastructure to enable planned, sustainable, economic growth to take place in the Camborne, Pool, Redruth corridor; the key element of the infrastructure is the creation of a new East-West link to relieve the A3047.
 - Establish new highway infrastructure that cannot be afforded solely by developer’s contributions;
 - Provide improved access from industrial areas to the A30 Trunk Road and release development potential;
- Encourage private sector investment of up to £300m to the Camborne, Pool, Redruth area
 - Facilitating the creation of up to 5,500 jobs, many high skilled (by 2030)
 - Facilitating the creation of up to 7,700 homes (by 2030)
 - Having a road delivery programme which meets the deadline to comply with ERDF Convergence funding criteria.
- Facilitate improvements to public transport and the urban environment along the A3047.
 - make provision for cyclists and pedestrians.

The major scheme will help achieve the key aims of the transport strategy and will encourage growth industries, generating high skill jobs and transforming the Camborne, Pool, Redruth area to the ‘Business Heart of Cornwall’.

West Cornwall Transport Interchange

The new Transport Interchange at St Erth station will become the focal point for sustainable transport in West Cornwall. The project has the potential to address road congestion problems, connect key centres and generate sustainable commuting patterns, creating the right conditions for economic growth and business opportunity.

Transport studies, undertaken in 2005, assessed 11 potential transport hub sites in West Cornwall. St Erth station was chosen as the preferred location, for the following reasons:

- Good access, just off the A30;
- A large site, with potential for expansion;
- Served by bus and rail (main and branch line services);
- Regeneration of brownfield land;
- Low environmental impact; and
- Potential to serve Penzance, Hayle, St Ives, Camborne and beyond.

The interchange will bring together private vehicles, buses and trains. Safe walking and cycling routes will radiate from the facility, connecting it with the local settlements.

The principal aims of the project are:

- To encourage a shift from private vehicles to more sustainable modes of transport;
- To 'free up' capacity on the main roads; and
- To encourage investment.

By relieving the pressure on the road network, the scheme will also confer environmental benefits and help to achieve carbon reduction targets.

The completed Transport Interchange facility will include significant enhancements to the existing rail station. These are currently being designed by Network Rail and will be covered under a separate application. This consultation focuses on the car park facilities and associated A30 junction improvements only.

The proposal is for three car parks, providing approximately 750 parking spaces. The car parks have been designed to sit sympathetically within the landscape and use a palette of high quality materials and planting, taking inspiration from their settings (industrial to the north and rural to the south).

Clearly-signed, safe pedestrian routes will facilitate movement through the site and provision will also be made for cyclists. Existing cycle routes surrounding

the site will be enhanced by the introduction of additional signage and a new section of shared use pedestrian/cycleway on the A30. The Council will be submitting separate proposals for a number of off-road cycle and pedestrian routes, radiating from the site, connecting it with the surrounding settlements.

The proposals also include improvements to the junction of the A30 and Station Approach. Subject to Highways Agency approval, it is proposed to introduce signal control to the junction, along with additional lanes for turning traffic. This should increase the road capacity and regulate traffic flows. Existing bus stops on the A30 will be relocated and new bus facilities constructed adjacent to the station ticket office, including low floor bus boarders and shelters. Real time information will be installed in all shelters, and in the new station waiting room.

Once complete, the transport Interchange will:

- Act as a catalyst for economic growth;
- Increase the potential for car-free travel;
- Improve the interconnectivity of different modes of transport;
- Improve safety for all road users.

Newquay Strategic Route

There has been a long standing ambition to see the area to the east of Newquay (known as the Growth Area) to be developed to meet the needs of the community. The concept of a growth area was established as part of the Restormel Local Plan in 2001.

The Growth Area will provide a substantial mixed-use development for Newquay with residential dwellings, including affordable housing and care home provision, employment, retail, and community uses such as a church, education and recreation. A development of this scale would allow the town to diversify in employment and retail opportunities, attract more jobs and provide a stable future for the next generation.

The Newquay Strategic Route is a transport link that will serve the Newquay Growth Area which is situated to the east of the town.

The Newquay Growth Area has been identified as an area for new homes, jobs and associated services. The strategic route will allow movements in and out of the Growth Area to the surrounding route network and will enhance the current transport network, taking traffic away from Tren creek and Trevenson Road and so minimising delays and congestion.

The link will accommodate two-way traffic with footways and cycleways to accommodate all users.

The road will be constructed in phases with the first phase likely to be on site in 2013 to deliver the section from the A392 to the railway line. This will unlock

the adjacent land for commercial development leading to the creation of up to 150 jobs although this will be subject to a separate planning application. Subsequent phases will link the road to Henvy Road, Rialton Road and Quintrell Road with the design and development led by Cornwall Council throughout.

Trafalgar Roundabout Roadworks

The 12 month scheme, which was completed in November 2013, will improve traffic flow and access for pedestrians and cyclists, upgrade the road surface, support public transport and re-route vital utility pipes.

A new pedestrian crossing will also be built between the police station and the petrol station on Tregolls Road as well as a new right turn into Quay Street for buses travelling southbound on Morlaix Avenue.

With an estimated 30,000 to 40,000 motorists using the roundabout each day and many people living nearby, we can understand concerns about delays and noise and are doing our best to keep disruption to a minimum.

Scheduled to take place mainly at night, the works have been programmed to avoid key Truro events. While work during the day will be limited, we would suggest you leave a little extra time for your journey.

Carludon A391 Road Improvements

The Carludon A391 road improvement and technology park is a proposal to build a new section of the A391 road at Carludon and create a new Technology Park next to it. The technology park will include constructing the first employment building, and creation of a masterplan to guide development for the remaining employment land.

Exeter Principal Urban Area Scheme

Exeter's highway network currently suffers from a number of problems:

- Severe traffic congestion;
 - Especially along key routes such as Alphington Road and Bridge Road;
- Poor air quality;
 - Alphington Road and Countess Wear have poor air quality which has resulted in them being designated as Air Quality Management Areas;
- Poor public transport journey times; and
- Unreliable journey times for all traffic.

Unless something is done future proposals for commercial and residential developments are likely to make the problems worse.

To tackle the problems a package of measures has been developed along 2 of the primary routes in Exeter:

- The Bridge Road/Topsham Road corridor; and
- The Alphington Road/Western Way corridor

This package is known as the Exeter PUA Infrastructure Scheme and is part of Devon's Local Transport Plan.

The package aims to:

- Tackle congestion;
- Improve air quality;
- Improve public transport facilities and journey times; and
- Improve facilities for pedestrians and cyclists.

The congestion is largely caused by lack of capacity for:

- through traffic along the Ring Road (Bridge Road to Rydon Lane);
- outbound traffic along Bridge Road due to the merge of 2 lanes into 1; and
- outbound traffic along Topsham Road due to poor lane usage on the approach to Countess Wear Junction.

Queues stretching back from Bridge Road block the Countess Wear Junction and its approaches. This restricts the performance of the Countess Wear junction.

Similarly, the Tollard's Road junction causes traffic to block back towards the Countess Wear junction further restricting its performance.

Objectives

- Improve capacity for through traffic on the Ring Road at Countess Wear;
- Improve capacity for outbound traffic, including buses, thus reducing junction blocking;
- Improve the reliability of and reduce bus journey times; and
- Improve pedestrian and cyclist facilities.

The proposed park and ride is located adjacent to the A30 Ide interchange, it has approximately 776 spaces including 11 wider disabled bays. The development area has been agreed with the Environment Agency and is constrained by the extent of the 1960's flood. It is proposed to develop the

remaining area, between the parking area and the Alphin Brook, as a public amenity area.

Bridge Road widening Exeter

The scheme consists of widening the existing embankment and structures to the north of Bridge Road. This is to facilitate 2 continuous lanes outbound on the existing bridge and to provide a separate new high quality foot/cycle route.

A35/A351 Bakers Arms Roundabout

Lane widening to improve capacity together with the construction of a foot / cycleway at the Bakers Arms Roundabout.

The works started on 12 August 2013 and were completed on target in early October.2013

The works included:

- Southern arm; marginally widening the western side of the arm to allow two lane vehicle stacking to improve capacity for northbound traffic;
- Western arm; marginally widening the northern side to the arm to allow two lane vehicle stacking to improve capacity for eastbound traffic;
- introduction of a foot/cycleway and crossing points on the southern and western arms on enlarged islands (uncontrolled crossings), plus a link onto the Lytchett arm of the roundabout;
- drainage improvements to sw corner of the roundabout;
- vegetation management to improve sight lines; and
- improved/refreshed signage/lining.

A post construction Road Safety Audit will be undertaken to assess the works and recommend any potential changes.

A351 Route Management and Improved Cycle Facilities.

The purpose of the scheme is to help to reduce traffic congestion along the A351 from Wareham to the Bakers Arms roundabout by giving people alternative travel choices.

This will be achieved by improving the facilities for transport modes other than the car along this corridor such as cycling and walking.

Dorchester Transport & Environment Plan

The Dorchester Transport and Environment Plan aims to protect the historic heart of the town by reducing through traffic and improving air quality.

The project aims to enhance the environment of Dorchester by implementing a series of traffic management measures to re-distribute traffic in the town. It does not seek to increase the capacity of the road network.

Improving Travel (Weymouth - Dorchester corridor)

Dorset County Council has received £2.409m from the Department for Transport through its Local Sustainable Transport Fund (LSTF) to improve travel.

This 'one off' funding has been granted by the DfT for specific projects that are sustainable after the end of the project.

Bath Transportation Package

The Bath Transportation Package is a investment of £30 million in transport infrastructure to meet the city's current and future traffic needs.

The Package will support economic growth, including the 9,000 new jobs expected as part of the Bath City Riverside Enterprise Area.

The Bath Package will:

- Create a step change in public transport and provide an attractive alternative to the private car;
- Reduce congestion;
- Improve air quality;
- Bring environmental improvements; and
- Create an effective and efficient transport system.

The Bath Package is made up of the following elements:

- Expansion and improvement of Park & Ride sites;
- Improvements to nine bus routes into and out of the city including new shelters, raised kerbs and information in real time on the busiest stops;
- A system of variable message signs on a number of key routes into the City, enabling drivers to make informed choices about their journey, along with a series of inner signs showing where car parking spaces are available;
- An improved City Centre environment; and
- Works to support the new homes, businesses, and community facilities at Bath Riverside.

A4 Key challenges and opportunities

A4.1 Timescales

Please refer to the main report - section 4.1.3

A4.2 Local Stakeholder priorities

Please refer to the main report - section 4.1.5

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 Dorset Stakeholder event – Wednesday 18th Sept 2013

B1.1 Event Location

| |
|---|
| <p>The George Albert Hotel, Dorchester Wardon Hill, Evershot, Nr. Dorchester, Dorset, DT2 9PW</p> |
|---|

B1.2 Highways Agency / Supply Chain Attendees

| | |
|--|---|
| Lead facilitator | Stella Chapple (Highways Agency) |
| Senior Lead | Andy Roberts (Highways Agency) |
| Front End Presenter / Breakout facilitator 1 | Ian Parsons (Highways Agency) |
| Breakout facilitator 2 and 3 | Christine Fowler (Highways Agency) Steve Hellier (Highways Agency) |
| Supply Chain assistance | Vicky Edge (CH2MHill) Peter Triplow (CH2MHill) Mike Howell (CH2MHill) |
| Other HA attendees | Surinder Bhangu (Highways Agency) Philip Sheppard (Highways Agency) |

B1.3 Stakeholder Attendees

| Invited | Attended |
|---------------------------------------|---|
| Dorset LEP | Andy Shaw |
| Dorset County Council | Paul Willis |
| East Dorset District Council | |
| North Dorset District Council | Councillor Pauline Batstone Councillor David Walsh |
| West Dorset District Council | Hilary Jordan |
| Weymouth and Portland Borough Council | Andrew Galpin |
| South Hams Council | |
| Teinbridge Council | |
| Purbeck District Council | Richard Wilson |
| Bournemouth Borough Council | |
| Christchurch Borough Council | Cllr Ray Nottage |
| Poole Borough Council | Helen Jackson |

| | |
|--|-----------------|
| Wilts and Dorset (Go South Coast) | |
| Poole Port/Ferry terminal | Andy Ramsbottom |
| Weymouth Port/Ferry terminal | |
| Bournemouth Airport | |
| Dorset Police | Heidi Moxam |
| Dorset Ramblers | |
| A35 Stakeholders Group | Gillian Summers |
| Dorset Fire and Rescue Service | |
| Caravan Club | Janet Moore |
| South West Ambulance Service Trust (SWAST) | Richard King |
| Sustrans | Kevin Humphreys |

B1.4 Note Takers Sheets Route-based strategies stakeholder events routes?

Breakout Session 1: what are the key challenges for the

| | | | | | |
|--------------------------|---------------|-------------------|----------------------------|-----------------------|-----|
| Workshop Name | Dorset | Date: | 18 th September | Breakout Group | One |
| Group Facilitator | Steve Hellier | Note-taker | Vicky Edge | | |

| 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 | 1. Would be useful to add road and weather condition data to accident maps, in order to understand the part they play in collisions. Could be useful to look further back in terms of accidents, as there was more traffic further back so could give a more accurate picture of what's to come as traffic levels increase again. | Operation / Safety | No | | | Richard King |
| Region-wide | 2. Seasonality is important in the region. Traffic flow into Dorchester and Weymouth affected in the summer months. Some uncertainty as to what seasonal maps show. For example, A31 Poole to Dorchester variation different along route, whereas would expect to be the same. Weekend peaks also have an effect on the network. | Capacity / Operation | No | Rather than show seasonal variance on the network, it would be useful to show peak flows and how the network operates in these conditions .Averaging out the data does not show all of the challenges. | | Andrew Gaplin / Andy Shaw |
| Region-wide | 3. East to West flows across Dorset are ok, but any diversions away from this are difficult due to a lack of suitable routes. Allocation of priorities is going to depend on the authority area, e.g. A31 or A35 could be seen as a priority. | Operational | | | | Andrew Gaplin |
| Crossways, Portland, Miles Cross Junction and other areas | 4. At Crossways, a proposal for 1,000 holiday homes has come forward. At Portland, there is a proposal for a major visitor attraction. At Miles Cross junction, there is a proposal for 700 homes. Speculative development proposals continue to come forward. Difficult to plan for development over the next 30 years and to know what proposals will come forward. | Capacity | No | Important to liaise with the local authorities in order to understand which developments are proposed, and where. | | Andrew Gaplin / Andy Shaw / David Walsh |

| | | | | | | |
|---|---|---------------------------|-----|---|--|-----------------------------|
| | | | | | | |
| Region-wide | 5. Local plan period is longer than 2015-21 timeframe. Need to plan for longer term development. Multi-phase developments are likely to continue to be bought forward post-2021 and it is important not to end dialogue at the end of the RBS's. | Economic growth | | | | Andrew Gaplin / David Walsh |
| Study | 6. Possible knock on effect of improvements. Once one junction is improved, the problem may be moved elsewhere on the network. | Operational | | | | Richard King |
| Winterbourne Abbas | 7. Flooding issues at this location. Diversion routes are poor, and not always suitable for HGVs. Weather/climate change issues are only going to make this worse. | Operational / Environment | No | HA should have evidence of flooding incidents and diversion routes. | | Richard King |
| Abbotsbury | 8. Tight routes around this area, not all suitable for HGVs. | Operational | | | | Richard King |
| Martinstown | 9. Last year held a record for flooding. Flooding here has the potential to effect the trunk road network. | Environment | | | | Andrew Gaplin |
| Chideock | 10. Air quality issue. Large vehicles climbing hills due to the topography of the area. | Environment | | Area was previously given the opportunity to have a bypass, but couldn't agree locally. Some work has been done with the local MP. | | Andy Shaw |
| A35 Villages | 11. Severance issues due to trunk road going through villages. | Society | | | | Andy Shaw |
| Stadium Junction, Dorchester (part of Weymouth Relief Road) | 12. Junction improvements have made it difficult for cyclists to cross the junction. Severance issues for cyclists at this junction. | Society | | | | Andy Shaw |
| Kingston Ponds, Stinsford | 13. Not enough service areas. Trucks are making use of local car parks instead. Plans to dual stretch of the road to assist with capacity issues. | Capacity | | | | Andy Shaw |
| A31 (Merley roundabout to A350 roundabout) | 14. Changes from dual carriageway to single carriageway causes problems, including accidents. | Capacity / Safety | | | | Richard King |
| Bere Regis to A350 | 15. Safety issue with a wall which has been constructed (vehicles impacting with the wall). | Operation | Yes | Although evidence is not published until verified by police, which means that wall may not be included in figures yet. | | Richard King |

| | | | | | | |
|---|---|------------------------|-----|--|--|---------------|
| | | | | | | |
| Candy Lane to A350, B3078 | 16. Very narrow stretch of carriageway, with overgrown trees either side. Because of tree branches over the carriageway, the carriageway doesn't defrost very well. | Operational | | | | Richard King |
| A35 Miles Cross Junction | 17. Lots of accidents, road closures and diversions. Drivers are frustrated by the countryside and speed up when they are able to. | Safety | Yes | | | Andy Shaw |
| A31, Poole to M27 | 18. Capacity of single carriageway an issue. Key route as links port with the motorway. | Capacity | | | | Andy Shaw |
| A303 | 19. Only a small part is in Dorset, but has a big impact on the area. Problems with single carriageway sections. In particular, HGVs mounting the kerb in narrow sections. | Operational / Capacity | | | | David Walsh |
| Ringwood | 20. Capacity issues at single carriageway stretches. Acts as a pinch point in the area. Was a call for the A31 at Ringwood to be changed from 70mph to 50mph due to a fatality. | Capacity / Safety | | | | David Walsh |
| Amesbury to Merley/Poole | 21. Congestion having an impact on growth, influencing the 'City Deal' scheme. Having an effect on people working in Poole. | Capacity | | | | Andy Shaw |
| Stonehenge | 22. Stonehenge a bottle neck on the A303. | Capacity | | | | David Walsh |
| Broomhills, West of Bypass | 23. A signal junction is proposed by the local council. | Operational | | | | Andrew Gaplin |
| Crown roundabout / East Road roundabout | 24. Flooding last year (East Road to Texaco Garage). A resilience issue. Signals on the roundabout are causing queues along the network. | Environment | | | | Andrew Gaplin |
| Monkey's Jump roundabout / Poundbury | 25. Improvements are planned. Lots of children use this junction (from Poundbury) to get to McDonald's. Potential safety issue. | Safety | | | | Andrew Gaplin |
| A35 Bridport | 26. Severance issues around the Bridport junctions. | Society | | | | Andy Shaw |
| A350 Shaftesbury | 27. Development planned at Shaftesbury and Gillingham | Capacity | | | | David Walsh |
| Ferndown | 28. HGVs are still going through Ferndown and not using the bypass due to congestion. | Capacity / Operational | | | | Richard King |
| The Dips | 29. Topography an issue. Last year there was a fatal accident involving a towed caravan. Some stretches are not suitable for HGVs. | Operational | | | | Andrew Gaplin |

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

| | | | | | |
|--------------------------|----------------------|-------------------|----------------------------------|-----------------------|------------|
| Workshop Name | Dorset | Date: | 18th September | Breakout Group | One |
| Group Facilitator | Steve Hellier | Note-taker | Vicky Edge | | |

| When does this issue become critical? | | | Why is this considered to be a priority? | How does this compare to other priorities? Why? | Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities. | Sticky dots (also to be placed on the map as well) |
|---------------------------------------|-------------|------------|---|---|---|--|
| Already is | Before 2021 | After 2021 | Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary | 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. | Solution Type (& additional notes) Maintenance & renewals /operational / Junction improvement / Adding capacity / New road / other | |
| | | | Must take a strategic approach to priorities. For example, issues with speed limits can be dealt with in the short term. Infrastructure improvements are likely to be more long term. | Need to look at why fatalities are occurring and deal with these issues in the short term. | Where aquaplaning is occurring, could replace the carriageway in the short term. | |
| | | | Accident blackspots must be the key priority. Need to look at why accidents keep happening in certain locations. Why wait for Route-based Strategies? Why can't issues be addressed now? Can there not be a separate pot to address safety? This is always going to be important. | | | |
| | | | 3. No real connection between Poole and Bournemouth, although this is the second biggest conurbation in the south west with a population of around 350,000. | | | |
| | | | 4. Must allow for development. Not as straight forward as just dividing between pre and post 2021. Some lead up time needed for example. | | | ● |
| | | | 7. If flooding continues to occur at Winterbourne Abbas, something must be done, regardless of the Route-based Strategies. | | | |
| | | | 12. Stadium Junction difficult to cross as a cyclist. Safety issues. | | | ● ● ● |
| | | | 13. Lack of service areas causing safety issues. | | Something needs to come into the planning process to allow for service areas on the network. Could Avenue roundabout park and ride scheme incorporate a service area? | |
| | | | 15. At Wyke, resurfacing was undertaken to stop accidents. Previously four vehicles hit a wall, but since the resurfacing there have been no accidents. | | | |
| | | | 16. Overgrown trees at Candy Lane. | | | ● |
| | | | 18. Capacity of single carriageway from Poole to M27 is an issue. | | | ● ● |

| When does this issue become critical? | | | | | | |
|---------------------------------------|--|--|---|--|--|----------|
| ✓ | | | 19. A303 is a priority, but it's acknowledged that this is unlikely to be sorted in the short term. The roads around the A303 also need improving, as they can't cope with HGVs, especially when cars are parked on the side of the road. | | | ● ● |
| ✓ | | | 20. At Ringwood, there are some small scale things which are impacting on safety and should be dealt with immediately. Key priority. | Where there have been fatalities, this should be a priority, | | ● |
| | | | 21. Amesford to Merley dualling planned for 2019. This links with development and the City Deal and is key to serving Poole. The intention of the City Deal is to double employment development at Bournemouth over the local plan period. The HA has been represented through the LTB. There needs to be a scheme to progress and a Business Case. | | | ● ● ● |
| | | | 25. Poundbury has had long standing consents for development. Monkeys Jump and some other Dorchester junctions need addressing, especially as this development comes forward. | | | |
| | | | 26. Severance issues at Bridport. | | Could be addressed by upcoming developments? | |
| ✓ | | | 27. Developments are coming up at Shaftesbury and Gillingham. They will feed into the A303. Gillingham development is a priority as this begins in 2016. | | | |
| | | | | | | |

Route-based strategies stakeholder events

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

| | | | | | |
|--------------------------|-------------------------|-------------------|---------------------------------------|-----------------------|----------|
| Workshop Name | Dorset | Date: | 18th September 2013 | Breakout Group | 2 |
| Group Facilitator | Christine Fowler | Note-taker | Mike Howell | | |

| 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 |
|--|---|---|--|--|---|-------------------------------|
| 1. General | The maps displayed do not show issues that occur during peak periods. | Capacity/safety/operational | No | | | Paul Willis (Dorset CC) |
| 2. General | The planning data is inevitably out of date and does not reflect current local plan development. | | No | | | Ray Nottage |
| 3. A31 near Bournemouth | The Bournemouth and Poole City Deal – if the bid is successful will seek to deliver development in excess of the Core Strategy allocations in a compressed timescale. Consists of 59ha of employment development at Bournemouth Airport, Holton Heath and Poole Harbour | Capacity / Safety / Asset Condition / Operational / Society & Environment | No | Documentation relating to the Governments City Deal initiative and specific documentation relating to the Bournemouth and Poole City Deal bid. | | Ray Nottage |
| 4. A35 | Potential for mineral extraction. Potential for significant HGV traffic. | Capacity / Safety / Asset Condition / Operational | No | Dorset minerals and waste local plan | | Ray Nottage |
| 5. General | There is much more accident data than appears to be shown on the plans | | No | | | Kevin Humphreys (Sustrans) |
| 6. Stadium Roundabout, A35 Bridport and others. | Suppressed demand for walking and cycling due to lack of appropriate facilities to cross the SRN. | Safety / Operational / Society & Environment | No | | | Kevin Humphreys (Sustrans) |

| | | | | | | |
|---------------------------------|--|---------------------------------|----|--|-----------------------------|-----------------------------|
| 7. A31 Ashley Heath Interchange | Is an accident cluster site with a significant volume of traffic. | Safety | No | There is a study underway by the Chief Commissioner. The data informing the study will be available. The Police will be analysing data for common causation factors. | Helen Moxon (Dorset Police) | Helen Moxon (Dorset Police) |
| 8. A31 Bere Regis to the A350 | Traffic growth arising from new development. Additional traffic is likely to push existing traffic onto other routes | Capacity/Safety | No | This is an existing problem when congestion occurs. Safety on the SRN and local network is the main concern. | | Richard Wilson (Purbeck DC) |
| 9. A31 Generally | The A31 is a constraint to development due to lack of capacity, unreliable journey times, delays, etc. | Capacity / Safety / Operational | No | Bournemouth and Poole City Deal. DfT (Ash Viladis?) is involved in the bid. What role has the HA had? | | Paul Willis (Dorset CC) |
| 10. A35 Bridport | The A35 is a constraint to development due to the low/variable standard of the route. | Capacity / Safety / Operational | No | | | Paul Willis (Dorset CC) |
| 11. A303 Gillingham | The A303 is a constraint to development. 2,500 jobs proposed. | Capacity / Safety / Operational | No | | | Paul Willis (Dorset CC) |
| 12. A31 Ferndown to Bridport | Gridlocked sections of the route particularly during school holidays and weekends. Mainly caused by changes from 2 to 1 lanes. | Capacity / Safety / Operational | No | | | Helen Moxon (Dorset Police) |
| 13. A31 | Ability of SRN to accommodate Bournemouth airport traffic | Capacity / Safety / Operational | No | Airport projections | | Ray Nottage |
| 14. A35 | Lack of alternative routes suitable for use as diversions. | Capacity / Safety / Operational | No | The A35 is a low standard route but parallel routes are of an even lower standard. Incidents on the A35 can result in traffic impacts in local villages as traffic tries to find alternative routes. | | Paul Willis (Dorset CC) |
| 15. A35 Axminster | New traffic from major development | Capacity / Safety / Operational | No | | | |
| 16. A35 Bridport | New traffic from major development | Capacity / Safety / Operational | No | | | |
| 17. A35 Poundbury, Maxgate. | New traffic from major development | Capacity / Safety / Operational | No | | | Paul Willis (Dorset CC) |
| 18. Crossways | New traffic from major development | Capacity / Safety / Operational | No | | | |
| 19. Poole regeneration area | New traffic from major development | Capacity / Safety / Operational | No | | | |

| | | | | | | |
|---|---|---------------------------------|----|--|---|--|
| 20. Monkeys Jump | New traffic from major development | Capacity / Safety / Operational | No | | | Paul Willis (Dorset CC) |
| 21. A31 Wimborne | New traffic from major development | Capacity / Safety / Operational | No | | | |
| 22. A31 Ferndown | New traffic from major development | Capacity / Safety / Operational | No | Ferndown Industrial Estate | | |
| 23. A31 Poole | New traffic from major development | Capacity / Safety / Operational | No | Poole Regeneration area | | |
| 24. Parley Cross | New traffic from major development | Capacity / Safety / Operational | No | | | |
| 25. Rowshot Hill | New traffic from major development | Capacity / Safety / Operational | No | | | |
| 26. A31 Amesford to Merley | New traffic from major development | Capacity / Safety / Operational | No | | | Paul Willis (Dorset CC)/ Richard Wilson (Purbeck DC) |
| 27. Poole Port | New traffic from major development. Ability of SRN to support growth | Capacity / Safety / Operational | No | New manufacturing development needs ability to distribute. Area needs jobs and houses to contain population growth. Priorities are jobs and affordable housing. | Poole Port operational forecasts | Ray Nottage |
| 28. General | Better use of traffic officers particularly during May to October. | Safety/ Operational | No | | | |
| 29. Various locations :- Stadium Roundabout Stinsford Roundabout Monkeys Jump Roundabout East Street Roundabout Bridport Crown Roundabout | Lack of suitable crossings and on carriageway facilities for pedestrians and cyclists. Even recent improvement schemes fail to adequately consider NMU's. Junctions are often on established pedestrian/cycle routes and present a discontinuity in route standard. | Safety / operational | No | Cyclist related accident rates are creeping up. Accident stats. Forecasts for cycle demand. A31/A35 used for cycle events. Dorset Police issue advisory's when consulted on cycling on carriageway. There is evidence of suppressed demand between Weymouth and Dorchester. This is a major housing/jobs linkage but with very few cyclists, far fewer than would be expected. | Kevin Humphreys – Problem crossing points, evidence of suppressed demand. | Kevin Humphreys (Sustrans) Helen Moxon (Dorset Police) Paul Willis (Dorset CC) |
| 30. A35 Bridport (Askers) | Signage often obscured by fog | Safety | No | Serious incident. Dorset police are reviewing improvement measures at the location. | Helen Moxon (Dorset Police) | |
| 31. A35 Winterbourne Abbas | Flooding | Safety / operational | No | | | |
| 32. General | Road safety education | Safety | No | Dorset safe scheme Intelligence lead policing Streetwise Bike safe Road safe | Helen Moxon (Dorset Police) | |

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

| | | | | | |
|--------------------------|-------------------------|-------------------|----------------------------------|-----------------------|----------|
| Workshop Name | Dorset | Date: | 18th September | Breakout Group | 2 |
| Group Facilitator | Christine Fowler | Note-taker | Mike Howell | | |

| When does this issue become critical? | | | Why is this considered to be a priority? Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary | How does this compare to other priorities? Why? Nb In this session we most interested in <u>how</u> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be | Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities. Solution Type (& additional notes) Maintenance & renewals /operational / Junction improvement / Adding capacity / New road / other | Sticky dots (also to be placed on the map as well) |
|---------------------------------------|-------------|------------|---|---|--|--|
| Already is | Before 2021 | After 2021 | | | | |
| | | | 1. Important to present correct information | | | |
| | | | 2. Important to plan using current information | | | |
| Y | | | 3. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 4. Important to plan using current information | | | |
| Y | | | 5. Important to plan using current information | | | |
| Y | | | 6. Need to support growth of sustainable travel. | | | ● |
| Y | | | 7. Need to improve Road safety | | | |
| Y | | | 8. The SRN should not impede development. It should support economic growth. | | | ● |
| Y | | | 9. The SRN should not impede development. It should support economic growth. | | | ● |
| Y | | | 10. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 11. The SRN should not impede development. It should support economic growth. | | | ● |
| Y | | | 12. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 13. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 14. Need to reduce the impact on local villages of incidents on the SRN. | | | |
| Y | | | 15. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 16. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 17. The SRN should not impede development. It should support economic growth. | | | ● ● |
| Y | | | 18. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 19. The SRN should not impede development. It should support economic growth. | | | ● |
| Y | | | 20. The SRN should not impede development. It should support economic growth. | | | |

| | | | | | | |
|---|--|--|--|--|--|-------|
| Y | | | 21. The SRN should not impede development. It should support economic growth. | | | ● |
| Y | | | 22. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 23. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 24. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 25. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 26. The SRN should not impede development. It should support economic growth. | | | ● ● ● |
| Y | | | 27. The SRN should not impede development. It should support economic growth. | | | |
| Y | | | 28. Need to improve route operation outside the traditional mid-week AM and PM peak periods. | | | |
| Y | | | 29. Need to support growth of sustainable travel. | | | ● |
| Y | | | 30. Need to improve road safety | | | ● |
| Y | | | 31. Need to reduce road closures / obstruction due to flooding | | | |
| Y | | | 32. Need to improve road safety. | Road safety should be the main priority with road capacity as the second priority. | | |

Route-based strategies stakeholder events

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

| | | | | | |
|--------------------------|--------------------|-------------------|-----------------------|-----------------------|--------------|
| Workshop Name | Dorset | Date: | 18th September | Breakout Group | Three |
| Group Facilitator | Ian Parsons | Note-taker | Peter Triplow | | |

| 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 | 1. The A303 provides important access to London and the West Country for those living in the north of Dorset, even though only a very short stretch passes through the county itself. When the A35 and A31 are closed or congested, many people divert onto the A303, so it takes on countywide significance. For these reasons, any changes proposed to the A303 will have a big impact on Dorset. | Capacity Operational | Yes | | | Gillian Summers supported by Janet Moore Helen Jackson |
| A31 Ringwood to Bere Regis | 2. This stretch of road seems to have a lot of accidents. Can it be operated more safely? The problems begin in Hampshire and continue throughout the Dorset stretch of the road and onto the A35. | Safety Operational | Yes | | | Janet Moore |
| A31 north of Bournemouth (congestion) | 3. This stretch of road is already congested, with large numbers of roundabouts slowing down the traffic. The junction at Canford Bottom is particularly bad, and is confusing even for local drivers. Planned growth at Bournemouth Airport (which is currently underused) and in nearby employment areas, will only exacerbate this problem. | Capacity | Yes | | | Helen Jackson Supported by Janet Moore |
| A31 north of Bournemouth (speed limits) | 4. There are too many different speed limits on this stretch of road, which is causing confusion for drivers. Can a speed strategy be put in place for the road as a whole? See also 11 below. | Society & Environment Operational | No | Presume that this can be evidenced fairly easily | | Andy Ramsbottom |
| Access to port of Poole | 5. Maintaining good access to Poole is essential to the economic wellbeing of Dorset. The roads leading north from the town (particularly the A350) are not attractive to goods traffic, so lorries tend to head for the A31 to go north as well as east, putting extra pressure on this road. Any problems with the A31, therefore, have a big impact on the local economy. | Asset condition Capacity Society & Environment | No | | | Andy Ramsbottom |
| A31 / A35 traffic flow | 6. There is a challenge across the county of how to keep traffic moving on the A31 and A35 with all the growth planned in southern Dorset. The Agency needs to think about how to keep the road flowing rather than clogging it up with more traffic lights. | Capacity Safety | Yes | | | Gillian Summers Supported by Hilary Jordan |
| Bere Regis (split between route-based strategies) | 7. What are the implications of splitting the route at Bere Regis? Could this lead to a different approach being taken on either side and would this be a good or bad thing? | Operational | Yes | | | Gillian Summers |

| | | | | | | |
|-------------------------|--|---|-----|--|---|-----------------|
| | | | | | | |
| A35 around Dorchester | 8. The junctions around Dorchester are already busy. Planned growth around the town will worsen congestion. | Capacity | Yes | | | Hilary Jordan |
| A35 around Bridport | 9. Miles Cross junction is already busy and will become busier as new development is built. This junction creates big tailbacks all the way round Bridport, which hold up local commuters trying to get to work. | Capacity | Yes | | | Gillian Summers |
| A35 (topography) | 10. The A35 has several steep stretches which make the route difficult for lorries. Pollution, noise and the risk of accidents all increase as they struggle up the hills. This has become a particular problem since speed cameras were installed in certain villages. | Society & Environment | No | | | Helen Jackson |
| A35 (speed limits) | 11. Speed limits on this road appear to have been set for individual villages rather than for the road as a whole, leading to a piecemeal approach. Would it be possible to have one speed limit for the whole stretch, or at least a more co-ordinated approach? See also 4 above. | Society & Environment Operational | No | It ought to be possible to get a map of speed limits from the police | Gillian Summers will ask the police to send information | Gillian Summers |
| A35 (road markings) | 12. The road markings have worn off in some locations. | Safety Asset condition | No | | | Gillian Summers |
| A37 north of Dorchester | 13. Although this is not part of the SRN, most people see it as a trunk road, as it provides the main north-south link through the county. The Agency needs to work hand in hand with the County Council to ensure improvement works are co-ordinated and drivers are kept informed of hold-ups on both the A37 and A35. | Operational | No | | | Gillian Summers |
| Countywide pinchpoints | 14. There are a number of narrow stretches of road around the county which cause congestion and potential issues with safety. Is it better to keep these and have people drive slowly or remove them and have more free-flowing traffic? May come down to a question of community wishes versus economic development. | Capacity Safety Society & Environment | No | | | Gillian Summers |
| Countywide seasonality | 15. Traffic flows in Dorset are much higher in summer than in winter. Is there a business case for spending large sums of money on improving roads which are only congested for six weeks of the year? | Capacity | Yes | | | All |
| Countywide technology | 16. Can the Agency come up with a better way of letting drivers know when there are hold-ups ahead? At present, information received on smartphones and satnavs usually arrives too late for the driver to find another road. | Capacity Operational | No | Suggestion that this is already in place in Wales so could learn from the experience there | | Gillian Summers |

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

| | | | | | |
|--------------------------|--------------------|-------------------|-----------------------|-----------------------|--------------|
| Workshop Name | Dorset | Date: | 18th September | Breakout Group | Three |
| 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. The A303 serves a large part of Dorset, but only a very short stretch lies within the county. Because of this, there is a danger that issues on this road could be swamped by issues with the A31 and A35, which have a long run through Dorset. Giving this challenge a high priority will ensure the A303 gets the attention it deserves. | All the junctions on the A303 are outside Dorset so it will be hard to measure the impact of future improvements on the county. Nonetheless it is considered a high priority by all. | | ● |
| ✓ | | | 2. It is important to avoid further serious accidents on this stretch. | | | ● ● |
| ✓ | | ✓ | 3. This road is already congested and further planned growth will make it worse. Keeping the A31 open for business is vital to the county's economic wellbeing. | Will get even worse after 2021 if nothing is done. | | ● ● |
| ✓ | | | 4. The confusion over speed limits may be contributing to accidents, some of which are serious. | Needs to be looked at alongside the capacity issue in 3 above. | | |
| ✓ | | | 5. Poole is an important economic driver for Dorset, so keeping it connected to the outside world has to be a priority. | | | ● ● ● |
| | ✓ | ✓ | 6. Important for quality of life and economic development. Monkey Jump junction mentioned as a particular example. | | | |
| ✓ | | | 7. Could have a big impact on the eventual measures taken forward in east and west Dorset. | More a matter for the HA than for stakeholders. | | |
| ✓ | ✓ | ✓ | 8. Road capacity around Dorchester is already a problem and proposed development will make it worse. | | | ● ● ● |
| | ✓ | ✓ | 9. Development is coming soon, with a waste transfer station already on the cards. Any improvements need to be up and running in time for this planned growth. | | | |
| ✓ | | | 10. It affects the quality of life in communities along the route. | We cannot do anything about the lie of the land, but there must be some simple solutions available. Less of a priority than the capacity issues mentioned elsewhere. | An air quality management area could be introduced. | |
| ✓ | | | 11. Need to avoid confusing drivers and creating potential accident hotspots. | | | ● ● |

| When does this issue become critical? | | | | | | |
|---------------------------------------|---|--|---|--|--|--|
| ✓ | | | 12. Could help prevent accidents. | Could be actioned straightaway. | | |
| ✓ | ✓ | | 13. North / south links need to be considered more of a priority than at present. | The Agency already speaks to Dorset County Council about such things so more of a reminder to keep doing this than a priority for investment in the network. | | |
| ✓ | | | 14. May or may not be a priority depending on the Agency's view of the locations concerned. | Needs to be looked at as part of a capacity and safety review for the A31 / A35 route as a whole. | | |
| ✓ | | | 15. This issue affects Dorset, Devon and Cornwall more than anywhere else. | | | |
| | ✓ | | 16. A general point not specific to Dorset. | Clearly an issue for some, but not within the scope of this exercise. | Suggestions included new apps for smartphones and satnavs. | |

B2 Swindon and Wiltshire Stakeholder event – Thurs 19th Sept 2013

B2.1 Event Location

| |
|---|
| <p>Braeside Education & Conference Centre, Devizes Bath Road, Devizes, Wiltshire, SN10 2AP</p> |
|---|

B2.2 Highways Agency / Supply Chain Attendees

| | |
|--|---|
| Lead facilitator | Angie Dunsmith (Highways Agency) |
| Front End Presenter / Breakout facilitator 1 | Ian Parsons (Highways Agency) |
| Breakout facilitator 2 and 3 | Christine Fowler (Highways Agency) Steve Hellier (Highways Agency) |
| Supply Chain assistance | Vicky Edge (CH2MHill) Gavin Nicholson (CH2MHill) Mike Howell (CH2MHill) |
| Other HA attendees | Surinder Bhangu (Highways Agency) Richard Ormerod (Highways Agency) |

B2.3 Stakeholder Attendees

| Invited | Attended |
|------------------------------------|--|
| Forward Swindon LEP | Paul Johnson (LEP Chairman) |
| Swindon Borough Council | Gwilliam Lloyd |
| Wiltshire County Council | Fleur de Rhé-Philipe Peter Binley John Smale |
| Wiltshire Police | |
| Wiltshire Fire and Rescue Service | |
| Wessex Cross Border Working Group | |
| Sustrans | Alistair Millington |
| CTC – The national cycling charity | Margaret Willmot |
| Caravan Club | Walter Girven |
| South West Ambulance Service Trust | Michael Thomson |
| Swindon South MP | |

B2.4 Note Takers Sheets

Route-based strategies stakeholder events

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

| | | | | | |
|--------------------------|------------------------------|-------------------|----------------------------------|-----------------------|------------|
| Workshop Name | Swindon and Wiltshire | Date: | 19th September | Breakout Group | One |
| Group Facilitator | Ian Parsons | Note-taker | Vicky Edge | | |

| 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 | 1. Economic growth and jobs is important. The focus of jobs is around existing towns and centres. Transport and infrastructure are key to facilitating this growth. | Economic growth | | | | Paul Johnson |
| Region-wide | 2. Potholes and debris on the margins of the road is dangerous for cyclists. | Safety | | | | Margaret Willmott |
| Swindon | 3. Honda an important employer. Relies on 'just in time' delivery, using the A417/A419. Safety and capacity issues at shift change time. It is not just about growth, but also retention. Swindon is also a key communication hub. | Economic growth | | | | Gwilliam Lloyd |
| Bath | 4. All sorts of issues in Bath. Need to look at the A350 routing in order to 'un-clog' Bath. | Economic growth | | | | |
| Salisbury | 5. At risk of flooding as it is in a valley. | Environment | | | | Margaret Willmott |
| M4 | 6. Most of the M4 works ok now, but future growth is planned. There are short term pressures on the link. Constraining development. Access to Great Western Hospital is important (Bath is the next nearest). There are delays when part of it is closed. | Economic Growth | | | | Peter Birley Michael Thompson |
| M4 J15 | 7. A key strategic junction which is constrained. There are congestion issues now. | Capacity | | | | Gwilliam Lloyd |
| M4 J16 | 8. Potential for a park and ride site at Wootton Bassett. Will be close to the MOD Lyneham facility. There is a need to develop a long term strategy for Wootton Bassett. Is there the possibility of a rail station at Wootton Bassett? | Capacity | | | | Paul Johnson |

| | | | | | | |
|----------------------------|--|---------------------------------|--|--|--|--|
| | | | | | | |
| M4 J17 | <p>9. No demands on this junction currently. It is strategically important for growth.</p> | | | | | Paul Johnson |
| A350 (North of Warminster) | <p>10. This is a key route serving north-south. It is significant also due to the number of towns along the route.</p> <p>It is a local corridor, but should be seen in relation to the A46. Is the A46 fulfilling its role as a strategic road?</p> <p>For the A350 to work, it needs to be a dual route. Has the potential to take on the role of the A36/A46.</p> <p>Trans-Wilts rail line could ease A350 capacity issues.</p> <p>Development is constrained to the West side due to AONB etc. Infrastructure needs to support this side.</p> <p>Closure of smaller ambulance stations is proposed. One 'hub' is proposed to be stationed at Melksham.</p> | Capacity / Safety | | | <p>Michael Thompson has evidence about the ambulance proposals.</p> | Paul Johnson / Peter Birley |
| A350 (South of Warminster) | <p>11. Severance issues.</p> | Society | | | | Peter Birley |
| A303 | <p>12. A strategic link, which is of less interest to Wiltshire Council. Looking at the A350 route could alter the use of the A303.</p> <p>A lot of severance, as few crossing points on the route. Safety issues with at-grade crossing points on the A303. If facilities were improved, there is an opportunity to take traffic off the network and onto cycling instead.</p> <p>The unimproved lengths of the A303 need addressing.</p> <p>Seasonal issues for ambulances using the route.</p> <p>Need for crawler lanes for caravans, as this causes safety and capacity issues.</p> | Society / Capacity | | | <p>Michael Thompson – SWAST have evidence of not meeting response time targets due to delays on A303 and at J15.</p> | <p>Paul Johnson</p> <p>Peter Birley</p> <p>Margaret Willmott</p> |
| | <p>*Points provided after the event by Margaret Willmott</p> <ul style="list-style-type: none"> • Lack of safe cycle routes on the A36 between Stapleford and South Newton and between Wilton and Salisbury • Barriers to cycling/walking presented by the A36 at Wilton and the A36 Salisbury Ring Road • Poor design of the provision for cyclists on A36 Southampton Road • Lack of cycle route from Petersfinger Road to A36 Alderbury crossing | Capacity / Safety / Environment | | | | Margaret Willmott |

| | | | | | | |
|--------------------------|--|---------------------------------|----|---|---|--|
| | | | | | | |
| A303 (Stonehenge) | <p>13. There is an issue around Stonehenge. Is the option to push the route south, rather than tunnelling underneath. The route could then serve Salisbury.</p> <p>This option would require a change in strategic thinking.</p> <p>There is an option to dual past Stonehenge but English Heritage are not supporting. But could provide 14 km of dual carriageway for the same price as 2km tunnelling.</p> <p>Safety issues caused by cars slowing to take photographs. Can cause queues and accidents.</p> <p>The impact of the new Stonehenge visitor centre is not known yet. Solstice Park site also not yet fully developed.</p> <p>Having a dual carriageway passing Stonehenge doesn't help Wiltshire's economy. If a National Park were created, it would force people to stop. This would help traffic speeds and the economy.</p> <p>The cost of tourists waiting in traffic is hard to capture. Does it put people off visiting the region?</p> <p>There is a National Cycle Network from Salisbury. No route to the new visitor centre.</p> | Capacity / Safety / Environment | | <p>The economic case for the A303 has previously been considered.</p> <p>Further work being done on the value of Stonehenge nationally.</p> | <p>Margaret Willmott has provided additional evidence.</p> | <p>Paul Johnson</p> <p>Peter Birley</p> <p>Paul Johnson</p> <p>Margaret Willmott</p> |
| A303 (West of Wiltshire) | <p>14. Development of areas West of Wiltshire should be the focus of the study.</p> <p>Some businesses in the Somerset area don't do business on a Friday afternoon due to congestion in the area.</p> | Capacity / Economic growth | | | | Paul Johnson |
| A417/A419 | <p>15. Flooding and capacity issues.</p> <p>White Hart roundabout needs improving to facilitate development.</p> <p>Noise and quality of life issues. High speed dual carriageway on the edge of an existing area.</p> | Environment / Capacity | | | Road safety team at Swindon Council has more information on this. | Gwilliam Lloyd |
| A36 | <p>16. Salisbury bypass was considered.</p> <p>An issue/challenge on some junctions. Carries both local and other traffic and therefore there are some capacity issues.</p> <p>Local trips to out of town shopping on Southampton Road causes issues.</p> | Capacity | | | | <p>Peter Birley</p> <p>Margaret Willmott</p> |
| A344 | <p>17. The closure of this road has caused queues. HA maps don't show this as it happened recently.</p> | Capacity | No | | | Margaret Willmott |
| Countess Roundabout | <p>18. Often blocked in the summer. Capacity issues need addressing.</p> | Capacity | | | | Peter Birley |
| Air Balloon roundabout | <p>19. Dualling to single carriageway an issue. A constraint to housing growth and economic growth and retention.</p> | Economic growth | | | | Gwilliam Lloyd |

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

| | | | | | |
|--------------------------|------------------------------|-------------------|----------------------------------|-----------------------|------------|
| Workshop Name | Swindon and Wiltshire | Date: | 19th 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 | | | | |
| ✓ | | | 3. The link from Swindon to Oxford (A419/A420) is strategically important. A420 is not a trunk road. | Honda is part of the Hydrogen Highway, and so is strategically important (links Wales and London). | | |
| ✓ | | | 7. M4 J15 is an immediate issue to the growth that is there now, and coming forward in the future. M4 J15 is the second priority for the LEP and third priority for the LTB. | | | ● |
| ✓ | | | 8. M4 J16 is a key constraint for Stagecoach and their Wiltshire and Swindon services. The Swindon Transport Strategy is looking at this. | This is felt to be the biggest issue due to the planned development in the area. Is an ongoing issue, although there are also immediate problems. | | ● ● ● ● ● |
| | ✓ | | 9. M4 J17 will need to be looked at more long term. | | | |
| ✓ | | | 10. A350 north is an immediate issue as HGVs may use other routes in Wiltshire out of Bath . Needs for an A36/A350 strategy north of Warminster. Growth at M4 J17 would also feed into this route. | | | ● ● ● |
| | | | 11. A350 south severance issues. | | | ● ● ● |
| ✓ | | | 12. A303 feasibility study should consider alternatives to tunnelling and dualling. Capacity is an immediate priority if living locally. Dual to single carriageway causes capacity issues. Winterbourne Stoke residents are particularly effected by severance. | | | ● ● ● ● ● ● |

| 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 | | | | |
| | | | | | | ● ● ● |
| ✓ | | | 15. The A417/A419 is so congested that it is pushing traffic onto other local roads. Some particular parts of the network are choked. Constrains growth as effects travel to East and West Midlands, Birmingham Airport etc. | | | ● ● |
| ✓ | ✓ | | 16. A36 severance an immediate issue. A36 Southampton Road capacity is an immediate issue. The rest of the A36 would need consideration as development comes online (outside Salisbury). | | | ● ● ● ● |
| | | | 19. Air Balloon roundabout suffers congestion and queuing. In Gloucester area, but has significant impact on Swindon and Wiltshire. Linkages to the M5 are significant. | | | |

Route-based strategies stakeholder events

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

| | | | | | |
|--------------------------|--|-------------------|----------------------------------|-----------------------|----------|
| Workshop Name | Swindon & Wiltshire (Devizes) | Date: | 19th September | Breakout Group | 2 |
| Group Facilitator | Steve Hellier | Note-taker | Gavin Nicholson | | |

Group Attendees: Walter Girven (WG); Fleur de Rhe-Philipe (FdRP); Alistair Millington (AM); John Snale (JS); Surinder Bhangu (SB)

| 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 |
|---|--|---|--|--|---|------------------|
| 1. A303(T) at Stonehenge and Winterbourne Stoke | Major congestion point. A general problem but particularly in the peaks, during festivals and Friday peak. | Capacity | In Part | Further HA evidence required to demonstrate particular issues in specific periods. | | FdRP / JS |
| 2. A303(T) at Stonehenge and Winterbourne Stoke | The above congestion causes some economic issues with businesses avoiding the network at certain times of the day. | Capacity / Economy | No | | | FdRP / JS |
| 3. A303(T) at Stonehenge and Winterbourne Stoke | The above congestion causes further issues on the local network (vehicles rat running to avoid the congestion) | Capacity / Society | No | Data or evidence should be able to be provided | FdRP / JS | FdRP / JS |
| 4. A303(T) Stonehenge to Countess junction | Severance caused by A303(T) to the satellite communities north. There is no provision for cyclists between these communities and Amesbury. | Society | No | No current evidence available – AM threw it back to the HA that they should be doing some work (heat maps) to consider potential demand in the future. | | AM |
| 5. Stonehenge | Stonehenge visitors centre likely to increase activity and future growth in trips on the network. | Capacity | No | HA - potential to identify in growth plans / incorporate into future network operation?) | | FdRP / JS |
| 6. Stonehenge | Lack of connectivity to the site for non-car modes. Public transport hubs, rail, bus are all disconnected from the attraction). | Society | No | | | AM |
| 7. A303(T) / M5 | Interactivity between the two corridors – incidents on one of them have a knock on effect on the other. | Capacity / Operational | No | HA - consideration of such interactivity should be able to be considered through HA data?) | | FdRP / JS |
| 8. Network-wide | Lack of locations for caravans to move over which would ease congestion. | Capacity / Operational | No | HA – could identify the locations where there is physical availability for such to occur, | | WG |

| | | | | | | |
|--|--|------------------------|-----|--|---|-----------|
| 9. A303(T) Lark Hill MoD site | Will become a significant base for army returning back from Germany | Capacity / Operational | No | HA – expand the growth data to consider other significant sites that do not specifically fall into the Economic or Housing policies? | Identified that the site should be in the Core Strategy – contact Alistair Cunningham / Kevin Lander if required. | FdRP |
| 10. A36(T) Cleveland Bridge, Bath | Capacity issues on this local connection as the strategic traffic is effectively dumped onto the local road network for a stretch. BANES have worked to close the stretch to heavy goods vehicles but HA and others opposed. | Capacity / Society | No | HA is already involved in detailed discussions about the issue. | | FdRP |
| 11. Bath (in general) | Capacity issues | Capacity | No | | | FdRP |
| 12. A36(T) Southampton Road, Salisbury | An issue in congestion terms and some operational issues. The HA scheme implemented has not helped in some cases. | Capacity / Operational | No | Wiltshire County Council likely to have evidence. | | JS / FdRP |
| 13. A36(T) Upton Lovell stretch | Missing dualling section means that issues are particularly prevalent at junctions. However considered that the situation is not that bad. | Capacity | No | | | FdRP |
| 14. A36(T) Wilton | NMU initiatives have been put in place, but further measures are needed particularly considering the future shift from arm residences to normal residential. | Society | No | | Reference was made to the 'Wilton Community Plan' in discussion | AM |
| 15. M4 Bristol | General capacity issues | Capacity | Yes | | | FdRP |
| 16. M4 Junction 16 | Major developments taking place. Is currently a busy junction and with the future development, it is likely to get worse. | Capacity | Yes | | | |
| 17. M4 Junction 17 | May become a challenge as there is the prospect of a development coming forward in this location that is not in the Core Strategy, | Capacity | No | HA – how to consider such (if not in public domain?) | | |
| 18. M4 Junction 18 | Some NMU work has been taking place with the Highways Agency in relation to cycling initiatives. | Capacity / Safety | No | HA evidence of scheme? | | |
| 19. A419 | No specific issues from Wiltshire County Council | - | n/a | | | FdRP |

| | | | | | | |
|--|--|------------------------|-----|---|--|-----|
| 20. n/a | Maps presented at the event are a little misleading in that they show average values and do not show the whole of the problem. | n/a | n/a | HA – requirement to develop region specific evidence? | | All |
| 21. <u>Note for the South East team:</u> | The A34(T)is under-utilised by freight as trip use the route to the west (A350) instead. | Capacity / Operational | n/a | | | |

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

| | | | | | |
|--------------------------|--|-------------------|----------------------------------|-----------------------|----------|
| Workshop Name | Swindon & Wiltshire (Devizes) | Date: | 19th September | Breakout Group | 3 |
| Group Facilitator | Steve Hellier | 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) Note, sticky dots exercise was undertaken on a separate (Mike Howell) summary sheet |
|---------------------------------------|-------------|------------|---|---|--|--|
| Already is | Before 2021 | After 2021 | | | | |
| Y | Y | | <p>1. This represents a current capacity (congestion) issue that requires short term amelioration.</p> <p>A longer term strategic solution is required but which needs to be advanced now.</p> <p>Ultimate solution is for the dualling of the A303(T) in full length in Wiltshire.</p> | <p>This is considered to be the main priority (the section between Countess and the west side of Winterbourne Stoke).</p> <p>Economic growth is currently (and will be further) hindered.</p> <p>Delegates considered that they thought that the Somerset consultation event would raise this as the main priority too.</p> | <p>The main problem is concerned with switching from dualling to single lanes.</p> <p>Expected that the A303(T) feasibility study will tackle this issue.</p> <p>The problem requires a longer term large-scale solution.</p> <p>Need for a balance between priorities and benefits – e.g. Wiltshire want the view of the stones to be maintained.</p> <p>Needs to be accepted that the tunnel is not going to happen (for financial reasons).</p> <p>English heritage are using a booking system to manage demand</p> | |
| | | | 2. Linked to 1 above | | | |
| | | | 3. Linked to 1 above | | | |
| | | | 4. | | | |
| Y | | | 5. | | | |
| | | | 6. | | | |
| | | | 7. | | | |

| | | | | | | |
|---|---|---|--|---|--|--|
| | | | 8. | | | |
| | Y | | 9. Impacts of future development of the MoD site on the capacity of the network | | | |
| | | | 10. Freight partnerships seek to promote routes to organisations, but roads are open to individual choice and use. Will require a solution to be worked up definitely by the long term. | | | |
| | | | 11. Linked to 10 above | | | |
| | Y | Y | 12. Likely to become a greater issue in the future | Identified as the second priority, The current situation is of long delays on the network which has economic disbenefits every day. | | |
| | | | 13. | | | |
| Y | | | 14. A current issue. | | | |
| | | | 15. | | | |
| Y | Y | Y | 16. Issues at this location are a current problem and will become worse in the future as a result of development growth. | This is a Wiltshire priority because of the economic benefits to Whichelstowe. This is considered to be the biggest NMU / safety issue which is likely to offer significant VfM. | Difficulties arise because of the location of the junction and the Local Authority boundaries. May prove difficult for the HA to put a business case forward if there are no SRN benefits achieved. | |
| | | Y | 17. Linked to delivery of future development growth in the long term. | | Local pinch point funding gained for a scheme on Chippenham bypass. | |
| | | | 18. | | | |
| | | | 19. | | | |
| | | | 20. | | | |
| | | | 21. | | Openness to discussion of potential trunking / detrunking proposals. | |

B3 Cornwall and Isles of Scilly Stakeholder event – Wed 25th Sept 2013

B3.1 Event Location

| |
|---|
| <p>The Business Space, Truro Chiltern House, City Road, Truro, Cornwall, TR1 2JL</p> |
|---|

B3.2 Highways Agency / Supply Chain Attendees

| | |
|--|---|
| Lead facilitator | Stella Chapple (Highways Agency) |
| Front End Presenter / Breakout facilitator 1 | Ian Parsons (Highways Agency) |
| Breakout facilitator 2 and 3 | Christine Fowler (Highways Agency) Steve Hellier (Highways Agency) |
| Supply Chain assistance | Vicky Edge (CH2MHill) Peter Triplow (CH2MHill) Mike Howell (CH2MHill) |
| Other HA attendees | |

B3.3 Stakeholder Attendees

| Invited | Attended |
|-------------------------------------|---------------|
| Cornwall and Isles of Scilly LEP | Chris Pomfret |
| Council of the Isles of Scilly | |
| Cornwall Council | Tim Wood |
| | Vicky Fraser |
| | Steve Foster |
| | Steve Havers |
| | Andy England |
| Falmouth Port | Colin Jarvis |
| Cornwall Ramblers Association | Graham Ronan |
| Devon & Cornwall Constabulary | PC Dave Trout |
| Devon and Cornwall Business Council | Ben Rhodes |
| South West Ambulance Service Trust | Ross Williams |

| | |
|---------------------------------|---------------|
| Sustrans | Simon Murray |
| British Motorcycling Federation | Norman Hunter |
| Environment Agency | Dan Hambrook |
| Southeast Cornwall MP | Bernie Ellis |
| Plymouth City Council | |
| Western Greyhound | |
| Newquay Airport | |
| Cornwall Development Company | |
| Cornwall Council Fire Brigade | |
| Visit Cornwall | |

B3.4 Note Takers Sheets

Route-based strategies stakeholder events

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

| | | | | | |
|--------------------------|--------------------|-------------------|-----------------------|-----------------------|------------|
| Workshop Name | Cornwall | Date: | 25th September | Breakout Group | One |
| Group Facilitator | Ian Parsons | Note-taker | Peter Triplow | | |

| 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 | 1. Sorting out this road is a huge priority for the business community and all the LEPs are signed up to it. As congestion is far worse in the summer, the maps do not show the problem particularly well. | Capacity | Yes, although the problem appears smaller than it is | | | Ben Rhodes |
| A38 through Saltash | 2. The stretch through Saltash is heavily congested and there are capacity issues with the tunnel and several junctions. Given the growth planned in this area, this stretch of road needs to be improved. There is a particular problem where the A38 funnels from two lanes coming out of Plymouth. | Capacity Safety Operational | Yes | Cornwall Council have looked at various options to improve traffic flow, including tolls and bus priority. | | Vicky Fraser supported by Tim Wood |
| A38 Tideford | 3. There is an existing air quality management area around here but it needs further study to better understand the problem. | Society & Environment | Yes | | | Vicky Fraser |
| A38 east of Liskeard | 4. There are several unimproved junctions on this stretch of road, some of which are accident blackspots. Improvements are needed on safety grounds and to allow for growth in this part of the county. The examples of Menheniot and Lean Quarry were given. | Safety | Yes | | | Bernie Ellis supported by Tim Wood |
| A30 Plusha Junction | 5. This junction has a gap in the central reservation which causes problems with safety. | Safety | No | | | Bernie Ellis |
| A30 access to Newquay | 6. Much growth is planned in the Newquay enterprise zone. The challenge is to consider which junctions traffic should be directed along as it leaves the A30. | Operational | No | | | Chris Pomfret |
| A30 north of Truro | 7. When the A30 is dualled at Temple, there is a risk that the congestion which currently affects this stretch will simply move westwards, affecting the stretch from Carland Cross to Chiverton. We need a solution for the whole road. | Capacity | No | Cornwall Council have modelled the stretch in question, factoring in planned growth in the area. | | Chris Pomfret supported by Vicky Fraser |
| A30 west of Camborne | 8. There is congestion westbound where the dual carriageway funnels from two lanes into one (known as Roseworthy Dip). The eastbound stretch, which has two lanes, has no such problems. | Capacity | Yes | | | Vicky Fraser |
| A30 St. Erth | 9. Rising sea level is causing erosion on the causeway which could lead to the loss of the western access into Hayle. | Asset condition | Yes | Shown on Cornwall Council's shoreline management plan | | Tim Wood |
| A30 Hayle to Penzance | 10. The road here is unimproved and passes through several villages, causing severance of communities and a lot of bad press. The planned growth of Hayle will exacerbate the problems. | Capacity Society & Environment | No | | | Tim Wood |

| | | | | | | |
|-------------------------------------|---|---------------------------------|-----|--|--|---------------|
| | | | | | | |
| A30 Longrock bypass | 11. Rising sea level could cause a future resilience issue for this stretch of road. | Asset condition | No | | | Tim Wood |
| Countywide (crossings and turnings) | 12. There are far too many farm accesses and flat crossings on the A30 and A38. These can confuse drivers and cause accidents. | Safety Society & Environment | Yes | | | Bernie Ellis |
| Countywide (resilience) | 13. Cornwall's location means there are only a limited number of routes in and out of the county. With only one main railway line, and with local roads not providing a viable alternative, the A30 and A38 come under particular strain. If the A30 is shut, the A38 does not cope well with the extra traffic, with Polmarkin Bridge being given as an example. Housing and economic growth will only add to the situation. A robust resilience plan is needed which sets out what to do when the A30 is shut. (NB if the A38 is shut, the impact on the A30 is not so severe.) | Capacity | No | | | Chris Pomfret |
| Countywide (technology) | 14. Challenge of how to let drivers know when roads ahead are closed. Could the Agency make better use of social media, satnavs etc. | Operational | No | | | Ben Rhodes |

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

| | | | | | |
|--------------------------|--------------------|-------------------|-----------------------|-----------------------|------------|
| Workshop Name | Cornwall | Date: | 25th 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. This road has a huge impact on the economy of Cornwall. | A high priority for the LEP and business community. | | ● |
| | ✓ | | 2. The delays caused on this stretch impact on the local economy, make life difficult for locals and create a poor impression of the county for visitors. | It is accepted that this is a lower priority than the safety problems near Liskeard. | The Agency could take ownership of the Tamar Bridge. The footway could be used as an extra carriageway if the walkers could be accommodated elsewhere. | ● ● |
| | ✓ | | 3. | Less of a priority than certain others. | | |
| ✓ | | | 4. As they stand, the junctions on this stretch of road are causing accidents and delays. | Certainly a high priority for the east of the county. | Need a solution for the whole length of the A38 from Liskeard to Plymouth | ● ● ● ● ● |
| ✓ | | | 5. Safety problems here are symptomatic of all such junctions, but this is the worst. | Of all the junctions mentioned, this has the highest priority. | The obvious solution would be to put a gate across the gap, but this is unlikely to prove popular with landowners. | |
| ✓ | | | 6. Big impact on economic development. Important in attracting investment into the county. | High for economic development, but less so for safety and congestion. | | ● |
| ✓ | | | 7. When the A30 is dualled at Temple, the stretch north of Truro will become the only remaining section of single carriageway on the A30 between Honiton and Camborne. | A very high priority for the LEP. | | ● ● ● ● |
| ✓ | | | 8. It causes congestion for those heading beyond Camborne. | Could be a quick win for the Agency. | Turn one of the eastbound lanes into a westbound lane so the road has two lanes west and one east. | ● |
| | ✓ | | 9. Any loss of access to Hayle is a problem, given the amount of growth proposed. | High impact locally, but less so for the network as a whole. | | ● ● |

| When does this issue become critical? | | | | | | | |
|---------------------------------------|---|---|---|---|--|--|---|
| ✓ | ✓ | | 10. For reasons of safety, community cohesion and congestion. | Cornwall Council has identified capacity and severance issues caused but also recognise that realignment and dualling this section of the A30 is unlikely to happen and therefore not a priority. CC's priority would be to manage the traffic to alleviate the issues. | | |  |
| | | ✓ | 11. No alternative route is available. | | | | |
| | ✓ | | 12. A strategy is needed for the whole county to prevent further accidents. | These matters should be considered when any improvement is planned, so this challenge leads on from all others. | The Agency could acquire land alongside the worst junctions in order to widen the carriageway and provide gates. | | |
| ✓ | | | 13. The A38 cannot cope when the A30 is shut. | This is only an intermittent problem, but has a huge impact when it does happen. | | | |
| | ✓ | | 14. | Something for the Agency to think about across the country rather than a need for action on the ground. | | | |

Route-based strategies stakeholder events

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

| | | | | | |
|--------------------------|-------------------------|-------------------|---------------------------------------|-----------------------|----------|
| Workshop Name | Cornwall | Date: | 25th September 2013 | Breakout Group | 2 |
| Group Facilitator | Christine Fowler | Note-taker | Mike Howell | | |

| 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 |
|------------------------------|--|--|--|---|---|--|
| 33. Penzance to Lands End | Why isn't it part of the SRN? | Capacity / Safety | N | | | Graham Ronan (Cornwall Ramblers Association) |
| 34. General | Issues in Cornwall tend to be concentrated into 3 months over the summer period. How will this affect the economics of identified solutions? | | N | | | Andy England (Cornwall Council) |
| 35. A30 Crowlas to Penzance | Currently congested, will get worse as new development comes forward. | Capacity / Safety / operation | N | | | Andy England (Cornwall Council) |
| 36. A30 Hayle | Currently congested, will get worse as new development comes forward. | Capacity / Safety / operation | N | | | Andy England (Cornwall Council) |
| 37. A30 Carland to Chiverton | Currently congested, will get worse as new development comes forward. | Capacity / Safety / operation | N | | | Andy England (Cornwall Council) |
| 38. A30 St Erth | Currently congested, will get worse as new development comes forward. | Capacity / Safety / operation | N | | | Andy England (Cornwall Council) |
| 39. A30 Loggans Moor | Traffic congestion due to the West Cornwall Retail park. Will get worse with the future retail expansion. | Capacity / Safety / operation | N | | | Andy England (Cornwall Council) |
| 40. A30 General | The A30 is used as part of the Lands End to John O' Groats cycle route. The A30 is not suitable for this use. What guidance is given by the HA to cyclists who want to use it? | Safety | N | Recent fatality. High cycle related accident rate between Chiverton and Carland Cross | | Graham Ronan (Cornwall Ramblers Association) Dave Trout (Devon and Cornwall Constabulary) |
| 41. A30 Newtown Roundabout | Restricted capacity. No gaps in traffic to pull out into. Small size. | Capacity / Safety / operation | N | | | Graham Ronan (Cornwall Ramblers Association) |

| | | | | | | |
|--|--|-------------------------------|---|--|--|--|
| 42. A30 St Michael's Way pedestrian crossing point. | Poor facilities for pedestrians crossing the A30 on the ancient Pilgrim Route between Southern Ireland and Spain. | Safety | N | 25 to 30 people per day in the summer period use the section of the route which crosses the A30 at Crowlas. | Grahame Ronan left an OS extract showing the crossing point and can provide more information on usage. | Graham Ronan (Cornwall Ramblers Association) |
| 43. A30 Chiverton to Carland | The dualling of the Temple to Higher Carblake section of the A30 will make congestion worse between Carland Cross and Chiverton. | Capacity / Safety / operation | N | | | Andy England (Cornwall Council) |
| 44. A30 Chybucca | Conflict between through movement and crossing movement. Only works on the basis of good will by drivers allowing side road traffic to pull out. | Capacity / Safety / operation | N | | | Graham Ronan (Cornwall Ramblers Association) |
| 45. A30 Blue Anchor/Kingsley Village | Poor slip road provision. Merges are too short, tends to get used as a "Give Way" junction. Results in slow moving traffic pulling out onto main carriageway including caravans. Mix of tourism and local traffic which tend to use the junction in a different way. | Safety | N | | | Andy England (Cornwall Council) |
| 46. A30 Service areas :- <ul style="list-style-type: none"> • Kingsley • West Cornwall Retail Park • Chiverton | All cause their own local issues. The services at Victoria will assist by reducing pressure on Kingsley but is reliance on the planning system the right approach to delivering adequate roadside facilities or should they be strategically planned? | Capacity / Safety / operation | N | | | Graham Ronan (Cornwall Ramblers Association) |
| 47. A30 General | Mix of agricultural and general traffic. | Safety | N | | | Dave Trout (Devon and Cornwall Constabulary) |
| 48. A30 Crowlas | Flooding | Operation / asset condition. | N | | | Graham Ronan (Cornwall Ramblers Association) |
| 49. A38 Bodmin to Dobwalls | Low standard of route with limited opportunity for improvement. | Capacity / Safety / operation | N | Development hotspot at Bodmin. Strong linkage with Plymouth. Traffic flows will increase. Accidents cause local blockages due to single carriageway and lack of alternative routes. The route is generally accepted for what it is. There is a perception of a low strategic status. SRN users tend to avoid this section of the A38 and use alternative routes. The route is sub-standard. Should it be de-trunked? | | Graham Ronan (Cornwall Ramblers Association) |
| 50. A38 Bodmin Parkway Access | Low standard, poor visibility | Safety | N | | | Graham Ronan (Cornwall Ramblers Association) |
| 51. A38 Polmarkyn Bridge | 3 lane to 2 lane drop at the bridge causes a road safety issue | Safety | N | | | Graham Ronan (Cornwall Ramblers Association) |

| | | | | | | |
|--|--|----------------------|---|----------------------------------|--|--|
| 52. General | Lack of education for road users particularly cyclists. | Safety | N | "Learn to Live" campaign | | Dave Trout (Devon and Cornwall Constabulary) |
| 53. General | Lack of uptake of sustainable travel | Capacity / operation | N | | | Graham Ronan (Cornwall Ramblers Association) |
| 54. A30 Highgate Hill / Victoria | Growth of Newquay | Capacity / Safety | N | Newquay Aerohub enterprise zone. | | Andy England (Cornwall Council) |
| 55. A30 Kingsley Village / Blue Anchor | Existing problems will be exacerbated by further expansion | Safety | N | | | Graham Ronan (Cornwall Ramblers Association) |

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

| | | | | | |
|--------------------------|-------------------------|-------------------|----------------------------------|-----------------------|----------|
| Workshop Name | Cornwall | Date: | 25th September | Breakout Group | 2 |
| Group Facilitator | Christine Fowler | Note-taker | Mike Howell | | |

| When does this issue become critical? | | | Why is this considered to be a priority? Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary | How does this compare to other priorities? Why? Nb In this session we most interested in <u>how</u> they decide what should be a priority rather than what the priorities are. The sticky dot session will help show what the group think the priorities should be | Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities. Solution Type (& additional notes) Maintenance & renewals /operational / Junction improvement / Adding capacity / New road / other | Sticky dots (also to be placed on the map as well) |
|---------------------------------------|-------------|------------|---|---|--|--|
| Already is | Before 2021 | After 2021 | | | | |
| | | | 33. Route performs as much of a strategic function as the rest of the SRN | | | |
| | | | 34. Need to ensure that Cornwall, which is dependent on tourism to support it's economy, can compete with other areas that have a less seasonal economy, for RBS funding? | | | |
| | Y | | 35. Need to ensure that existing problems are not made worse by development which is necessary to support economic growth. | | | |
| Y | | | 36. Need to ensure that existing problems are not made worse by development which is necessary to support economic growth | | | |
| Y | | | 37. Need to ensure that existing problems are not made worse by development which is necessary to support economic growth | | | ● ● ● ● |
| Y | | | 38. Need to ensure that existing problems are not made worse by development which is necessary to support economic growth | | | |
| Y | | | 39. Need to ensure that existing problems are not made worse by development which is necessary to support economic growth | | | ● |
| Y | | | 40. Need to improve road safety. | | | |
| Y | | | 41. Need to ensure that existing problems are not made worse by development which is necessary to support economic growth | | | ● |
| Y | | | 42. Need to cater for all road users | | | ● |
| Y | | | 43. Need to ensure that existing problems are not made worse by improvement elsewhere on the network. | | | ● |
| Y | | | 44. Need to ensure that existing problems are not made worse by development which is necessary to support economic growth | | | ● ● |
| Y | | | 45. Need to improve road safety. | | | ● |
| Y | | | 46. Need to provide suitable rest areas and facilities for the travelling public, particularly holiday makers who are often travelling some distance before reaching | | | |

| | | | | | | |
|---|---|--|--|--|--|-----|
| | | | Cornwall. for | | | |
| Y | | | 47. Need to manage the conflict between vehicles travelling at significantly different speeds. | | | |
| Y | | | 48. Need to reduce road closures / obstruction due to flooding | | | |
| Y | | | 49. Need to improve road safety. | Road safety is the main concern due to lack of opportunities for major improvement of the route and the sensitive environment of the Glynn Valley. | | ● |
| Y | | | 50. Need to improve road safety | | | |
| Y | | | 51. Need to improve road safety | | | |
| Y | | | 52. Need to improve road safety | | | ● ● |
| Y | | | 53. Need to support growth of sustainable travel. | | | |
| | Y | | 54. Need for the SRN to support economic growth. | | | |
| Y | | | 55. Need to improve road safety. | | | |

Route-based strategies stakeholder events

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

| | | | | | |
|--------------------------|----------------------|-------------------|----------------------------------|-----------------------|--------------|
| Workshop Name | Cornwall | Date: | 25th September | Breakout Group | Three |
| Group Facilitator | Steve Hellier | Note-taker | Vicky Edge | | |

| 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. Are there directions about what the SRN should be there for? Until this is articulated, it's difficult to list priorities. Also noted that it would be useful to find out the average length of journeys on the trunk road. Important to look at local traffic as well as strategic traffic. | | | | | Steve Havers |
| Study | 2. Where does flood risk information come from? Can it be shared with the Environment Agency? In terms of water quality, important to use the Water Framework Directive. Once problems are shown accurately, can begin to prioritise. Would like to see conservation built into the RBS. More of a conservation vision needed, with pre-planning around any major schemes. | Environment | | DH happy to update environmental information after liaising with colleagues at the Environment Agency. Refer to Memorandum of Understanding between the Highways Agency and Environment Agency. | | Dan Hambrook |
| Study | 3. In terms of water quality, a review into incident management (spillage etc) would be welcomed. Information can be used from previous incidents, e.g. Tyford. De-icing (salt) has an effect on the environment as sodium chloride enters rivers. | Environment | | Eco-system Services at the Environment Agency can assist with valuing the environment. For cost-benefit purposes, links can be made to tourism and the economy. | | Dan Hambrook |
| Study | 4. Sea level rise a potential issue in Penzance, along with other areas in the region. Need for accurate mapping and to begin planning. There may be some low-level areas on the A38 and Hayle may also be at risk. | Environment | | County hold some sea level prediction maps (CJ). | | Dan Hambrook |

| | | | | | | |
|-------------|--|----------------------------------|--|---|--|----------------------------------|
| | | | | | | |
| Study | <p>5. Needs to be a close relationship between Highways Agency and Network Rail.</p> <p>There are opportunities to integrate at Trerulefoot to Plymouth and St Erth (could address the seasonal peak).</p> <p>Integration begins particularly important if Tyford and Landrake are not getting a bypass.</p> <p>Integrated transport is important in particular, due to fuel poverty, accessibility. It is important to the region's economy.</p> | Capacity / Society / Environment | | | | Colin Jarvis Simon Murray |
| Region-wide | <p>6. The trunk roads in Cornwall are relatively unique. Strategic vs. Local traffic. There is not as much through-traffic as other areas, and there has been talk about de-trunking.</p> | Operational | | | | Colin Jarvis |
| Region-wide | <p>7. Operational management – road closures and incidents are an issue. Diversion routes not always suitable.</p> <p>Are key sections of the network with serious incidents/concerns to be addressed? Do the Agency have the resources?</p> <p>Route resilience an issue. The A38 is regularly closed, and the diversionary routes are convoluted. Unpredictable journey times have knock on effects in the region.</p> | Operational | | | | Colin Jarvis |
| Region-wide | <p>8. Council's growth strategy. How can the SRN support these aspirations? As key development is rolled out, the trunk roads need to support this.</p> <p>Integration is important. If development is coming forward, the HA should not then object/conflict.</p> <p>Already capacity issues at Carkeel roundabout, Chiverton, Loggans Moor and Truro to Langarth.</p> | Capacity / Economic growth | | Development data shown on maps is not the most up to date. SH can send up to date data through. | | Steve Havers |
| Region-wide | <p>9. Severance is created by the network within local communities.</p> <p>Saltash and Carkeel effected (although it was noted that a pedestrian bridge should be in place by 2015).</p> <p>Retail expansion is planned in Hayle, with the housing served being on the other side of the A30.</p> <p>Chiverton is also regularly cited as a problem (commuters travelling to the hospital). A scheme has been put in place aimed at cutting congestion, but this hasn't done anything for severance.</p> | Society | | | | Simon Murray |
| Region-wide | <p>10. Limited road-side information in Cornwall. Although, information available before starting a journey is generally good.</p> | Operational | | | | Colin Jarvis |

| | | | | | | |
|------------------|---|-------------------------------|--|--|---|--------------|
| | | | | | | |
| Region-wide | 11. Issues with sat-navs not being updated, which causing problems when junctions area changed. | Operational | | | | Simon Murray |
| A38 | 12. Safety on this link a concern. There are tight turns and crossing the A38 is difficult (particularly opposite Menhellier). Saltash to Trerulefoot link is constraining business growth. Journey times are effected (a windy route with slow journey times) and the link is over capacity. | Safety / Economic growth | | | | Steve Foster |
| A30 | 13. Long distance end to end cyclists should be signed off the dangerous parts of the network. Where there are opportunities to dual, cyclists should be considered. It was noted that there were two fatalities in July. | Safety | | | | Simon Murray |
| A30 | 14. Cornwall Wildlife Trust has an idea for an eco-network following the A30. | Environment | | | Consult with the Cornwall Wildlife Trust. | Dan Hambrook |
| Glynn Valley | 15. Safety concerns. Water coming off the land onto the highway causes a danger. | Safety | | | Has been a pilot project at Newtown (CJ). Contact Kevin Bryant at Cornwall Council for further information. | Steve Foster |
| Plusher Junction | 16. Safety and crossing concerns within the local community. | Safety / Society | | | | Steve Foster |
| A30 | 17. Water quality and 'first flush' an issue. The water can get quite polluted after a dry spell. When it then runs off the carriageway, it can have an effect on fish etc. This issue is a particular issue at: Brighton Stream, Highgate Hill, Whiddon Down, top end of the Teign and may be others. | Environment | | | | Dan Hambrook |
| Bodmin Parkway | 18. Area of significant development, but a blind bridge. A roundabout was proposed, but dropped due to funding issues. | Operational / Economic growth | | | | Colin Jarvis |

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

| | | | | | |
|--------------------------|----------------------|-------------------|----------------------------------|-----------------------|--------------|
| Workshop Name | Cornwall | Date: | 25th 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 | | | | |
| ✓ | | | 2, 3, 4. An opportunistic approach to environmental issues. Would like to see environmental issues fully considered during the planning of schemes. A few sites are a high priority, but this is a wider issue. | | | ● |
| ✓ | | | 5. Ahead of growth, there needs to be provision to cater for modal shift. When it is known where the growth is, can start planning for infrastructure. Developer could fund improvements, or contribute towards the 'right' scheme. Integration with public transport is important. | | | |
| | ✓ | | 8. Accommodating development in the region is important. Once the local plan is set, important to understand where this affects the SRN. There is a need to accommodate growth. | | | |
| ✓ | | | 10. On road VMS information should be used to inform drivers more (and better). Signs seem to currently operate by default. Important to allow drivers to make informed decisions and take alternative routes. | | | |
| ✓ | | | 12, 15, 16. The priority for the SRN should be to get people from A to B safely. The police validated data is slightly behind. | | | ● |
| ✓ | | | 13. John O'Groats to Lands End cyclists need to be given information on the alternatives available. Could be possible to work with those publishing the routes, or publish alternative routes. | | | |
| | | | 15. Water coming off land onto highways cause danger. | | | ● ● |
| ✓ | | | 17. Water runoff effecting fish is an immediate issue. | | | ● |

B4 Heart of the South West Stakeholder event – Thurs 26th Sept 2013

B4.1 Event Location

The Rougemont Thistle, Exeter
Queen Street, Exeter, EX4 3SP

B4.2 Highways Agency / Supply Chain Attendees

| | |
|--|---|
| Lead facilitator | Stella Chapple (Highways Agency) |
| Front End Presenter / Breakout facilitator 1 | Ian Parsons (Highways Agency) |
| Breakout facilitator 2 and 3 | Christine Fowler (Highways Agency) Steve Hellier (Highways Agency) |
| Supply Chain assistance | Vicky Edge (CH2MHill) Mike Howell (CH2MHill) Jo Mole (CH2MHill) Peter Triplow (CH2MHill) |
| Other HA attendees | David Stock (Highways Agency) Mark Slater (Highways Agency) |

B4.3 Stakeholder Attendees

| Invited | Attended |
|--------------------------------------|----------------------------------|
| LEP Transport Special Interest Group | Ian Harrison |
| East Devon District Council | Nigel Harrison Matt Dickens |
| Mid Devon District Council | Jonathan Guscott |
| West Devon Borough Council | Rebecca Black |
| Plymouth City Council | Philip Heseltine Sunita Mills |
| Exeter City Council | Karime Hassan |
| Taunton Deane Council | Brendan Cleere |
| Mendip District Council | Stuart Brown |
| Devon Ramblers Association | John Skinner |
| Devonport Dockyard (MOD) | |
| Devon & Cornwall Constabulary | |
| Environment Agency | Hugh Davey |
| Stagecoach | Robert Williams |
| South West Ambulance Service Trust | Nikki Leach |
| CTC – The national cycling charity | Roy Russell |
| Sustrans | Paul Hawkins |
| Local Transport Board | Dave Black Liz Waugh |
| Devon County Council | Mark Dauncey |
| North Devon Council | |
| Torridge Council | |
| Teinbridge Council | |
| North Somerset Council | |
| Somerset County Council | Mike O'Dowd-Jones |
| West Somerset District Council | |
| Torbay Council | |
| Sedgemoor Council | Claire Pearce |

| | |
|--|--|
| Country Bus Devon | |
| Exeter Airport | |
| Princess Yachts | |
| Devon and Somerset Fire and Rescue Service | |
| Plymouth Port/Ferry Terminal (AB Ports) | |
| Exeter and East Devon Growth Point | |
| Devon and Cornwall Business Council | |
| Derriford Hospital | |

B4.4 Note Takers Sheets

Route-based strategies stakeholder events

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

| | | | | | |
|--------------------------|-----------------------------|-------------------|-----------------------|-----------------------|------------|
| Workshop Name | Devon & Somerset | Date: | 26th September | Breakout Group | One |
| Group Facilitator | Ian Parsons | Note-taker | Peter Triplow | | |

| 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 |
|---------------------------------------|---|--|--|--|---|--|
| A30 Alphington junction | 1. Capacity here is already limited. With all the growth planned in Exeter and across the Teignbridge district there will be severe congestion here if nothing is done. Concede that some relief would be provided by a new road across the Exe at Countess Wear. | Capacity | Yes | | | Mark Dauncey |
| A30 / A38 (crossings) | 2. Some junctions allow traffic to drive across the central reservation, while others allow walkers and cyclists to cross. Drivers from outwith the area may not expect to find tractors and walkers crossing dual carriageways. Removing them should, therefore, be a priority. Fingle Glen given as the worst example. | Safety | Yes | | | Ian Harrison disputed by Mark Dauncey |
| 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. | | Karine 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 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. | Capacity Society & Environment | Yes | | | Ian Harrison supported by 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. | | Karine Hassan |

Route-based strategies stakeholder events

Breakout Session 2: what should the priorities be?

| | | | | | |
|--------------------------|-----------------------------|-------------------|-----------------------|-----------------------|------------|
| Workshop Name | Devon & Somerset | 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. | ● ● ● |
| ✓ | | | 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. | | ● |

| When does this issue become critical? | | | | | | |
|---------------------------------------|---|--|--|---|--|--|
| ✓ | ✓ | | 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. | |

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 | Two |
| Group Facilitator | Christine Fowler | Note-taker | Vicky Edge | | |

| 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. Consider cyclists during junction design. | Safety / Society | No | | | Roy Russell |
| Study | 2. 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 Hesseltnie |
| Study | 3. 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 Hesseltnie |
| Study | 4. 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 | 5. 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 | 6. 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 | 7. Maintenance standards appear to have gone down (only perception). Perhaps due to a new Asset Support Contract? | | | | | Dave Black |
| M5 J24 and J25 | 8. Accident in 2011 between these two junctions. Not shown on the accident map. | Safety | No | | | Brendan Cleere |
| M5 J25 | 9. 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) | 10. 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 | 11. 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 | | | | Robert Williams |
| A303 | 12. 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 (Ilminster). | Asset condition / Safety / Capacity | | | | Dave Black Mike O'Dowd Jones |

| | | | | | | |
|---|---|---------------------------------|--|--|--|---|
| | | | | | | |
| A30 | <p>13. Highest rate of cycle casualties on the SRN. 4,000 people per annum cycle from John O'Groats to Lands End.</p> <p>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.)</p> <p>People leave Plymouth port by bike, but have no idea which way to go as there is no information about the routes to take.</p> | Safety / Environment | | | | Roy Russell |
| A30 | <p>14. Concrete carriageway from Honiton to Exeter. Noise is a long standing issue.</p> <p>Capacity and safety at junctions on this link are an issue (coming on and off).</p> | Environment / Capacity / Safety | | | | Philip Hesseltnine |
| A38 | <p>15. Two accidents on the A38 on the day of engagement.</p> <p>A variable standard, with some accesses taken directly from the SRN. Doesn't currently comply with standards as there are sub-standard sections.</p> <p>When it is working, it is fine but there are resilience issues, especially due to accidents.</p> | Asset condition | | | | <p>Dave Black</p> <p>Philip Hesseltnine</p> |
| A38 Marsh Mills | <p>16. Noise issues. Severe pruning has been undertaken which has affected local communities.</p> | Environment | | | | Philip Hesseltnine |
| A38 Junctions (Deep Lane, Sherford, Langage, Marsh Mills, Forder Valley, Manadon) | <p>17. Need to allow the city to grow. 50,000 increase in the population of Plymouth expected over the next 20 years.</p> <p>The relationship with the local network is important.</p> <p>Potential capacity issues, and growth is felt to be held back by the Agency and not getting permissions.</p> <p>The Area Action Plan was found to be unsound due to the funding of transport infrastructure.</p> | Capacity / Economic growth | | | | Philip Hesseltnine |
| Deep Lane, Plymouth | <p>18. Growth point (although not the biggest). Must accommodate planned growth at:</p> <ul style="list-style-type: none"> - Derriford - City Centre - Sherford <p>Park and Ride proposed.</p> | Capacity / Economic growth | | | | Philip Hesseltnine |

| | | | | | | |
|---------------------------------|--|----------------------------|----|---|--|--|
| | | | | | | |
| A358 | <p>19. Acknowledged that the feasibility study will capture issues on the A358.</p> <p>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.</p> <p>A358 preferred location for a second strategic business site.</p> | Capacity | | | | <p>Mike O'Dowd Jones</p> <p>Brendan Cleere</p> |
| Taunton, Bridgwater, Wellington | <p>20. Growth points. Lots of local movement between these areas.</p> <p>Taunton has major urban extensions planned. Monkton Heathfield is being built now.</p> <p>In November/December 2012, flooding caused the M5 to close between Taunton and Wellington.</p> | Capacity / Economic growth | | | | Mike O'Dowd Jones |
| Hinkley Point C | <p>21. Supply chain and resilience issues (particularly flooding). There are limited alternative routes.</p> <p>It has planning permission, but there is a lot of development associated with construction that has not been considered.</p> <p>A lot of traffic will be coming along the A303 from the south coast.</p> | Capacity / Operational | No | | | <p>Mike O'Dowd Jones</p> <p>Brendan Cleere</p> |
| Tamar Bridge | <p>22. No current issues, although there are flows which lend themselves to a 3 to 1 lane ratio.</p> <p>Not certain how the improvements to Carkeel roundabout will affect the bridge. Traffic could be sent to the bridge even faster.</p> | Operational | | A joint study has been undertaken and will be published at the end of the year. | | Philip Hesselstine |
| Plymouth | <p>23. Very little goes through Plymouth. The A30 is used as a through-route and the issues are local traffic.</p> <p>Questions as to whether the trunk road should end at Marsh Mills/Deep Lane? (PH indicated that the A30/A38 should remain trunk road).</p> <p>Localised management issue around Plymouth.</p> | 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 | | | | |
| | | | 2. Increasing capacity on other modes would free capacity on the SRN. | | | ● |
| | | | 3. Communication and integration key to improving the SRN as a whole. | | | ● |
| | | ✓ | 6. M5 capacity issues around Exeter likely to become an issue after 2021. | | | |
| ✓ | | | 9. Monkton Heathfield development already underway. This will add to capacity problems at M5 J25. | | Somerset County Council has an 'in principle' scheme. | ● |
| ✓ | | | 10. 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. | | | ● |
| ✓ | | | 11. 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. | ● |
| ✓ | ✓ | | 12. 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 exacerbate capacity issues. | | The A30 flooded in 2012 at Honiton. There are drainage issues and need to try and find some water management solutions. | ● ● |
| ✓ | | | 13. Casualties on the A30 are an immediate issue. | | Could ban cyclists using an order. | ● |
| | | ✓ | 14. 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? | |
| ✓ | | | 15. Doesn't currently comply with standards. | | | ● |
| ✓ | | | 16. Noise at Marsh Mills is an issue for residents now. | | | |
| ✓ | | | 18. 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. | | | |

| When does this issue become critical? | | | Why is this considered to be a priority? Nb. We are not asking the group to reach a consensus about the priorities, but to discuss their views. Include initials of the delegates so that we can follow up if necessary | How does this compare to other priorities? Why? | Capture any solutions that are proposed and ensure people feel heard, but re-focus on discussing their views on the priorities. Solution Type (& additional notes) Maintenance & renewals /operational / Junction improvement / Adding capacity / New road / other | Sticky dots (also to be placed on the map as well) |
|---------------------------------------|-------------|------------|--|--|--|---|
| Already is | Before 2021 | After 2021 | | | | |
| | | | 2. Increasing capacity on other modes would free capacity on the SRN. | | | ● |
| | | | 3. Communication and integration key to improving the SRN as a whole. | | | ● |
| | | ✓ | 6. M5 capacity issues around Exeter likely to become an issue after 2021. | | | |
| ✓ | | | 9. Monkton Heathfield development already underway. This will add to capacity problems at M5 J25. | | Somerset County Council has an 'in principle' scheme. | ● |
| ✓ | | | 10. 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. | | | ● |
| ✓ | | | 11. 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. | ● |
| ✓ | ✓ | | 12. 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 exacerbate capacity issues. | | The A30 flooded in 2012 at Honiton. There are drainage issues and need to try and find some water management solutions. | ● ● |
| ✓ | | | 13. Casualties on the A30 are an immediate issue. | | Could ban cyclists using an order. | ● |
| | | ✓ | 14. 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? | |
| ✓ | | | 15. Doesn't currently comply with standards. | | | ● |
| ✓ | | | 16. Noise at Marsh Mills is an issue for residents now. | | | |
| ✓ | | | 18. 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. | | | |
| | ✓ | | 21. Lot of development planned. | | | ● ● |
| | | ✓ | 22. Tamar Bridge has no current issues. Should delay major infrastructure issues for as long as possible. | | Look at using demand management and pricing tools. | ● |

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 | 3 |
| Group Facilitator | Steve Hellier | Note-taker | Joanna Mole | | |

| 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 Motorway | 1. Significant M5 traffic is commuter traffic. Should this be on the SRN or on the local road network? | Capacity | | | | Jon Guscott |
| 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 | | | | Jon 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 |
| A38 Glynn 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 should n't | Safety | | | | Jon 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 | | | | Jon 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 bi-sected by road | Severance | | | | Matt Dickins |
| 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 Bridgwater 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 - Bridgwater | 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 | | | | Jon Guscott |
| M5 J28 | 38. Development growth will create capacity issues. Pressure for 'Cullompton South' junction | Economic Growth | | | | Jon 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 Glynn 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 (Jon 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 (Jon 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) | | ● |

B5. Basingstoke Stakeholder event – Monday 7th October 2013

B5.1 Event Location

Holiday Inn Basingstoke

| |
|-----------------------------------|
| Grove Road, Basingstoke, RG21 3EE |
|-----------------------------------|

B5.2 Stakeholder Attendees

| Invited | Attended |
|-------------------------------------|----------|
| LEP | |
| Solent LEP | Yes |
| Enterprise M3 Local Transport Body | Yes |
| Enterprise M3 LEP | Yes |
| LOCAL GOVERNMENT | |
| Surrey County Council | Yes |
| Elmbridge Borough Council | - |
| Epsom and Ewell District Council | - |
| Guildford Borough Council | Yes |
| Runnymede District Council | Yes |
| Spelthorne Borough Council | - |
| Surrey Heath Borough Council | - |
| Waverley Borough Council | Yes |
| Woking Borough Council | Yes |
| Hampshire County Council | Yes |
| Basingstoke & Deane Borough Council | - |
| East Hampshire District Council | - |
| Eastleigh Borough Council | Yes |
| Fareham Borough Council | - |
| Gosport Borough Council | - |
| Hart District Council | - |
| Havant Borough Council | - |
| New Forest District Council | - |
| Rushmoor Borough Council | Yes |

| | |
|--|-----|
| Test Valley Borough Council | Yes |
| Winchester City Council | - |
| Portsmouth City Council | Yes |
| Southampton City Council | Yes |
| Isle of Wight Council | - |
| Bournemouth Borough Council | - |
| Poole Borough Council | Yes |
| Dorset County Council | Yes |
| Department for Transport | Yes |
| STRATEGIC TRAFFIC GENERATORS | |
| ABP - Ports of Southampton | - |
| Portsmouth International Ports | - |
| Southampton Airport Ltd. | - |
| Heathrow Airport Ltd. | Yes |
| PASSENGER TRANSPORT ORGANISATIONS | |
| South West Trains | - |
| South Hants Bus Operators Association | - |
| TfSH & IoW | - |
| LOCAL FREIGHT GROUPS | |
| - | |
| LOCAL CHAMBER OF COMMERCE | |
| As recommended by LEP | |
| EMERGENCY SERVICES | |
| Hampshire Fire & rescue | - |
| South Central Ambulance Service | - |
| Hampshire Hospitals NHS Foundation Trust | - |
| Thames Valley Police | - |
| Hampshire Police | - |
| COUNTRYSIDE AND ENVIRONMENT GROUPS | |
| Environment Agency | - |
| South Down National Park | - |
| New Forest NP | - |
| CPRE (Campaign to Protect Rural England) Hampshire | - |

| | |
|--|-----|
| Hampshire and Isle of Wight Local Nature Partnership | Yes |
| Surrey Local Nature Partnerships | - |
| North Wessex Downs AONB Board | - |
| NON-MOTORISED USER GROUPS | |
| SUSTRANS | Yes |
| Ramblers Association | - |

B5.3 Note Takers Sheets

Detailed Responses from Breakout Session 1

LEP Session - Enterprise M3

Date: 7/10/13

Breakout session one

| Relevant RBS | | | | | Table | Location | Description of challenge | Type of challenge | | | | | When does this issue become critical? | | Is the evidence for this challenge shown on our maps? | If not, what evidence is there to show this is/will become a challenge? | Number of sticky dots received |
|---------------------|----------------------------|----------------------------|---|---------------------------------|---------|----------------|--|-------------------|--------|-----------------|-------------|------------------|---------------------------------------|---------|---|---|--------------------------------|
| M25 to Solent Ports | Solent Ports to M40 and M1 | A27/A23/A259/A2070/A21/A26 | A303/A35/A31/A36/A30 and A38 Exeter to Penzance | London Orbital & M23 to Gatwick | | | | Capacity | Safety | Asset Condition | Operational | Society & Enviro | Already is | 2018-21 | | | |
| x | | | | | Group 1 | Generic | How does RBS fit with rail network - is there an integrated RBS? Wider issue of rail, airports - holistic approach | | | | X | X | X | | | | |
| x | x | | | | Group 1 | M3 J9 (M3/A34) | Capacity issues - access to ports, economy, RBS and Network Rail strategies for freight - holistic approach | X | | | X | | X | | | | 10 |
| x | x | | | | Group 1 | M3 J9 to M27 | Operationally poor, requires managed motorway | | | | X | | X | | | | 1 |
| x | | | | | Group 1 | A3 | Bottleneck moved further north since opening of Hindhead Tunnel - Guildford Urban motorway, noise/air pollution | X | | | X | X | X | | | Yes | |
| x | | | | x | Group 1 | A3 J10 Wisley | Bottleneck in network | X | | | | | X | | | | |
| x | | | | x | Group 1 | M3 J2 | Big congestion point - large number of developments coming forward | X | | | | | X | X | | | |
| x | x | | | | Group 1 | Southampton | Critical in terms of growth @ ports in Soton - Automotive industry - links to continent and beyond | X | | | X | | X | X | | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|--|--|---|---------|----------------------|--|---|--|--|--|---|---|---|---|--|--|----|
| | x | | | | Group 1 | M27 J10 | Westbourne Strategic Site | X | | | | | | X | X | | | |
| | x | | | | Group 1 | A31 Ringwood | Reduces to 2 lanes capacity issue particularly during peak tourist season | X | | | | | X | | | | | |
| | x | | | | Group 1 | M27 J5 | Growth/Airport Employment site in Eastleigh Docks - Future Development pressures | X | | | | | | X | X | | | |
| | x | | | | Group 1 | A31 | Development at Bournemouth Airport will lead to congestion issues. Up to 10k jobs proposed | X | | | | | | | X | | | 2 |
| x | | | | | Group 1 | M3 J4 | Future Development Growth pressures on network | X | | | | | | | X | | | |
| x | | | | x | Group 1 | M3 J2 - 4a | Congested peak times - knock on impact on local network - will managed motorways help? | X | | | | | X | | | | | |
| x | | | | | Group 1 | A3 Wisley | Lorry Parks/informal P&R provision for HGV parking | | | | | X | X | | | | | |
| x | | | | | Group 1 | Generic | Junction hopping | | | | | X | X | | | | | |
| x | | | | | Group 1 | A3 Guildford | Town is severed by A3. Need to free up local traffic to allow economic growth. Retaining high sector business, growing high technology sector, reliability of being able to access Heathrow, Gatwick with reliable journey times, improving environment by cutting congestion is priority. | x | | | | | x | | | | | 10 |
| x | | | | x | Group 1 | A3 Junction 10 / M25 | Wisley development. Capacity / access needs to be improved | x | | | | | | | x | | | |
| x | | | | x | Group 1 | Runnymede | Housing and strategic development pressure impacting on network (Strategic allocation and former DERA site of 1,500 homes and 79,000sqm of commercial floor space. New settlement to the west of Borough). | x | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|--|---|---------|---|--|---|---|--|--|--|--|---|---|---|--|--|--|---|
| x | | | | x | Group 1 | CM3 junction 1 and M25 J12 | Congestion around M3 junction 1 and M25 J12 | x | | | | | | x | x | x | | | | |
| x | x | | | x | Group 1 | Specific junctions where bottle necks occur | A303 Mere, A3 Guildford, A3/M25 Junction 10, M3 J9 Winchester, M27 Junction 5-7, A27 Chichester to Worthing, A31 Poole, M3 J4 & J4a, A331 & A327 (congestion as result of M3 congestion), A30/A331 corridor impact on M3 | x | | | | | | x | | | | | | |
| | x | | | | Group 1 | A31 North of Poole | Capacity north of Poole / Bournemouth - development permitted through MOU assumed dualling Aneys Ford - Merley | x | | | | | | | x | | | | | |
| | x | | | | Group 1 | A31 Ringwood New Forest | Westbound capacity New Forest A31 due to constraint at A31 Ringwood A31 / A338 | x | | | | | | x | | | | | | 1 |
| | x | | | | Group 1 | M27 | Junction hopping on A27 for SRN and local traffic. 50% of traffic on M27 travels just 1-4. | x | | | | | | x | | | | | | |
| x | x | | | | Group 1 | M27 and M3 at Southampton | Large freight, cruise and automotive growth at Port of Southampton - if increased would add significant growth to an already constrained network. | x | | | | | | x | x | | | | | |
| x | x | | | | Group 1 | A34 / M3 | Critical bottleneck for the Solent economy. | x | | | | | | x | | | | | | 1 |
| x | x | x | | | Group 1 | Gosport | Access to Enterprise zone at Gosport | x | | | | | | x | x | | | | | 1 |
| | x | | | | Group 1 | M27 Junction 10/11 | New housing (6,000 house as Welbourne) | x | | | | | | | x | | | | | |
| x | | | | | Group 1 | A31 Farnham | A31 Congestion between A3 and M3 | x | | | | | | x | | | | | | 1 |
| x | | | | x | Group 1 | Heathrow | Impacts of Heathrow expansion on network | x | | | | | | | x | | | | | |
| x | | | | | Group 1 | Generic | Need to share information on other transport modes | x | x | | | | | x | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|--|--|---|---------|---|---|---|---|--|--|---|---|---|---|---|-------------------------------|--|---|
| | X | | | | Group 2 | M27 Southampton to Fareham, Ringwood, Southampton junction westbound and also M275 access to Portsmouth | M27 used more as a local road rather than strategic motorway (30% of traffic travels only 2 junctions) so improved management required and noise and AQ issues also need to be considered, Struggling to cope with major development areas in Eastleigh, Fareham and Winchester and economic growth corridor into Portsmouth. | X | | | | X | X | X | X | | | | |
| X | | | | | Group 2 | M3 J9 (M3/A34) | Southampton Port - junction operation is a catastrophe for port and also impacts on the airport | X | | | | X | | | | | LEP Freight Transit Study | | 5 |
| X | | | | | Group 2 | Generic | Lack of CIL funding for infrastructure | | | | | | | | | | | | |
| | X | | | | Group 2 | A31 West of Ringwood | Lack of capacity - in middle of development - Port of Poole & Bournemouth Airport - need duelling. Portsmouth corridor to the navel base requires reliant land side access for access to new port activity (Note link to City Deals) | X | | | | | X | X | X | | | | |
| | | | | X | Group 2 | Access to Heathrow | Surface Access to Heathrow and major airports is very important. M25 Congestion undermines this and Airtrack abandoned so need something road or rail to improve access to Heathrow. Access to Gatwick is also poor from the West of Southampton | | | | | X | | X | | | Airports Commissions findings | | 8 |
| X | | | | | Group 2 | A3 Guildford and Wisley | Performance issues for A3 around Guildford and also Wisley interchange and closely spaced junctions with limited access. Strong interaction with local Highway Network. Frequent congestion, high accident rates, community severance, noise. Future development pressures from Local Plan sites | X | X | | | X | X | X | X | X | SHLAA Evidence | | 5 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|--|---------|--|---|---|---|--|---|---|---|---|--|--|----------------------|
| X | | | | | Group 3 | A3 Wisley - late lane changing and undertaking through Wooden Bridge | Need to better control lane discipline and behavioural change generally. This can be used to improve capacity. Where is this initiatives resourced and who does it? | X | | | X | | X | | | | |
| X | | | | | Group 3 | Woking | Woking generally has poor quality access to SRN | X | | | | X | X | | | | |
| X | X | X | X | | Group 3 | Generic | Current poor level of dialogue with network rail appears weak | X | | | X | | X | | | | |
| X | X | | | | Group 3 | A31 New Forest and Ringwood | Requires a strategic look at limiting access and improving design. There are safety and capacity issues. Traffic is worse on Friday evenings and because of tourist traffic | X | | | X | | X | | | | |
| | X | X | | | Group 3 | A27 & M27 | Potential for managed motorway type solutions. Jumping hopping and local access issues are a problem. Access to be better controlled alongside local road investment | X | | | X | | X | | | | Plenty of HA studies |
| X | X | X | | | Group 3 | Generic & A3 Guildford and M27 J8 - Windhover | Need for investment in local road network - Note this is difficult to achieve when the LA's / HA have different remits and objectives. HA perhaps doesn't have LA concern with Economic issues - more with safety / reliability meaning they can end up blocking activity - consultation becomes difficult! | | | | | X | X | X | | | |
| X | X | X | | | Group 3 | Generic | Safety - needs a more strategic approach - need to understand why accidents / incidents happen rather than focus on operational issues - Better role for different solutions - average speed cameras (SPECS?)etc with these better advertised on the network and also used to manage capacity | X | X | | X | X | X | | | | |
| X | X | X | X | | Group 3 | Generic | Do we maximise potential of managed motorways in controlling access? | X | | | X | | X | | | | |
| X | X | X | X | | Group 3 | Generic | What happens with traffic during maintenance and construction. Impacts on local road network during these events are not adequately thought through | X | | | X | | X | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|--|---------|--|--|---|--|---|--|---|---|--|---|---|--|--|---|
| | X | | | | Group 3 | A27 Farlington (Portsmouth Eastern road) | Sea wall investment and repair required. Also at M27 - A3M link risk of sea level rise | X | | X | | | X | | | | | See environment Agency Shoreline Mgt Plans | 2 |
| X | X | X | X | | Group 3 | Generic | Apprenticeship skills - need to look at scope for sustainable procurement and to build this into future contracts | | | | | | X | | | | | | |
| X | X | X | X | | Group 3 | Generic | The Government owned approach for the HA should provide a platform for the HA to take a strategic approach on aggregated development / growth potential for a 10-30 year period - Need to support with a strategic development model? | X | | | | X | X | | | | | | |
| | | | X | | Group 3 | A34 / A303 | Junction Design considerations | X | | | | X | | | | | | | |
| X | X | | | | Group 3 | M3 Junction 5 - Odiham - Hook | Can junction be designed to enable safe movements for NMUs. Generally the motorway act as a barrier to sustainable modes | X | | | | | | | | | | | |
| X | X | X | X | | Group 3 | | Need to seek opportunities for environmental enhancements. Environment data can be improved by 1) understanding the hierarchy of designations / statutory processes, and 2) integrating natural environment white paper concepts into interpreting data. | | | | | X | X | | | | | Help deliver Natural Environment white Paper - Lawton Concepts | |
| X | X | X | X | | Group 3 | A34 / M3 | Priority needed for economic traffic / HGVs. Journey times and reliability need enhancing | | | | | X | X | | | | | Port master plan | |
| X | X | X | X | | Group 3 | Generic | Can the area MAC commissions be extended to get private sector money involved in asset replacement rather than a piecemeal approach to asset maintenance | | | | | X | X | | | | | | |
| X | | | | | Group 3 | M25 Corridor and wider | Heathrow expansion is critical to economic growth however could well swamp the network. Journey time reliability is the critical issue and the catchments in Guildford, Basingstoke, Southampton and Woking are all relevant | X | | | | X | | | X | X | | | 6 |

Detailed Responses from Breakout Session 2

LEP Session - Enterprise M3

Date: 7/10/13

Breakout session two - Priorities

| Relevant RBS | | | | | Type of challenge | | | | | Why is this considered to be a priority? | How does this compare to other priorities? | |
|---------------------|----------------------------|----------------------------|--|---------|--|----------|--------|-----------------|-------------|--|--|-----------------------|
| M25 to Solent Ports | Solent Ports to M40 and M1 | A27/A23/A259/A2070/A21/A26 | A303/A35/A31/A36/A30 and A38 Exeter to London Orbital & M23 to Gatwick | Table | Description of challenge / Location | Capacity | Safety | Asset Condition | Operational | | | Society & Environment |
| x | | | | Group 1 | Funding for region as a whole is overriding priority | X | X | X | X | X | Need to lead the growth agenda - Region provide 25% GDP. 'More bang for your buck'. | |
| x | | | | Group 1 | M3/A34 J9 | X | | | | | Capacity constraint - access to ports from/to midlands - A34 key route for freight | |
| | x | | | Group 1 | M3/A34 J9 | X | | | | | Capacity constraint - access to ports from/to midlands - A34 key route for freight | |
| x | | | | Group 1 | A3 Guildford | X | | | | X | As with M3/J34 these are seen as major pinch points on network in region. Noise/AQ issues. Growth of high technology sector in Guildford. Reliability into Heathrow. Access to world markets | |
| x | | | | Group 1 | Gateways - Access to ports and airports | X | | | X | | Global Competitiveness, journey time reliability. Perception of being well connected - SRN must facilitate this in this region. Are we 'fit for purpose/business?' More capacity? Improving communications. Retaining what we have got. Speed of delivery. | |
| | x | | | Group 1 | M27 | | | | X | | Junction hopping impacts on overall operation of network and strategic operations | |
| x | | | | Group 1 | A331/A31 corridors Blackwater Valley | X | | | X | | Solutions off network will have impact on SRN | |

| | | | | | | | | | | | | |
|---|---|---|--|--|---------|--|---|---|---|---|---|--|
| | | x | | | Group 1 | Access to Enterprise zone at Gosport | x | | | | x | |
| x | | | | | Group 1 | Travel time | x | | | | | Need to understand how much time businesses are prepared to spend getting to national gateways. |
| x | | | | | Group 1 | Not just about future growth | x | x | x | x | x | South Hants is already most urbanised area of Southern England |
| x | | | | | Group 1 | Enterprise M3 LEP area | | | | | | Highest performing area outside of London. More return for your money on investment so a good place to invest in. |
| x | | | | | Group 1 | Guilford congestion A3 | x | | | | | Town is severed by A3. Need to free up local traffic to allow economic growth. Retaining high sector business, growing high technology sector, reliability of being able to access Heathrow, Gatwick with reliable journey times, improving environment by cutting congestion is priority. |
| x | | | | | Group 1 | M3 J9 to M27 | | | | x | | Operationally poor, requires managed motorway |
| | x | | | | Group 1 | A31 | x | | | | | Development at Bournemouth Airport will lead to congestion issues. Up to 10k jobs proposed |
| x | | | | | Group 1 | A3 Guildford | x | | | | | Town is severed by A3. Need to free up local traffic to allow economic growth. Retaining high sector business, growing high technology sector, reliability of being able to access Heathrow, Gatwick with reliable journey times, improving environment by cutting congestion is priority. |
| x | | | | | Group 1 | Focus on investment | | | | | | Highest performing area outside of London. More return for your money on investment so a good place to invest in. |
| x | | | | | Group 1 | Bottlenecks | x | | | | | Focus on key bottlenecks in area (M3/M25, A34/M3 J9, A331, A334, A27, A32, A31, A338 and others) |
| x | | | | | Group 1 | Growth to be supported by Infrastructure | x | x | | | | Looking at growth areas and supporting with infrastructure (M3 DERA, Wellborne, Dunsbury Hill Farm, Whiteley) |
| x | | | | | Group 1 | | x | | | | | Strengthening the role of the International Gateway (air, sea, road, rail) |
| x | | | | | Group 1 | | x | | | | | Global competitiveness by improving capacity and communication |

| | | | | | | | | | | | | |
|---|---|---|---|---|---------|---|---|---|--|---|---|--|
| X | X | X | X | X | Group 2 | Need to recognise that the SE gives the best investment returns for UK plc. and that there are pockets of deprivation | | | | X | Need to be able to justify investment relative to others parts of the country, particularly as current regional infrastructure is insufficient to meet know growth requirements | |
| X | | | | | Group 2 | M3-Junction 9 - Capacity and operational issues | X | | | X | | |
| X | X | X | X | X | Group 2 | Integrated thinking must become a priority | X | | | X | Relevant for specific corridors / localities in particular e.g. Guildford | |
| X | X | X | X | X | Group 2 | Reliability should be treated as an over-riding objective | X | | | X | Poor reliability represents a huge cost for businesses to absorb | |
| X | X | X | X | X | Group 2 | There is a need to support City Deals | | | | X | This will help to ensure the right networks and strategies (e.g. freight) are created | |
| X | | | | | Group 3 | A3 J10 Wisley | | | | X | Surrey - issue around network reliability | |
| X | | | | | Group 3 | Guildford, Wisley needs to be considered as pinch points | | X | | X | Surrey concerns and issues around safety | |
| x | X | X | X | | Group 3 | Service Level Agreements - Journey Time Reliability seems to be overriding issue | | | | X | What will these be in RBS terms. Should priority be attached to journey times? (A Heathrow issue) or should we invest in end to end journey time (HS2) | |
| X | | | | | Group 3 | No spare capacity exists Is it right to invest in capacity increases / | X | | | | Sometimes it will be better for LAs and HA to co-ordinate rather than pushing over capacity to the next pinch point. | |

| | | | | | | pinch points | | | | | | |
|---|---|---|---|---|---------|--|---|---|--|---|---|--|
| X | X | | | | Group 3 | Solent city in particular has poor east - west transport capacity - we need seamless travel | X | | | | | Invest in sustainable modes for east west movement will have long term capacity and operational benefits |
| X | X | X | X | | Group 3 | RBSs present an opportunity to prioritise spend on a corridor - | X | | | X | | Is there scope to designate corridors and prioritise spend? - focus on maintenance / renewal, pinch points, driver behaviour / demand management . We must focus on what is deliverable in order to enable longer term transformation |
| X | X | | | | Group 3 | Technical specification needs to be right around ITS | X | X | | | | Who should drive technology - government or industry. HA should define strategy requirements and then work with network operators to deliver |
| X | X | | | | Group 3 | M3 J9 & M3 Jct 4-2 access | X | | | X | X | All important for e.g. access to Heathrow |
| X | X | | | | Group 3 | Access to Portsmouth and Southampton | X | | | X | X | Need to prioritise this for enterprise zones - Frank Baxter has information |
| X | | X | | | Group 3 | NMU access on to SRN and severance issues | | X | | | X | Must be addressed on A roads for e.g. A303 and A31 otherwise trunk road becomes a barrier to other routes and also discourage investment in recreational activity. It is expensive to retrofit for NMUs so build in to new schemes form an early stage (e.g. M3 Jct 5) |
| X | X | X | X | X | Group 3 | Wider safety benefits - how are these adequately captured. Need to also balance growth and safety considerations | | X | | | | |
| | | X | | X | Group 3 | Gatwick and Heathrow improvement proposals are a priority to consider | X | | | X | X | These are potentially very important for e.g. M3 J9 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---------|--|---|---|---|---|---|--|--|
| X | | | | | Group 3 | Wider Economic benefits of good investment | X | X | X | X | X | The LEP area generally and particularly surrey are engines for economic growth - Need to recognise this and help transport to facilitate growth. Reference surrey's economic report, LEPS strategy for Growth and LHR report | |
| X | X | | | | Group 3 | A34 HGV Access to ports an important consideration | X | | | | | | |
| X | X | X | X | X | Group 3 | There need to be better approaches to sharing intelligence about the network and joint working | X | | | | | | |

Detailed Responses from Breakout Session 3

Breakout Session 3: Working together and dealing with the implications - Basingstoke Workshop 7th October 2013

| | Group Discussion | Working Together - Group Discussion |
|---|-------------------------------|--|
| 1 | Technology investment | For ITS need to develop and work with a common platform (open source) to support mobile devices. HA has a role in helping with journey planners and Journey Time reliability (Real Time) information |
| 2 | Project Development | HA needs to be more proactive in selling a scheme to a wider audience - Current priorities, planning for the future |
| 3 | Delivery | Delivery Mechanisms needs speeding up. Work with City Deals etc. |
| 4 | Maintenance work | Impact needs to be limited - As much demand as possible must be accommodated in the HA network during maintenance |
| 5 | Programme - Speed of Delivery | There is a need to get shovel ready schemes ready for delivery |

Part C Bibliography

- 2012 Air Quality Updating and Screening Assessment and 2013 Progress Report, West Dorset District Council, June 2013
- 2013 Dorset Countywide Housing Summary
- A Landscape for Success: The Plan for Torbay to 2032 and Beyond
- A303 Corridor Improvement Programme (including the A358 and A30), Outline economic case and proposed next steps, Local Enterprise Partnership, April 2013
- Air Quality Plans for the achievement of EU air quality limit values for nitrogen dioxide in the UK, UK Overview Document, Defra, September 2011
- Alderbury and Wilton Cycle Link, Salisbury District Council, December 2006
- Area 2 Asset Management Plan, Highways Agency, October 2011
- Area 2 Watchman Report June 2013 to August 2013, Skanska, October 2013
- Bournemouth Core Strategy 2006-2026
- CIR 2007-2011 Collision Clusters and Areas of Potential Further Interest, Balfour Beatty, December 2011
- Collision Investigation Report, A30/A35 Exeter to Bere Regis DBFO, Balfour Beatty, December 2011
- Connect2 Legacy Report, Sustrans, September 2013
- Core Strategy Modelling, TN02: Scheme Testing Note, Parsons Brinckerhoff, December 2012
- Core Strategy Pre-submission Full Document 2013-2028 and Core Strategy Schedule of Proposed Changes
- Cornwall Local Plan Strategic Policies Pre-submission Document, March 2013
- Cornwall Towns Model, Hayle and St.Ives Town Model, Technical Note 13 – Issue 8, Parsons Brinckerhoff, November 2012
- Cornwall Towns Model, Liskheard Town Model, Technical Note 15 – Issue 6, Parsons Brinckerhoff, August 2013
- Cornwall Towns Model, Saltash Town Model, Technical Note 14 – Issue 6, Parsons Brinckerhoff, October 2012
- Creating opportunities in Devon, Plymouth, Somerset and Torbay, Local Enterprise Partnership, October 2013

- Dartmouth Site Allocations Development Plan Document Adopted 2011
- Dorset SEP Transport Strategy 2015-2021
- Exeter Core Strategy
- Highways Agency Route Based Strategy Workshop Evidence from Margaret Willmot, Salisbury, on behalf of CTC – The national cycling charity for Swindon & Wiltshire Area stakeholder event 19/09/2013, September 2013
- Infrastructure Planning Commission
- Ivybridge Site Allocations Development Plan Document Adopted 2011
- Kingsbridge Site Allocations Development Plan Document Adopted 2011
- Mendip Local Plan Pre-submission stage, November 2012
- Mid Devon Infrastructure & Allocations DPD, January 2011
- Network Delivery and Development Area Asset Management Plan 2013-13 Area 1, Highways Agency, February 2013
- North Devon and Torridge Local Plan Consultation Draft, January 2013
- North Dorset Draft Core Strategy 2006-2026
- Plymouth Core Strategy 2006-2021 (Adopted 2007)
- Poole Core Strategy 2006-2026
- Purbeck Local Plan Part 1 2006-2027
- Route Based Strategies Evidence Report Technical Note, Highways Agency, October 2013
- Rural Areas Site Allocations Development Plan Document Adopted 2011
- Safety Study A36 (M37 to St. Pauls), Highways Agency, March 2011
- Salisbury Transport Strategy, November 2012
- Securing a North-South Corridor for the S.E. Dorset Conurbation – An overview by Wyvern Cargo Ltd, March 2010
- Sedgemoor Core Strategy, May 2013
- South Somerset Local Plan – Proposed Submission, June 2012
- SW Regional Safety Report 2013, Highways Agency
- Swindon Local Plan – Pre-submission Document, December 2012
- Taunton Deane Adopted Core Strategy, September 2012
- Teignbridge Local Plan
- The Changing State of the South West 2012, South West Observatory, March 2012

- The Dorset Transport Agreement, Memorandum of Understanding for Transport and Managing Growth, March 2010
- The effect of road run off from the A30 on the biota of Brighton Stream: field study, toxicology and remediation strategies, Nic Bury and Mike Chadwick, King's College London, May 2013
- The New East Devon Local Plan – Proposed Submission (Publication), November 2012
- Totnes Site Allocations Development Plan Document Adopted 2011
- Towns Model – Hayle and St. Ives, TN21: Options for future infrastructure provisions in Hayle – Issue 6, Parsons Brinckerhoff, September 2013
- Value of Tourism, The South West Research Company, 2011
- West Cornwall Transport Interchange Transport Assessment, Parsons Brinckerhoff, November 2011
- West Devon Core Strategy
- West Dorset, Weymouth and Portland – Pre-submission Local Plan Showing Tracked Changes from the Proposed Modifications
- West Somerset Local Plan – Draft Preferred Strategy
- Wiltshire Core Strategy – Pre-submission Document, February 2012
- Wootton Bassett Sustainable Transport Strategy – Option Appraisal

If you need help using this or any other Highways Agency information, please call **0300 123 5000*** and we will assist you.

© Crown copyright 2014.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit <http://www.nationalarchives.gov.uk/doc/open-government-licence/> write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email psi@nationalarchives.gsi.gov.uk.

This document is also available on our website at www.highways.gov.uk

If you have any enquiries about this document email ha_info@highways.gsi.gov.uk or call **0300 123 5000***. Please quote the Highways Agency publications code PR194/13

* Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Highways Agency media services Bristol Job number M130523