

	MEETING NOTE: A1 East of England and Oxford to Cambridge Strategic Studies: Initial Stakeholder Meeting
Date of meeting	25 March 2015
Purpose of the meeting	To outline the process for development of the A1 East of England and Oxford to Cambridge Strategic Studies and seek feedback from local authorities (transport and planning), and LEP's on the scope and issues that the Studies will address.
Key points from meeting	General • Observation made that considerable housing developments are planned for the various areas within the strategic studies zones, which will unlock economic growth. How will roads play a part in joining up the individual local economies? • How will you ensure that there is a consistent standard / experience for the length of the A1? A case in point is the southern part of the A1 where it becomes the responsibility of TfL south of the M25 in the Borehamwood area. • Can the scope of the studies be expanded to include known trouble spots eg. north of the Alconbury to Peterborough DBFO? • Concern that some areas have been missed out, for example north of Peterborough - will these be picked up going forward? An example is north of Peterborough into Lincolnshire. • Where there are projects ready to go, for example dualling of last section of the A421 at Milton Keynes M1 junction 13, which will have funding from 1 April 2015, will the study delay these? • Have you done any thinking about the route through Milton Keynes, the at grade roundabouts etc? • What are the traffic growth assumptions being worked to, as there are inconsistencies between the data used by local authorities and DfT/Highways England? • How can stakeholders work best with DfT and Highways England over these studies? • How will you ensure that Local Enterprise Partnerships are engaged in the developments of new road infrastructure? • How will you minimise the impacts of outputs from the studies on planned local works? • More clarity is required on the type of growth initiatives will garner support from DfT?

	• What are the timescales, when will you next engage with stakeholders? Online/Offline Solutions: • Will the study look at offline solutions around Oxford? • How will you take into account the impact of the rail investment, and consequential diversion of HGVs? What about opportunities to create linkages across the developing towns? • Lots of housing development currently going on in Buckinghamshire, and a key aspiration for the area is a bypass for Buckingham, which would connect it to other areas. What is the likelihood of this happening? Route Strategies: • Planned route strategies will inform RIS 2, picking up any areas on the SRN that require further investigation; or were not included in the first round of these studies. • Highways England has published first round of route strategies. A1 East of England: • No grade separated interchange with full free flowing links at A1 M25 junction. There is a signalised junction, which causes significant problems. • Journeying north, the first at grade junction is Biggleswade South. Whilst this junction has just been changed, there are still problems further north at Black Cat. • East west connectivity is poor, and this seems to be a common problem when a junction has been changed from an at grade to a grade separated one. Oxford to Cambridge Expressway: Both DfT and Highways England recognise there are significant issues on A34 and some of the issues to be reviewed are: • South bound where freight is above average, and this will be looked at. • South of Oxford accident levels are above on A34. • There is a gap in the SRN from Oxford to Milton Keynes, motorists have a 60 mile detour for a 30 mile journey. • Capacity issues around Black Cat roundabout leading to delays. • Oxfordshire colleagues say A34 serves 2 functions – distributor road and strategic road. • Will you think about M40 as well, to enhance capacity, develop a different connection to M40. Is this possible?
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	• Need to consider the impact of towns and villages along the route, and the study's geographic scope needs to be sufficiently wide to consider these impacts The Environment Noted: • Both DfT and Highways England are conscious of the impact that road building could have on the environment and are thinking about this very carefully. • Road building will result in loss of green countryside; stakeholders were assured that this is why we are making a concerted effort to engage with planning authorities so as to get a sense what will happen in local area. Stakeholder engagement • Who do we need to include / invite on to the project board? Stakeholders asked to send views on this to Shona in the next few weeks. • Intention is to engage with a wider stakeholder group in summer. • Query about whether there should be private sector involvement, given the growth taking place between Oxford and Cambridge. • It was noted that the growth deals include a requirement for LEP's to provide a co-ordinating role on consultation on planning for the strategic road network. • As Oxford Cambridge is a large area, we need to consider whether this should be split in to two? How will the hierarchy be structured, information communicated, and different stakeholder groups managed? Project Board: • Stakeholders asked to provide their views on who needs to participate on this? • There is a question as to whether the governance structure should comprise a strategic body with sub-groups?
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Next Steps:

- Purdah – more thinking to be done during this period.
- Come back out after elections for more conversation with wider stakeholder group.
- Agree terms of reference and commission technical work that needs to be done and takes into account what was said today.

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