

Capabilities on project:
Transportation

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the evening peak there is be unreleased demand from the GSK site due to the high level of demand egressing from this zone.

10.3 2031 Do Something

Demand

- 10.3.1 The car park consolidation proposal concentrates a significant level of demand in the multi storey car park.
- 10.3.2 The closure of a number of car parks in the town centre produces a significant reduction of the demand on the southern section of Lytton Way and consequently an increase of the demand on the northern section.
- 10.3.3 The northern area of Stevenage experiences a considerable growth due to the new developments, as it does for 2031 Do Minimum scenario. The demand in this zone generates congestion on North Road and the Lister Hospital area.
- 10.3.4 The performance of the GSK is similar to 2031 Do Minimum scenario. In the morning significant level of demand access the zone whilst in the evening, significant level of demand egress.

Network performance

- 10.3.5 2031 Do Something scenario presents similar issues in the north area of Stevenage compared to the 2031 Do Minimum scenario. Congestion levels on Hitchin Road are very high because of the lack of capacity at Junction 8. North Road will also be extremely congested as a consequence of the new demand generated by the new developments and the capacity constraint of the mini roundabouts on North Road.
- 10.3.6 Congestion levels on Hitchin Road are also high. Queues extend to Gunnels Wood Road – Clovelly Way roundabout and eventually block the network.
- 10.3.7 Lytton Way – Fairlands Way roundabout experience significant stress following the closure of Lytton Way and the car park consolidation and will not be able to accommodate with the demand for all modelled time periods. Traffic signals have been included at the roundabout, but they are not able to provide notable improvement to the operation of the roundabout. Further analysis of the roundabout will be required, as well as the exit and entrance to the car park.
- 10.3.8 Another effect of Lytton Way closure is the additional demand placed on St Georges Way and Gunnels Wood Road. There will be queues on many sections of the town centre, which will be more significant in the evening and Saturday peak periods.
- 10.3.9 The congested conditions in the town centre alongside the capacity constraints at Lytton Way – Fairlands Way roundabout will eventually cause gridlock for the highway network for all time periods.
- 10.3.10 The industrial area in the west of Stevenage (zone 49) attracts a significant number of trips in the morning peak, and generates a significant number of trips in the evening peak. The low capacity of the roundabout that provides access to this area cause temporary queues on Six Hills Way eastbound in the morning peak and unreleased demand in the evening peak.