

**10.4 2021 Do Minimum and 2021 Do Something**

**Demand**

- 10.4.1 2021 Do Minimum and 2021 Do Something scenarios are identical except for the location of the bus station. The bus station remains at its current location for the 2021 Do Minimum scenario whilst for 2021 Do Something scenario the bus station is relocated to Danestrete and Southgate. However, the modelling shows that the bus relocation appears not to have a significant impact on the assignment and the outcomes of the 2021 Do Minimum and Do Something assignments are similar.
- 10.4.2 2021 scenarios do not include the new developments that are included in 2031 in the north area of Stevenage. The absence of these developments reduces the traffic issues in this area when compared to 2031 scenarios.
- 10.4.3 The demand from Fisher’s Green Road (zone 19) experiences significant growth. The northbound trips from this zone increase the congestion on the northbound approach at Gunnels Wood Road – Martins Way roundabout, and the modelling shows that the queues can extend to Fisher’s Green road.
- 10.4.4 The industrial zone in west Stevenage (zone 49) is a destination and origin for a significant number of trips in the morning and evening peak period respectively. There is some unreleased demand in the evening peak from this zone the roundabout that provide access to it cannot accommodate the egressing employment traffic.
- 10.4.5 The GSK site attracts a significant level of demand in the morning peak period. Conversely, this zone is the origin of a significant level of trips in the evening peak period. The modelling shows that the egressing demand considered cannot be fully released based on the updated hamburger layout for the Gunnels Wood Road – Broadhall Way roundabout and there is a significant unreleased demand for the GSK site in the evening peak.

**Network performance**

- 10.4.6 A1(M) Junction 8 is congested, especially in the evening peak period. The lack of capacity at Junction 8 for the increase in demand causes queueing on Hitchin Road, Graveley Road, A1(M) northbound off-slip and the A602 from Hitchin.
- 10.4.7 Hitchin Road is congested for all modelled time periods. The worst conditions on Hitchin road arise during the evening peak period, where queues can extend to Gunnels Wood Road – Clovelly Way roundabout.
- 10.4.8 In the morning peak there are queues on Gunnels Wood Road southbound. These queues are caused by the vehicles trying to access the GSK site. The new layout for Gunnels Wood Road – Broadhall Way roundabout provides only one lane for access to the GSK site, which can cause temporary queues on the Gunnels Wood Road southbound.
- 10.4.9 Overall the network performance is worse in the evening peak period when compared to the other modelled time periods, which can be explained by the higher level of demand compared to the morning peak period.

**10.5 Summary**

10.5.1 As a summary, Table 10.1 presents the performance for each scenario:

**Table 10.1: Network performance for each scenario**

Scenario	Morning peak	Evening peak	Saturday Inter peak
<b>2031 Do Minimum</b>	<b>North</b> - Extremely congested. <b>Centre</b> - Congested but working. <b>South</b> - Industrial area congested.	<b>North</b> - Blocked. <b>Centre</b> - Very congested. <b>South</b> - Industrial area and GSK unreleased demand.	<b>Centre</b> - Blocked.
<b>2031 Do Something</b>	<b>North</b> - Very congested. <b>Centre</b> - Blocked. <b>South</b> - Industrial area congested.	<b>North</b> - Blocked. <b>Centre</b> - Blocked. <b>South</b> - Industrial area and GSK unreleased demand.	<b>Centre</b> - Blocked.
<b>2021 Do Minimum Do Something</b>	<b>North</b> - Acceptable performance. <b>Centre</b> - Acceptable performance. <b>South</b> - Acceptable performance.	<b>North</b> - Very congested. <b>Centre</b> - Congested <b>South</b> - Industrial area and GSK unreleased demand.	<b>North</b> - Acceptable performance. <b>Centre</b> - Congested