

**East Midlands Gateway
Phase 2 (EMG2)**

Document DCO 7.7/MCO 7.7

Road Safety Audit 1

APRIL 2026

The East Midlands Gateway Phase 2
and Highway Order 202X and The East Midlands Gateway
Rail Freight and Highway (Amendment) Order 202X

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**The East Midlands Gateway Phase 2 and
Highway Order 202X and The East Midlands
Gateway Rail Freight and Highway (Amendment)
Order 202X**

**ROAD SAFETY AUDIT 1
(DOCUMENT DCO 7.7/MCO 7.7)**

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TRANSPORT & ACCESSIBILITY PLANNING

SEGRO
East Midlands Gateway 2,
Leicestershire
Stage 1 Road Safety Audit (Entire Scheme)

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FIGURES

Figure 1: Location of problems identified in this audit

APPENDICES

Appendix 1: List of documents supplied to the Audit Team

1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) undertaken on the enabling highway works associated with the East Midlands Gateway 2 development located south of the A453 to the south of East Midlands Airport, Leicestershire. This Audit covers the whole scheme and is divided into chapters for each of the highway works packages. Each works package is either under National Highways (NH) or Leicestershire County Council (LCC)'s jurisdiction with the exception of Works 14 & 18 which are covered by both Highway Authorities.
- 1.2 The Audit Team members are listed in Section 4.0. The audit took place at the Nottingham office of BWB Consulting Limited between the 2nd and the 22nd December 2025. The Audit Brief prepared by the Design Team and the Audit Team were approved by Jeremy Bloom of National Highways and Adrian Whiteman of Leicestershire County Council.
- 1.3 The Audit comprised an examination of the drawings, documents and information provided by the Design Team, who have prepared the preliminary design drawings for these sections of the project. The information received by the Audit Team is listed in **Appendix 1**.
- 1.4 The Audit comprised a daylight examination of the site by the Audit Team between 1130 and 1530 hours on the 9th December 2025. During the site visit the weather was wet and rainy. Traffic flows on the A453, A50 and M1 were relatively high whilst traffic flows around Hyams Lane and Moira Dale were very low. There were pedestrian movements observed on the A453, and the local roads, but not on the A50 or around Junction 24. It should be noted that during the site visit, the traffic signals around the western side of the junction were not operational, which lead to the traffic moving through the junction differently to how it would do under normal circumstances, but no excessive congestion was witnessed.
- 1.5 The terms of reference of the audit are as described in GG 119. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. All comments and recommendations refer to the highway proposal drawings as listed in **Appendix 1** and the problem locations have been indicated in **Figures 1 to 4**.
- 1.6 In summary, the works include but are not limited to;
- Provision of a new arm and capacity improvements at the Hunters Roundabout on the A453 at its junction with Beverley Road to provide access to the EMG2 site, including Non-Motorised User (NMU) improvements and a proposed toucan crossing over the A453.
 - Provision of a turning head and active travel improvements along Hyam's Lane in Diseworth.
 - Capacity Improvements at the Finger Farm Roundabout on the A453, at its junction with the A42/M1 slip roads and Donnington Services.
 - An active travel link adjacent to the A453 linking the development with the existing facilities at the EMG1 access.

- Capacity and pedestrian crossing improvements at the EMG1 access junction on the A453.
- Capacity improvements at Junction 24 including the provision of a new link from the M1 northbound directly onto the A50 westbound which includes some amendments and new signage on the M1 northbound.
- The upgrade of an existing public right of way (PRoW) to a cycle track in Castle Donnington.

1.7 There are a number of departures from standard, which are listed in the Audit Brief which are set out below for ease of reference. These are yet to be submitted and agreed;

- M1 Northbound – Departures from standard have been identified with respect to the northbound weaving length (from J23A), the number of lanes in the weaving section, spacing of successive diverges, layout of new A50 diverge, the visibility into the new A50 diverge and positions of signs and signals.
- M1NB-A50WB Interchange link – Departures from standard have been identified with respect to the cross-section being a single lane, a reduction in crest K below desirable minimum, reducing the bridge clearance over the A453 by 2 feet (as it is an 18' high load route not a 20' route; note clearance will be in excess of the minimum for a standard route).
- M1 J24-A50WB interchange link – Departures from standard have been identified with the A50 westbound merge with the visibility on the A50 exit from the J24 roundabout being below desirable minimum and the provision of a lane drop.
- M1 Junction 24 - Departures from standard have been identified with the M1 J24 NB exit slip and entry path curvature onto the roundabout.
- EMG1-EMG2 Active travel link - Set back from carriageway less than 1.5m in specific locations.
- A453/EMG2 Site access junction – Lane width in excess of 4.5m on EMG2 exit due to swept path.
L57 Footpath – Gradients in excess of 7% for approximately 50m.

1.8 It should be noted that no details have been provided to the Audit Team in terms of the structure of the bridge provided on the new A50 link over the A453. As a result, the bridge itself has not been considered as part of this Stage 1 Road Safety Audit.

2. ITEMS RAISED AT THIS STAGE 1 AUDIT (WORKS PACK 6 – SITE ACCESS JUNCTION)

Problem

2.1 Location: Entry arm from the roundabout into the site.

Summary: Potential for side swipe collisions on the circulatory carriageway due to unclear lane destinations.

The proposed site is accessed from the Hunters Roundabout and is provided with two lanes entering the site. However, it is not clear what movements can be undertaken from each of the approach lanes on the A453(E), into the site access. The swept path drawing presents a vehicle turning left into the site from Lane 2 of the flare on the A453(E), which could result in side swipe collisions if a vehicle was to continue straight ahead in Lane 1 on the same approach.

Recommendation

The lanes on the approaches to the junction should be marked clearly to ensure drivers are aware which lanes they can enter the site from. In addition, the provision of two lanes entering the access is questioned, if it is not possible to circulate the roundabout in two lanes to enter the site side by side. It is assumed this is for internal routing management and as a result, the lanes should be clearly marked as vehicles enter the site from the roundabout to ensure drivers are entering the site in the correct lane.

Problem

2.2 Location: Circulatory carriageway on the roundabout.

Summary: Potential for side swipe collisions on the circulatory carriageway due to unclear lane destinations.

The swept path drawings provided to the Audit Team present an HGV and a car circulating the roundabout side by side from the eastbound entry arm. It is unclear whether two HGVs would be able to circulate the roundabout side by side, but it is considered as a possible manoeuvre as HGVs could be turning right into the EMG2 site. This could result in side swipe collisions on the circulatory carriageway if two HGVs are unable to circulate side by side.

Recommendation

The swept path of two HGVs side by side circulating the roundabout should be reviewed.

3. ITEMS RAISED AT THIS STAGE 1 AUDIT (WORKS PACK 7 – HYAM'S LANE)

- 3.1 The Audit Team had no issues with the proposals at Hyam's Lane. However, it should be noted that no drawings for the internal highway layout were provided to the Audit Team and as a result, The full section of Hyam's Lane, including the proposed Toucan crossings over the internal road network, have not been reviewed as part of this Stage 1 RSA.

4. ITEMS RAISED AT THIS STAGE 1 AUDIT (WORKS PACK 8 – M1 NORTHBOUND)

Problem

4.1 Location: M1 Northbound approach to new A50 link.

Summary: Potential for side swipe or shunt type collisions on the M1 Northbound as result of impeded forward visibility.

Drivers travelling north on the M1 will be provided with a new exit slip straight after the overbridges on at the A6/Old Ashby Road. The forward visibility to the slip road has not been shown on the design drawings. Because of the bridge abutments within the nearside of the northbound M1, drivers may not be able to see the approaching slip road and visibility to any stopped or queuing traffic may also be obstructed. This could lead to sudden lane changes, braking, or swerving at the new A50 diverge. This could lead to shunt or side swipe collisions on the M1 northbound after the overbridges. It should be noted that this problem is also raised within the departures from standard.

Recommendation

The signage and road markings on the M1 northbound need to be very clear to enable motorists to understand which lane they need to be in and where they will be exiting as they may not be able to see the approaching junction.

Problem

4.2 Location: M1 Northbound approach to new A50 link.

Summary: Potential for side swipe or shunt type collisions on the M1 Northbound as a result of proximity of two diverges.

The new exit onto the A50 link is provided very close to the exit for Junction 24. This could cause confusion for motorists who want to exit at Junction 24 resulting in them attempting to take the wrong exit, leading to shunt or side swipe collisions as they brake suddenly or make last second lane changes. It should be noted that this problem is also raised within the departures from standard.

Recommendation

The signage and road markings on the M1 northbound need to be very clear to enable motorists to understand which lane they need to be in and where they will be exiting. Junctions 24 and Junction 24A need to be clearly marked and signposted to reduce the risk of sudden lane changes.

5. ITEMS RAISED AT THIS STAGE 1 AUDIT (WORKS PACKS 9, 10, 11 & 12 – M1 JUNCTION 24)

Problem

5.1 Location: General to the scheme.

Summary: Potential for vehicles to enter drainage features/ponds.

The Audit Team were not provided with any drainage strategy drawings and as a result it is not clear where any of the drainage features would be provided. If drainage features were provided at the bottom of the embankments or close to the carriageway it could result in vehicles entering the drainage features or ponds if not located in a suitable position. This problem extends through the entire scheme.

Recommendation

The location and form of the drainage features should be reviewed to ensure that there are suitable positions for these facilities away from the carriageway or protected from errant vehicles.

Problem

5.2 Location: General to the scheme.

Summary: Potential for secondary collisions from errant vehicles or loss of control type collisions.

The drawings do not show any of the VRS or fencing that will be provided around the embankments, abutments and parapets in particular around the proposed A50 link. If adequate land is not provided for these facilities it could result in there being insufficient space for their installation or could limit where they are positioned. This could result in errant vehicles travelling down the embankments and or continuing onto the carriageway below, potentially resulting in secondary collisions. This problem extends through the entire scheme.

Recommendation

Undertake RRRAP Assessments to inform the required land take across the scheme to ensure that VRS is able to be provided where required.

Problem

5.3 Location: Junction 24 circulatory, A453 (W) approach and M1 Northbound off slip.

Summary: Potential for shunt type or side swipe collisions around the junction due to misleading carriageway markings.

As a result of the amendments at Junction 24, there are a number of changes to the road markings to update the lane destination markings on the approaches to the

junction on the M1 northbound off slip, the A453 approach from the airport and the southern and western side of the circulatory carriageway. However, some of these markings are not consistent with each other and could lead to drivers getting confused and braking sharply or changing lanes at the last minute resulting in shunt or side swipe collisions.

Recommendation

The lane destination markings throughout the junction and on the approach arms should be reviewed to ensure that they are all correct and guide drivers properly through the junction and mirror information provided on upright signing.

Problem

5.4 Location: Western side of the circulatory carriageway at Junction 24.

Summary: Potential for shunt type or side swipe collisions due to widening and short merge lengths.

It is proposed that the circulatory carriageway will be amended to provide two additional lanes, which results in there being six lanes at the stopline at the western side of the circulatory carriageway. There are three lanes provided from the M1 overbridge that feed into these lanes. However, the inside lane provided at the overbridge feeds into five of the proposed six lanes. As a result of this, anyone in the inside lane would have a lot to consider as they circulate the junction and attempt to get into the correct lane in a relatively short distance. This could result in shunt type collisions and collisions associated with sudden lane changes.

Recommendation

The lane destination markings and signage in advance of the proposed widening on the western side of the circulatory, needs to be very clear to drivers as they circulate the junction to ensure that they are in the correct lane. If possible, the lanes around the southern side of the roundabout and M1 overbridge should be rationalised to provide a more even split of traffic flow as they flare around the western side of the roundabout. This could be done by making the middle lane on the M1 overbridge flare into the two A50 lanes for example, but it is understood that there may be capacity reasons behind the current proposal and lane allocation. Likewise, gantries could be provided with lane allocation signage to make it clearer to drivers which lane they should be in, assuming that these would not obstruct the overhead signal heads.

Problem

5.5 Location: A50 eastbound/M1 southbound link to Junction 24.

Summary: Potential for side swipe collisions on the approach to Junction 24 due to short merge distance.

Vehicles travelling eastbound on the A50 and heading towards Junction 24 currently do so in a single lane, which flares to two lanes where it joins the M1 southbound diverge slip before flaring to three lanes on the approach to Junction 24. As part of the proposals

the single lane link from the A50 will flare to two lanes prior to the M1 southbound diverge slip and then become three lanes where the diverge slip joins it. This means that vehicles exiting the M1 southbound will be guided into lane 3 at the approach to Junction 24. Whilst it is understood that vehicles would be able to access the A453 towards Nottingham from the middle lane, the East Midlands Parkway station is only signed from the inside lane. This could result in drivers thinking they need to change from lane 3 to lane 1 over a short distance on the approach to the Junction 24, potentially resulting in them undertaking last minute lane changes, or panicked manoeuvres, leading to side swipe collisions.

Recommendation

Ensure the signage provided on the A50 eastbound/M1 southbound link is clear and shows that the A453 and East Midlands Parkway station can be reached from lanes 1 & 2. It is unlikely that many vehicles would be accessing the M1(S) from this approach as they would have either just left the M1 southbound, or they would have taken the direct link from the A50(E) to the M1(S) so the need for this to be signed is not considered necessary and could just add to the confusion.

6. ITEMS RAISED AT THIS STAGE 1 AUDIT (WORKS PACK 13 – EMG1 ACCESS)

Problem

6.1 Location: Eastern side of the EMG1 access junction.

Summary: Potential for vehicles to collide with the kerb resulting in loss of control type collisions.

On the eastern side of the gyratory, at the A453 (N) the proposals include widening of the carriageway to provide two lanes for vehicles turning right into the EMG1 site. The movement from the A453 (N) into the widened section of carriageway seems like quite a tight manoeuvre to get into the new proposed lane with a short taper into the widened area. Whilst this is not an issue if vehicles are moving off from a standstill at the A453 (N) traffic signals, if vehicles were undertaking this manoeuvre at speed it could result in them clipping the kerb on the central reserve prior to the junction and losing control.

Recommendation

The kerbed central island at the A453 northbound roundabout entry (offside) should be realigned to smooth out the movement for vehicles entering the new flared lane.

Problem

6.2 Location: Proposed pedestrian facility at EMG1 access junction.

Summary: Potential for pedestrians to be injured by VRS or errant vehicles.

The proposed footway link to the new crossing provided over the EMG1 access appears to be in close proximity to the existing VRS provided on the exit from the EMG1 site. This could result in pedestrians walking within the working width of the VRS. Which could result in pedestrians being injured by the VRS should it be struck. It is also unclear if the VRS obstructs the forward visibility to the crossing, which could lead to pedestrians being struck if they are not seen by approaching motorists.

Recommendation

Ensure that the footway is not provided within the working width of the VRS barrier. The forward visibility splay should also be checked for vehicles exiting the site seeing pedestrians crossing the carriageway to ensure it is not obstructed by the VRS.

7. ITEMS RAISED AT THIS STAGE 1 AUDIT (WORKS PACK 14 – A453 ACTIVE TRAVEL LINK)

Problem

7.1 Location: Proposed active travel link near EMG1 access.

Summary: Potential for users to collide at bend in facility.

The proposed active travel link along the A453, joins the existing facilities at the EMG1 access. Prior to the point where the proposed facility joins the existing facility, there is a bend proposed in the facility, which has a post and rail fence and vegetation provided on the inside of the bend. The forward visibility splay shown on the drawing appears to go through the fence and the vegetation, which could result in users not seeing one another and colliding as they navigate the corner.

Recommendation

The forward visibility splay on the active travel link around the bend should be kept clear of obstructions to ensure users can see each other as they approach the bend.

8. ITEMS RAISED AT THIS STAGE 1 AUDIT (WORKS PACK 15 – EMA ACCESS)

Problem

- 8.1 The Audit Team had no issues with the proposals at the EMA Access.

9. ITEMS RAISED AT THIS STAGE 1 AUDIT (WORKS PACK 17 – LONG HOLDEN)

Problem

- 9.1 The Audit Team had no issues with the proposals at Long Holden.

10. ITEMS RAISED AT THIS STAGE 1 AUDIT (WORKS PACK 18 – FINGER FARM ROUNDABOUT)

Problem

10.1 Location: A453 westbound exit from the roundabout.

Summary: Potential for head on collisions as vehicles exit/approach the roundabout.

The proposals extend the current merge on the A453 westbound exit from the roundabout to allow two vehicles to exit side by side for a longer distance before merging down to a single lane. However, because the merge is provided on a bend, it could result in drivers having reduced visibility to oncoming traffic in the opposing lane, especially if they are overtaking a high sided vehicle. This could result in overtaking drivers being forced into the opposing carriageway on the A453, potentially resulting in head on collisions.

Recommendation

The merge should be extended further around the bend so that overtaking/merging vehicles have good forward visibility along the A453 when they are starting to merge.

Problem

10.2 Location: A453 westbound approach to the proposed Toucan crossing.

Summary: Potential for motorists to not see the proposed crossing resulting in pedestrians and cyclists being hit by vehicles.

The proposals include the provision of a new Toucan crossing over the A453 between the Finger Farm roundabout and the site access roundabout. The forward visibility shown on the drawing for vehicles exiting the Finger Farm roundabout in a westbound direction towards the proposed crossing appears to cross an area of vegetation on an embankment. It is unclear whether this area is within dedicated highway land and as a result, whether this vegetation can be cleared and maintained. This could lead to the forward visibility to the crossing being obstructed which in turn could result to pedestrians and cyclists being struck by vehicles.

Recommendation

The vegetation should be cut back or removed and a maintenance schedule should be provided to ensure that it does not encroach into the visibility splay.

11. ITEMS RAISED AT THIS STAGE 1 AUDIT (WORKS PACK 19 – L57 UPGRADE)

Problem

11.1 Location: Moira Dale End of the upgraded link.

Summary: Potential for cyclists to be hit by vehicles or cyclists to hit peds due to restricted visibility.

As part of the proposals there is an existing PRow (footpath) that runs between Moira Dale at its western end, to Diseworth Lane at the eastern end which is to be upgraded to a cycle link. Site observations indicated that this is a well-used footpath. However, where the link exits onto Moira Dale, the facility emerges from between two dwellings, meaning there is a hedgerow one side and a close boarded fenceline the other, which could limit visibility for emerging cyclists. This problem is exacerbated by the fact that the facility joins Moira Dale opposite its junction with Eastway. This could mean that cyclists are not aware that they may be about to emerge onto the carriageway on Moira Dale, which could result in them being hit by vehicles, or colliding with pedestrians as a result.

Recommendation

Cyclists should be forced to slow down as they exit the cycle link onto Moira Drive. This could be done by providing a chicane with pedestrian guardrail to ensure a slower speed, or by providing adequate signage or markings to warn cyclists. The visibility for cyclists exiting the link onto the footway should also be checked to ensure that it is suitable and sufficient warning, markings or tactile paving provided for pedestrians should be provided if not.

12. AUDIT TEAM STATEMENT

12.1 We certify that this audit has been undertaken in accordance with GG 119.

AUDIT TEAM LEADER

██████████ **MSoRSA MCIHT**

National Highways approved Certificate of Competency

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Signed: ██████████

Date: 12th January 2026

AUDIT TEAM MEMBER

██████████ **MSc FCIHT**

National Highways approved Certificate of Competency

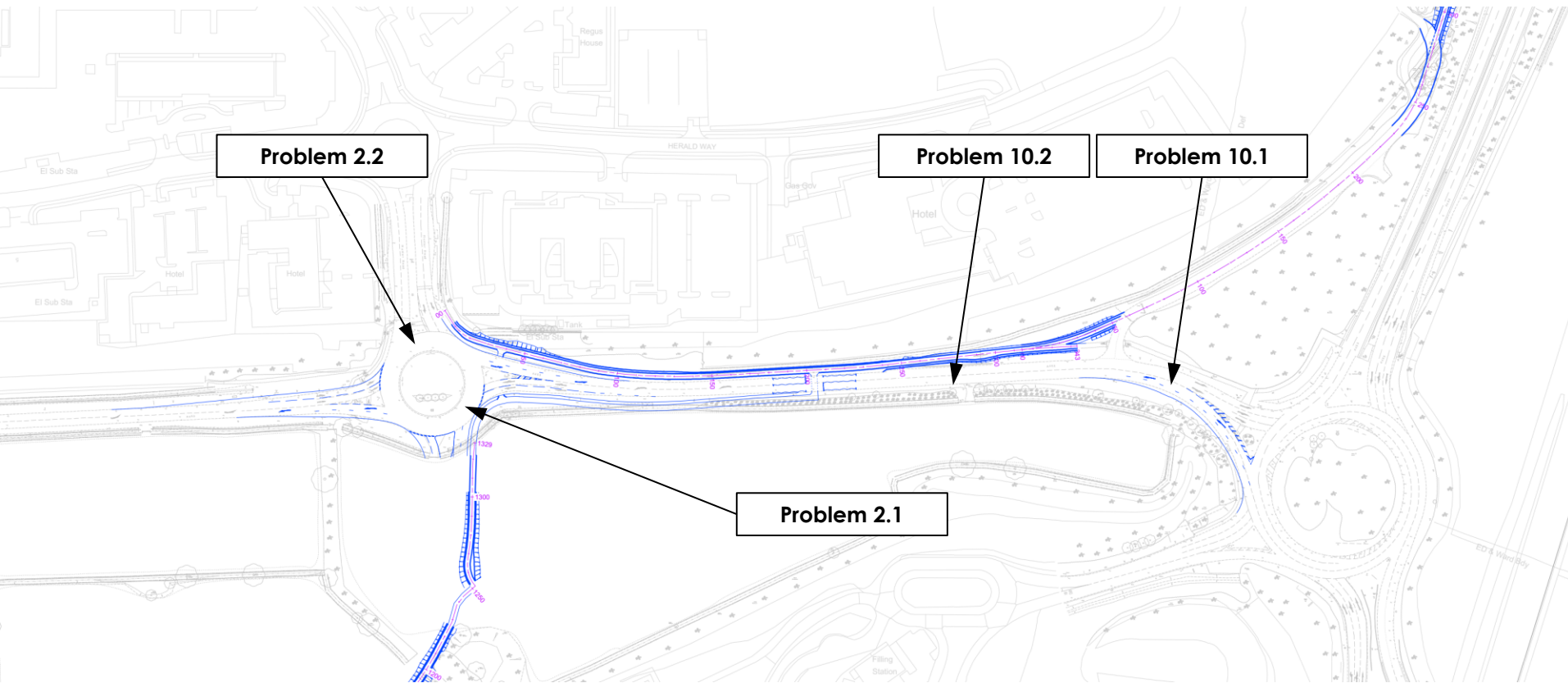
Associate Director

Meraki Alliance (on behalf of BWB)

Signed: ██████████

Date: 12th January 2026

FIGURES



Problem 5.1 &
5.2 are general
to the scheme

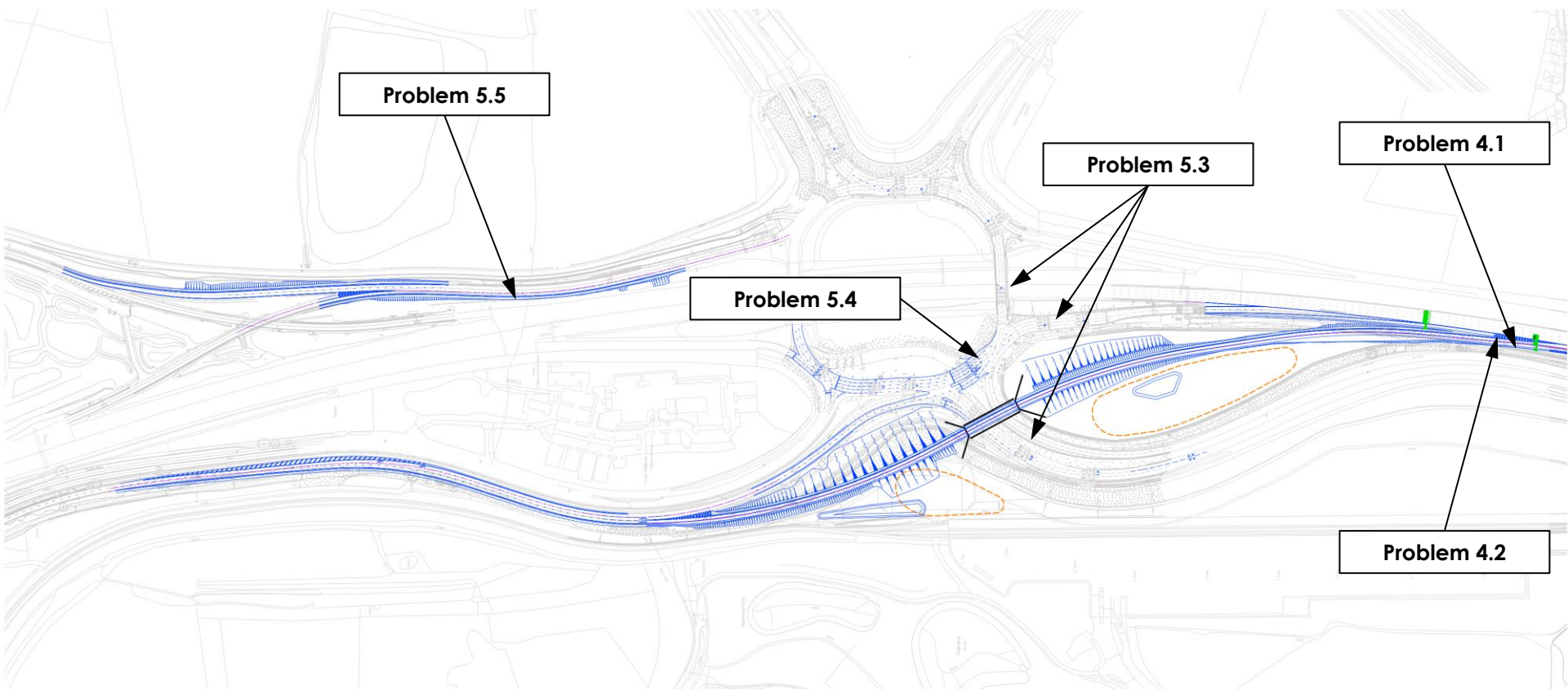
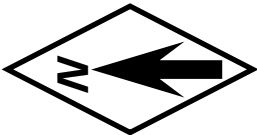
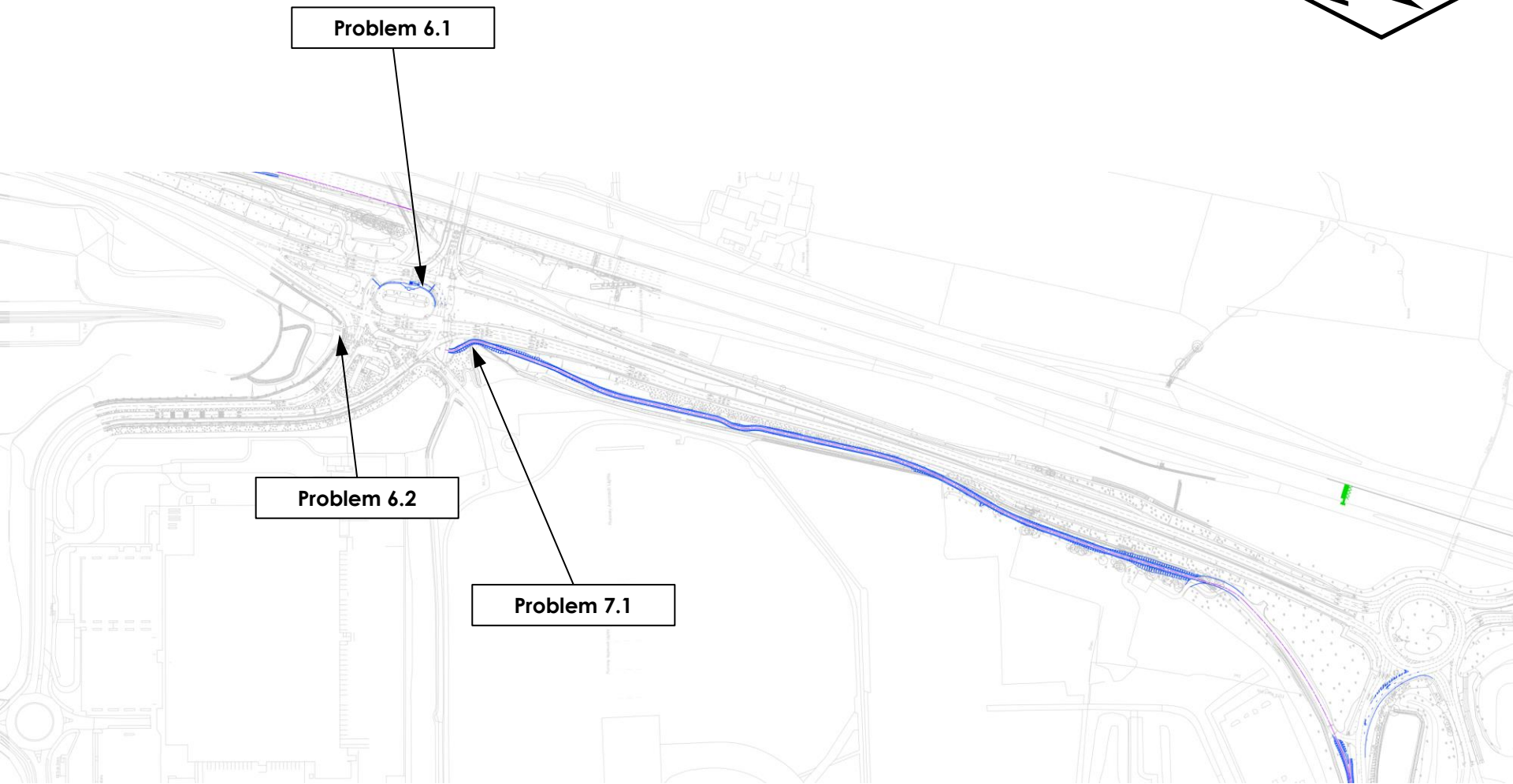
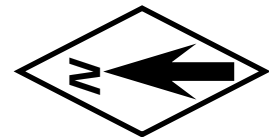


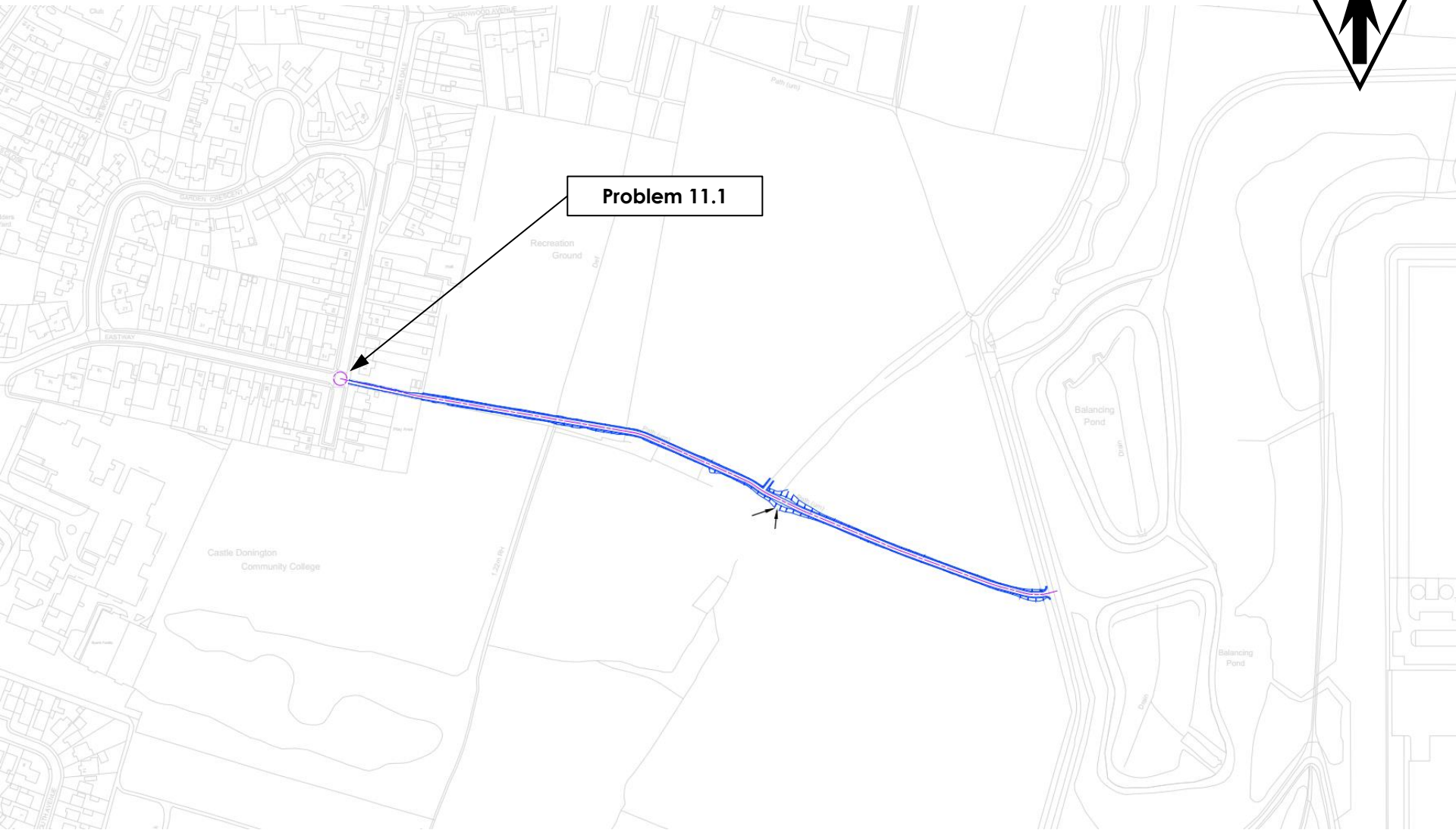
FIGURE 2 – Location of problems identified in this audit (M1 Northbound, Junction 24 and Proposed A50WB Link)



Problem 6.1

Problem 6.2

Problem 7.1



Problem 11.1

APPENDICES

Appendix 1: List of documents supplied to the Audit Team

LIST OF INFORMATION SUPPLIED TO THE AUDIT TEAM

DRAWING/DOCUMENT NUMBERS AND TITLES

Document / Drawing / Model	Title	Revision
EMG2-BWB-GEN-XX-SK-CH-SK042	Highway Works overview for RSA1 brief	P02
EMG2-BWB-GEN-XX-RP-CH-0013	Design strategy record SRN	P04
EMG2-BWB-GEN-XX-RP-CH-0017	Design strategy record LRN	P02
EMG2-BWB-GEN-XX-RP-TR-0015	Highway Safety Position Statement	P01
EMG2-BWB-GEN-XX-RP-TR-0005	WCHAR Assessment	P06
EMG2-BWB-LSI-01-DR-C-0190	Speed limit plan	P03
EMG2-BWB-HGN-A453-DR-H-0101	A453 Geometry Plans Sheet 1 of 4	P02
EMG2-BWB-HGN-A453-DR-H-0102	A453 Geometry Plans Sheet 2 of 4	P02
EMG2-BWB-HGN-A453-DR-H-0103	A453 Geometry Plans Sheet 3 of 4	P02
EMG2-BWB-HGN-A453-DR-H-0104	A453 Geometry Plans Sheet 4 of 4	P02
EMG2-BWB-HGN-A453-DR-H-0110	A453 Vehicle Swept Paths & Visibility Sheet 1 of 4	P03
EMG2-BWB-HGN-A453-DR-H-0111	A453 Vehicle Swept Paths & Visibility Sheet 2 of 4	P02
EMG2-BWB-HGN-A453-DR-H-0112	A453 Vehicle Swept Paths & Visibility Sheet 3 of 4	P01
EMG2-BWB-HGN-A453-DR-H-0113	A453 Vehicle Swept Paths & Visibility Sheet 4 of 4	P01
EMG2-BWB-HGT-A453-DR-H-0651	EMG2 Highway Plans Long Sections Sheet 3	P04
EMG2-BWB-HGN-HYAM-DR-H-0101	Hyam Geometry Plans Sheet 1 of 2	P01
EMG2-BWB-HGN-HYAM-DR-H-0102	Hyam Geometry Plans Sheet 2 of 2	P02
EMG2-BWB-HGN-HYAM-DR-H-0110	Hyam Vehicle Swept Paths & Visibility Sheet 1 of 2	P01
EMG2-BWB-HGN-HYAM-DR-H-0111	Hyam Vehicle Swept Paths & Visibility Sheet 2 of 2	P01
EMG2-BWB-HGT-HYAM-DR-H-0651	EMG2 Highway Plans Long Sections Sheet 4	P04
EMG2-BWB-HGN-M1NBS-DR-H-0101	M1 Northbound Slip Road Geometry Plans Sheet 1 of 4	P01
EMG2-BWB-HGN-M1NBS-DR-H-0102	M1 Northbound Slip Road Geometry Plans Sheet 2 of 4	P01
EMG2-BWB-HGN-M1NBS-DR-H-0103	M1 Northbound Slip Road Geometry Plans Sheet 3 of 4	P01
EMG2-BWB-HGN-M1NBS-DR-H-0104	M1 Northbound Slip Road Geometry Plans Sheet 4 of 4	P01
EMG2-BWB-HGN-M1NBS-DR-H-0110	M1 Northbound Off slip Vehicle Swept Paths & Visibility Sheet 1 of 4	P01
EMG2-BWB-HGN-M1NBS-DR-H-0111	M1 Northbound Off slip Vehicle Swept Paths & Visibility Sheet 2 of 4	P01
EMG2-BWB-HGN-M1NBS-DR-H-0112	M1 Northbound Off slip Vehicle Swept Paths & Visibility Sheet 3 of 4	P01
EMG2-BWB-HGN-M1NBS-DR-H-0113	M1 Northbound Off slip Vehicle Swept Paths & Visibility Sheet 4 of 4	P01
EMG2-BWB-HGN-A50WB-DR-H-0101	A50 Westbound Geometry Plans Sheet 1 of 2	P01
EMG2-BWB-HGN-A50WB-DR-H-0102	A50 Westbound Geometry Plans Sheet 2 of 2	P01

Document / Drawing / Model	Title	Revision
EMG2-BWB-HGT-M1NBS-DR-H-0651	EMG2 Highway Plans Long Sections Sheet 1	P03
EMG2-BWB-HGN-A50EB-DR-H-0101	A50 Eastbound Geometry Plans Sheet 1 of 2	P01
EMG2-BWB-HGN-A50EB-DR-H-0102	A50 Eastbound Geometry Plans Sheet 2 of 2	P01
EMG2-BWB-HGT-A50EB-DR-H-0651	EMG2 Highway Plans Long Sections Sheet 2	P04
EMG2-BWB-HGN-EMG1-DR-H-0101	Existing EMG1 Junction Geometry Plan	P01
EMG2-BWB-GEN-XX-SK-CH-SK038	Existing EMG1 Junction Vehicle Tracking	P01
EMG2-BWB-GEN-XX-SK-CH-SK012	L57 Upgrade to Cycle Track GA & Profile	P03
EMG2-BWB-HGN-XX-DR-H-0101	EMG2 Highway Plans GA Sheet 1 of 4	P08
EMG2-BWB- HGN -XX-DR-H-0102	EMG2 Highway Plans GA Sheet 2 of 4	P08
EMG2-BWB- HGN -XX-DR-H-0103	EMG2 Highway Plans GA Sheet 3 of 4	P08
EMG2-BWB- HGN -XX-DR-H-0104	EMG2 Highway Plans GA Sheet 4 of 4	P03
EMG2-BWB-HSN-ZZ-DR-CH-1200	Directional Sign Strategy Sheet 1 of 2	P02
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EMG2-BWB-HLG-ZZ-DR-CH-1300	EMG2 Lighting Strategy SRN	P02
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