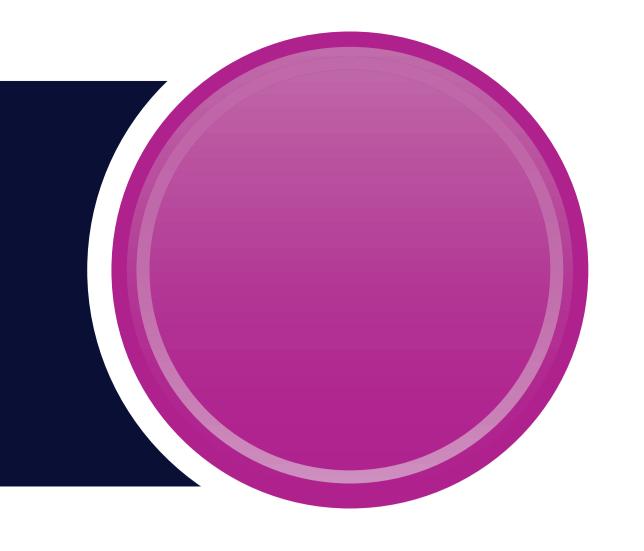
# 10. Highways and Transport





### A package of highways improvements and mitigation measures are proposed - this is presented on boards 10 and 11.

A Transport Assessment is being prepared to assess and present the likely impacts of the proposed development. The transport modelling has informed a package of highways mitigation measures to minimise or remove potential traffic impacts in the future. These range from works at Junction 15 and 15A of the M1, and a new Roade Bypass, to improvements at existing bottlenecks and problematic local junctions, and extended HGV weight restrictions. This package of works will ensure a more reliable and efficient local highway network, with reduced traffic in villages, and more traffic on the most appropriate routes. Also see Board 11.

## Junction 15 and A45 improvements

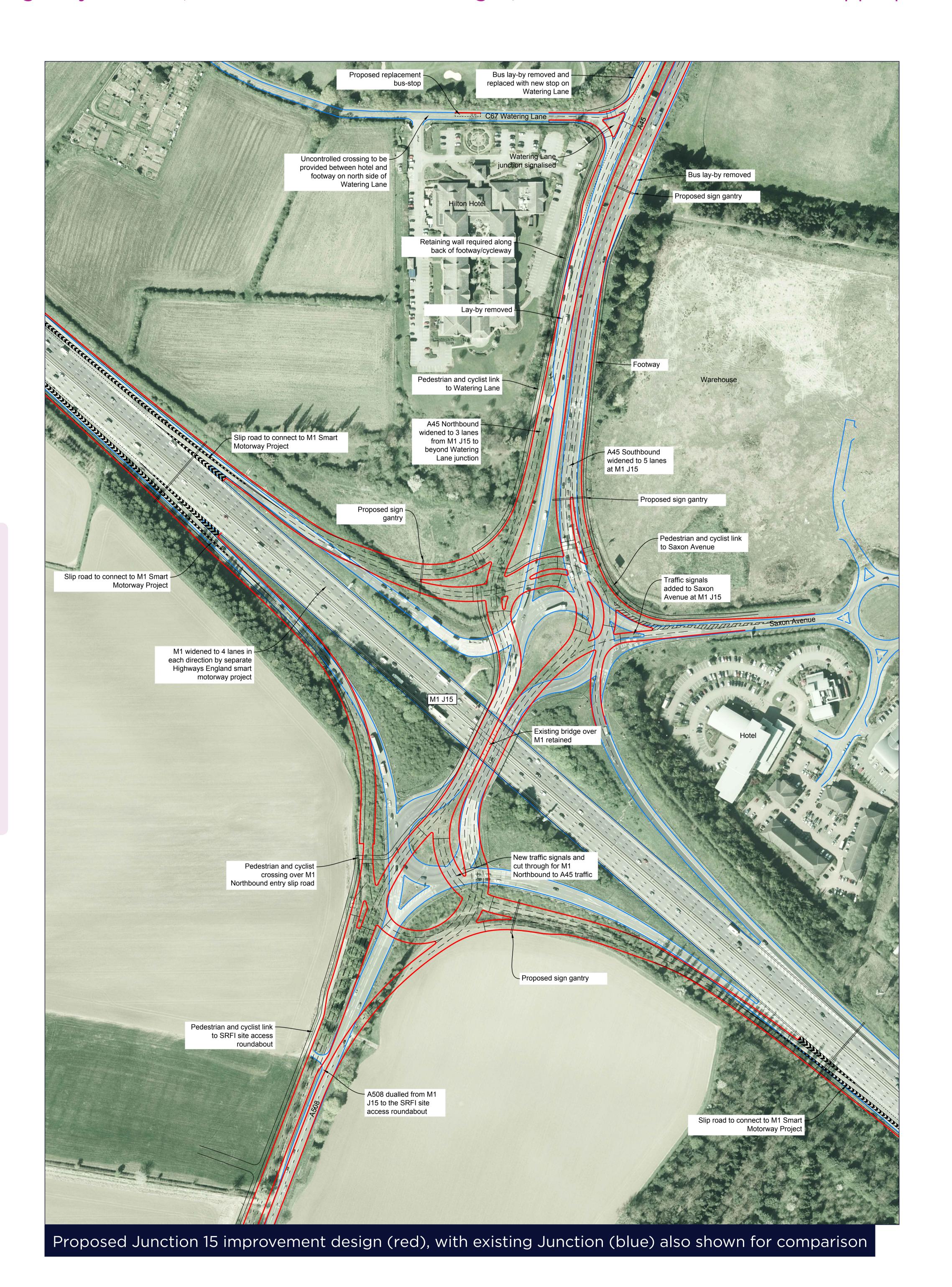
The existing layout of Junction 15 is widely recognised as being poor due to constrained geometry and high demand. It is often very heavily congested, particularly at peak times. By 2031 it is forecast that demand at the junction will exceed its capacity by 96% during the morning peak hour and by 41% during the evening peak hour.

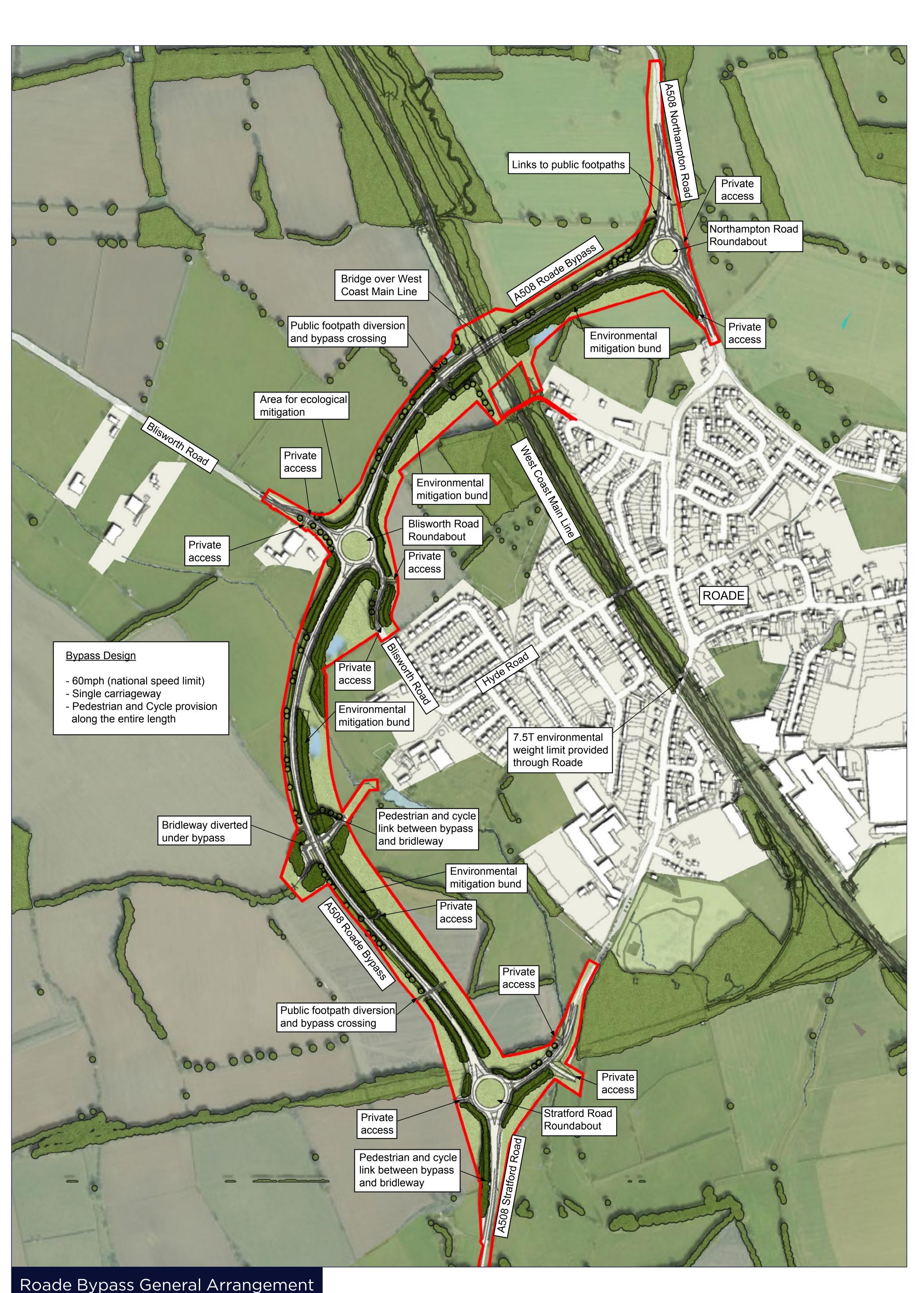
The Proposed Development would deliver a significant enlargement and reconfiguration of Junction 15, to provide greatly improved capacity to minimise journey times and reduce queuing, particularly on the A508 and A45. The design has been tested and further refined since December 2016. The improvement is estimated to cost around £9m.

Modelling demonstrates that during the morning peak hour the proposed Junction would provide a 73% improvement in capacity. In the evening peak hour, the proposed Junction would provide a 33% improvement in capacity. Journey times would improve by an average of 20% during the morning peak hour and 29% during the evening peak hour. These improvements in operation take into account the traffic from the Proposed Development and all traffic from all other relevant planned and committed future developments.

In addition to the plan on this Board, a visual simulation of the modelling data showing the future operation of Junction 15, with and without the Proposed Development and the associated improvements, has been prepared and is available as part of the consultation process.

The layout is designed to complement the Highways England 'Smart Motorway' proposals for M1 Junctions 13 to 16, which are proposed to be constructed from 2018 to 2020.





#### **A508 Roade Bypass**

The proposals include provision of a new Roade Bypass to take through traffic out of the village centre by connecting Northampton Road in the north to Stratford Road in the south. This would deliver a range of transport and environmental benefits, most notably reduced congestion, but also including beneficial impacts within Roade regarding local air quality and noise.

The route of the Bypass has been a focus of consultation locally as well as technical work. The preferred route is the inner of two routes considered because on balance it has fewer environmental effects and has a more direct relationship with the village. The possibility of an alternative eastern Bypass was considered but ruled out as this would be a much longer route and less likely to remove traffic from the village, and as a result would have a greater negative impact on the environment.

The Bypass is proposed to be a 60mph single carriageway road, with foot and cycle provision along the length of the route, with tree planting and general landscaping. It will be lit only at the roundabout junctions at either end and with Blisworth Road, but not along its length. The route will include provision of drainage swale features, landscaped bunding and planting to provide some visual screening and mitigation of potential noise impacts. The bridleway that runs west from Hyde Road / Blisworth Road will cross under the Bypass at an underpass, and other rights of way will also be diverted.

The bypass would cost around £14m to construct. Roxhill are committed to complete the bypass in accordance with a timetable to be agreed with the Local Authorities.



# 11. Highways and Transport





The overall package of highway mitigation works is summarised on this Board, including works at a number of existing local junctions.

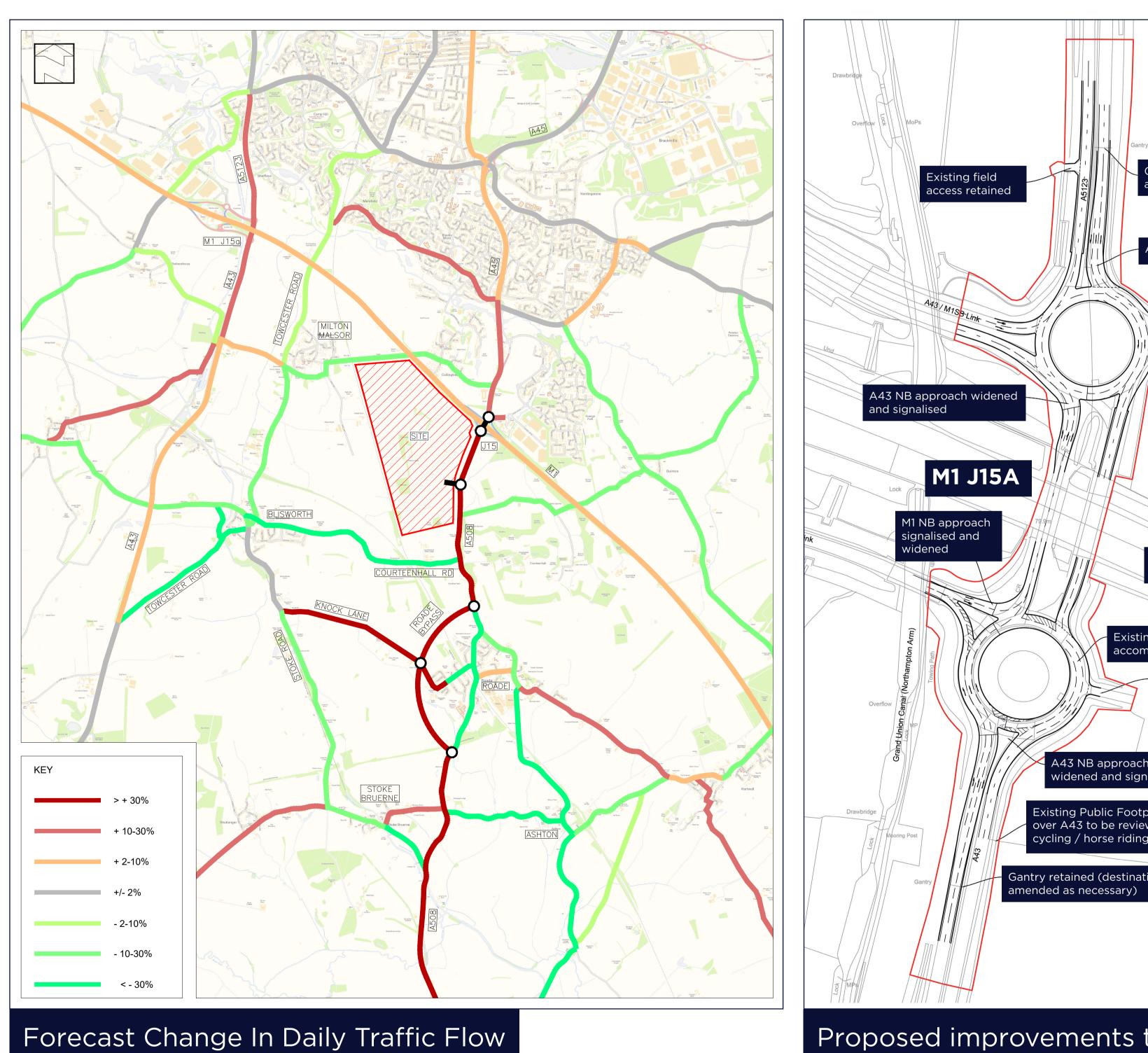
### Highways Mitigation – summary of overall impacts

Since the earliest consultation with community groups and consultees Roxhill has been made aware of concerns about the potential for significant local traffic impacts and problems as a result of the Proposed Development. This included specific concerns over the potential for increased 'rat-running' through the villages, including as a result of connections to the proposed Bypass such as at Blisworth Road/ Knock Lane.

The Plan below shows a summary of the outputs from the Northamptonshire Strategic Transport Model. It identifies very clearly the positive results of the package of highways measures with red routes seeing an increase in traffic, and green routes seeing a decrease. This shows that by improving the A508 as a primary route more traffic is attracted to the route with a reduction in traffic on many surrounding local roads and villages including Milton Malsor, Blisworth, and Roade.

A number of existing bottlenecks are to be improved or removed on the A508 corridor (as well as at Junction 15 and 15a), allowing improved efficiency and safety of the road network. The A508 improvements, and the Bypass, are able to accommodate the changes in traffic flows, with the centre of Roade seeing a significant reduction in through-traffic.

The improvements at Junction 15, 15a and the A45 will deliver improved operation of the strategic network, with reduced journey times, and reduced congestion. This is a significant improvement over the forecasts of performance in the future without the Proposed Development.

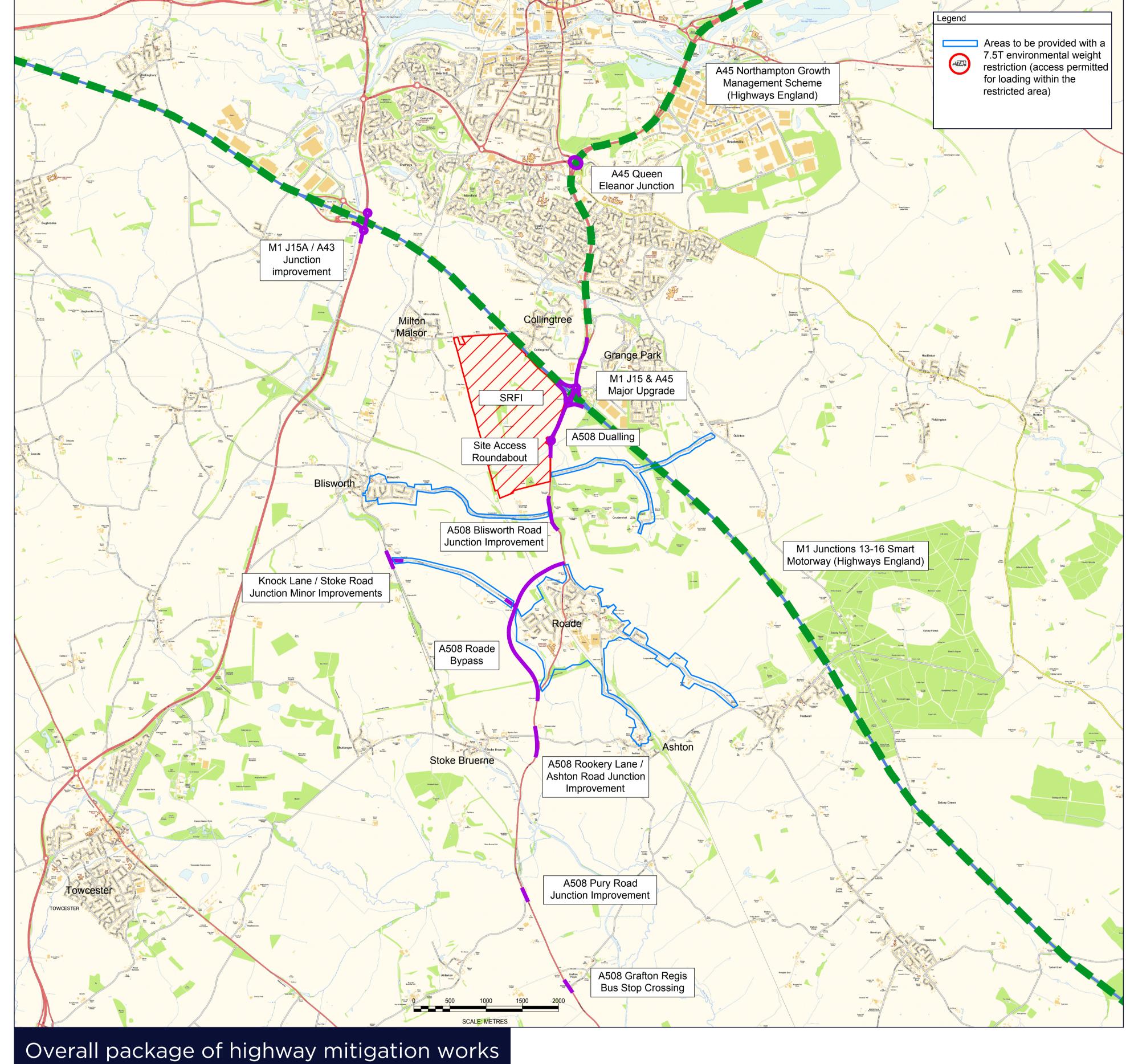


Proposed improvements to Junction 15A.

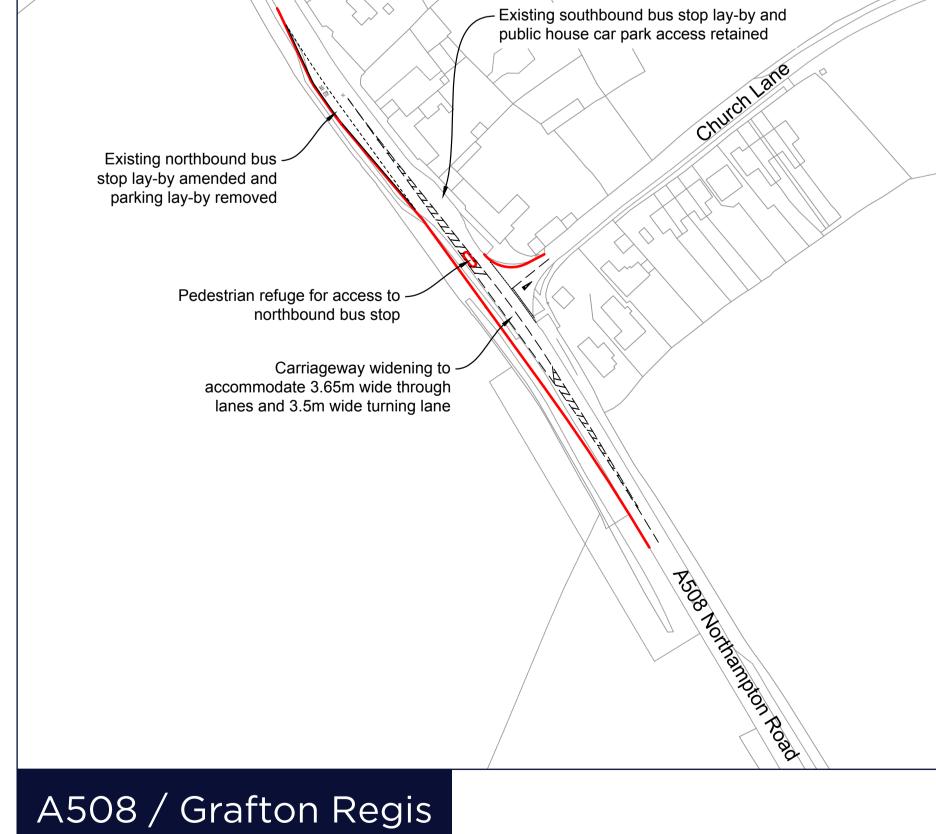
Partial signalisation and other changes to significantly improve the junction operation and prevent queuing traffic from impacting upon the free flow of the M1.

ended as necessary)

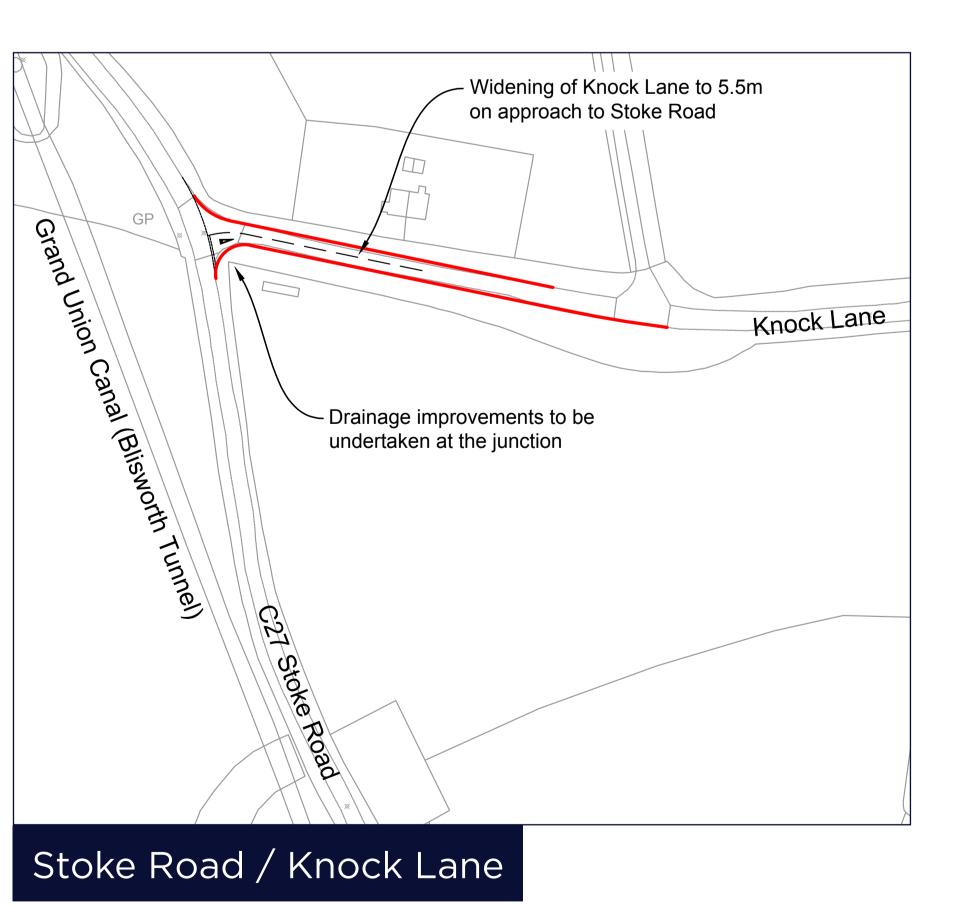
nmodate signals on 2 arm



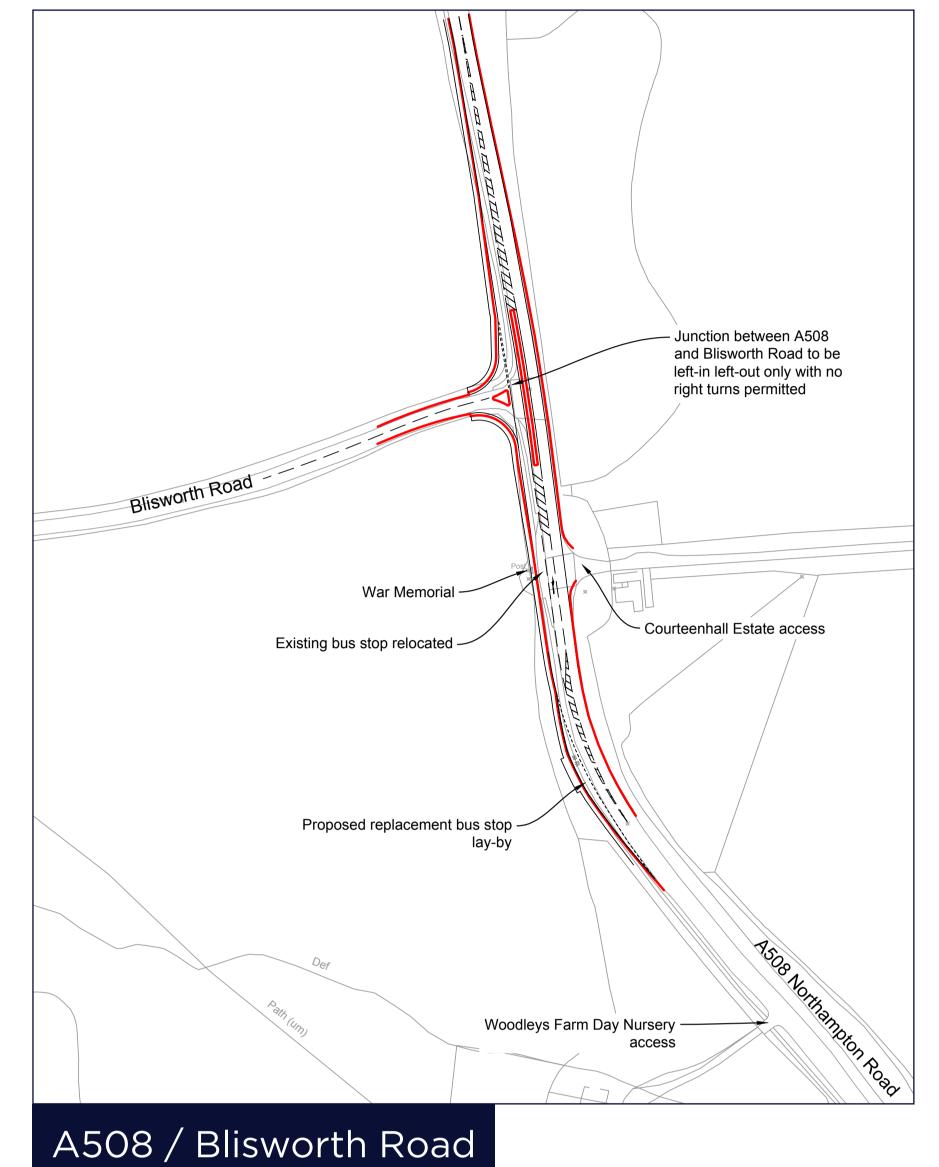
Overall package of highway mitigation work



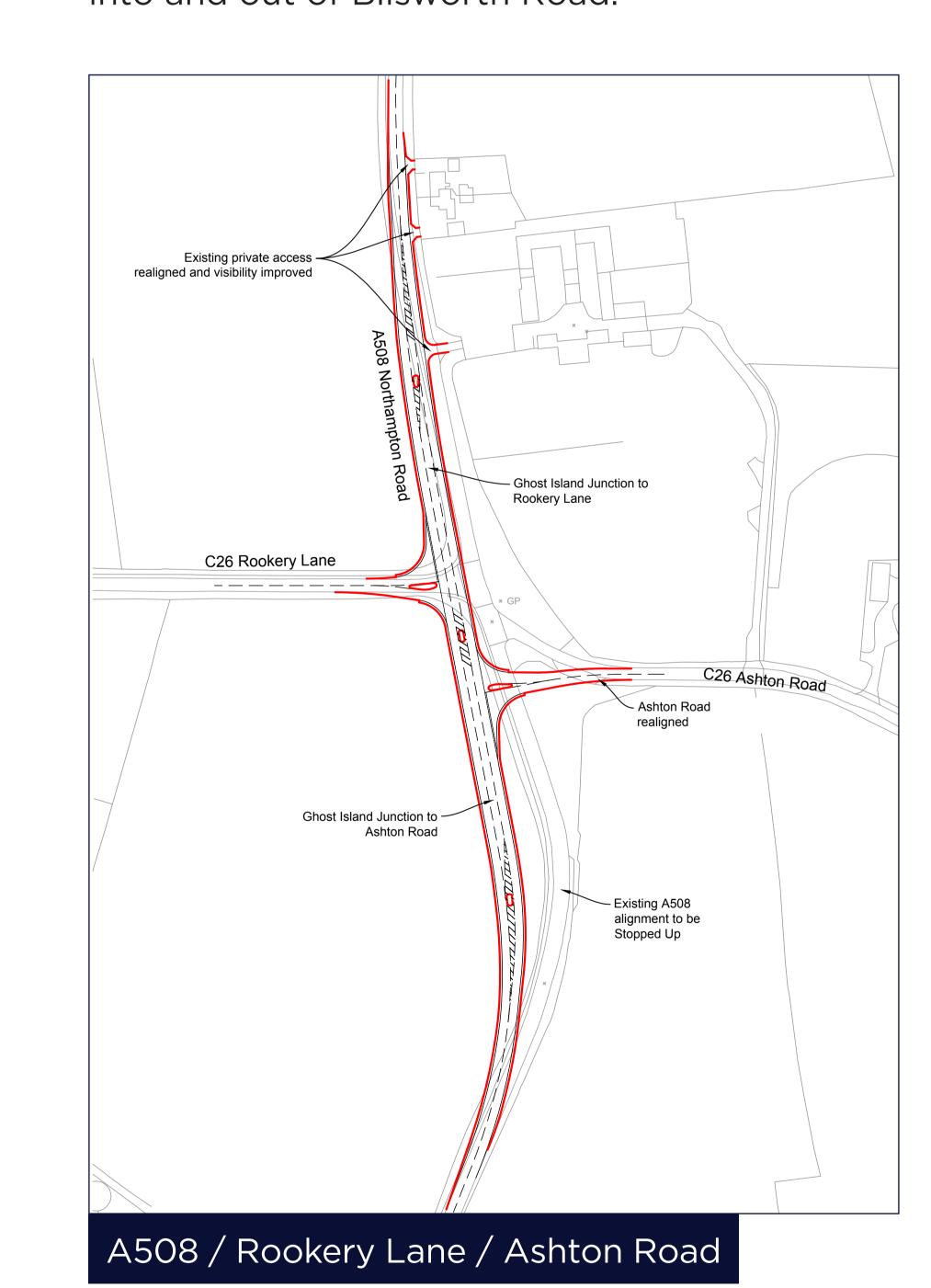
Pedestrian refuge provided to assist with crossing the A508 to reach bus stop, and provision of a right turn facility on the A508 for Church Lane.



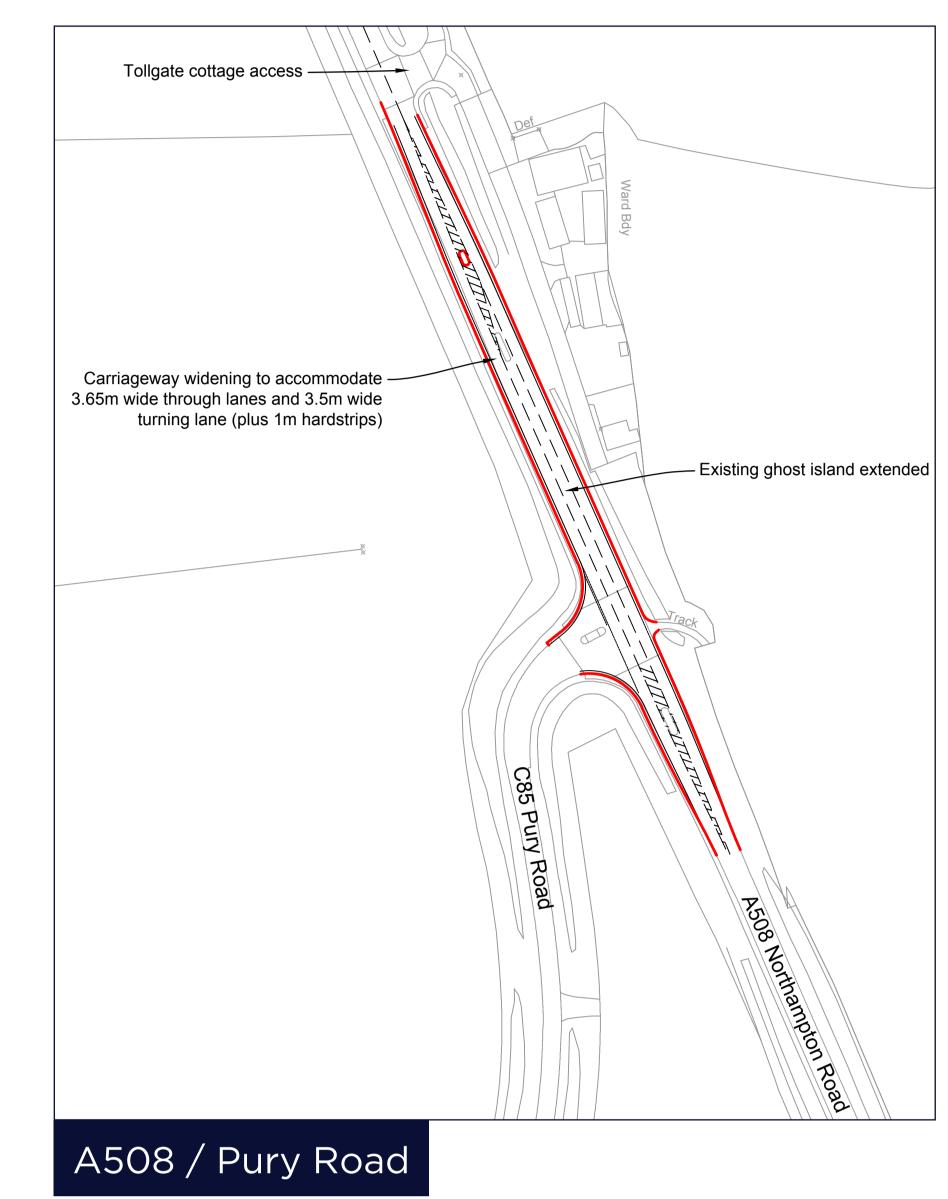
Existing junction improved and Knock Lane approach widened.



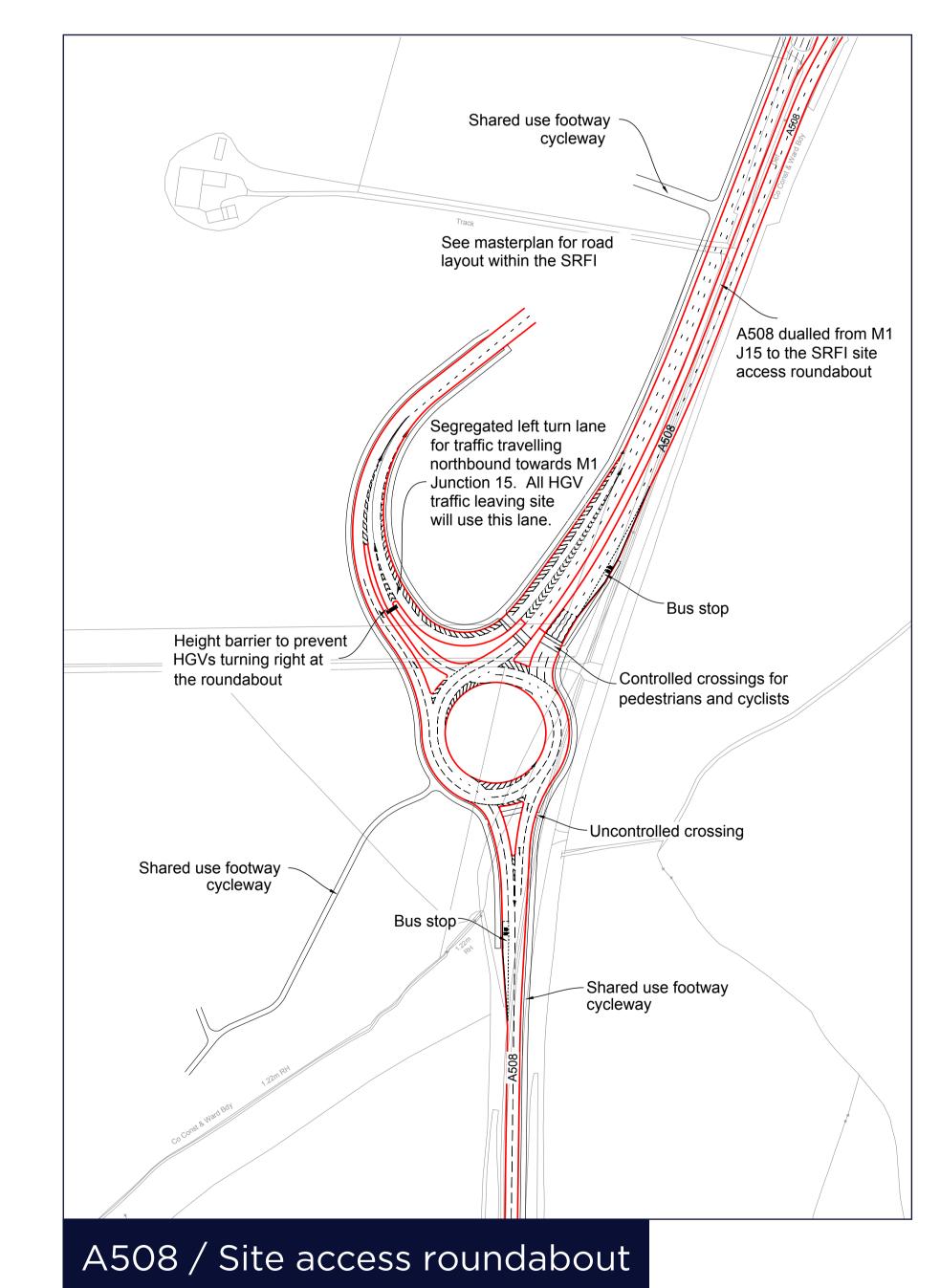
Left-in, left-out arrangement to address the congestion caused by right turning traffic both into and out of Blisworth Road.



Improved to prevent right turning traffic from the A508 blocking ahead traffic, and alignment alterations to address the existing safety issue at the bends to the south.



Right turn lane from the A508 lengthened to accommodate more traffic and reduce delay for ahead traffic.



Configured to require all HGVs exiting the site to travel north to M1 Junction 15.



# 12. Public Transport, and Next Steps





### **Public Transport Strategy**

A strategy has been devised to ensure that the SRFI site is well serviced by public transport from the outset of development so that employees have a reasonable alternative to the private car. The strategy is to be flexible and able to respond to changing needs over time. An important element of the approach is that the strategy should be commercially sustainable over the longer-term (without need of subsidy beyond developer investment).

At the heart of the strategy is provision of a new bus service specifically for the SRFI, as well as building on the existing bus network through additional service capacity and improved infrastructure. The three main elements are:

- A new express bus service to the town centre this will be built around key shift-time changes, with a travel time to and from the town centre of around 20 minutes. The service would access the SRFI site and serve the main spine road. Town centre stops may include the railway station.
- Extension of Service 7 from Grange Park this existing service currently stops at Grange Park and runs from Moulton Park and the town centre with a 30 min frequency (hourly on Sundays). The extended service would run into the SRFI site before returning to its current route. This extension would require an additional bus.
- New bus stops for the 33/33a, X4 and X7 services new stops and lay-bys would be provided on either side of the site entrance on the A508, with pedestrian crossing points also provided. This would provide access to an hourly service in each direction between Milton Keynes and Northampton.

It is proposed that the new service, and the extended service 7 be running at the point of first occupation. New bus stops will be provided within the site close to the site entrance and along the spine road. Site wide 'Travel Plan' activity will encourage bus use, with information and promotions led by a Travel Plan Coordinator. The Framework Travel Plan includes a target for 10% of employees to travel to and from the development by bus.

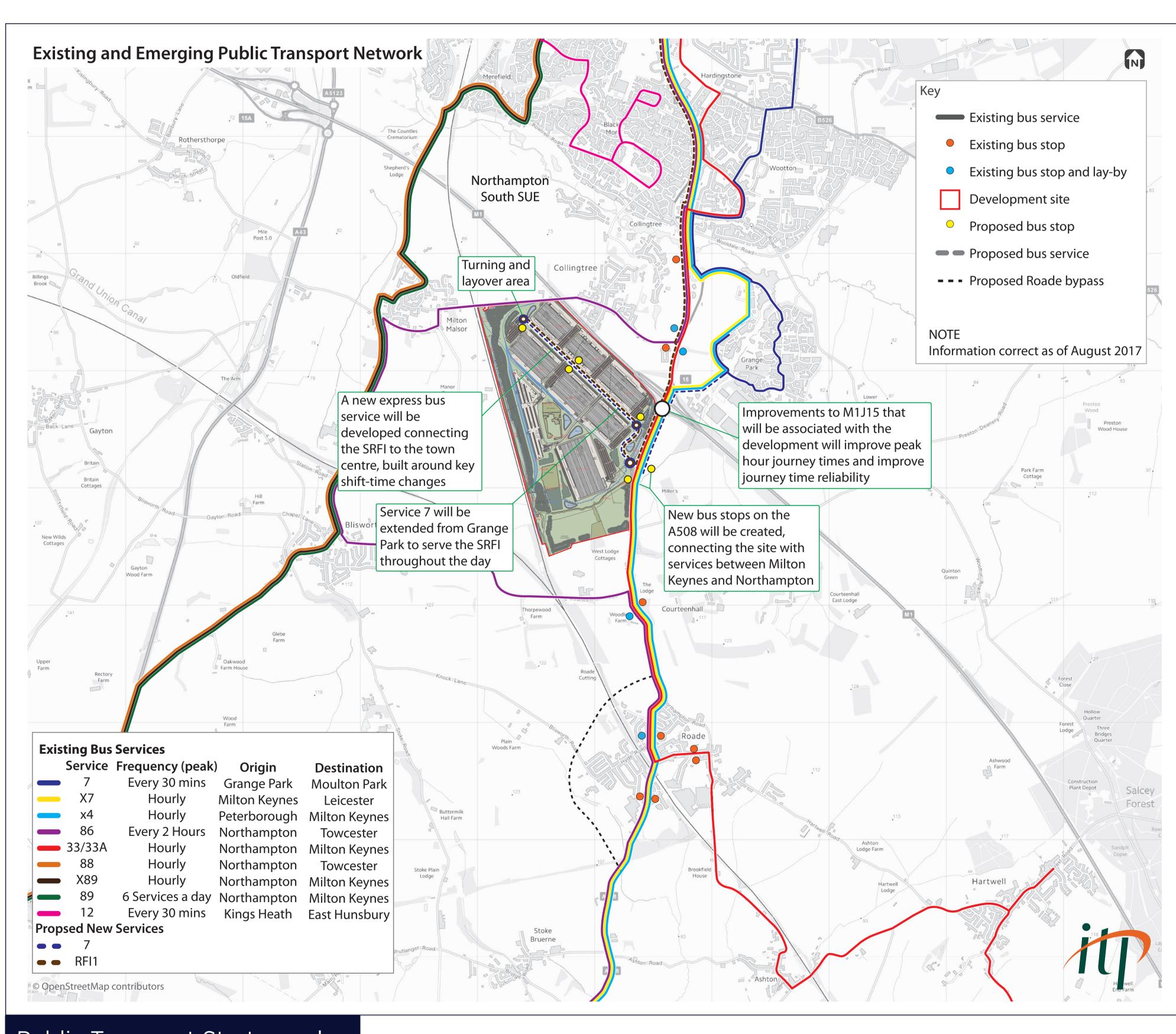
Cycling, walking, the use of public transport and car sharing will all be promoted through a bespoke site Travel Plan.

### Walking and Cycling

Public Rights of Way which cross the site would be diverted and extended to form a loop within the landscape bunding. Part of the diverted routes would be upgraded to provide a shared footway/cycleway connecting the development to Collingtree, and the wider Northampton area, via the existing bridge over the M1.

The existing footway/cycleway facilities at M1 Junction 15 would be improved and traffic signal controlled crossings provided at all crossing points. A new shared footway/cycleway would be provided adjacent to the A508, connecting Junction 15 to the new site access roundabout. and down to the junction with the unnamed road to Quinton, from where access to National Cycle Network Route 6 is available. At the bypass, the Bridleway will be diverted via a new underpass beneath the new road.

Proposed footpath routes are also shown on the illustrative masterplan and landscaping plans.



Public Transport Strategy plan

#### **Application Process and Timetable**

As shown below, the Northampton Gateway remains at a relatively early stage in the overall Nationally Significant Infrastructure Project (NSIP) process.

This consultation exhibition forms part of the statutory stage of community consultation. The results of the consultation will feed into the range of ongoing technical work which is referred to and described in the information made available as part of the consultation process. It remains important that we receive input from local people and communities. We are also consulting a range of other bodies and consultees.

A Consultation Report will form part of the Development Consent application, and will provide details of the comments received and the applicants response to them.

At present the precise timing of the final application is not confirmed, but the intention is to formally submit to the Planning Inspectorate during the first quarter of 2018.

There is a defined process and timetable for the later stages of the process which is led by the Planning Inspectorate - this is set out below.



WE ARE HERE

- Look out for information in local media and in the public places near the location of the proposed project, such as your library. The developer will be developing their proposals and will consult widely.
- The Inspectorate, on behalf of the Secretary of State, has 28 days to decide whether the application meets the required standard to proceed to examination including whether the developer's consultation has been adequate.
- You can now register as an interested party; you will be kept informed of progress and opportunities to put your case. Inspectors will hold a Preliminary Meeting and set the timetable for examination.
- You can send in your comments to the Planning Inspectorate in writing. You can request to speak at a public hearing. The Inspectorate has 6 months to carry out the examination.
  - A recommendation to the Secretary of State for Transport will be issued by the Inspectorate within 3 months. The Secretary of State than has a further 3 months to issue a decision on the proposal.

