



NORTHAMPTON
GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

SMART MOTORWAYS STATEMENT OF COMMON GROUND BETWEEN THE APPLICANT AND HIGHWAYS ENGLAND

DOCUMENT 7.1B

The Northampton Gateway Rail Freight Interchange Order 201X

Regulation No: 5 (2) (q)

SMART MOTORWAYS STATEMENT OF COMMON GROUND BETWEEN
THE APPLICANT AND HIGHWAYS ENGLAND | 6 NOVEMBER 2018

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ROXHILL

NORTHAMPTON GATEWAY STRATEGIC RAIL FREIGHT INTERCHANGE

Statement of Common Ground between Roxhill (Junction 15) Ltd and Highways England related to the M1 J13-J16 Smart Motorway Project

~~Travelling draft version 0.12: last updated by HE 11/09/18~~

1 Introduction

- 1.1 This Statement summarises the agreement reached between Roxhill (Junction 15) Ltd and Highways England (HE) in relation to the HE Smart Motorway Project (SMP) and the proposed development known as Northampton Gateway (the SRFI).
- 1.2 HE are preparing to implement the Smart Motorway on the M1 between Junctions 13 and 16 and this will take the form of 4 lane "all lane running" along with "through junction running" (i.e. 4 lanes with no hard shoulder) of M1 Junctions 15 and 15A.
- 1.3 The SMP is programmed to be constructed between August 2018 and March 2022, and has commenced on site.
- 1.4 The Northampton Gateway Strategic Rail Freight Interchange (SRFI) scheme shall, if consented, implement a capacity improvement to Junction 15. This is currently envisaged to be constructed during 2020/2021, assuming consent is granted in mid-2019, as it would be required prior to occupation of any building within the SRFI.
- 1.5 The SRFI scheme also includes an improvement to the A43 and A5123 roundabouts at M1 Junction 15A. These works will not affect the M1 mainline or its slip roads at Junction 15A directly but does interface with the widening of the northern overbridge of the A43. During construction this may, unless measures are taken, impact the motorway causing vehicles to "stack" on the slip road and back onto the main carriageway. Therefore, consideration of the interface between the SMP and the SRFI is important to the success of both schemes both in terms of design and timing of delivery.
- 1.6 It is understood that the SMP scheme works at Junction 15A will be completed before the SRFI scheme start their works. A detailed signage strategy for junction 15A has not been developed at this stage, however it is not envisaged that significant additional signage will be required at this junction.
- 1.7 This statement of common ground is to be read alongside the statement of common ground with Highways England that covers the assessment and design of the SRFI scheme and the Protected Provisions in the DCO submission.

2 Overall principles for the Interface

- 2.1 It is recognised that it is in the interest of both parties, as well as the wider travelling public, for the two schemes to be co-ordinated, so that the impact of any works causes as little disruption to the travelling public, businesses and local residents as is reasonably practicable. With this principle in mind, it is agreed that: -

- 2.1.1 Both parties will have a single and dedicated point of contact for liaison who shall be a senior member of staff, namely the SMP Sponsor and the Project Director for the SRFI;
 - 2.1.2 Construction programmes will be shared at an early stage and be regularly updated;
 - 2.1.3 The extent of each parties working areas and ongoing maintenance responsibilities are clearly identified at any interface;
 - 2.1.4 Construction on both schemes can proceed at the same time subject to review of the impact on both the SMP and the SRFI programmes and ensuring minimisation of disruption to highway users;
 - 2.1.5 Regular working groups shall take place during design and construction; and
 - 2.1.6 Planned closures of a link due to SMP construction activities (such as for a gantry lift) will require specific collaboration to ensure diversion routes are available and are suitable for all traffic.
- 2.2 Road space for the SMP scheme is already booked by the SMP Principal Contractor (SMP PC), but access to road space for the SRFI scheme shall be granted by HE where safe and practicable to accommodate the SRFI construction programme and enabling both schemes to proceed at the same time. Roxhill (Junction 15) Limited agree to comply with Highways England's usual road space booking procedures prior to and during the carrying out of each phase of the SRFI scheme works and no highway works for which a road space booking is required can commence without a road space booking having first been secured. It will be necessary for both parties to carry out an assessment of the highway network and impact of any road closures on diversion routes to include any impact related to any Local Authority Highway Works.
- 2.3 It is acknowledged by Highways England that in the event that the aforementioned assessment indicates no safety or operational concerns then the SRFI scheme works can proceed at the same time as the SMP scheme works with road space booking being shared where practicable. In the event that the aforementioned assessment indicates that both schemes cannot be accommodated at the same time then Highways England, in its absolute discretion, shall decide on when a road space booking can be issued to Roxhill (Junction 15) Limited for the SRFI scheme works.
- 2.4 Both parties will co-operate on all aspects of network management but particularly: the planning and implementation of diversionary routes; the co-ordination of planned works and events; and reaction to unplanned events including emergency and contingency planning arrangements. Before publishing notice of closures all parties shall agree on any sharing opportunities to maximise the benefit of that closure.
- 2.5 Where reference is made to a party constructing an asset it should be read that this also refers to funding by such party unless stated otherwise.

3 Detailed Interface: M1 Junction 15 Slip Roads

- 3.1 It is agreed by HE Spatial Planning Team as referred to in their respective Statement of Common Ground that the scheme layout for Junction 15 as indicated on drawings NGW-BWB-HGN-01-DR-C-101-S3-P7_Document 2.4A and NGW-BWB-HGN-02-DR-C-102-S3-P8_Document 2.4B is acceptable for the mitigation of traffic impact resulting from the SRFI. These are subject to the detailed design and approvals process as provided for in the Protective Provisions

- 3.2 Detailed design including any necessary Road Safety Audits will be submitted at a later date and will be subject to the necessary approvals from Highways England required under the Protective Provisions contained in the DCO which includes the necessary mechanisms for payment of costs incurred by Highways England.
- 3.3 HE and Roxhill (Junction 15) Limited will continue to work collaboratively to agree the detailed interface between the SRFI scheme layout for Junction 15 and the SMP scheme in accordance with the highway general arrangement plans listed above. These details will be approved under the arrangements to be set out in the protective provisions.

4 Construction of the slip roads

- 4.1 HE SMP have appointed a Principal Contractor (SMP PC) to carry out the SMP. If the construction of both schemes takes place concurrently then there is benefit in minimising construction interfaces and for the SMP PC to carry out all works from the mainline up to the back of nose on the slip road. This is agreed in principle but is subject to agreement of costs and delivery programme.
- 4.2 All works past the back of nose to the top of the slip roads shall be constructed by Roxhill (Junction 15) Ltd, however, Roxhill (Junction 15) Ltd may request the SMP PC to carry out works to the slip roads on their behalf and their cost up to the interface with the junction. This request will be subject to an impact assessment by SMP on the current delivery date of the motorway upgrade and would be formally agreed at the SMP Programme Committee. Should Roxhill (Junction 15) Ltd opt to use their own contractor, then the two parties will collaborate to minimise disruption to each other, and the travelling public.

5 Detailed Interface: Other interfaces at M1 Junction 15

Technology

- 5.1 If the construction of both schemes takes place concurrently then it is agreed that the SMP scheme will provide the Entry Stop Signals and associated technology at the start of both northbound and southbound merge slip roads to suit the amended junction layout proposed as part of the SRFI highway works.
- 5.2 Where the SMP scheme provides new or replacement CCTV cameras at J15 it is agreed that any CCTV cameras would be sited such that they would not conflict with the SRFI scheme proposals nor compromise the requirement for 100% CCVT coverage required for SMP operations.


Drainage

- 5.3 The detailed design of the SRFI drainage scheme shall take account of any increase in impermeable area of the slip roads. The slip road drainage system shall be designed for (i) a design-life of 60 years, and (ii) for storms with up to a 100-year Return Period inclusive of climate change allowances, in accordance with the Design Manual for Roads and Bridges and the National Policy Statement for National Networks,

- 5.4 It is agreed that water from these slip roads can continue to drain into the motorway drainage system, but that the SRFI scheme would attenuate flows so that they are equivalent to the existing drained area.

Signage

- 5.5 The SMP signage strategy shall incorporate appropriate identification of the SRFI, should consent be given for the proposed development.
- 5.6 Any changes in signage will need endorsement from the Highways England Project Safety Control Review Group (PSCRG) and any resultant changes would be incorporated within the SMP scheme as a change to their design. Any additional costs associated with this will be borne by Roxhill (Junction 15) Ltd.
- 5.7 To minimise the impact on the travelling public, where practicable, new sign bases for the SMP shall be designed to accommodate future potential SRFI signs. If significant redesign is required then SRFI will fund the redesign and construction.
- 5.8 If necessary, the SRFI scheme would provide a confirmatory gantry at both the M1 northbound and southbound diverges in the locations shown on drawing NGW-BWB-HGN-02-DR-C-102-S3-P8_Document 2.4B to provide signage above the slip road (but not the M1 mainline). These gantries may be constructed as part of the SRFI scheme or by the SMP scheme and funded by the SRFI scheme.

Signed:  Dated 17/9/18

On behalf of Roxhill (Junction 15) Ltd

Name: Graham Pardoe Position: Project Director

Signed:  Dated 1/10/18

On behalf of Highways England

Name: Shaun Pidcock Position: SMP Director