TR050006 Open Floor Hearing 2 Presentation by Alastair Inglis on behalf of Stop Roxhill Northampton Gateway Action Group (ID 20011012) 14.03.19

Part 1 of 2

M1 JUNCTION J15 CAPACITY

The admission by Rail Central on Tuesday that there were coding errors in their VISSIM and strategic traffic modelling supports our already-submitted concerns regarding the reliability of the VISSIM software used by Northampton Gateway (NG) and their traffic modelling.

It has prompted us to review the Northampton Gateway predictions for the proposed design capacity for the M1 J15.

J15 has a current design capacity of 5400 vehicles per hour (vph) at peak hours which it reached in 2012[1]. Roxhill's consultants have stated [2] that in 2016 it was 27% over capacity, giving a then current volume of 6860 vph. The proposed new peak hour design capacity was stated to be 9000 vph, projected to be reached in 15 years, ie 2031, when NG is predicted to have reached maturity. The 2012 - 2016 rate of increase has averaged 292 vph, or 5.3% compound per year.

With all the committed developments in the county and surrounding areas, particularly Milton Keynes, it would not be unrealistic to project forward this rate of growth to establish the likely traffic flows without NG. However, this would result in capacity being reached within 6 years; well short of the 15-year requirement.

To look at this another way, Northamptonshire County Council Highways Authority (NCC HA) have advised that the 2031 D1 Reference case NSTM2 output projection for the A508 between Roade and J15 is 21,832 vehicles per annum (vpa). [3] The Dept for Transport Average Annual Daily Traffic flow (AADT) growth for the 5 years 2012 - 2016 on this same stretch of road was 373.6 (vpa) or 2.54% compound pa [4]. This is a dramatic reduction but we offer it to indicate the impact of just one roadway that feeds into J15 and, therefore, a conservative impact on the junction as a whole.

If this percentage rate of growth is used for the peak hour calculations for J15 then capacity would be reached in 11 years – a shortfall of 4 years. Again, this projection does not include any site-generated traffic figures, nor any committed developments, both of which would add substantially to the throughput.

This suggests that the proposed design for J15 is inadequate and would not be capable of coping safely with a near doubling of throughput for its required design life.

[1 Roade Parish Council Minutes 28.11.16 item RPC/371 bullet 5 & Roxhill consultant, Milton Malsor Village Hall exhibition 14.10.17
[2] Consultation 2 Doc Ch12 para 12.4.6
[3] See Appendix 1, table 1, below
[4] www.dft.gov.uk/traffic-counts/cp.php?la=Northamptonshire#57251 and scroll down to 57251

Appendix 1

Table 1: NSTM 2031 D1 Reference case (without NG or associated road works)

Link	AADT flow (24 hr two-way traffic flows)
A508 between Courteenhall Road and Roade	18,359
A508 between Courteenhall Road and J15	21,832
A45 between J15 and Watering Lane	63,884
A45 between Wootton Interchange and Queen Eleanor Interchange	68,119

Source: Rob Sim-Jones, Principal Engineer – (Principal Lead) Development Management, NCC Highways email 28.04.18

Part 2 of 2

NORTHAMPTON GATEWAY & RAIL CENTRAL CUMULATIVE TRAFFIC IMPACT

Northampton County Council (NCC) has very recently confirmed that its strategic transport model has not been run with the full data supplied by both Roxhill and Ashfield Land simultaneously, even though NCC made the offer to do so a year ago. The lack of such simultaneous running was considered by NCC Highways to be unacceptable from a Highways perspective as if both DCOs were consented *"a larger scheme than that contained within either DCO would almost certainly be required."*

Both Rail Central and Northampton Gateway have had a year to consider NCC's offer to act as an honest broker and run both party's data to ensure that an acceptable mitigation proposal was in place when they submitted their dDCO Applications. Both developers have failed to avail themselves of this opportunity. As NCC has stated: to fail to do that could lead to an unacceptable impact on the strategic and local road networks. If both DCOs are consented it would be the local population and road users that will suffer the consequences in future years.