

J15 NORTHAMPTON GATEWAY SRFI TRANSPORT WORKING GROUP MEETING 4 NOTES AND ACTIONS

Date: 03 November 2016 (1400 to 1630 hrs)

Venue: Aecom,
 Colmore Plaza
 Colmore Circus Queensway
 Birmingham,
 B4 6AT

Attendees:	Aoife O'Toole	Aecom
	Irene Echeverria	Aecom
	Martin Seldon	Highways England
	Rob Sim-Jones	Northamptonshire County Council
	Jethro Punter	Northamptonshire County Council
	Martin Draper	Northamptonshire County Council
	Stuart Dunhill	ADC Infrastructure Ltd
	Mark Higgins	ADC Infrastructure Ltd
	Ian Rigby	Roxhill Developments Ltd
	Simon Hilditch	BWB Consulting Ltd
	Steve Harley	Oxalis Planning

Item		Action
1.0	Actions from last meeting	
1.1	NCC confirmed that the Rail Central traffic count data would be used in the NSTM and hence WSP-PB can now complete Stage 2a. However, ADC to still provide additional ATC data to WSP-PB for additional validation.	ADC
1.2	ADC wrote to Rail Central on 6 October 2016 to request information from them to assist with the cumulative impact assessment. No response to date.	
1.3	NCC to discuss cumulative impact with Rail Central, particularly now that the ES Scoping for M1J15 has been submitted to PINS and this puts the two developments on the same assessment tier.	NCC
1.4	There was a brief discussion regarding TN02 'Trip Generation' which was circulated around the TWG prior to the meeting. NCC and HE stated that the traffic generation should be based on the worst case, without considering the effect of the Travel Plan.	
1.5	NCC and HE to review and provide any comments on TN02 before next TWG meeting, and ideally by mid-November.	NCC and HE
1.6	ADC to finalise and circulate for comment TN03 'HGV distribution'	ADC
2.0	NSTM modelling update	
2.1	JP confirmed slippage of around 2 weeks in update NSTM programme.	
2.2	SD confirmed that WSP-PB had completed Stage 1 and provided ADC with the raw trip distribution and growth data. ADC currently reviewing this.	
2.3	WSP-PB Stage 2a is complete subject to additional validation checks once the additional ATC data is available.	
2.4	NCC provided an update on the Reference Case assumptions, work on which was well advanced and should be complete by the end of w/c 7 November.	
2.5	NCC to circulate Reference Case committed and allocated scenario assumptions once finalised.	NCC
2.6	NCC confirmed that the NSTM would not be capped to TEMPRO, however initial growth rates at M1J15 provided by WSP-PB (albeit for the current	

	version of the NSTM) are similar to TEMPRO 7 growth, at round 30% between 2014 and 2031.	
2.7	Roxhill to commission WSP-PB Stage 2b work.	Roxhill
3.0	M1J15 improvement scheme	
3.1	SD explained that the DCO strategy is to provide a significant improvement focused at one location rather than several 'nil detriment' or 'not severe impact' improvements at multiple locations. The increase in traffic due to the development will be greatest on the A508 and at M1J15. Therefore, the design objective has been to focus improvements at M1J15 and A508 including the Roade Bypass, to provide significant improvement, with the aim being for the M1J15 junction to operate within capacity in the 2021 SRN assessment year.	
3.2	MH presented two options for the M1J15 improvement scheme. Both options involve the enlargement of the northern and southern dumbbell roundabouts, provision of three lanes southbound across the M1 bridge and signalisation of the A508 and Saxon Avenue approach. Both options are based on the scheme that was approved in principle for the Howdens planning application. <ul style="list-style-type: none"> Option 1 includes a 'half hamburger' arrangement at the southern roundabout for traffic movements between the M1NB and the A45. Option 2 omits the 'half hamburger' arrangement but provides a full circulatory carriageway at the northern roundabout, thereby providing a more direct route from Saxon Avenue to A45 NB. ADC and BWB favour Option 1 at this stage.	
3.3	Based on current modelling assumptions (to be updated in due course using the NSTM data) each of the M1J15 improvement options are forecast to operate within capacity in the peak hour periods.	
3.4	There was a general discussion regarding the options including capacity, discounted ideas (such as the segregated left turn from the M1SB to A45) and NMU facilities.	
3.5	RS recommended that NMU proposals are discussed with Neil Holland at NCC.	ADC/ BWB
3.6	It was agreed that BWB would prepare a general arrangement drawing for Option 1.	BWB
3.7	ADC to update modelling work to reflect trip generation (without Travel Plan reduction), refined trip distribution and traffic growth based on WSP-PB Stage 1a work. It was agreed to continue to model both Options 1 and 2 at this stage.	ADC
3.8	SH meeting with the Smart Motorway Project team w/c 7 November to gain a better understanding of the current proposals for the J13 to J16 scheme. SH to report back at next TWG mtg	BWB
3.9	SH suggested that at the appropriate time the proposals for M1J15 are reviewed by the Area 7 Asset Management Team. MS agreed this was sensible.	BWB
3.10	ADC to forward M1J15 base LinSig model to NCC	ADC
4.0	Roade Bypass	
4.1	SH tabled an updated Roade Bypass option drawing which sets out the options for each of the junctions (Northampton Road, Blisworth Road & Stratford Road). SH set out current preferred junction solutions: <ul style="list-style-type: none"> Roundabout at northern end (Northampton Road) to assist right turners exiting from Roade. Staggered Crossroads at Blisworth Road, thereby not inhibiting Bypass traffic and reduced attractiveness for additional traffic to be drawn onto Blisworth Road. 	

	<ul style="list-style-type: none"> T-junction (Stratford Road) to retain access into and out of Road from the south, but directs through traffic onto the Bypass. 	
4.2	RS noted that in terms of just safety, the appropriate solution would be a roundabout at either end of the Bypass and no connection (i.e. a bridge) at Blisworth Road. At the Stratford Road end NCC would want to understand the potential road safety issues associated with a T-junction before agreeing to this in lieu of a roundabout. At Blisworth Road NCC would want to understand the potential road safety issues associated with a staggered crossroads junction.	
4.3	SH to issue Road Bypass option drawing to NCC for comments ahead of public consultation. David Grindley at NCC should be copied in when this drawing is circulated as he will need to approve the junction arrangements.	BWB
5.0	Public Transport Strategy (PTS)	
5.1	SD summarised recent meeting with Stagecoach and set out the initial PTS resulting from that meeting: <ul style="list-style-type: none"> New bespoke bus service for shift change that would penetrate the site and dwell during changeover period. Extension of Service 7 to enter the site. New bus stops on the A508 for the X4/X7 Service. 	
5.2	However, the PTS will need to be flexible and ensure that sufficient funding is put in place.	
5.3	RS noted the different ways of securing funding, noting that if a S106 style approach was used then NCC would need to tender the services. Alternatively, it would be possible to have a Service Agreement directly with Stagecoach.	
5.4	RS raised potential concern with having a pedestrian crossing facility on A508 to and from the southbound bus stop. RS noted that any change in speed limit to facilitate a crossing point should be reviewed with John Spencer at NCC.	
5.5	Moving forwards SD advised that ITP will be taking forward the PTS and Travel Plan, led by Jaime Whewey from their Milton Keynes office.	
6.0	Public Consultation	
6.1	ES scoping has been submitted to PINs	
6.2	Oxalis to agree the public consultation process with NCC.	Oxalis
6.3	Public consultation to take place on 12, 13 and 14 December 2016 at Hilton Hotel near M1J15. Times to be confirmed, but likely to be early afternoon to early evening.	
6.4	Leaflet drop for surrounding areas regarding public consultation.	
6.5	Development website is also being set up.	
7.0	Date of next meeting	
7.1	1 December 2016 at Aecom at 1400 to 1630	ALL