

J15 NORTHAMPTON GATEWAY SRFI TRANSPORT WORKING GROUP MEETING 14 NOTES AND ACTIONS

Date: 6 February 2018 (1300 to 1530 hrs)

Venue: Roxhill Developments Ltd
 Lumonics House
 Valley Drive
 Swift Valley Park
 Rugby
 CV21 1TQ

Attendees:	Aoife O'Toole	Aecom
	Amir Farooq	Aecom
	Martin Seldon	Highways England
	Mark Roxborough	Highways England
	Emma Stewart	Highways England
	Jethro Punter	Northamptonshire County Council
	Martin Draper	Northamptonshire County Council
	Rob Sim-Jones	Northamptonshire County Council
	Stuart Dunhill	ADC Infrastructure Ltd
	Mark Higgins	ADC Infrastructure Ltd
	Simon Hilditch	BWB Consulting Ltd
	Ian Rigby	Roxhill Developments Ltd

Apologies:	Steve Harley	Oxalis Planning
	Tim Edwards	ITP

Item		Action
1.0	ACTIONS FROM PREVIOUS MEETING	
1.1	The third consultation period concluded 2 February 2018 and 25 responses have been received to date. NCC confirmed that responses have been provided directly on an individual discipline basis as part of the ongoing dialogue regarding the scheme. As such, they do not intend to provide an overall formal response as per the second consultation. HE confirmed that they would not be responding as the changes presented in the consultation material do not materially impact on the SRN.	NCC
1.2	NCC previously advised that there have been structural issues regarding the road construction on Stoke Road due to HGV traffic loading. The mitigation proposals lead to a reduction in traffic using Stoke Road and an increase in traffic using Knock Lane. BWB consulted with David Grindley who confirmed that the traffic relief on Stoke Road is a positive outcome and that the proposed environmental weight restrictions for Stoke Road and Knock Lane would provide further betterment as this will restrict HGV traffic from using the roads as through routes.	
1.3	In their response to the second consultation, NCC rejected the proposed extension of the existing 20mph speed limit zone in Collingtree. It was confirmed that this proposal has now been removed from the proposed works.	
1.4	The requirement for the ANPR camera on the exit from the site has been agreed. The exact location of the camera is yet to be determined. BWB to liaise with NCC.	BWB/ NCC
1.5	David Grindley has provided feedback on the implementation of environmental weight restrictions. BWB to liaise with NCC.	BWB/ NCC
1.6	The findings from the A43 and A45 layby surveys were presented at a previous meeting and show that there is sufficient capacity at the existing facilities to accommodate the displaced demand once the A45 layby closest to M1J15 is	ADC

	closed. A Technical Note is being produced and will be issued to the TWG for approval.	
2.0	VISSIM MODELLING	
2.1	HE provided feedback on the VISSIM Technical Note, requesting clarification on the calculations of average journey times and the provision of queue tables as well as graphs. These matters were addressed, and an updated Technical Note was issued to the TWG on 25 January 2018. The VISSIM model and Technical Note have now been approved.	
2.2	The VISSIM model was presented to NCC on 1 February 2018. NCC noted that they had a question regarding the Mova setup. NCC to provide further details.	NCC
2.3	Regardless of the outcome of the ongoing discussions with the SMP, HE confirmed that no amendments to the VISSIM model would be required, as the dialogue with SMP relates to traffic data sets, but the agreed data set for the Northampton Gateway project is derived from the NSTM2 and hence will not be subject to change.	
2.4	It was agreed that that a meeting would be arranged with MR to view the operation of M1J15 and J15A in the VISSIM model in the reference case and in the mitigation case to assist with understanding operational requirements.	ADC/ BWB/HE
3.0	GEOMETRIC DESIGN AND DCO PROTECTIVE PROVISIONS	
3.1	Responses from 7 out of 10 disciplines at HE have now been received on the A45/M1J15/M1J15A geometric design. ES to provide outstanding disciplines in due course.	HE
3.2	SH confirmed that 50-60% of the comments received to date are matters to be dealt with at the detailed design stage. Addressing the remaining comments will allow the design to be sufficiently advanced to demonstrate that the geometric layout can be achieved.	BWB
3.3	SH confirmed that the 3-D design for M1J15A is now available, and that this addresses the comments raised about the proximity of the red line to the proposed highway works at this location.	
3.4	SH queried whether HE had intended to share the comments on road safety with the team as they appeared to be written for internal purposes. HE to confirm.	HE/ BWB
3.5	ES is collating HE feedback on the draft DCO, including the protective provisions, and will respond in due course.	HE
3.6	NCC are reviewing the updated A508 geometric design report and will feedback in due course.	NCC
3.7	RSJ to chase NCC legal team regarding feedback on the draft DCO, including the protective provisions.	NCC
3.8	Discussion on how the ANPR at the site access would function when diversion routes are in force. SD confirmed that when the A508 was functioning as a diversion route, development HGVs would be allowed to follow the diversion route without penalty, i.e. with right turns at the access facilitated by raising the height restriction at the site access and no penalty associated with the ANPR. The TA will include an operation management plan.	ADC
4.0	SMP	
4.1	SD and SH reported on SMP/Northampton Gateway workshop session that was held on 1 February 2018. New project sponsor Tabatha Bailey is facilitating a HE decision on whether to alter the SMP design at M1 Junction 15 to better align with findings reported in the reference case as part of the Northampton Gateway modelling work, or to continue with the current SMP proposals, whilst at the same time providing a scheme that would more easily align with the Northampton Gateway scheme and timeline. A further meeting has been set up with SMP on 14 March 2018.	

4.2	ES noted that internal discussions within the HE suggested that the SMP team may adopt the Aecom VISSIM model and traffic flow sets. ES to update if this is confirmed.	HE
5.0	A45 TECHNICAL NOTE	
5.1	Aecom provided some comments on the modelling of the A45 junctions. These comments mostly indicated irregularities in the modelled flows. ADC to review and respond to the TWG.	ADC
5.2	NCC confirmed that they agree with the conclusions to the TN10 modelling, and the treatment of the proposals regarding the Queen Eleanor Interchange and the Danes Camp Way/Towcester Road/Tesco roundabout. They confirmed that they want to proceed with the suggested approach of a financial contribution to allow them to either implement the identified mitigation schemes at the junctions, or to be used to facilitate a wider improvement strategy.	
5.3	However, NCC stated they believe that the development impacts at the Danes Camp Way /Hunsbury Hill Road/Hunsbarrow Road roundabout and the A5123/A5076/Upton Valley Way gyratory also require mitigation. NCC agreed to provide written confirmation of their comments, following which ADC will review and respond.	NCC/ ADC
6.0	PUBLIC TRANSPORT AND SUSTAINABLE TRAVEL MODES (WCHAR)	
6.1	NCC confirmed that the WCHAR Assessment Report has been reviewed by their relevant in-house teams and that they have no comments on the report.	
6.2	HE confirmed that they have the WCHAR Assessment Report and are in the processing of reviewing it.	
6.3	SD updated the group on the PT strategy: <ul style="list-style-type: none"> • Stagecoach has confirmed that it is not possible to provide an express service for Service 7 in the evening peak. • Therefore, the PT strategy has been revised and now focuses on providing a direct service to and from the site to Northampton, along with linking with the current services that pass the site on the A508. • There will be a committed to provide a service for key shift change times from first occupation of a warehousing unit on the site. • NCC have accepted the trigger point of 100 people starting or finishing work within a 15-minute window, where an existing journey is not available within 30 minutes before the start of shift, or within 30 minutes of the end of shift trips. This is in accordance with the 10% modal share for bus that is set out in the Travel Plan. • The PT strategy would be funded by a financial contribution. 	
6.4	ITP to set out proposed PT financial contribution to be agreed with NCC.	ITP
6.5	There was discussion regarding whether a contingency fund should be available for the Sustainable Transport Working Group to fund other sustainable travel initiatives. It was noted that this would in part already be funded via the Travel Plan.	ITP
6.6	It was also suggested that a contingency fund for highway mitigation may be helpful. Roxhill to consider.	Roxhill
7.0	RAIL CENTRAL	
7.1	The cumulative impact assessment has now been run including traffic from both developments, and the following highway mitigation: <ul style="list-style-type: none"> • Rail Central grade-separated site access junction onto the A43. • Rail Central improvement at M1 J15A instead of the Northampton Gateway improvement at this junction. • Rail Central improvement at A43/Trove roundabout. • All Northampton Gateway highway mitigation (other than M1 J15A, which is as above). • The Rail Central proposals at the A45 Queen Eleanor Interchange would be excluded as NCC are known to be preparing their own scheme at this location. 	

	<ul style="list-style-type: none"> The impacts of the combined schemes would be assessed based on comparison to the 2031 D1 reference case scenario. No opening year assessment would be undertaken. 	
7.2	The results of the modelling have been provided by WSP, but they have not yet been analysed. Flow difference plots and VC plots were presented showing that the A5076 Inner ring road corridor and the A5 are particularly affected.	
7.3	There was a discussion regarding how the impacts could be attributed to which development and it was suggested that a select link analysis could be run. However, SD noted that NCC had already confirmed that WSP should not provide select link analysis and flow reassignment plots. NCC's reason for this was that this information could provide commercially sensitive information regarding Rail Central.	
8.0	STATEMENTS OF COMMON GROUND	
8.1	It has been agreed with the SMP team that a draft SoCG will be agreed in time for the next SMP workshop session on 14 March 2018.	BWB/ ADC/HE
8.2	Draft Statements of Common Ground with NCC and HE are being prepared and will be circulated in advance of the next meeting for comment. NCC and HE requested that the SoCG include a schedule of Technical Note, reports and drawings. SoCG with NCC should include a specific reference to parking standards.	ADC
9.0	DATE OF NEXT MEETING	
9.1	Tuesday 20 March at Roxhill's offices @ 1300hrs. SD to circulate meeting invite.	All
10.0	AOB	
10.1	IR confirmed that he would like to take up NCC's suggestion of meeting with representatives from the local Parish Councils to explain the highway mitigation strategy. NCC agreed to circulate some potential dates for a meeting at their offices.	NCC