

A45/M1 J15 NGMS - Memorandum of Understanding

**MEMORANDUM OF UNDERSTANDING**

**26<sup>th</sup> MARCH 2012**

**A45/M1 NORTHAMPTON GROWTH MANAGEMENT SCHEME (NGMS)**

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**1. Parties**

Northampton Borough Council (NBC) of The Guildhall, St Giles Square,  
Northampton NN1 1DE, and

South Northamptonshire Council (SNC) of Springfields, Towcester  
NN12 6AE

and

Daventry District Council (DDC) of Lodge Road Daventry,  
Northamptonshire NN11 4FP

all of who are collectively referred to as "the Local Planning Authorities"  
and

Northamptonshire County Council (NCC) of County Hall, Northampton  
NN1 1ED

SNC as accountable body on behalf of the West Northamptonshire  
Joint Planning Unit (WNJPU), and

West Northamptonshire Development Corporation of PO Box 355  
Northampton NN5 5WU, and

## **2. Background**

- 2.1 Plans to deliver considerable housing and employment growth have been evolving over the past few years as part of the development of a West Northamptonshire Joint Core Strategy (WNJCS). Ensuring that the appropriate transport infrastructure is in place to accommodate these aspirations is important. To assist the planning authorities to address this, the Highways Agency (HA) has been working with the West Northamptonshire Joint Planning Unit (WNJPU), the Local Planning Authorities in West Northamptonshire, Northamptonshire County Council (NCC) and West Northamptonshire Development Corporation to understand the scale and location of development proposed, and to advise them about the implications of new development on the operation of the Strategic Road Network (SRN) and the need for measures to safeguard the future operation of the SRN.
- 2.2 A key aspect of this work is a recently completed study of the A45 and M1 around Northampton. This study has demonstrated that there is no feasible and environmentally acceptable solution to accommodating potential peak period traffic demand through large scale capacity improvements to the A45 itself and its numerous junctions. The study concluded that, in order to manage traffic demand from forecast development on the SRN through to 2026 a growth management strategy will need to be implemented.
- 2.3 Specifically in relation to the A45 and M1, the Highways Agency has developed the A45 Northampton Growth Management Scheme (NGMS). This has taken into account traffic forecasts from the Northampton Multi Modal Model and the overall level of congestion on the local highway network in the Northampton area. The NGMS has been designed to ensure that vehicular access and egress onto the SRN is managed effectively and that the safety and free flow of traffic on the A45 and M1 is maintained over the plan period of the WN JCS (to 2026).
- 2.4 A summary of the improvement projects comprising the NGMS which are required to the A45 between M1 J15 and the Great Billing Interchange to support growth in the Northampton area is included in Annex 1 to this MoU. No improvements were found to be necessary on the M1 as part of the NGMS other than an improvement at J15.
- 2.5 Northamptonshire County Council (NCC) is the local highway authority for the Northampton area and supports the need for the NGMS and will work with the Highways Agency to secure the implementation and effective operation of the NGMS.
- 2.6 The West Northamptonshire Joint Planning Unit (WNJPU) is responsible for preparation of the West Northamptonshire Joint Core

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Strategy and will provide policy endorsement to the NGMS in the Submission Core Strategy policies and supporting Table of Key Infrastructure Projects required to ensure the delivery of the JCS within the Core Strategy document. The NGMS will be identified as essential infrastructure to support the plan to be delivered through developer contributions and as identified in the Infrastructure Delivery Plan update.

- 2.7 The Local Planning Authorities support the delivery of the NGMS and will use their planning powers where appropriate to secure developer contributions towards its delivery.
- 2.8 The West Northamptonshire Development Corporation (WNDC) was set up by the government in December 2004 to deliver regeneration in Northampton, Daventry and Towcester. It supports the delivery of the NGMS and the need for a mechanism to secure developer contributions towards its delivery. WNDC will seek to secure external funding for the NGMS.

### **3. Purpose**

- 3.1 The purpose of this Memorandum of Understanding (MoU) is to express, and place on record, a shared commitment by the parties to delivering development planned for Northampton with commensurate improvements to the A45 trunk road and M1 J15 in the form of the NGMS, which the Highways Agency has developed as an appropriate approach to mitigating the impact of development on the safety and free-flow of traffic on the A45.
- 3.2 This MoU is intended to provide an agreed basis for supporting the funding and delivery of the NGMS, including through negotiated contributions secured by Section 106 planning obligations (S106).
- 3.3 The implementation of the NGMS is therefore a common aim of the parties to this agreement and this will be further established through appropriate policy introduced in the West Northamptonshire Joint Core Strategy.
- 3.4 The implementation of the NGMS will be managed by the HA and is expected to take place in stages as funding is identified. Works will be coordinated between the HA and Northamptonshire County Council through agreements under the Highways Act 1980 as necessary. This will be subject to on-going review by the HA and reported to the parties to this MoU on a regular basis.
- 3.5 The provisions and operation of this agreement will be affected by proposals for introducing a Community Infrastructure Levy (CIL) across West Northamptonshire and the MoU will be reviewed as and when CIL proposals are clarified.

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### **4. Objectives of the MoU**

4.1 The objectives of the MoU are to:

- facilitate the growth of Northampton by securing the implementation of the NGMS with appropriate developer contributions.
- provide a consistent basis for assessing contributions towards the cost of the NGMS as required mitigation for the impacts of growth on the A45 trunk road and M1 J15 in the Northampton area.

### **5. Principles of Collaboration**

5.1 The parties agree that new developments in the Northampton area are capable of having a traffic impact on the A45 and M1 between M1 Junction 15 and the Great Billing Interchange. The Northampton area for the purpose of this MoU is defined in Annex 2 to this MoU. It is based on the Northampton Related Development area as set out in the Pre-Submission West Northamptonshire Joint Core Strategy (February 2011) as shown in its Proposals Map.

5.2 The Highways Agency, local planning authorities, NCC and WNDC consider that the NGMS is essential to support growth in the Northampton area and agree:

- to work jointly to secure the implementation of the NGMS and to seek appropriate developer contributions and funding from all relevant public sources to facilitate this;
- to monitor and keep under review the funding secured for the delivery of the NGMS and its implementation, and to continue to seek to secure developer contributions until such time as the parties agree that such an approach is no longer required or is inappropriate;
- to use best endeavours to ensure that the approach to securing developer contributions towards the NGMS are as set out in this MoU and at all times to comply with relevant legislation and guidance on developer contributions.

### **6 Roles and Responsibilities**

6.1 The Highways Agency is responsible for the operation of the M1 and the A45 between M1 J15 and the A14 at Thrapston. It is part of the HA's role to safeguard the operation of these routes from the potential adverse impacts that could arise from new development.

6.2 The Highways Agency will continue to assess the traffic impact of proposed development in planning applications coming forward in this area through the methodology set out in the 'A45/M1 NGMS Delivery Process'. This is included in Annex 3 to this MoU and explains the approach the Highways Agency is taking to managing development in the Northampton Area in order to enable growth.

6.3 Once a significant traffic impact is identified as set out in the Delivery Process, the Highways Agency will enter into negotiations with the

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planning authority and the applicant, as set out in the Delivery Process, with the aim of identifying an appropriate and acceptable developer contribution towards the implementation of the NGMS, related to the scale of impact, level of contributions expected from other planned developments in the Northampton area and the overall funding position of the NGMS at the time.

- 6.4 Following consultations over the need and scale of a developer contribution towards the NGMS, the Highways Agency will indicate the level of contribution it judges to be required to both the planning authority and the applicant for this to be taken forward in a S106 obligation. In forming its view the Highways Agency will respect the legislation and guidance Local Planning Authorities are subject to in assessing the proper level of contributions in planning obligations.
- 6.5 Consistent with the relevant legislation and guidance the Local Planning Authorities will seek to secure planning obligations for developer contributions towards the implementation of the NGMS. They will apply the contribution sum identified by the Highway Agency unless in a particular case a Local Planning Authority concludes that to use such a figure would contravene statutory requirements, guidance or development plan policy. A Local Planning Authority shall give the Highways Agency the opportunity to respond to its provisional conclusion that this is the case.
- 6.6 Where a developer contribution towards the delivery of the NGMS is successfully negotiated this will be secured via a Section 106 Agreement between the relevant Local Planning Authority, NCC and the applicant setting out the required contribution to the NGMS and the staging of the payments. The Local Planning Authorities and NCC intend to produce a standard form of agreement for this purpose.
- 6.7 Where the granting of a planning approval is subject to a S106 obligation for a contribution towards the NGMS which is acceptable to the Highways Agency, the Highways Agency will not require a planning condition linking any aspect of the development to the implementation of the NGMS.
- 6.8 Where an appropriate S106 obligation towards the NGMS cannot be agreed with a developer, the Highways Agency may seek a Grampian condition limiting the build out of a development to the delivery of the NGMS or any element of it.
- 6.9 The local planning authorities will inform the Highways Agency and NCC on each occasion when commencement of development occurs on a site which is subject to a S106 contribution for the NGMS.
- 6.10 NCC will provide a 'banker' role for developer contributions towards the implementation of the NGMS in accordance with clauses 6.11 to 6.14 inclusive.
- 6.11 Financial contributions to the NGMS identified in S106 obligations will be held by NCC. Where contributions are collected by the Local Planning Authority, the LPA will pass the contribution to NCC together with associated S106 documentation (if not previously supplied). NCC

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will hold the contributions in a single account (the “Account”), ring-fenced exclusively for the purpose of implementing the NGMS, and will maintain a record of each S106 contribution received and its associated limitations on use. Each time NCC receives a contribution it will inform the HA of the amount and other details of the contribution.

- 6.12 NCC will make available to the Highways Agency developer contributions it holds towards the NGMS within two months from the Highways Agency requesting transfer of the contributions. When transferring contributions to the Highways Agency, NCC will provide a notification confirming the totality of contributions received and the sum being transferred to the Highways Agency (including interest earned and deduction of agreed administrative fees) and any constraints that apply to contributions. NCC will copy this information to the Local Planning Authorities.
- 6.13 NCC may (but is not obliged to) pay the Highways Agency more money than it currently holds in the Account, and reimburse itself from later payments into the Account.
- 6.14 In the event that a planning obligation contains a provision requiring repayment and the NGMS or the element of it specified in the planning obligation is not committed as required by the date specified in the planning obligation, NCC shall refund monies in full or in part as appropriate.
- 6.15 The Highways Agency will utilise S106 contributions made available to it in accordance with Clauses 6.12 and 6.13 to fund the design and implementation of the NGMS taking into account the notification received from NCC. This may include agreeing to S106 contributions being used by NCC to fund the design and implementation of elements of the NGMS.
- 6.16 All parties agree to investigate and keep under review all other forms of funding that may be utilised to deliver the NGMS and to work together where appropriate to secure wider funding.

## 7. Governance

- 7.1 A NGMS MoU Sponsors’ Board will provide overall strategic oversight and direction for the implementation of this MoU and delivery of the NGMS. This group will meet as required by the NGMS MoU Project Board consist of:

Highways Agency:

Northampton Borough Council:

Daventry District Council:

South Northamptonshire Council:

Northamptonshire County Council, and

WNDC

- 7.2 A Project Board will provide strategic management regarding the operation of the processes described in this MoU. Members of the

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Project Board will ensure necessary communication between the parties and with the senior management within their respective organisations in relation to the operation of the MoU, and provide reports to the Sponsor’s Board.

- 7.3 The Project Board will consist of representatives from each of the parties. The Project Board has responsibility for oversight of securing developer funding for the implementation of the Project and for reviewing and responding to other funding opportunities. The Project Board will meet at least once every six months. The core Project Board members are:

Highways Agency:

Northampton Borough Council:

Daventry District Council:

South Northamptonshire District Council

Northamptonshire County Council:

West Northamptonshire Joint Planning Unit

- 7.4 The Project Board may be supported by technical, commercial and legal resources as agreed.
- 7.5 The WN JPU will facilitate meetings of the Sponsors’ Board and Project Board.
- 7.6 The Highways Agency will submit to the Project Board progress reports on the implementation of the NGMS which will include a “Predicted Project Funding and Scheme Delivery Table” which will broadly take the following form:

Development Site subject to a s106 contribution for the Project	S 106 funding received by the HA	Funding identified in s106 obligations but not yet paid	Funding contribution received and available for distribution to the HA	Totals
<b>TOTAL</b>				
<b>Other Funding sought for the Project</b>		<b>Comments</b>		<b>Funding Obtained</b>
<b>Project Expenditure</b>	<b>Year</b>	<b>Year</b>	<b>Year</b>	<b>TOTAL</b>
Item/phase				
Item/phase				
Item/phase				
<b>TOTAL</b>				

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### **8. Escalation**

- 8.1 If any party has any issues or concerns about any matter in this MoU, that party shall notify the other parties and shall seek to resolve the issue by process of consultation. If the issue cannot be resolved within a reasonable period of time, the matter shall be escalated to the Project Board, which shall decide on the appropriate course of action to take. If the matter cannot be resolved by the Project Board within 30 days, the matter may be escalated to the Sponsors' Board.
- 8.2 If any party receives any formal inquiry, complaint, claim, or threat of action from a third party (including, but not limited to claims made by a developer or landowner, and claims for information made under the Freedom of Information Act 2000 or Environmental Information Regulations 2004) in relation to the NGMS or this MoU, the matter shall be promptly copied to the other parties and referred to the Project Board. This is without prejudice to the rights and duties of the party concerned to respond to the matter as it judges necessary.

### **9. Intellectual Property**

- 9.1 The parties intend that any intellectual property rights created pursuant to this MoU and the NGMS shall vest in the party whose employee created them, unless stated to the contrary.

### **10. Term and Termination**

- 10.1 This MoU shall commence on the date of signature of all the parties and shall expire as and when determined by the Sponsors' Board.

### **11. Variation**

- 11.1 This MoU, including Annexes, may be varied only by written agreement of the Sponsors' Board.

### **12. Charges and Liabilities**

- 12.1 Except as otherwise provided, the parties shall each bear their own costs and expenses incurred in complying with the obligations under this MoU.
- 12.2 The costs incurred by Highways Agency, or (as may be the case) NCC, of developing and implementing each phase of the NGMS are intended to be met from S106 contributions, which may be supplemented by other funding sources as made available to the HA.
- 12.3 In the event that one of the parties acting individually or jointly with others, secures and provides up-front funding for the NGMS with the intention that this is to be paid back through S106 contributions received towards the NGMS, this funding will be paid back to the party as and when sufficient developer contributions have been secured, subject to the agreement of the Project Board.



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- 12.4 If on full implementation of the NGMS, the Highways Agency or NCC hold unused S106 contributions for the project, this will be reported to the Project Board and arrangements put in place for these to be returned to the Local Planning Authority responsible for securing the contributions.

### **13. Status**

- 13.1 This MoU is not intended to be legally binding, and no legal obligations or legal rights shall arise between the parties from this MoU. The parties enter into the MoU intending to honour all their obligations to the extent that to do so is consistent with the lawful exercise of its statutory powers.

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Signed for and on behalf of:

**Northamptonshire County Council**

Name ....Tony Ciaburro.....


Position ...Director of Environmental Development & Transport

Signature ...  .....

Date .....3<sup>rd</sup> April 2012.....

**Northampton Borough Council**

Name .Susan Bridge.....

Position ..  .....


Signature Head of Planning.....

Date ..29<sup>th</sup> March 2012.....

**South Northamptonshire Council**

Name Calvin Bell.....

Position Strategic Director of Development.....


Signature .....  .....

Date .29<sup>th</sup> March 2012.....

**Daventry District Council**

Name .Simon Bovey.....

Position .Deputy Chief Executive.....

Signature .....  .....

Date ...29<sup>th</sup> March 2012.....

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## Highways Agency

Name Martin Fellows.....

Position Divisional Director:

Signature  .....

Date 26<sup>th</sup> March 2012.....

## West Northamptonshire Development Corporation

Name Peter Mawson.....

Position Chief Executive.....

Signature ...  .....

Date 12<sup>th</sup> April 2012.....

Project:	A45/ M1 Corridor Study	Job No:	60153917
Subject:	<b>Outline of the proposed schemes on A45/M1 Corridor</b>		
Prepared by:	<b>Andrzej Cieslak</b>	Date:	<b>03/08/2010</b>
Modified by:	<b>John Colyer/ Nick Secker</b>	Date:	<b>18/03/2011</b>
Approved by:	<b>Nick Secker</b>	Date:	<b>27/02/2012</b>

This note summarises the content of the proposed improvement schemes at each of the junctions. A brief outline of the linking between Ramp Metering and adjacent signals (as modelled in VISSIM) has been added to TN1 to create this note. Those additions are italicised.

### **M1 J15A and J16**

These junctions were identified as suffering congestion in the do nothing model and so a number of schemes have been considered here. The do something model, however, indicates that improvements elsewhere significantly reduce the problems at these junctions and this, combined with implementation difficulties mean that no improvements are now proposed at these junctions.

### **M1 J15** (See drawing 60153917/6517/J15/TN1)

A combination of access management and capacity improvements are proposed here, comprising:

- Ramp metering at the northbound onslip
- Exit to A45 expanded from 2 to 3 lanes (3<sup>rd</sup> lane merges after approximately 150m).
- Introduction of 4<sup>th</sup> lane at M1 southbound offslip.
- Improved roadmarking on M1 J15 eastern bridge: the 3 lane section on the eastern bridge starts just after Saxon Avenue approach (at the diverge where traffic splits for traffic going towards M1 southbound onslip and for traffic going towards A508, 2 lanes flare to 3 lanes and provide more storage for traffic queuing at traffic lights).

### **A45 Wootton I/C** (See drawing 60153917/6517/WOOT/TN1)

It is considered that a simple access management approach comprising Ramp metering at the northbound onslip is sufficient here.

### **A45 Queen Eleanor I/C** (See drawing 60153917/6517/QUEL/TN1/RevA)

A combination of access management and capacity improvements are proposed here, comprising:

- All traffic signals are proposed to be upgraded to MOVA.
- Widening of B526 Newport Pagnell Road
- Signalisation of the London Road approach, including signalisation of the circulatory carriageway.
- Ramp metering at the southbound onslip
- Ramp metering at the northbound onslip. The short merge will be removed and traffic will access the A45 mainline only through the lane gain facility.

*A45NB RM output sends a signal to a MOVA priority link demanding a stage with the A45NB exit slip road and next two downstream circulatory signals green. This stage is only demanded by queue detectors on the circulatory and exit slip road plus the RM output to prevent circulatory blocking, clear slip road queues and also reduces the green time available to the entries feeding traffic onto the A45NB entry slip road / RM.*

## **A45 Brackmills I/C** (See drawing 60153917/6517/BRA/TN1)

A combination of access management and capacity improvements are proposed here, comprising:

- All traffic signals are proposed to be upgraded to MOVA.
- Traffic signals are proposed at the exit from Pavilion Drive to the A45 southbound onslip. These traffic signals will also act as access management to the A45 southbound.
- Traffic signals are proposed to be introduced at Caswell Road approach. These traffic signals will control the traffic volume going to the A45 mainline. Additionally this controller will monitor the northbound A45 onslip and if there is congestion there, it will hold the traffic at Caswell Road to prevent the queue from reaching the roundabout circulatory.

## **A45 Barnes Meadow I/C** (Ref drawing 60153917/6517/BARN/TN1)

There are a number of improvements that have been made to the junction recently in relation to HOV proposals. The NGMS proposals will be required over and above this, and will comprise:

- Ramp metering proposed on the northbound on-slip
- Removal of short merge and traffic can only access A45 mainline through the northbound lane gain facility.

*A45NB RM output sends a signal to a MOVA priority link demanding a stage with the circulatory signals green at the two entries upstream of the A45NB entry slip road. This reduces the green time available to the entries feeding traffic onto the A45NB entry slip road / RM.*

## **A45 Lumbertubs I/C** (See drawing 60153917/6517/LUMB/TN1/RevA)

A combination of access management and capacity improvements are proposed here, comprising:

- All traffic signals are proposed to be upgraded to MOVA
- Ramp metering is proposed at the northbound onslip
- Ramp metering is proposed at the southbound onslip. The short merge has been removed and traffic can access the A45 mainline only through the lane gain facility.

*A45SB RM output sends a signal to a MOVA priority link demanding a stage with the A45SB exit slip road green. This reduces the green time available to the circulatory feeding traffic onto the A45SB entry slip road / RM.*

## **A45 Great Billing I/C** (See drawing 60153917/6517/GTBIL/TN1)

A combination of access management and capacity improvements are proposed here, comprising:

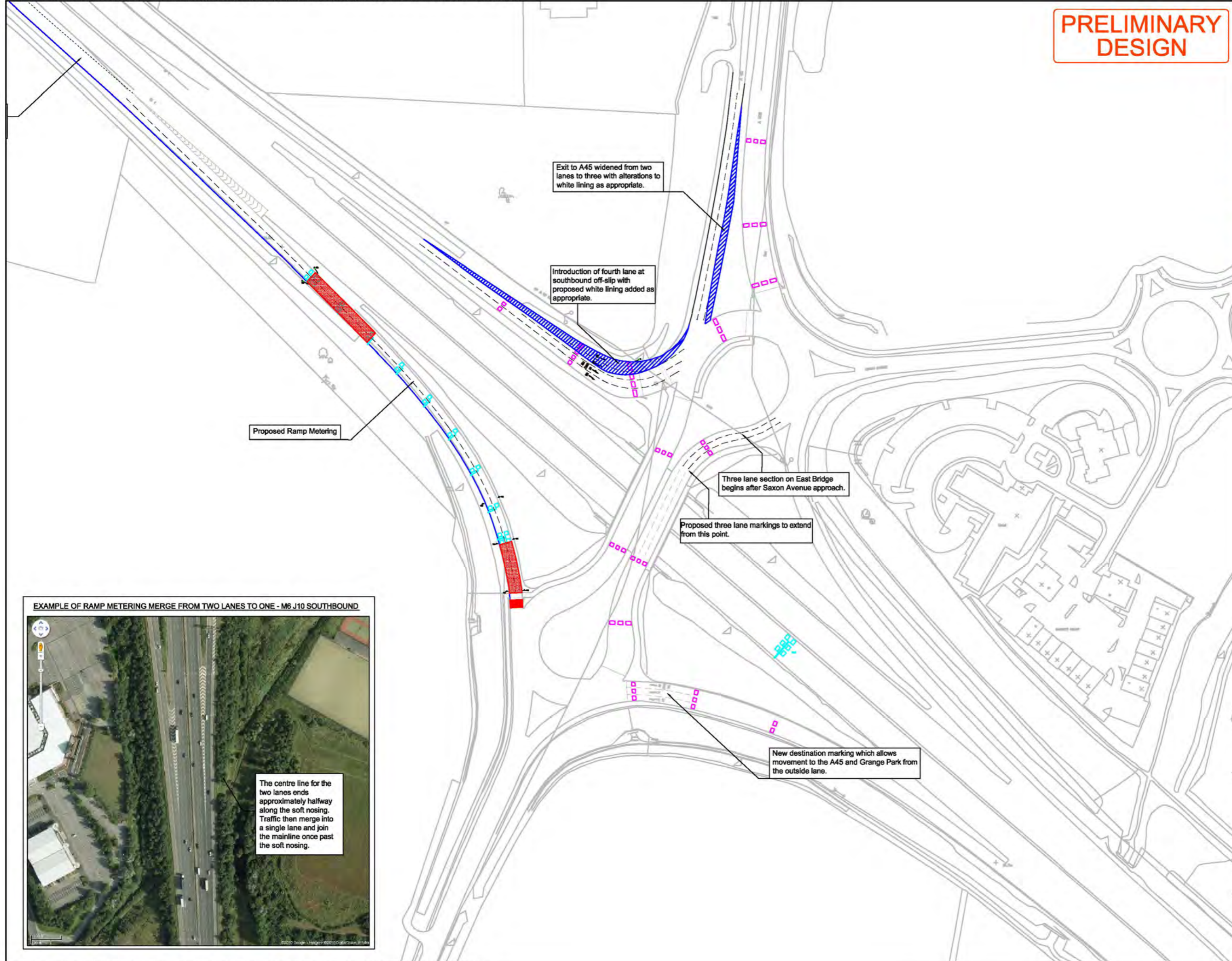
- Ramp metering at the northbound onslip
- Ramp metering at the southbound onslip
- Traffic signals at the northbound offslip (controlled by MOVA)
- Traffic signals at the southbound offslip (controlled by MOVA).

*A45SB RM output sends a signal to a MOVA priority link demanding a stage with the A45SB exit slip road green. This reduces the green time available to the circulatory feeding traffic onto the A45SB entry slip road / RM.*

# PRELIMINARY DESIGN

**NOTES**  
Ramp Metering has been designed as per document 'MCH 2470 Ramp Metering Technical Design Guidelines' and accompanying diagrams MCX 1016, MCX 1010 and MCX 1011.

- KEY**
- EXISTING SIGNALS
  - EXISTING STOP - LINE
  - EXISTING WHITE LINING
  - PROPOSED RAMP METERING DETECTOR
  - PROPOSED DUCTING
  - PROPOSED MOVA DETECTOR
  - PROPOSED QUEUE DETECTOR
  - ▼ PROPOSED TRAFFIC SIGN
  - ▼ PROPOSED TRAFFIC SIGNAL
  - PROPOSED ANTI-SKID SURFACING
  - PROPOSED WHITE LINING
  - ▨ PROPOSED CARRIAGEWAY WIDENING
  - ▬ PROPOSED TRAFFIC ISLAND
  - ▨ PROPOSED HOV LANE
  - PROPOSED PEDESTRIAN GUARDRAIL



Exit to A45 widened from two lanes to three with alterations to white lining as appropriate.

Introduction of fourth lane at southbound off-slip with proposed white lining added as appropriate.

Proposed Ramp Metering

Three lane section on East Bridge begins after Saxon Avenue approach.

Proposed three lane markings to extend from this point.

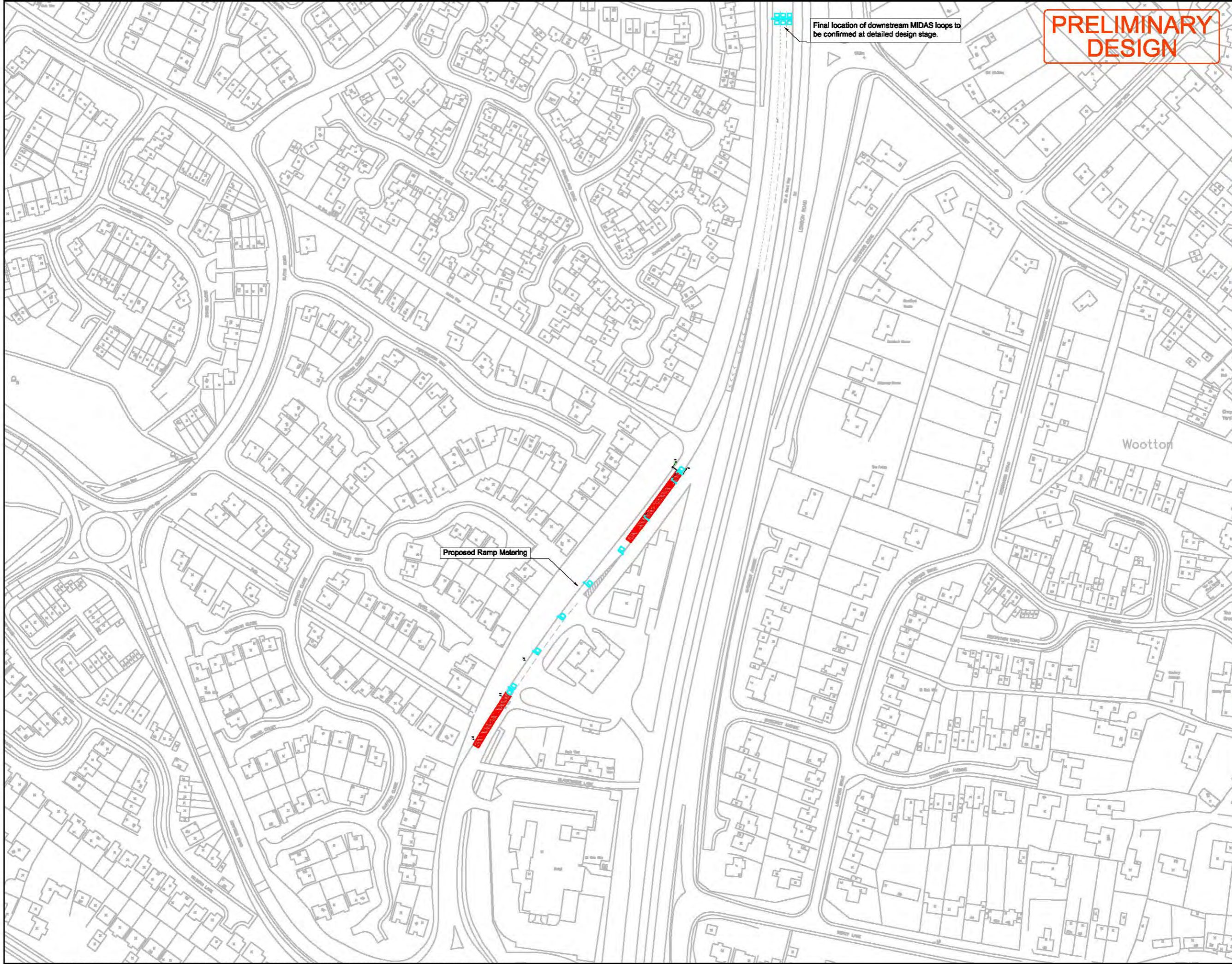
New destination marking which allows movement to the A45 and Grange Park from the outside lane.

**EXAMPLE OF RAMP METERING MERGE FROM TWO LANES TO ONE - M6 J10 SOUTHBOUND**



The centre line for the two lanes ends approximately halfway along the soft nosing. Traffic then merge into a single lane and join the mainline once past the soft nosing.

Rev	Date	Detail	Mark	Check	Appr
Client:					
Project:					
Highways Agency Spatial Planning Framework					
Title:					
A45 Corridor Study - Proposed Drawings - M1 Junction 15					
Design:	AC	CAD:	DB		
CHK'd:	NS	App'd:	JC		
Date:	August 2010		Scale:	1:1000	
Beaufort House, 54-56 Newhall Street, BIRMINGHAM, B3 9PB					
Tel: +44 (0) 121 282 1900 Fax: +44 (0) 121 282 1999 www.aecom.com					
No. 60153917/6157/J15/TN1					Rev: -



Final location of downstream MIDAS loops to be confirmed at detailed design stage.

**PRELIMINARY DESIGN**

**NOTES**  
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  - PROPOSED TRAFFIC ISLAND
  - ▨ PROPOSED HOV LANE
  - PROPOSED PEDESTRIAN GUARDRAIL

Rev	Date	Author	Check	Issue	Class	Appr
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Client: **HIGHWAYS AGENCY**

Project: **Highways Agency Spatial Planning Framework**

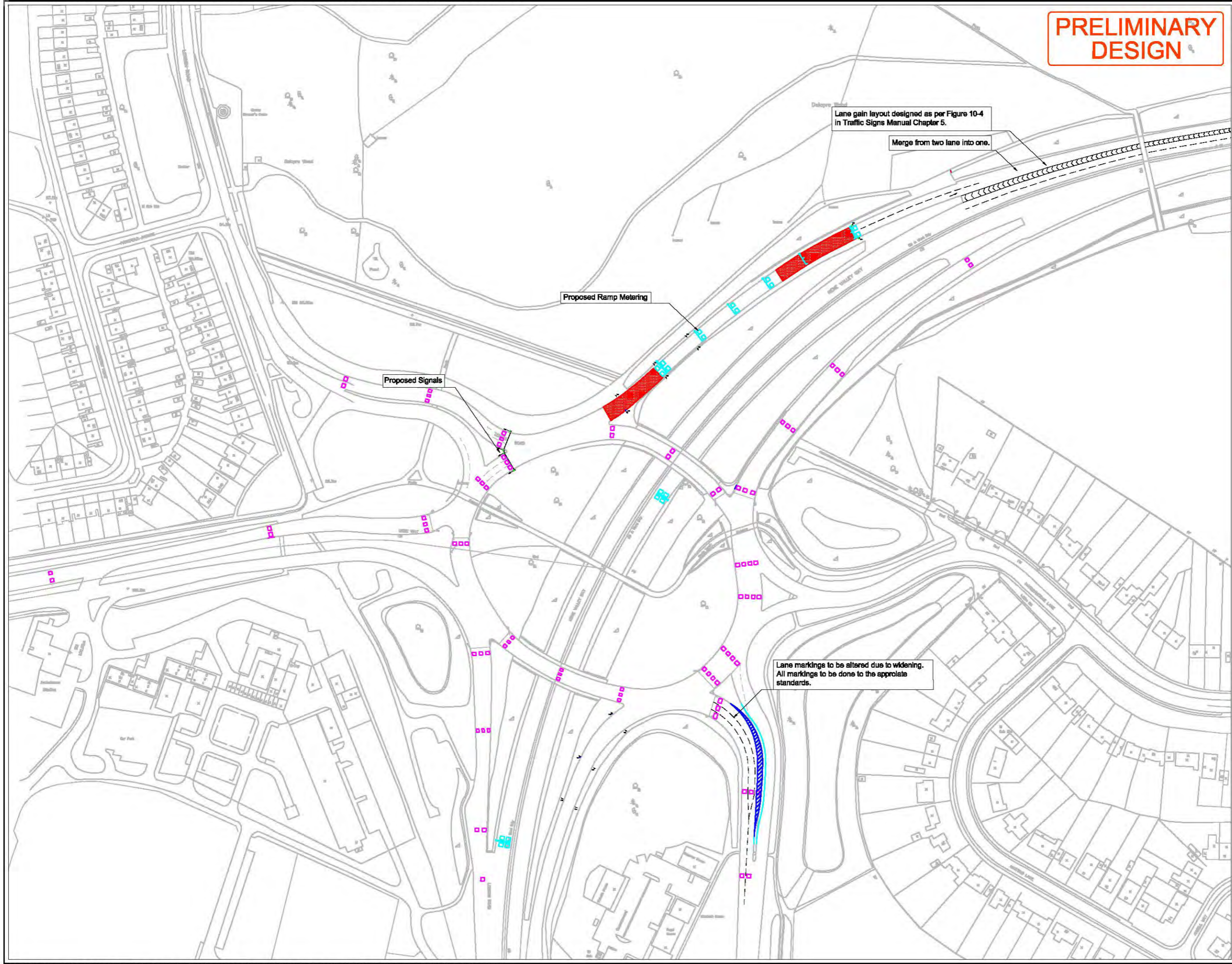
Title: **A45 Corridor Study - Proposed Drawing - A45 Wootton Interchange**

Design: AC	CAD: NM
Check: NS	Appr: JC
Date: June 2010	Scale: 1:1000

**AECOM**  
Bosworth House, 44-46 Newhall Street, BIRMINGHAM, B3 1PB  
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No. 60153917/6157/WOOT/TN1

**PRELIMINARY DESIGN**

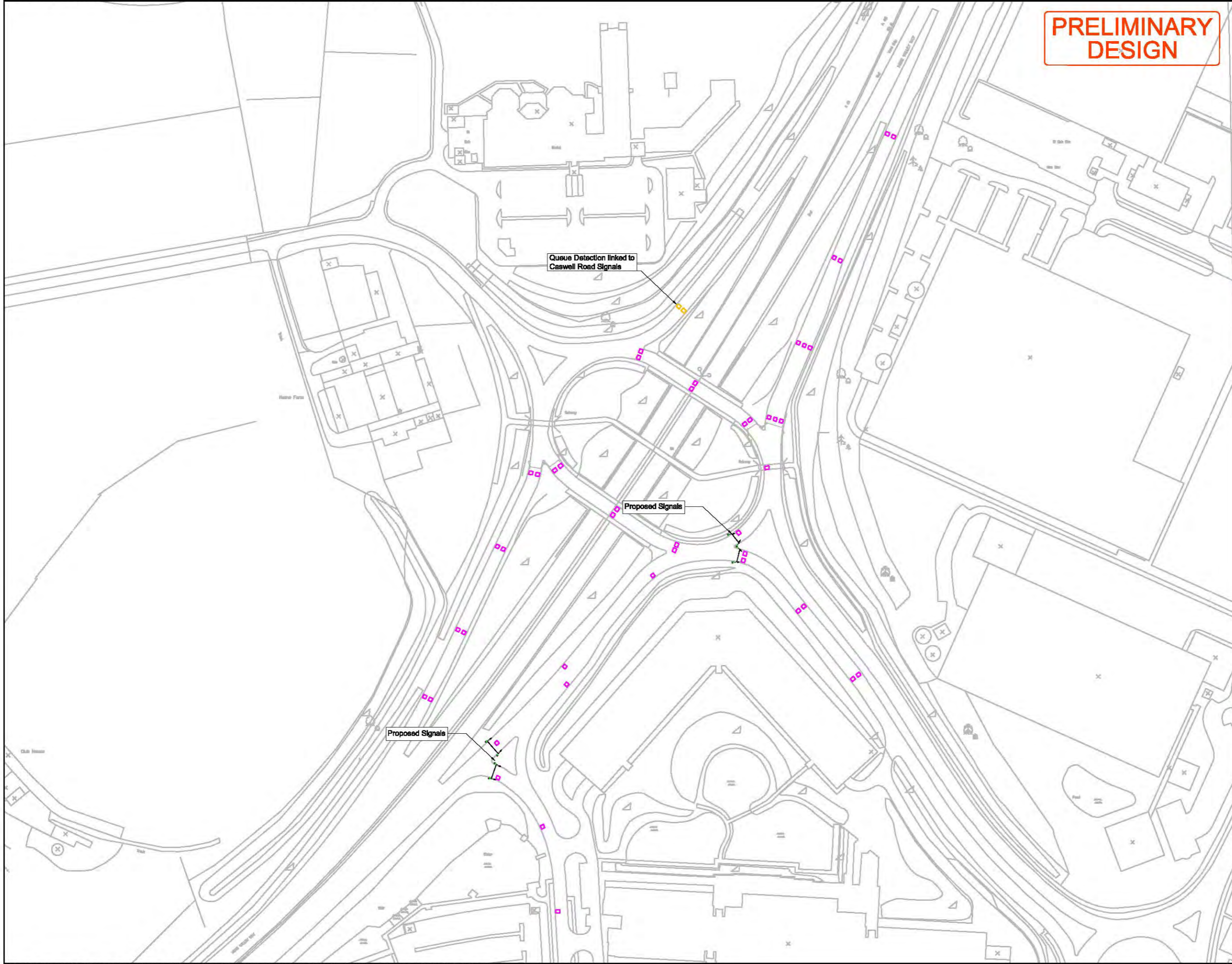


- NOTES**
- Ramp Metering has been designed as per document 'MCH 2470 Ramp Metering Technical Design Guidelines' and accompanying diagrams MCX 1016, MCX 1010 and MCX 1011.
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  - ▼ PROPOSED TRAFFIC SIGN
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  - ▨ PROPOSED CARRIAGEWAY WIDENING
  - ▨ PROPOSED TRAFFIC ISLAND
  - ▨ PROPOSED HOV LANE
  - PROPOSED PEDESTRIAN GUARDRAIL

<b>A</b>	HOV Scheme Renewal	DB	JC	NS
Rev	Date	Drawn	Check	App'd
Client:				
<b>HIGHWAYS AGENCY</b>				
Project: Highways Agency Spatial Planning Framework				
Title: A45 Corridor Study - Proposed Drawing - A45 Queen Eleanor Interchange				
Design: AC	CAD: NM			
Check: NS	App'd: JC			
Date: June 2010	Scale: 1:1000			
Bosworth House, 64-68 Newhall Street, BIRMINGHAM, B3 1PB				Tel: +44 (0) 121 262 1900 Fax: +44 (0) 121 262 1999 www.aecom.com
No. 60153917/6157/QUEL/TN1				Rev: A



**PRELIMINARY  
DESIGN**



**NOTES**

Ramp Metering has been designed as per document 'MCH 2470 Ramp Metering Technical Design Guidelines' and accompanying diagrams MCX 1016, MCX 1010 and MCX 1011.

**KEY**

- EXISTING SIGNALS
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- PROPOSED DUCTING
- PROPOSED MOVA DETECTOR
- PROPOSED QUEUE DETECTOR
- ▼ PROPOSED TRAFFIC SIGN
- ▲ PROPOSED TRAFFIC SIGNAL
- ▲ PROPOSED ANTI-SKID SURFACING
- PROPOSED WHITE LINING
- ▨ PROPOSED CARRIAGEWAY WIDENING
- PROPOSED TRAFFIC ISLAND
- ▨ PROPOSED HOV LANE
- PROPOSED PEDESTRIAN GUARDRAIL

Rev	Date	Author	Check	Issue	Drawn	Appr'd

Client:



**HIGHWAYS  
AGENCY**

Project: Highways Agency Spatial Planning Framework

Title: A45 Corridor Study - Proposed Drawing - A45 Brackmills Interchange

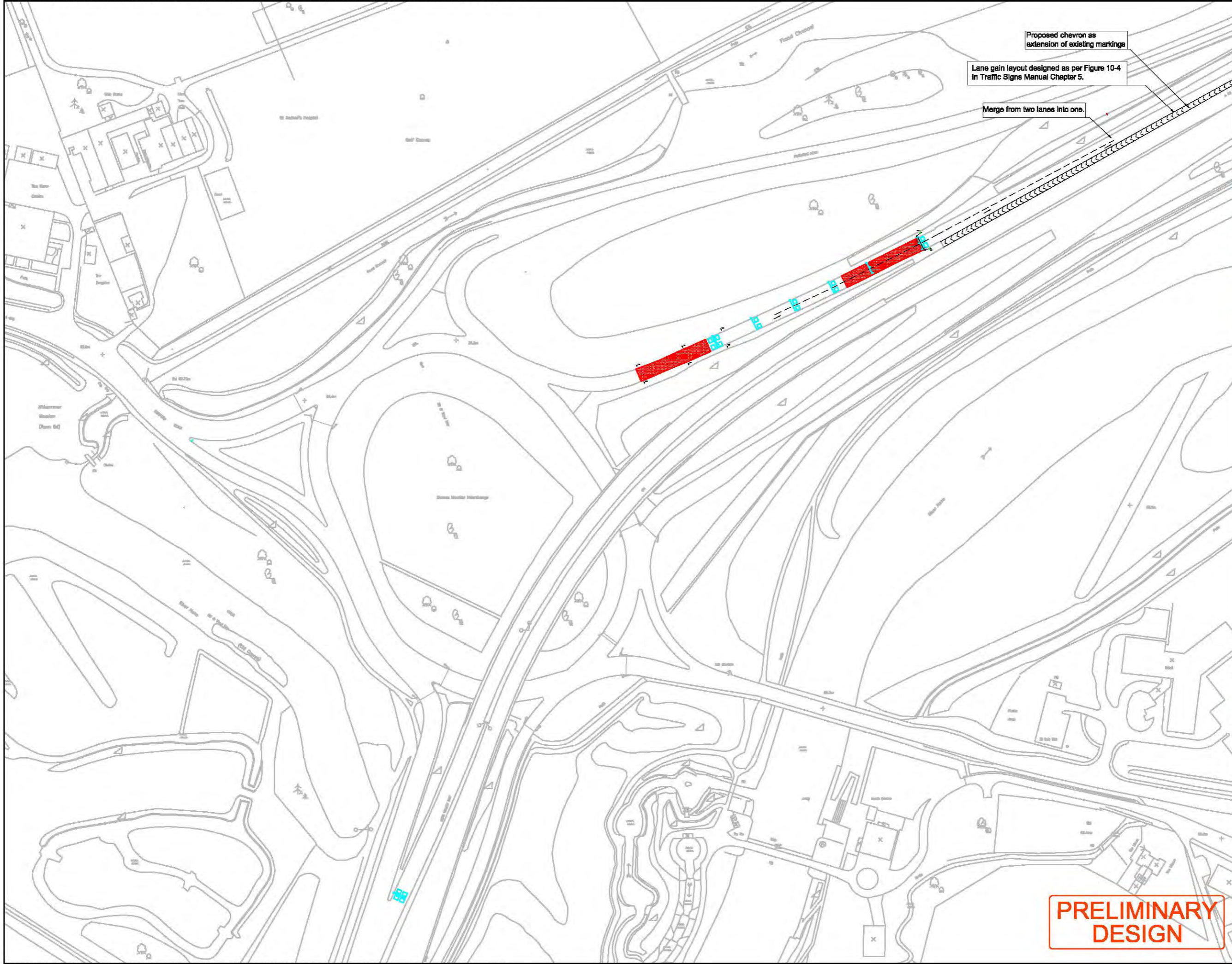
Design: AC	CAD: NM
Check: NS	Appr'd: JC
Date: June 2010	Scale: 1:1000



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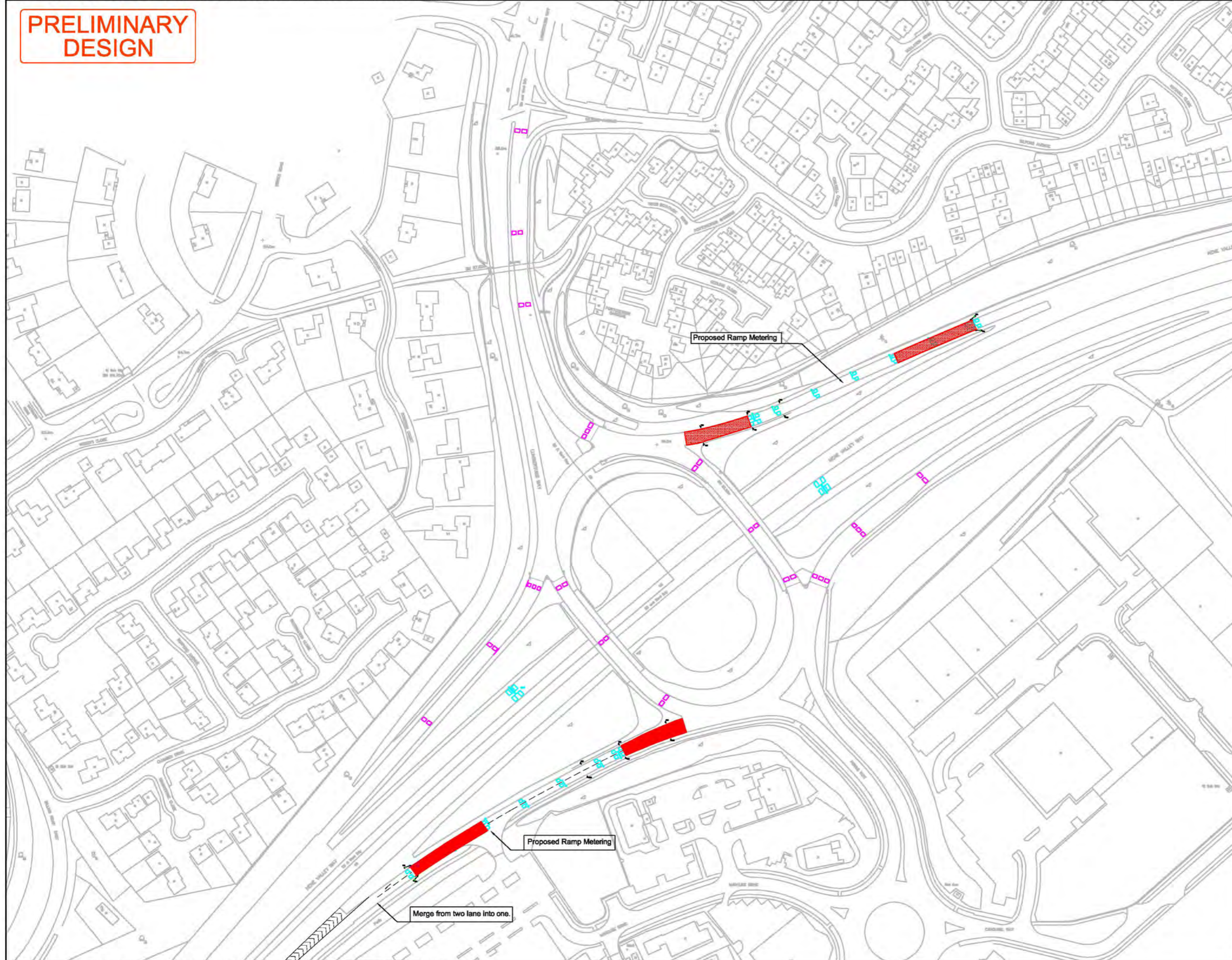
**NOTES**  
 1. Ramp Metering has been designed as per document 'MCH 2470 Ramp Metering Technical Design Guidelines' and accompanying diagrams MCX 1016, MCX 1010 and MCX 1011.  
 2. Drawing shows only Improvements proposed AECOM; other Improvements are proposed here by NCC.

- KEY**
- EXISTING SIGNALS
  - EXISTING STOP - LINE
  - EXISTING WHITE LINING
  - PROPOSED RAMP METERING DETECTOR
  - PROPOSED DUCTING
  - PROPOSED MOVA DETECTOR
  - PROPOSED QUEUE DETECTOR
  - ▲ PROPOSED TRAFFIC SIGN
  - ▲ PROPOSED TRAFFIC SIGNAL
  - PROPOSED ANTI-SKID SURFACING
  - PROPOSED WHITE LINING
  - ▨ PROPOSED CARRIAGEWAY WIDENING
  - ▨ PROPOSED TRAFFIC ISLAND
  - ▨ PROPOSED HOV LANE
  - PROPOSED PEDESTRIAN GUARDRAIL

Rev	Date	Author	Check	Issue
Client: <b>HIGHWAYS AGENCY</b>				
Project: Highways Agency Spatial Planning Framework				
Title: A45 Corridor Study - Proposed Drawing - A45 Barnes Meadow Interchange				
Design: AC	CAD: NM			
Check: NS	Appr: JC			
Date: June 2010	Scale: 1:1000			
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No. 60153917/6157/BARN/TN1				

**PRELIMINARY DESIGN**

# PRELIMINARY DESIGN



**NOTES**  
Ramp Metering has been designed as per document 'MCH 2470 Ramp Metering Technical Design Guidelines' and accompanying diagrams MCX 1016, MCX 1010 and MCX 1011.

- KEY**
- EXISTING SIGNALS
  - EXISTING STOP - LINE
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  - PROPOSED RAMP METERING DETECTOR
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  - PROPOSED TRAFFIC ISLAND
  - ▨ PROPOSED HOV LANE
  - PROPOSED PEDESTRIAN GUARDRAIL

A	Rev	Date	Detail	Drawn	Checked	App'd

Client:

**HIGHWAYS AGENCY**

Project: Highways Agency Spatial Planning Framework

Title: A45 Corridor Study - Proposed Drawings - A45 Lumbertubs Interchange

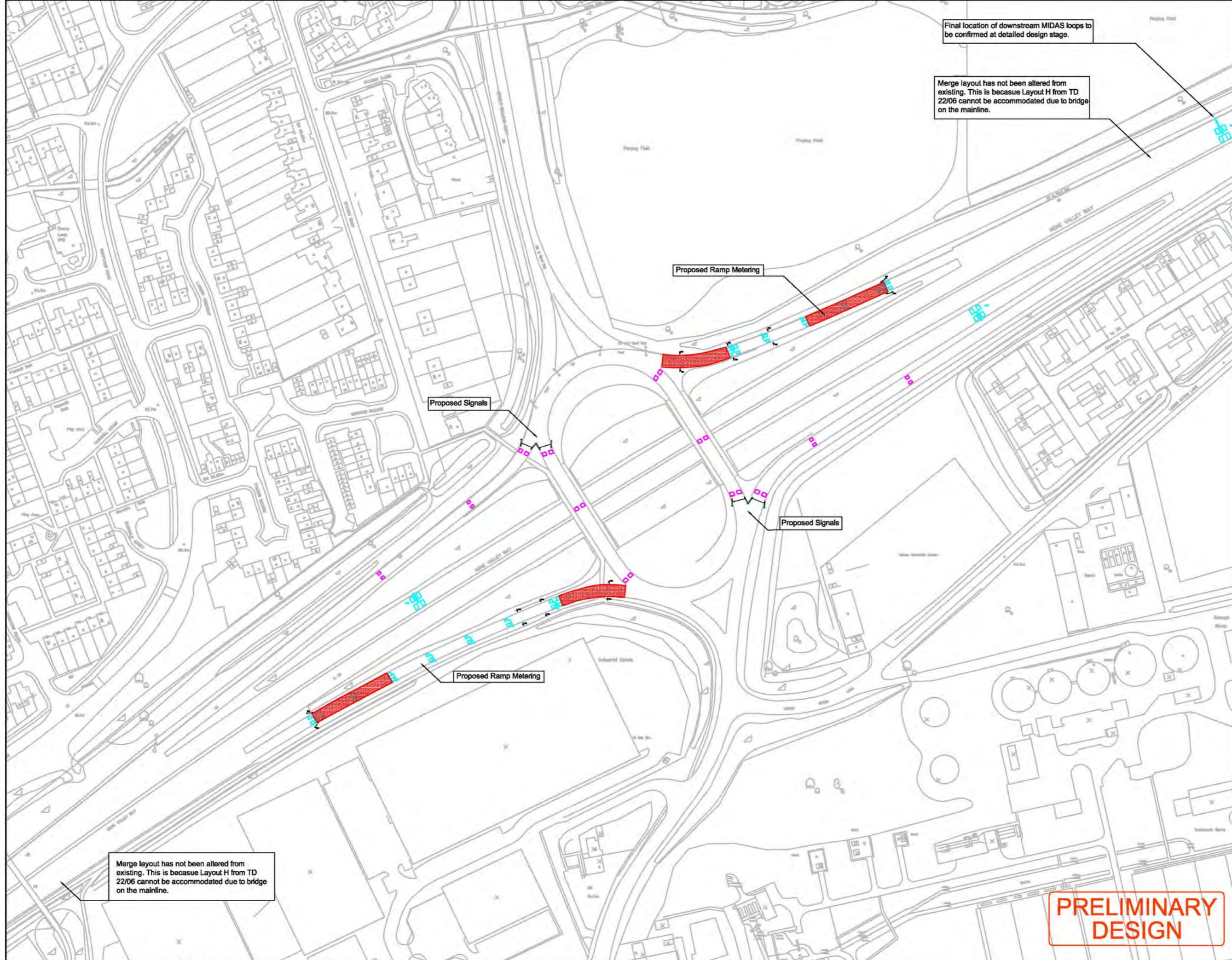
Design: AC	CAD: DB
CHK'd: NS	App'd: JC
Date: August 2010	Scale: 1:1000

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No. 60153917/6157/LUMB/TN1

Rev: A



**NOTES**  
Ramp Metering has been designed as per document 'MCH 2470 Ramp Metering Technical Design Guidelines' and accompanying diagrams MCX 1016, MCX 1010 and MCX 1011.

- KEY**
- EXISTING SIGNALS
  - EXISTING STOP - LINE
  - EXISTING WHITE LINING
  - PROPOSED RAMP METERING DETECTOR
  - PROPOSED DUCTING
  - PROPOSED MOVA DETECTOR
  - PROPOSED QUEUE DETECTOR
  - ▲ PROPOSED TRAFFIC SIGN
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  - ▨ PROPOSED CARRIAGEWAY WIDENING
  - PROPOSED TRAFFIC ISLAND
  - ▨ PROPOSED HOV LANE
  - PROPOSED PEDESTRIAN GUARDRAIL

Final location of downstream MIDAS loops to be confirmed at detailed design stage.

Merge layout has not been altered from existing. This is because Layout H from TD 22/06 cannot be accommodated due to bridge on the mainline.

Proposed Ramp Metering

Proposed Signals

Proposed Signals

Proposed Ramp Metering

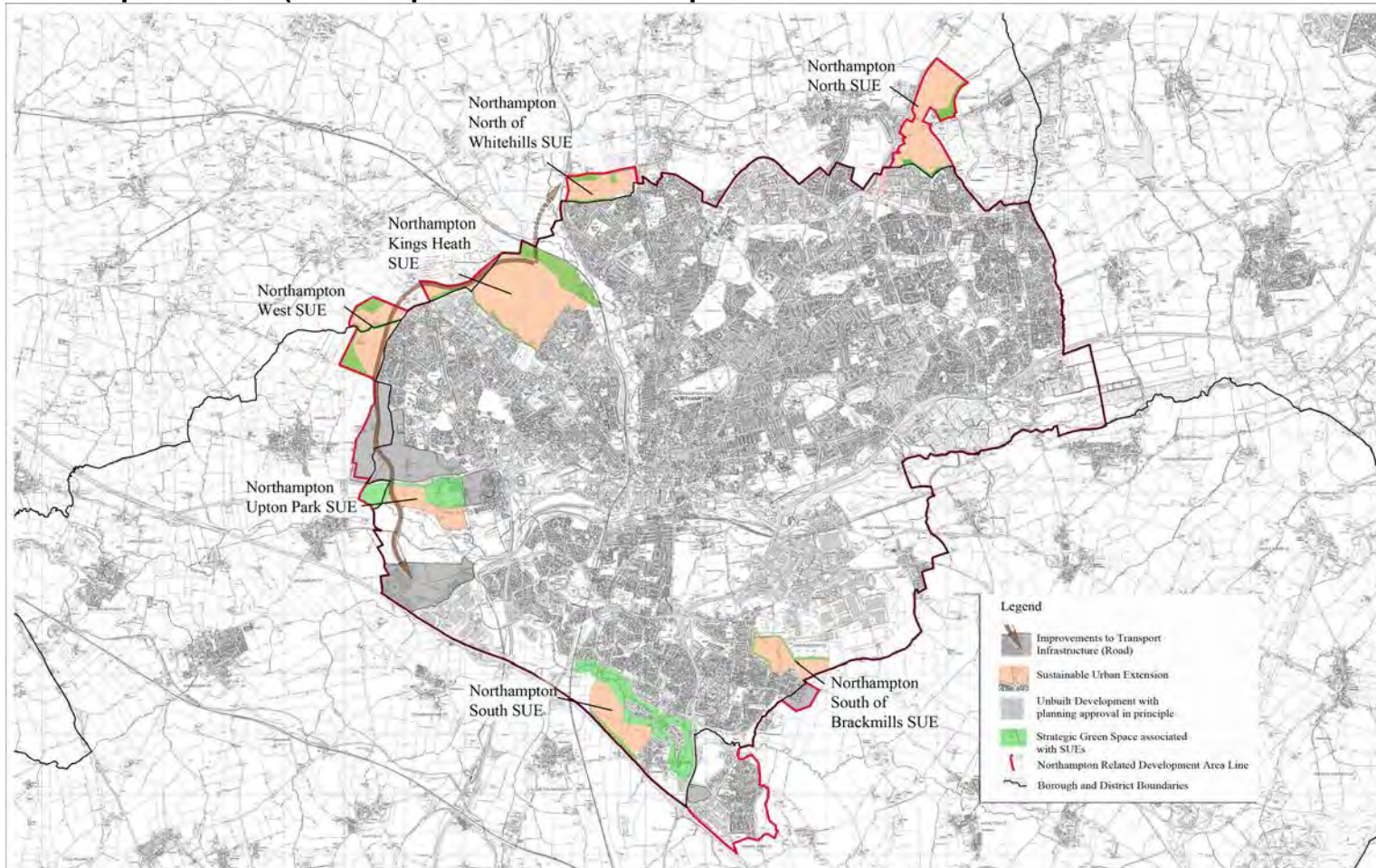
Merge layout has not been altered from existing. This is because Layout H from TD 22/06 cannot be accommodated due to bridge on the mainline.

**PRELIMINARY DESIGN**

Rev	Date	Detail	Mark	Check	Appr
Client: <b>HIGHWAYS AGENCY</b>					
Project: Highways Agency Spatial Planning Framework					
Title: <b>A45 Corridor Study - Proposed Drawings - A45 Great Billing Interchange</b>					
Design:	AC	CAD:	DB		
CHK'd:	NS	App'd:	JC		
Date:	August 2010		Scale:	1:1000	
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No. 60153917/6157/GTBIL/TN1					Rev: -

## ANNEX 2

### Northampton Area - (Northampton Related Development Area - Extract from WM Pre Submission Joint Core Strategy)



# ANNEX 3

## A45/M1 Northampton Growth Management Scheme – Delivery Process

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Project:	<b>Highways Agency Spatial Planning Framework</b>	Job No:	<b>60217363</b>
Subject:	<b>A45/M1 Northampton Growth Management Scheme - Delivery Process</b>	Date:	<b>26<sup>th</sup> March 2012</b>
HA ref:		Task:	<b>6007</b>

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### 1. Introduction

This Document sets out the Highway Agency’s approach for the delivery of the ‘A45/M1 Northampton Growth Management Scheme’ (NGMS). This scheme is part of an overall strategy for the M1 and A45 in the Northampton area which is intended to enable developments in and around Northampton to be accommodated on the Strategic Road Network (SRN) with requisite highways mitigation being provided in a timely and equitable manner. This approach has developed following detailed technical analysis and active engagement with key delivery partners to ensure that the approach provides a fair and robust framework for future infrastructure delivery on the SRN to support growth in the Northampton area.

### 2. Context and Background

During 2010/11 the Highways Agency undertook a study of the A45/M1 around Northampton. The extent of the A45/M1 study area is shown below in **Figure 1**, highlighting the junctions that have been considered. (A complete list of junctions that were considered in this work is contained in **Appendix 1**).

**Figure 1 - Extent of the Scheme Study Area (highlighted in blue)**



This study has concluded that, in order for forecast development to 2026 to be satisfactorily accommodated on the SRN, the NGMS will need to be implemented. The definition of the NGMS was developed using information from the Northampton Multi Modal Model and is consistent with the overall approach to identifying transport impacts of development and mitigation options across the Northampton area. The NGMS is required to ensure that vehicular access and egress onto the SRN is managed effectively and that the safety and free flow of traffic on the A45 and M1 is maintained.

## ANNEX 3

### A45/M1 Northampton Growth Management Scheme – Delivery Process

The full scheme involves the improvement of all junctions along the A45 from M1 J15 through to Great Billing Interchange. The full details of the scheme improvements are provided in Annex 1 to the NGMS MoU entitled 'A45/M1 J15 – NGMS Improvement Projects'. Key elements of the NGMS are:-

- Upgrading all the existing traffic signals to MOVA at the scheme junctions,
- Implementing traffic signals at selected junctions using MOVA control
- Ramp Metering on all on-slips to the A45.
- Improvements to the existing merging arrangements on to the A45 to improve capacity and reduce merging and weaving issues.
- Capacity improvements at M1 J15,

No other M1 junctions require improvement as part of the NGMS to support planned growth in the Northampton area.

These improvements will be delivered by the Highways Agency, in consultation with Northamptonshire County Council, which may undertake some of the works in agreement with the Highways Agency. The NGMS could potentially be delivered in full over a period of around 12 – 18 months assuming that all funding is in place and all elements are delivered as part of an integrated programme.

The NGMS comprises projects that will improve the management of traffic entering and leaving the A45 in order to ensure the safe and efficient operation of the A45 and M1. This ensures that development can come forward in a sustainable way and minimises the detrimental effect that increased traffic flows could have on the operation of the SRN.

The findings of the study, and its implications, have been shared with key stakeholders including West Northamptonshire Development Corporation (WNDC), Northamptonshire County Council (NCC), Northampton Borough Council (NBC), Daventry District Council (DDC) and South Northamptonshire Council (SNC) and their Joint Planning Unit (JPU). The NGMS and the mechanism for its delivery have also been discussed at the West Northamptonshire Transport Steering Group.

There is general consensus by all these parties that the proposed NGMS is required to support growth in the area and is founded on sound technical evidence and conforms to current planning and transport policies of encouraging environmental sustainability and managing the existing road network.

Given this position, the Highways Agency's aim, when considering planning applications for development in the Northampton area which are likely to impact on the A45/M1 corridor, will be to work with developers and the local planning authorities to ensure the delivery of the NGMS, thereby facilitating development. This approach will also include support for the parallel promotion of measures to enable smarter travel choices.

In carrying out its role, the Highways Agency is mindful of the relevant policies and guidance in relation to its development control powers, notably Circular 02/2007 Control of Development Affecting Trunk Roads, the DfT Guidance on Transport Assessment (2007) and Circular 05/05/ Regulations 122 and 123 of the Community Infrastructure Levy (CIL) Regulations 2010 and updated 2011, dealing with Planning Conditions and Planning Obligations.

These documents give clear direction that the transport implications of proposed development need to be properly considered as part of any assessment process and that, where appropriate, suitable measures will need to be identified to achieve a sustainable and environmentally sound outcome. Planning conditions are cited as being effective mechanisms for defining any mitigation which must be in place to enable development proposals to proceed or, where this is not possible, planning obligations may be appropriate.

## ANNEX 3

### A45/M1 Northampton Growth Management Scheme – Delivery Process

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The guidance is clear that any planning conditions (or obligations) should only be imposed where the requirements are necessary and reasonable, as well as relevant to the development to be permitted. The guidance also provides that, where any necessary requirements relate to land which lies out of the applicants control, there should be 'at least reasonable prospects' of the action in question being performed within any time-limit imposed by the permission. This has been qualified/superseded by the outcome of the High Court case *Merritt v SSETR* and Mendip District Council where the test is replaced by one which allows such conditions unless "there are no prospects at all" of it being fulfilled.

Taking all the above into account, the Highways Agency's approach to securing the delivery of the NGMS is founded on robust evidence relating to the performance of the M1/A45 corridor and the potential impacts of future development, as well as a clear understanding of the mechanisms identified in planning policy for enabling development impacts to be appropriately mitigated. A flexible framework has also been put in place to secure appropriate developer contributions towards the implementation of the NGMS through the application of suitable planning obligations requiring a contribution towards the delivery of the NGMS, and the use of Grampian style conditions as a fallback.

This document is intended to provide a clear, transparent reference for use by public sector partners and developers, which will enable greater certainty and consistency in relation to development control outcomes. The process which the Highways Agency will follow in this regard is explained in the following section which is broken down into two parts as follows:

#### Part 1: Northampton Growth Management Scheme – Securing Developer Funding

- i) Development Location
- ii) Trip Generation, Distribution and Assignment
- iii) Threshold for Contributions towards the NGMS
- iv) Approach to planning obligations
- v) Use of Grampian Conditions
- vi) Assessment of Core Strategy Allocations

#### Part 2: Northampton Growth Management Scheme – Securing Delivery

- i) Scheme Costs
- ii) Partnership Working
- iii) Consideration of CIL Regulations

Through Part 1, the Highways Agency sifts sites in relation to their location, their likely trip generation and their potential impact on the SRN. The outcome of this sifting determines whether the impact of a development site requires a contribution towards the implementation of the NGMS and the appropriate level of contribution. In Part 2 the mechanisms for ensuring the timely delivery and promotion of the defined mitigation is considered.

### 3. NGMS Delivery Process

#### **Part 1: Securing Developer Funding**

##### i) Development Location

This stage determines which developments within the Northampton area require the implementation of the NGMS (in whole or part), in order to be acceptable. All sites within the Northampton area are considered to be subject to this test, particularly those within the borough boundary but also those sites close to Northampton within South Northamptonshire and Daventry Districts which have the potential to materially impact on the A45 and M1 around Northampton.

A list of the sites already considered is included in **Appendix 2**. However it should be acknowledged that this list is not exhaustive and that there is potential for other, as yet unidentified or windfall sites that



## ANNEX 3

### A45/M1 Northampton Growth Management Scheme – Delivery Process

may come forward that will also need to be considered owing to their significant impact on the A45. These will be treated on a case by case basis consistent with the sites already considered. In considering the level of contribution from any specific development that may be justified at any one time, the HA will take into account the total level of development coming forward that may impact on the A45/M1 and potentially contribute towards the delivery of the NGMS, as well as availability of funding from other sources.

#### ii) Trip Generation, Distribution and Assignment

##### *Development Trip Generation*

In order to determine the impact of each development on the SRN in a consistent manner, trip rates derived from the Northampton Multi Modal Model (NMMM), developed by Arup on behalf of Northamptonshire County Council (NCC), have been used. The NMMM sets out standard trip rates dependant on their land use class. A copy of the trip rates used within the NMMM is contained within **Appendix 3** and **Table 1** below demonstrates how these are normally applied, using an example development.

**Table 1 - Example Development Vehicular Trip Generation**

<b>AM Peak Generation</b>	<b>AM IN</b>	<b>AM OUT</b>	<b>AM TOTAL</b>
<b>Dwellings</b>	195	705	<b>900</b>
<b>B1a Office</b>	153	19	<b>172</b>
<b>TOTAL</b>	<b>348</b>	<b>724</b>	<b>1,072</b>

A pro-forma (appended as **Appendix 4**) will be available for issue to any prospective applicants which will provide a transparent assessment of the assumptions and calculations underpinning the Highways Agency's assessment of trips.

##### *Trip Distribution and Assignment*

In order to distribute and assign development trips onto both the local and strategic road networks in a fair and equitable manner, the 'Development Impact Assessment Model of Network Demand' (DIAMOND) will be utilised. This tool has been developed by the Highways Agency specifically for the purposes of assessing the impact of planned growth, including individual and cumulative traffic impacts on the Strategic Road Network. It is regarded by the Highways Agency and Northamptonshire County Councils as a robust tool which is appropriate for the purposes of generating an independent and consistent distribution and assignment of development trips arising from any development site.

The DIAMOND model has been subject to a number of refinements, specific to the Northampton urban area, to include accurate inputs in relation to highway links and zone structure. This process has ensured that the model accurately reflects the particular network characteristics, that it generates realistic and robust outputs in relation to the A45/M1 and that these can be applied with confidence. Supporting documents which detail the development, methodology and validation of the DIAMOND model can be provided on request.

In order to obtain an accurate assignment of trips from DIAMOND, the 'free-flow' option will be used which assigns development trips onto the highway network on the basis that there is no congestion. This option has been selected to demonstrate the unconstrained assignment of development trips. If the DIAMOND model used congested conditions for each scenario it would be necessary to develop a specific growth scenario with assumptions about which other development sites would have come forward by a particular point in time, introducing increased complexity without necessarily increasing confidence in outputs. The adopted approach provides a comparative indication of the impact of each development site and is consistent with the methodology that would be adopted in a traditional transport assessment. However, if an applicant can fully demonstrate that under conditions reasonably likely to apply to the road network their development would have a materially different impact on the A45 and/or

## ANNEX 3

### A45/M1 Northampton Growth Management Scheme – Delivery Process

M1 than that suggested by the DIAMOND model then the impacts as assessed shall be used for the purposes of assessing impacts and contributions rather than the DIAMOND outputs.

An example of the DIAMOND outputs for a development can be seen in **Appendix 5**.

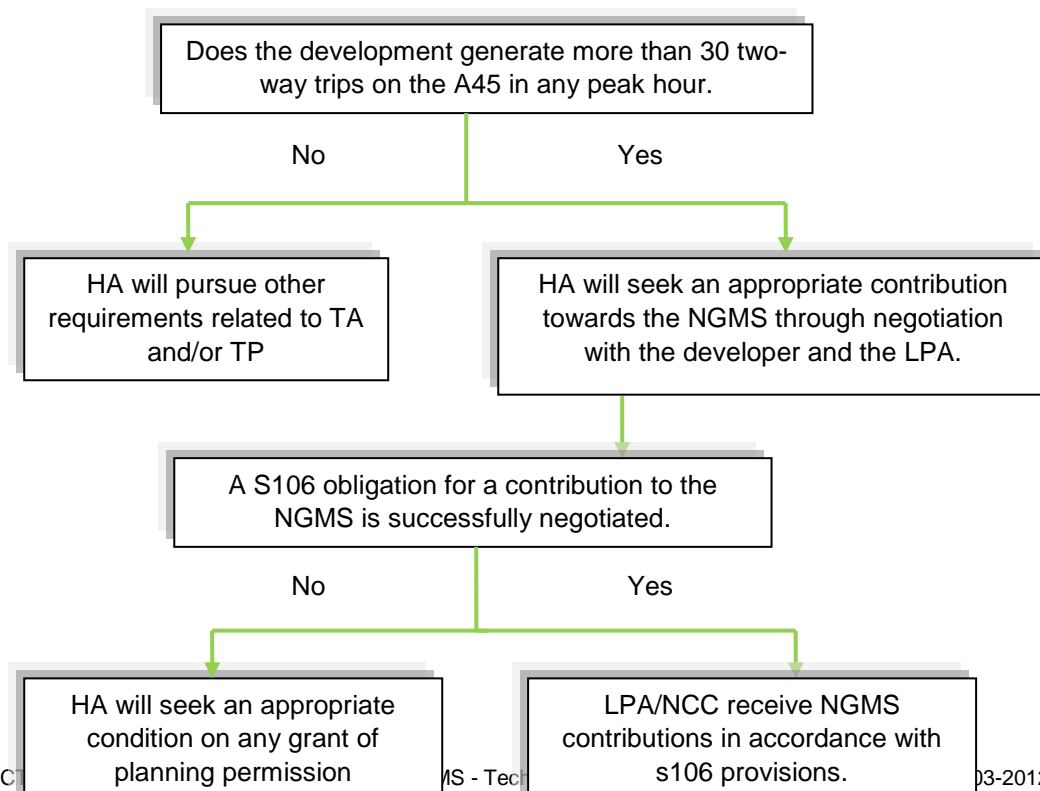
The Highways Agency has already undertaken assessment of a number of proposed development sites in the Northampton area using DIAMOND based on information previously available to the Agency on development quantum. The trips that are forecast to arise on the A45 between M1 J15 and the Great Billings Interchange as a result of the assumed level of development on these sites are illustrated in **Appendix 2**. In general, the level of impact is a function of the scale of development and proximity to the A45. The relative impact that a development site has on the A45 provides a basis for establishing the proportionate contribution that each site should make towards delivery of the NGMS.

The Highways Agency is willing to consider other methodologies (such as use of the Northamptonshire Strategic Transport Model) to define trip generation and assignment arising from developments in the Northampton area. However, it would be for promoters to provide sufficient supporting evidence to enable the Agency to be assured that any alternative approach is robust and to fund the technical work involved.

#### iii) Threshold for Application of Growth Management Scheme

Once the DIAMOND outputs have been produced, the sum of development trips assigned onto the mainline A45, and the mainline M1 can be calculated. If this number exceeds 30 two-way trips in any peak hour at any point on the A45, then the Highways Agency considers that the acceptability of the development will require some or all elements of the NGMS being in place. In this situation, it is considered that the development should either make an appropriate contribution to facilitate delivery of the NGMS or implement the requisite elements of the NGMS.

If however the calculated impact on the SRN is less than 30 (two-way) trips, the Highways Agency will take the view that the granting of any planning permission will not be dependent on a contribution being provided towards the NGMS or any elements of the NGMS being in place. The following decision tree demonstrates this general approach



## ANNEX 3

### A45/M1 Northampton Growth Management Scheme – Delivery Process

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It should however be noted that, where appropriate, the application of the Travel Plan and Transport Assessment process will still have to be completed for developments in the Northampton area to the satisfaction of the Highways Agency.

The rationale for the 30 (two way) trip threshold is based upon advice set out in the DfT document 'Guidance on Transport Assessment – Appendix B, Indicative thresholds for transport assessments'. Within Appendix B certain thresholds are defined against which it should be judged whether a Transport Assessment or Statement is required, and this includes the 30 two way trips criteria. The Highways Agency considers that this provides a consistent and appropriate foundation against which proportionate traffic impact can be determined.

#### iv) Planning Obligations/S106 agreements

In the Northampton area, successive development proposals will have individual and cumulative impacts on the A45 such that a requirement for mitigation is justified. However, in some instances, the individual mitigation identified may seem excessive or its effectiveness may be affected by other mitigation schemes (arising from unrelated development proposals) coming forward in the area.

In these circumstances, the Agency recognises that it may not be in the best interest of users of the SRN to seek individual mitigation packages where these may result in piecemeal delivery of measures on the A45, or measures that have to be modified as further developments emerge. The pursuit of piecemeal measures as each development comes along would slow down the development process whilst the implementation of successive mitigation schemes on the A45/M1 would not represent a cost effective solution in economic terms or maximise benefit to users of the SRN.

The Agency is keen to ensure that required mitigation measures in relation to the A45/M1 secured through the granting of planning permissions are fair, reasonable and necessary to mitigate development impacts and are also genuinely effective in terms of their long term benefit to all users of the SRN, relative to the particular circumstances under consideration.

The Highways Agency takes the view that, rather than imposing a planning condition requiring the completion of specific works through normal S278 processes (as an integral part of development proceeding which impacts on the A45), it is more appropriate to secure a financial contribution from applicants towards the cost of the NGMS, commensurate with the level of impact of their development in relation to the overall impact arising from development proposed in the Northampton area.

In order to inform the identification of an appropriate financial contribution, the evidence base developed to support the NGMS has been used. The methodology used directly links the impact that each development site has on each of the scheme junctions within the NGMS. The impact that each development site has at each of the NGMS junctions is outlined in **Appendix 2**, making it possible to establish each development's proportionate impact at these junctions. The proportionate impact at each scheme junction has been applied to the scheme costs (outlined in Part 2 below) to determine the overall financial contribution expected from each development site.

This provides a basis for ensuring that each development site is contributing to the NGMS in a fair and equitable manner.

The financial contribution obtained through this approach will be secured through a S106 Agreement. It is anticipated that the co-signatories to the agreement will be the relevant Local Planning Authority and Northamptonshire County Council (NCC) as local highway authority (mindful that the HA cannot be a signatory to the S106). NCC would then act as 'banker' for the funds, until such time as the Agency

## ANNEX 3

### A45/M1 Northampton Growth Management Scheme – Delivery Process

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draw down the monies to implement the NGMS (or part of), unless NCC undertake any of the NGMS works in agreement with the Highways Agency.

The trigger point and phasing of contributions by the applicant will be a matter for agreement, but would relate to the level of impact a development has on the A45 with payments being made in instalments. The basis for this negotiation would be an expectation that the first instalments would become payable at the point when the 30 trip threshold is reached. Developments already assessed for potential impact on the A45/M1 and the associated trigger point for a first instalment of a contribution towards the NGMS are listed in **Appendix 2** to this note. It is expected that the full contribution will be made at or before 80% of the trip making potential of the site is reached to enable requisite elements of the NGMS to be brought forward in a timely manner.

In terms of the use and purpose of these funds, LPA's, NCC, and the Highways Agency are committed to ensuring that contributions towards delivery of the NGMS are used for their specified purpose i.e. to deliver the NGMS objectives in relation to safety and efficiency, and to accommodate the traffic generated by the development in question. In the event that a contribution is not committed to this purpose within a specified period, NCC will return the funds in question to the applicant or the LPA.

Where an applicant agrees to provide a financial contribution towards the NGMS, rather than to deliver a specific NGMS measure, the Highways Agency will not seek to impose a planning condition restricting the build out of the associated development to the delivery of the NGMS (or any element of the scheme).

The approach described above is intended to encourage applicants to work with the Highways Agency to agree the level of impact of a development on the A45/M1 and the commensurate level of financial contribution towards delivery of the NGMS.

v) Imposition of Grampian Conditions

Where a proposed development has an impact on the operation of the A45/ M1 but it is not possible to agree an appropriate S106 contribution towards the NGMS, the Highways Agency will seek to impose a 'Grampian' form of condition linking the occupancy of the development to completion of an appropriate element, or elements, of the NGMS so that its development impact may be satisfactorily mitigated.

In this instance, the location and scale of the mitigation package identified in the Grampian condition for any specific development would relate to the quantum of development traffic impacting upon the SRN, and its principal points of impact in order to satisfy the tests set out in Circular 05/2005 and Regulation 122 of the CIL Regulations 2010. This could involve some sites being conditioned against all parts of the NGMS whilst others, as a result of their lesser impact, would only need to be conditioned against appropriate elements, which may include any of the following:

- a) M1 Junction 15
- b) A45 Wootton Interchange
- c) A45 Queen Eleanor Interchange
- d) A45 Brackmills Interchange
- e) A45 Barnes Meadow Interchange
- f) A45 Lumbertubs Interchange
- g) A45 Great Billing Interchange

As part of this approach, it should be possible to allow a proportion of the development to be occupied before the required NGMS elements have been implemented, Analysis in DIAMOND can determine how much of each of the developments could be occupied before the 30 trip threshold is exceeded. This could then be related to the proposed phasing of development.

## ANNEX 3

### A45/M1 Northampton Growth Management Scheme – Delivery Process

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If a Grampian condition is pursued, it would be worded as:

*No more than [ ] dwellings; [ ] m<sup>2</sup> of office space (etc. i.e. XX% of the trip making potential of the development) shall be occupied until the following parts of A45/M1 Northampton Growth Management Scheme have been constructed and are ready for full operation:*

- a) M1 Junction 15 (drawing ref: XXXXXX)
- b) A45 Wootton Interchange (drawing ref: XXXXXX)
- c) Etc

In order to determine whether a Grampian condition is considered appropriate as a fall back to a contribution towards the NGMS, the Highways Agency will review the development TA and its own DIAMOND assessment of the development. The evidence from these assessments will be used to determine the amount of development (in units of GFA) which trigger the development cap. For those sites where it is considered necessary to apply a Grampian condition the HA would seek to work with developers and delivery partners to enable the timely discharge of the condition.

The definition of the level of development that could be occupied before the Grampian condition placed restrictions on further occupation would be discussed with relevant developers at the appropriate time in the scoping discussions. Indications of the level of development which may be able to be occupied before restrictions on further occupation come in to effect are provided in **Appendix 2** in the final column.

- vi) Assessment of Core Strategy Allocations

The nature of the NGMS, and the outcome of the A45 Study undertaken by the Highways Agency, demonstrates that the NGMS will enable the A45/ M1 to operate at a satisfactory level up to 2026 with the broad level of development associated with the emerging allocations in the West Northamptonshire Joint Core Strategy – Pre-Submission, February 2011. The Highways Agency recognises that this is an emerging strategy and development quantum may change. The NGMS Delivery Process is a live process which will be applied in relation to the development context at the time.

#### **Part 2: Securing Delivery**

- i) Scheme Costs

Scheme costs have been prepared for the NGMS by the Highways Agency's current Managing Agent Contractor, A-One+. The costs have been determined by location with appropriate consideration also given to any economies of scale that could be derived for implementing multiple elements of the scheme. The scheme costs have been based on previous experience of implementing this type of scheme and have been given by junction, excluding commuted lump sum costs

- M1 Junction 15 works is estimated to be £2.31 million
- Wootton Interchange works is estimated to be £0.80 million
- Queen Eleanor Interchange works is estimated to be £1.49 million
- Brackmills works is estimated to be £1.32 million
- Barnes Meadow works is estimated to be £2.14 million
- Lumbertubs works is estimated to be £2.6 million
- Great Billing works is estimated to be £1.58 million

The total project costs, which amount to £12.24m include:-

- Works, as commercially priced,
- Preparation (design) at 9%,

## ANNEX 3

### A45/M1 Northampton Growth Management Scheme – Delivery Process

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- Supervision at 5%,
- Risk allowance at 20%,
- Optimum Bias at 20%.

#### ii) Partnership Working

NCC, NBC, DDC, SNDC, WNDC and the WNJPU have agreed to enter a Memorandum of Understanding (MoU) with the Highways Agency to secure developer contributions towards the NGMS and to otherwise facilitate and support its delivery. This includes securing developer contributions via S106 Obligations and eventually through a future Community Infrastructure Levy (CIL) in each District/Borough, and to manage funding obtained for the NGMS in an effective and transparent manner.

At the present time, the Highways Agency does not have any funds available to contribute towards the delivery of the NGMS. However it is committed to working with its planning, highways and other partner bodies to seek funding from all possible sources towards the NGMS in order to secure its implementation at the earliest possible time.

The JPU has confirmed to the Highways Agency that the West Northamptonshire Joint Core Strategy (currently under preparation) will identify the NGMS as a Key Infrastructure Project required to ensure the delivery of the JCS. The provision of necessary NGMS infrastructure to support development will be required through JCS Policy. The NGMS and component parts will be identified in the West Northamptonshire Infrastructure Delivery Plan Update.

#### iii) Consideration of CIL Regulations

The Community Infrastructure Levy Regulations 2010 came into force on 6 April 2010. One of the key impacts arising from the introduction of CIL relates to the way that planning obligations must now be used. In particular, on the adoption of the levy in an area, or otherwise from 6 April 2014, the CIL regulations restrict the use of planning obligations for pooled contributions towards items that may be funded from the levy. After this date, pooled contributions may be sought from no more than five separate planning obligations for an item of infrastructure that is not locally intended to be funded from the levy. The levy is therefore the government's preferred vehicle for the collection of pooled contributions.

In the future, it is likely that developer contributions towards strategic infrastructure in West Northamptonshire districts will be sought through CIL. The HA has advised the JPU that it considers NGMS to be infrastructure that should be funded from a CIL in West Northamptonshire, once CIL is in operation. Given this position, it will not be possible to continue to secure the funding of the NGMS through S106 agreements once CIL is operating in the area (or post 6 April 2014 if sooner and if five separate planning obligations already exist in relation to the NGMS).

Whereas the HA will pursue an approach with its LPA partners to secure funding for the NGMS through Section 106 Agreements in advance of the introduction of CIL in West Northamptonshire, it anticipates that there will be a balance of funding for delivery of the NGMS post April 2014 that will need to be derived from CIL. This is a matter for on-going discussion between the HA and its LPA partners.

## ANNEX 3

# A45/M1 Northampton Growth Management Scheme – Delivery Process

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### Glossary

**Growth Management Scheme** – highways scheme identified for the A45 and M1 to mitigate the traffic impact of development

**Grampian Condition** - a form of planning condition which specifies a particular requirement that needs to be met before the proposed development can be commenced, (e.g. the completion of certain off-site highway alterations). It often involves matters outside the control of the applicant.

**Planning Obligation/S106 Agreement** A legal agreements between a planning authority and a developer, or offered unilaterally by a developer, which may ensure that certain works related to a development are undertaken by the developer or the developer makes a payment to the local planning authority to enable works to be undertaken by the planning authority or a third party.

**Community Infrastructure Levy (CIL)** A new levy which came into force in April 2010 which enables local authorities to impose a standard charge on new developments in their area. The money raised is intended to be the main mechanism for pooling contributions from a variety of new developments to fund new infrastructure.

**DIAMOND** – HA modelling tool used to determine developments impact on SRN (Development Impact Assessment Model of Network Demand)

## ANNEX 3

# A45/M1 Northampton Growth Management Scheme – Delivery Process

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### **Appendix 1 – Junctions within the NGMS**

The Strategic Road Network which falls within the NGMS is located on the south/south-east side of Northampton and includes the following junctions:

#### **M1**

- Junction 15

#### **A45**

- Wootton Interchange
- Queen Eleanor Interchange
- Brackmills Interchange
- Barnes Meadow Interchange
- Lumbertubs Way Interchange
- Great Billing Interchange



# A45/M1 Growth Management Scheme – Delivery Process

## Appendix 2 – Developments Tested in DIAMOND – A45 Trip Impact and Trigger Points

Site No	Development	Number of trips passing through each junction (above threshold)							Development Mix		Trigger Point	
		a	b	c	d	e	f	g	Dwellings	Employment	% of trip making potential before 30 trip threshold is exceeded	
		M1 J15	Wooton Interchange	Queen Eleanor	Brackmills	Barnes Meadow	Lumbertubs	Great Billing				
Need some elements of the NGMS to be implemented	2	Berry Wood Fields	84	0	0	102	157	0	36	1,212	-	30% of dev
	4	Princess Marina	33	0	42	35	0	0	0	550	4,000m <sup>2</sup> A/B	75% of dev
	6	Upton Lodge/ Norwood Farm	156	0	196	160	132	108	99	2,570	11,000m <sup>2</sup> B1a, 11,000m <sup>2</sup> B2	15% of dev
	8	Buckton Fields	43	50	54	50	61	0	0	1,070	2,800m <sup>2</sup> B1a & 2,800m <sup>2</sup> B2	45% of dev
	9	Lancaster Way	0	0	32	0	0	0	0	211	-	80% of dev
	10	East of Wootton Fields	0	30	53	0	0	0	0	300	-	55% of dev
	12	Dallington Grange	167	202	220	193	315	92	80	3,500	10,000m <sup>2</sup> B1a , 10,000m <sup>2</sup> B2 & 10,000m <sup>2</sup>	10% of dev
	16	Nunn Mills	120	129	134	48	105	45	40	1,250	Unknown	30% of dev
	26	Upton Park	77	0	84	67	53	42	37	1,000	-	45% of dev
Core Strategy Sites	CS1	Northampton North	42	43	56	141	189	278	85	2,000	20,000m <sup>2</sup> B1a & 16,000m <sup>2</sup> B2	10% of dev
	CS2	Northampton South	0	169	202	93	65	38	0	1,000	-	15% of dev
	CS3	Northampton West	0	0	0	69	116	39	0	1,500	-	25% of dev
	CS4	South of Brackmills	0	0	301	140	140	94	37	1,250	-	10% of dev
Total Impact		722	623	1,374	1,098	1,333	736	414	17,413			

Impact at scheme junction
Impact below the 30 trip trigger point
Site has agreed contribution

# A45/M1 Growth Management Scheme – Delivery Process

## Appendix 3 – NMMM Trip Rates (from Northampton Multi Modal Study (NMMS))

### NMMS Update: Highway Trip Generation Rates (Average) – Combined (Person trips)

Development types	Land use	AM Peak (0800-0900)			PM Peak (1700-1800)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Residential per dwelling unit	Medium density unit (30 – 45 dwellings / HA)	0.13	0.47	0.60	0.42	0.20	0.62
Employment per 100m2	A1/A2 Retail/Services Total	18.56	15.97	34.53	28.12	30.72	58.84
	A1/A2 Retail/Services <1024sqm	10.49	8.88	19.37	17.51	18.62	36.13
	A1/A2 Retail/Services >1024sqm	6.77	6.42	13.19	9.30	10.30	19.60
	A1/A2 Retail/Services Town centre	1.30	0.67	1.97	1.31	1.80	3.11
	A3 Pub/restaurant	0.00	0.00	0.00	3.42	2.53	5.95
	B1 Business Park	2.10	0.20	2.30	0.19	1.49	1.68
	B1 Office	2.17	0.27	2.44	0.30	1.68	1.98
	B2 Industrial Unit	0.53	0.14	0.67	0.11	0.49	0.60
	B2 Industrial Estate	0.66	0.20	0.86	0.15	0.73	0.88
	B8 Warehousing	0.17	0.07	0.24	0.11	0.15	0.26
	C1 Hotels	0.23	0.24	0.47	0.21	0.19	0.40
Number of trips per pupil	Primary School	0.22	0.03	0.25	0.02	0.02	0.04
	Secondary School	0.17	0.08	0.25	0.02	0.03	0.05

### NMMS Update: Highway Trip Generation Rates (85th Percentile)

Land Use GFA	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
	Arrival	Departure	Arrival	Departure
Residential (per dwelling unit)	0.55	1.64	1.45	0.85
A1/A2 Retail/Services	8.62	7.64	13.39	14.44
A3 Pub/Restaurant	0	0	4.67	3.5
B1 Business Park	2.06	0.57	0.31	1.63
B1 Office	2.93	0.4	0.51	2.4
B2 Industrial Unit	0.92	0.2	0.13	1.19
B2 Industrial Estate	1.51	0.6	0.33	1.21
B8 Distribution Warehouse	0.2	0.12	0.2	0.27
C1 Hotels	0.31	0.64	0.63	0.32
Primary School (per pupil)	0.26	0.21	0.01	0.02
Secondary School (per pupil)	0.15	0.09	0.02	0.03

# A45/M1 Growth Management Scheme – Delivery Process

## Appendix 4 – Example Pro-forma



### Northampton Growth Management Strategy 2011

<b>Site Name</b>				
<b>Planning Application Number</b>				
<b>Planning Authority</b>	WNDC		SNC	
	DDC		NBC	
<b>Highways Agency Reference</b>				
<b>Consultant Reference</b>				

<b>Agreed Travel Plan</b>	Yes		No	
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Development Proposal		
Use Class	Unit	Quantity
A1/A2 < 1024m <sup>2</sup>	m <sup>2</sup>	
A1/A2 > 1024m <sup>2</sup>	m <sup>2</sup>	
A1/A2 Town Ctr	m <sup>2</sup>	
A3	m <sup>2</sup>	
B1 Bs Pk	m <sup>2</sup>	
B1 Office	m <sup>2</sup>	
B2 Unit	m <sup>2</sup>	
B2 Est	m <sup>2</sup>	
B8	m <sup>2</sup>	
C1	m <sup>2</sup>	
C3	dwelling	
Primary School	Pupil	
Secondary School	Pupil	
Sui-Generis		

Trip Generation AM Peak		Trip Generation PM Peak	
Arrivals	Departures	Arrivals	Departures
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>

# A45/M1 Growth Management Scheme – Delivery Process



## Northampton Growth Management Strategy 2011

Trips assigned on SRN at each junction from DIAMOND

AMS Part	Junction Name	Number of Development Trips	Above Threshold?
a	M1 Jct 15		
b	Wootton		
c	Queen Eleanor		
d	Brackmills		
e	Barnes Meadow		
f	Lumbertubs		
g	Great Billing		

### Outcome

Whole Strategy Required?	
Part Strategy Required?	

# A45/M1 Traffic Management Scheme – Delivery Process

## Appendix 5 – Example DIAMOND Output

