



## Planning Policy Committee – 21 October 2013

### Northamptonshire Transportation Plan: Phase Two Strategy Consultation

#### Purpose of report

The purpose of this report is to advise members about this consultation and to agree a response

#### Attachment(s)

Appendices 1-4:  
Highway Development Management Strategy  
Major Roads Strategy  
Road Freight Strategy  
Road Safety Strategy

## 1.0 Background

1.1 Northamptonshire Transportation Plan: Fit for Purpose is a strategic document that sets out aims and goals for transportation in Northamptonshire. That Plan is part of a suite of documents that includes a number of strategies that give more detail about the policies and vision for specific transport themes and areas. The first phase of strategies was adopted in December 2012. These can be viewed at

<http://www.northamptonshire.gov.uk/en/councilservices/Transport/TP/Pages/NTP-thematic-strategies.aspx>

The Northamptonshire Transportation Plan can be viewed at <http://www.northamptonshire.gov.uk/en/councilservices/Transport/TP/pages/northamptonshire-transportation-plan.aspx>

1.2 Consultation is now taking place on the second phase of strategies (16 September – 25 October 2013). These strategies are the Highway Development Management Strategy; Major Roads Strategy; Road Freight Strategy; and Road Safety Strategy (appendices 1-4).

1.3 These four documents complement the main Northamptonshire Transportation Plan, setting out a series of policies relating to these respective transport issues.

1.4 It should also be noted that from 2015, the government is planning to devolve funding for road schemes to the local level, administered by Local Enterprise Partnerships as part of the Local Growth Fund. Page 11 of the Northamptonshire Major Roads Strategy highlights that only £11.6m is being directly allocated in this way to Northamptonshire over the four years 2015/16 to 2018/19. It also states that this is very small compared to the costs of major road schemes, for example, therefore other funding sources will therefore also be required.

## 2.0 Proposed Responses

2.1 The four proposed strategies cover both general and specific issues relating to transportation. The following provides the key areas where responses are proposed, however members may wish to add or amend this list.

### 2.2 General comments

All four strategies are welcomed. However, all documents need to refer to what timescale period they aim to cover, as this is not specified or explained (having spoken to

Northamptonshire County Council, they have advised that there are no time limits to these strategies, but they are intended to act as documents that can be updated as and when required). This therefore needs to be explained in the introduction sections. It should also be noted that there are a series of typos throughout each document, which will need amending before final documents are published. The proposed response below does not focus on those errors.

### 2.3 **Highway Development Management Strategy**

2.4 The Policies within the Strategy are generally supported, however the wording on Community Infrastructure Levy needs re-phrasing (**page 23**). This currently reads as if CIL will definitely be implemented throughout the County, however individual local authorities can decide whether CIL is appropriate for their area or not. Some areas may therefore decide not to implement CIL. With reference to CIL, mention should also be made to the County Council needing to work closely with parishes etc, who will be receiving either 15 or 25% of CIL funds, if development relating to CIL occurs in their area, depending on whether they have a Neighbourhood Plan in place (25%) or not (15%).

### 2.5 **Major Roads Strategy**

#### 2.6 **Page 26, A45 Improvements**

The Highways Agency review of A45/A6 Chown's Mill is strongly supported. Chown's Mill is a major congestion problem, which this Strategy also acknowledges and which this Council supports.

#### 2.7 **Page 26, Stanwick – Thrapston Dualling**

Dualling of the A45 between Stanwick and Thrapston (A14) is also a major issue, as this too causes congestion, particularly at peak times. This is not only an issue impacting local people, but impacts upon those travelling beyond the District, for example freight transport linking between the M1, A14 and A1.

#### 2.8 **Page 44, A6116**

With current expansion plans at Corby, including Eurohub, it is anticipated that the A6116 will increasingly be used by freight traffic to/from the A14, which will continue to be an issue for this road.

### 2.9 **Road Freight Strategy**

2.10 **General point** – the Freight Strategy should also refer to the A1, which is an important freight route, adjacent to the County.

2.11 **Page 34, Lorry Parking** – new parking areas may also relate to Highways Agency' roads, such as parking facilities linked to the A14 or A45, reference therefore needs to be made to involving the Highways Agency in developing proposals etc.

### 2.12 **Road Safety Strategy**

2.13 **General point** – all policy wording should be written in full, rather than using abbreviations e.g. page 39 Policy 3 "...SRTS study...."

## 3.0 **Conclusion**

3.1 This report is provided for member's information and to seek their comments on a proposed response. Following receipt of consultation responses, Northamptonshire County Council plan to submit final versions of the documents to their Cabinet on 10<sup>th</sup> December 2013. The Strategies would then be published in January 2014. Members shall also note for information that the document entitled Town Strategy for East Northamptonshire, which is mentioned in all of the consultation documents is yet to be prepared by Northamptonshire County Council and this is now anticipated to take place in early 2014.

#### 4.0 Equality and Diversity Implications

4.1 There are no equality and diversity implications arising from this report.

#### 5.0 Legal Implications

5.1 There are no legal implications arising from this report.

#### 6.0 Risk Management

6.1 There are no significant risks associated with this report.

#### 7.0 Financial Implications

7.1 There are no financial implications associated with this report.

#### 8.0 Corporate Outcomes

8.1 The relevant Corporate Outcomes are:

- Good quality of life: Sustainable development
- Effective partnership working
- Strong community leadership
- Effective management

#### 9.0 Recommendation

9.1 Members are requested to agree a response to the consultation

*(Reason – to provide transportation strategies for Northamptonshire)*

<b>Legal</b>	Power: Transport Act 2000 and Local Transport Act 2008				
	Other considerations: None				
<b>Background Papers:</b>					
<b>Person Originating Report:</b>	Karen Britton – Planning Policy and Conservation Manager Ext: 2142 <a href="mailto:kbritton@east-northamptonshire.gov.uk">kbritton@east-northamptonshire.gov.uk</a>				
<b>Date:</b> 14 October 2013					
<b>CFO</b>		<b>MO</b>		<b>CX</b>	

(Committee Report Normal Rev. 22)