



**CABINET**

**6 SEPTEMBER 2016**

**CORPORATE DIRECTOR FOR PLACE COMMISSIONING: TONY CIABURRO**

**DEPUTY LEADER AND CABINET MEMBER WITH RESPONSIBILITY FOR PUBLIC PROTECTION, STRATEGIC INFRASTRUCTURE AND ECONOMIC GROWTH:  
COUNCILLOR ANDRE GONZALEZ DE SAVAGE**

<b>Subject:</b>	Northampton North West Relief Road and Northampton Northern Orbital Route
<b>Recommendations:</b>	That Cabinet: <ol style="list-style-type: none"> <li>1. Note the results of the recent consultation on the Northampton Northern Orbital Route</li> <li>2. Agree that further work takes place, as set out in section 5 of this report, to refine route options before a further public consultation takes place on both the Northampton North West Relief Road and Northampton Northern Orbital Route with the expectation that a preferred route be brought to Cabinet for approval before summer 2017.</li> </ol>

**1. Purpose of Report**

1.1 To note the results of the recent public consultation for the Northampton Northern Orbital Route, and agree the next steps for delivery of the two schemes.

**2. How this decision contributes to the Council Plan**

The Council’s vision is to make Northamptonshire a great place to live and work. This is achieved through increasing the wellbeing of you county’s communities and/or safeguarding the county’s communities.

<u>This initiative specifically delivers increased wellbeing by ensuring that:</u>
<ul style="list-style-type: none"> <li>• People of all ages are safe, protected from harm and able to live happy, healthy and independent lives in our communities.</li> <li>• People achieve economic prosperity, in a healthy, low carbon economy which give access to jobs, training and skills development.</li> <li>• Communities thrive in a pleasant and resilient environment, with robust transport and communications infrastructure.</li> <li>• Resources are utilised effectively and efficiently, in coordination with partners and providers.</li> </ul>

**3. Background**

- 3.1 The Northampton North West Relief Road is proposed to link the A428 Harlestone Road and New Sandy Lane with the A5199 Welford Road. The Northampton Northern orbital Route would extend the town's ring road from the North West Relief Road at the A5199 Welford Road to the A43 Kettering Road, with a link to the Moulton Park industrial estate.
- 3.2 The new roads are required to accommodate currently planned and further future growth in and around the town, and to relieve existing traffic problems in the northern parts of Northampton and surrounding villages.
- 3.3 Cabinet agreed in January 2016 that the two schemes should be among the Council's next priorities for major road scheme development.
- 3.4 The last public consultation for the North West Relief Road (then known as North West Bypass Phase 1) took place over twenty years ago. While a preferred route for the scheme was adopted at that time, this was subsequently abandoned, and there is currently no approved alignment for the scheme.
- 3.5 Public consultation on the Northern Orbital Route took place between February and April 2016, including a public exhibition held at Moulton College. This was the first time that the public had been consulted on options for such a road.
- 3.6 As reported to Cabinet in July 2016, a bid for Growth Deal funding for construction of the North West Relief Road and for Local Large Major Transport Development funding to develop the business case for the Northern Orbital Route have been submitted to Government.

#### **4. Northern Orbital Route consultation**

- 4.1 Public consultation for the Northern Orbital Route took place between 19<sup>th</sup> February and 8<sup>th</sup> April 2016, with a public exhibition held at Moulton College on 26<sup>th</sup> and 27<sup>th</sup> February. Four route options were presented for consultation, as shown on the map in Appendix 1. 321 responses to the consultation were received. A full Consultation Report can be found on the Council's website.
- 4.2 64% of those who completed the consultation questionnaire felt that a new road is needed to deal with the traffic problems in the area. However, there was no clear majority in favour of a particular route, with the most popular, Option 4, preferred by only 32% of respondents.
- 4.3 In addition to indicating public preference for broad route options, the consultation was intended to highlight issues that needed to be taken into account in further development of route(s). A large number of comments were received, which are detailed in the full Consultation Report, and these include:
  - The impact of route options on Boughton Park and the associated follies (registered parkland and listed buildings)
  - The impact of route options on various outlying properties and businesses.
  - That the different options for the Moulton Park link all followed the same route.

- 4.4 A number of respondents queried the need for the inclusion of a link to Moulton Park in the scheme. Additionally, a number of respondents supported an alternative route to the south of Boughton (known as 'Option 5') proposed by Daventry District Council.
- 4.5 Following the consultation, further traffic modelling has been undertaken to examine the impact of not including the Moulton Park link in a representative route option, and of the alternative 'Option 5'. The outputs of this work, which have been published in the Alternative Options Technical Note on the County Council's website, show that either of these options would be far less effective than the consultation options in removing traffic from a number of the villages. In addition, Option 5 and the associated roundabout improvement would require demolition of a number of properties in the Boughton area and be very close to a number of other properties.

## **5. Next Steps**

- 5.1 The results of the consultation, and in particular the number of particular issues highlighted, indicate that there is insufficient evidence available to make a decision on a preferred route for the Northern Orbital Route at the present time.
- 5.2 In order to be able to determine a suitable route, further work will be required. This will include detailed discussions with land owners, tenants and other interested stakeholders to derive an alternative alignment(s) which have less impact than those previously presented. Owing to the landscape and topography issues in the vicinity of Boughton Park, and the need to find a suitably flat part of the A508 for a new junction, this will need to include an element of 3-dimensional engineering design.
- 5.3 The new alignments may be a refinement of previous options in whole or part or present new alternatives. Alternative alignments for the link to Moulton Park should also be considered. However, there will not be any further development of Option 2 as it was the preferred route for only 7% of respondents to the survey, has the most severe impact on Boughton Park, and follows the same alignment as Option 3 over much of its length.
- 5.4 It is estimated that it will take some three months to undertake this work, and that subsequently further public consultation will take place early in 2017. Because of the inter-relationship with the route of the North West Relief Road in the vicinity of the A5199, this consultation should cover the alignments for both routes, and should allow a report to be brought to Cabinet recommending preferred routes for both schemes in June 2017.

## **6. Equality Screening**

An Equalities Impact Assessment has been undertaken and currently does not highlight any positive or negative equalities implications arising from the proposed schemes. However, this should be kept under review as the schemes are developed.

The Assessment can be found at:

<http://www.northamptonshire.gov.uk/en/councilservices/Council/equalities/Pages/egceia.aspx>

## **7. Alternative Options Considered**

7.1 Four alternative route options for the Northern Orbital Route were presented for public consultation in February 2016. As outlined in section 5 above, further development of the options needs to take place before a preferred route can be selected.

## 8. Financial Implications

8.1 There are no financial implications of this decision as funding for the further work described in section 5 is available from existing highways budgets.

8.2 Further funding will be required to take the two schemes forward beyond that stage and approval for such funding will be sought at the appropriate time through the Council's normal capital governance arrangements. As noted in section 4 above, bids for Government funding towards both schemes have been submitted. The intention is that the North West Relief Road will be funded through the Council's Revolving Infrastructure Fund, with payback via a combination of Government funding, developer funding and Community Infrastructure Levy and Section 106 funding secured from nearby developments. In the short-term the cost of developing the Northern Orbital Route are likely to be a combination of government funding (if the bid is successful) and the County Council's own resources.

## 9. Risk and Business Continuity Management

a) Risk(s) associated with the proposal

Risk	Mitigation	Residual Risk
Further consultation does not allow a preferred route to be identified.	Further work includes discussion with affected parties so that routes presented for consultation are more likely to be acceptable.	Amber
Preferred route is not acceptable in planning terms or supported at Public Inquiry	Further work includes consideration of constraints so that routes are more likely to be acceptable.	Amber

b) Risk(s) associated with not undertaking the proposal

Risk	Risk Rating
Development of the scheme cannot progress.	Red
A preferred route is chosen which is rejected at planning or public inquiry.	Red

## 10. List of Appendices

Appendix 1 – February 2016 Consultation Route Options

Author:	Name: Chris Wragg Team: Transport Planning
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Background Papers:	Cabinet Report 12 January 2016 Agenda

	<p>Item 11 – Enabling Growth: Major Road Schemes Review  Cabinet Report 12 July 2016 Agenda Item 09 – Northamptonshire Local Growth Deal: Progress Report and Future Priority Projects</p> <p>Consultation Report and Alternative Options Technical Note at  <a href="http://www3.northamptonshire.gov.uk/council/services/northamptonshire-highways/major-highway-projects/Pages/northampton-northern-orbital-route.aspx">http://www3.northamptonshire.gov.uk/council/services/northamptonshire-highways/major-highway-projects/Pages/northampton-northern-orbital-route.aspx</a></p>
Does the report propose a key decision is taken?	YES
If yes, is the decision in the Forward Plan?	YES
Will further decisions be required? If so, please outline the timetable here	YES – Decision on preferred route; June 2017.
Does the report include delegated decisions? If so, please outline the timetable here	NO
Is this report proposing an amendment to the budget and/or policy framework?	NO
Have the financial implications been cleared by the Strategic Finance Manager (SFM)? Have any capital spend implications been cleared by the Capital Investment Board (CIB)?	<p>YES  Name of SFM: Rosemary Pallot</p> <p>N/A</p>
Has the report been cleared by the relevant Director?	<p>YES  Name of Director: Tony Ciaburro</p>
Has the relevant Cabinet Member been consulted?	<p>YES  Cabinet Member: Councillor Andre Gonzalez de Savage</p>
Has the relevant scrutiny committee been consulted?	<p>NO  Scrutiny Committee: Environment, Development and Transport</p>
Has the report been cleared by Legal Services?	<p>YES  Name of solicitor: Debbie Carter-Hughes</p> <p>Solicitor's comments:</p>
Have any communications issues been cleared by Communications and Marketing?	<p>YES  Name of officer: Liam Beasley</p>
Have any property issues been cleared by Property and Asset Management?	<p>YES  Name of officer: Susan Carmichael</p>
Are there any community safety implications?	None apparent.
Are there any environmental implications:	YES. The consideration of environmental

	implications forms a key part of choosing a suitable route.
Are there any Health & Safety Implications:	YES. The alignment of the new route and its junctions needs to meet relevant design standards.
Are there any Human Resources Implications:	NO.
Are there any human rights implications:	YES. Construction of the route is likely to require compulsory purchase of land, and potentially the demolition of property.
Constituency Interest:	Boothville and Parklands – Cllr Mike Hallam Dallington Spencer – Cllr Gareth Earles Duston East – Cllr Suresh Patel Kingsthorpe North – Cllr Michael Brown Kingsthorpe South – Cllr Sally Beardsworth Moulton – Cllr Judith Shepherd