

Template for production of information and evidence for the Plan Document	Theme:	Access
	Subject:	Roads

Neighbourhood Plan Vision:

Neighbourhood Plan Objectives:

<p>For the next 20 years Higham Ferrers will be:</p> <p>A sustainable, vibrant, thriving community: <i>Strongly based on its history with an emphasis on its individuality, which encourages growth that supports its market town heritage.</i></p> <p>A community which encourages attractive, high quality development: <i>Including new housing, commercial property and community facilities within a compact market town environment.</i></p> <p>A community that is inclusive: <i>With safe access to its town centre and excellent links to adjacent housing estates, the surrounding countryside and the regional transportation network.</i></p> <p>An attractive town centre: <i>With increased vitality and activity that attracts variety of new businesses to create a thriving High Street and encourage tourism.</i></p>	<p>SERVICES: To enhance residents' quality of life by improving leisure, educational, health and environmental services</p> <p>DEVELOPMENT: To promote some housing and commercial development to meet the needs of residents and to attract visitors, thereby providing a degree of growth and employment opportunity whilst retaining the historic character of the town</p> <p>DESIGN: To conserve and enhance the town's heritage and environmental features and promote visually attractive and sustainable design in all new developments</p> <p>ACCESS: To improve transport links within the town's boundary and to the surrounding countryside; provide better parking and safer access to the town centre for residents and visitors.</p>
NOTE	
The most relevant parts of the vision and objectives for the subject are shown in red above	
The Plan aims to deliver the vision and objectives in partnership with residents, other stakeholders and all necessary statutory authorities	
The Plan must be compatible with EU obligations, Strategic Environmental Assessment (SEA), human rights, etc	
Sustainable solutions are required for all the subjects in order to satisfy the Vision and Objectives	

Source documents:

Subject Name	Date	Originator/Author
East Northamptonshire Local Plan (saved policies only)	1996	East Northamptonshire Council (ENC)
Three Towns Plan	Sept 2006	ENC
Three Towns Preferred Options: Summary of Consultation	April 2007	ENC
North Northamptonshire Spatial Strategy	June 2008	North Northamptonshire Joint Planning Unit (NNJPU)
Planning Obligations Framework and Guidance	March 2011	Northamptonshire County Council (NCC)
National Planning Policy Framework	March 2012	Dept for Communities & Local Government
Building for Life 12	2012	Building for Life Partnership
Rushden and Higham Ferrers Masterplan	2004	Atkins Consultants
Northamptonshire Transportation Plan - Fit for Purpose	March 2012	NCC
Higham Ferrers Neighbourhood Plan (HFNP) Issues Survey	June 2012	Higham Ferrers Town Council
HFNP Issues Survey - Results	Oct 2012	Higham Ferrers Town Council
Higham Ferrers Transport Study	Nov 2012	WYG Transport (Consultants)
HFNP - Community Plan	Aug 2013	HFNP Steering Group
HFNP - Public Consultation on Development Options	Sept 2013	HFNP Steering Group
Highways Agency response on HFNP Consultation Development Options	Nov 2013	Highways Agency Asset Manager (Arasu Gurusamy)
HFNP - Public Consultation on Development Options - Results	Dec 2013	HFNP Steering Group

1. Brief background/history on the subject:

Describe briefly background and history of when things happened

Write the information/evidence here:

The A45 Trunk road runs along the north and west of the town and is part of the strategic highway network maintained by the Highways Agency. The A6 Bypass was completed in August 2003 and runs along the east of the town. There are three existing roundabouts which can be considered as providing access from the A45 and A6 into Higham Ferrers.

In terms of Higham Ferrers, the A5028 is aligned north to south through the town and provides a link between the A45/A6 roundabout to the north and Rushden to the south. Higham Ferrers town centre is located about the A5028 in the High Street/Market Square area. Kimbolton Road provides a link between the A5028 and the A6, the B645 Northampton Road provides a further link between the A5028 and the A45.

The methodology for assessing the reasonable capacity of roads in built up areas is given in the Government Guidance document, DMRB TA 79/99 Traffic Capacity of Urban Roads (1999), which provides an overview of the levels of traffic which can be carried by roads performing a variety of functions. The main road running through Higham Ferrers would be classed as a Class 4 Urban All Purpose Road, i.e. a busy high street carrying predominantly local traffic, with frontage activity, loading and unloading, frequent junctions and at-grade pedestrian crossing points.

Whilst of varying width, the College Street/High Street area tends to have a relatively wide carriageway, of 6.75m or over. This would suggest a capacity of 1,500 vehicles two way.

Flows obtained from the County Councils model show flows of less than 600 two way trips on the main roads through the town, suggesting considerable spare capacity.

As may be expected for a town with a relatively recently constructed bypass, the traffic flow information received therefore does not show any major areas of congestion within the town, with relatively low peak hour flows on the central corridor running along College Street/High Street.

The low levels of traffic within the town also suggests that there is potential to further restrict road widths and promote increased activity in the High Street area, without having an unduly detrimental effect upon traffic flows or congestion.

Although there are no congestion problems within the town there are however two major congestion areas on trying to leave the town. The first area is the Chowns Mill roundabout, this is where the A45/A6 and the A5028 all come together, this roundabout needs extensive redesign. The second area is the Skew Bridge roundabout on the A45, it is very difficult at peak times to join this roundabout from the B645.

(Initial design concepts are being prepared for a scheme for Chowns Mill roundabout which is being worked on collaboratively by ENC and the Highways Agency. The design proposals are likely to provide a scheme which will provide some extra capacity for peak time traffic but may not deliver an improved junction to accommodate the needs/traffic generation from Rushden East. The results of this work is likely to be available later in 2014 to be used for bidding for funding opportunities.)

2. Source evidence on the subject:

- National Planning Policy Framework view or Policy on the subject
- Local Plan Policy - Core Strategy view or comments on the subject
- Any available statistics that should be considered
- Any other authoritative source, view or comments on the subject i.e. best practice or leading practitioners view
- Sustainable solutions are required across all subjects and themes

Write the information/evidence here:

Para 14 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

Para 17 The plan should support the transition to a low carbon future, contribute to conserving and enhancing the natural environment and reducing pollution, make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Para 29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

Para 35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

: accommodate the efficient delivery of goods and supplies;

: give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

: create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;

3. View of relevant authorities:

- Recommendations from any commissioned studies or reports
- Comments or responses received from relevant authorities in relation to recommended development option or if the authorities have a preference for an alternative option.

Write the information /evidence here:

North Northamptonshire Core Spatial Strategy 2008 – Policy 2 Connecting North Northamptonshire with Surrounding Areas

...The priorities for further work and investment within North Northamptonshire in the period to 2021 are:

Roads

- ..A45 improvements (Wellingborough to Thrapston)

(Improvements to the A45 must satisfy the tests of the Habitats Regulations in respect of the Upper Nene Valley Gravel Pits proposed Special Protection Area, determining site specific impacts of development and avoiding or mitigating against impacts where identified.)

Policy 6 Infrastructure Delivery and Developer Contributions

Higham Ferrers Transport Study (WYG)

Potential Junction Improvement Schemes

7.25 Whilst there were no major areas of congestion identified in the baseline review, (other than the A45 Chowns Mill), there are a number of junction schemes which could provide wider benefits in terms of either capacity or safety, with the junction schemes considered summarised below:

7.26 Junction improvement works Northampton Road/Higham Road – The need for improvements at this junction to enhance capacity were identified in transport work related to the proposed development of Wharf Road, with improvements required by 2021.

7.27 Junction improvement works Kimbolton Road/College Street – The Kimbolton Road / College Street junction is not expected to be congested within the plan period covered by the Northampton Strategic Transport Model (i.e. the period to 2026), however there are existing safety concerns with regards to the junction which were reflected in the stakeholder workshop, with the accident review in Section 4.36 onwards also identifying a number of recorded road traffic accidents at this location (including 1 of 2 serious accidents recorded across the whole town). Currently it is in the form of a relatively large radius junction with a small central island, with no deflection on the College Street northbound approach. As such there is scope to modify the roundabout arrangement including an increase on the deflection on this arm, reducing approach speeds. This may also allow for improved pedestrian facilities to be introduced.

7.28 Junction improvement works Wood Street / High Street – No capacity improvements are required at this junction, but the re-alignment of the current priority arrangement to provide a small radius junction would allow for an improved pedestrian route from Wood Street onto High Street, provide better facilities for pedestrians crossing this junction when walking along the High Street and also provide improved visibility for drivers emerging from the junction.

7.29 Junction improvement works Chowns Mill (A45 / A6) – Whilst outside the study area, the Chowns Mill junction is recognized as a potential constraint upon the future growth of Higham Ferrers and the surrounding area and has been identified by the Highways Agency as a priority area for future improvements.

E.N.D.C. Three Towns

6.38 Improvements to the public realm incorporating improvements to the road layout and the Market Square will be supported, ensuring that the integrity of the historic core of the town is not affected by any changes.

6.39 Narrowing of the road to increase road safety and allow increased parking bays on the side of the road will ensure easier access to the town centre facilities and would be supported by the council.

4. Community views about the subject:

- Original questionnaire view
- Community Plan action
- Feedback from latest questionnaire
- Any other comments, feedback or concerns received

Write the information/evidence here:

Community Plan Action (Town Centre Access)

- d) Campaign for Chowns Mill roundabout improvements.
- e) Introduce traffic calming measures.
- h) Investigate potential for a 20mph Town centre speed limit.
- i) Review existing traffic and cycle related signage.

Community Plan Action (Kimbolton Road / College Street)

- b) Investigate improvements at Kimbolton Road / College Street roundabout.

Community Plan Action (Connections with Kings Meadow)

- d) Provide a controlled pedestrian crossing at North End/Station Road.

5. **Draft Policies:** These should flow from the vision and relevant objectives to ensure that development will respond satisfactorily to them. They need to relate to both National and Local Planning Policy and take account of the latest views of relevant authorities and the views of the Community.

N.B. The Policies from other Neighbourhood Plans that have similar issues could be helpful.

James Wilson will write the policies but it would be good to indicate the policy area that you think should come out of the information/evidence that you have found.

Indicate the policy area here:

Template for the Highways & Traffic Project Team

The policy area for roads within the Higham Ferrers boundary should focus on the further declassification of the A5028 (old A6) trunk road through its heart. This road is still seen by many as the quickest route from Rushden to the north, street calming measures would deter this way of thinking. A number of schemes have been developed over the years, these include:

- a) Construct a raised roundabout at the junction of Northampton Road / Higham Road
- b) Construct a raised table with a bubble (pimple) roundabout at the junction with Queensway
- c) Remove the pedestrian crossing at the Queensway junction
- d) Replace the bus lay by with chevron parking outside the Co-op
- e) Line mark bus bay on the carriageway
- f) Construct a raised table for the length of the Market Square
- g) Close existing exit from Market Square and create new exit onto Wood Street
- h) Establish one-way system on Wood Street from the old Nat. West bank to the High Street enabling official on-street parking
- i) Create a give-way to traffic heading north at the narrow road point at Chichele College
- j) Construct a raised table with a raised roundabout at the Kimbolton Road / College Street junction
- k) Install a new controlled pedestrian crossing at junction with School Lane

On new developments narrow cul-de-sacs should be avoided and all properties will need to have two parking bays of a suitable width for Private Light Goods to be parked, to keep on-road parking to a minimum.