



HOUSE OF COMMONS

LONDON SW1A 0AA

Jesse Norman MP
Parliamentary Under Secretary of State
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

4th January 2018

Our Ref: AL/TG/1801
Your Ref: Inv/212237

Dear Jesse

I hope that this letter finds you well as we enter the New Year, and that you have had a restful break over the holiday period.


Further to your letter of the 19th December, I have now had sight of the document ("the enclosure") setting out Highways England's position with respect to the Towcester Relief Road and the points I made to you in my letter of the 13th November. I would however be grateful for your further consideration of a number of matters, and your guidance as to a resolution.

The enclosure states that "*Highways England supports the view that the Relief Road should be built to the standard [...] as required to serve its primary purpose, which is to facilitate the Towcester Southern Extension development*". A fundamental misunderstanding has arisen somewhere as to the primary purpose of the Towcester Relief Road, and some background may be helpful. A quick note on terminology: the terms "Towcester Southern Extension" and "Towcester South Sustainable Urban Extension" are used interchangeably, as are the words "bypass" and "relief road".

LOCAL PLANNING HISTORY

West Northamptonshire is the area covered by Daventry District, Northampton Borough and South Northamptonshire Councils. It includes the towns of Northampton, Daventry, Towcester and Brackley and all the villages and rural areas within the three Councils' administrative areas.

The West Northamptonshire Joint Core Strategy ("the JCS") sets out the long-term vision and objectives for the whole of the West Northamptonshire area for the plan period up to 2029, including strategic policies for steering and shaping development. It identifies specific locations for new strategic housing and employment and changes to transport infrastructure and other supporting community facilities, as well as defining areas where development will be limited.



The new Local Plan Part 2 for the South Northamptonshire District, which includes Towcester, builds upon the JCS by adding local detail. This Local Plan also incorporates Policies T1 and T3 from the JCS as matters that need to be taken into account in considering development proposals in South Northamptonshire.

Policy T1 in the JCS is the Spatial Strategy for Towcester; this replaces the saved policy from the South Northamptonshire Local Plan 1997 which stated that *“the provision of an A5 bypass is seen as an essential prerequisite to development additional to that now identified”*.¹ Policy T1 states that *“the role of Towcester as a rural service centre will be supported and enhanced by the [...] delivery of an A5 Relief Road and complementary sustainable transport measures to improve air quality and reduce congestion in the town centre”*.²

Policy T3 in the JCS is the Towcester South Sustainable Urban Extension. This sets out the area for the Towcester South SUE and states that it will provide, amongst other things, *“the construction of the A5 Relief Road”* and *“improvements to the A43”*.³ Policy T3 also states that necessary infrastructure is required to be phased alongside the delivery of the development and that development proposals must be accompanied by a Masterplan.

The 2011 Towcester Masterplan is a planning document that looks at challenges facing the town, highlights opportunities it has to offer and sets out a clear and realistic vision that will guide Towcester’s future development up to 2026. The Masterplan states that *“the implementation of the relief road is critical to unlocking sites for development within the existing town”*.⁴ It also states that *“the construction of a relief road for the A5 will enable Watling Street to be de-trunked, allowing the removal of HGVs from the town centre”*,⁵ as well as highlighting the fact that *“the new housing growth to the south provides a unique and critical opportunity to deliver a relief road that will divert longer distance traffic (including HGVs) onto a more appropriate route”*.⁶

Highways England states that the primary purpose of the Towcester Relief Road is to facilitate the Towcester Southern Extension development. The JCS is quite clear that this is not the case: *“the Towcester South Sustainable Urban Extension (SUE) will deliver an A5 relief road, which will enable the re-routing of heavy goods vehicles (HGVs) and other through traffic away from the town centre, and provide the scope to improve the environmental quality of the town centre”*.⁷

¹ 9.3 | Chapter 9 – Proposals for Towcester | South Northamptonshire Local Plan | 1997

² 14.8 | Policy T1 - The Spatial Strategy for Towcester | West Northamptonshire Joint Core Strategy Local Plan (Part 1) Adopted | 2014

³ 14.21 | Policy T3 – Towcester South Sustainable Urban Extension | Ibid.

⁴ 14.18 | Implementing the Masterplan – Ensuring Delivery | The Towcester Masterplan (Vol 1) | 2011

⁵ 4.07 | A Vibrant Town Centre | Ibid.

⁶ 7.22 | Transport – Excellent Connectivity & Access | Ibid.

⁷ 14.8 | Policy T1 - The Spatial Strategy for Towcester | West Northamptonshire Joint Core Strategy Local Plan (Part 1) Adopted | 2014

TOWCESTER SOUTHERN EXTENSION PLANNING APPLICATION (S/2007/0374/OUTWNS)

The enclosure states that “Highways England’s predecessor, the Highways Agency (as a statutory consultee in the planning process), responded to planning application S/2007/0374/OUTWNS (the southern extension of Towcester) in 2014”.

The Case Officer, Paul Seckington, in his report giving his recommendations to issue planning permission states that “the spatial strategy for the historic market town of Towcester set out by Policy T1, including an A5 relief road to the south to be provided as part of a SUE (Towcester South) is generally consistent with the vision for the town in the 2011 Towcester Masterplan which along with the regeneration of the town centre, should bolster its role as a rural service centre that should benefit significantly from the removal of through traffic, including HGVs, once the relief road is open”.⁸

Further, “the basic design and route of the relief road (as proposed in this scheme) is deemed suitable and appropriate by both the Highways Agency and the local highway authority, without the need for extension and/or material amendment.”⁹

I note that Highways England refer to having responded in accordance with the National Planning Policy Framework (NPPF) and policy document relevant at the time (DfT Circular 02/2007: Planning and the Strategic Road Network). However, in addition to the NPPF, the Government’s Planning Practice Guidance (PPG) was also a key material consideration for planning applications. The PPG was launched on the 6th March 2014 consolidating, updating and replacing previous planning practice guidance and circulars.

Paragraph 11.9 of the Case Officer’s report outlines the impact of the Towcester Southern Extension on the highway network, and makes clear both the need for the Towcester Relief Road and the suitability of its design, as agreed by Highways England’s predecessor: “the basic design and route of the proposed relief road is deemed acceptable by the Highways Agency and can be delivered by this development. In addition, the PPG sets out that developments of this scale should be accompanied by detailed Transport Statements and Assessments and what details should be considered, with reference to the principles contained within the NPPF. It is therefore considered that the advanced stage of the JCS and the launching of the PPG strengthens and maintains the conclusions [...] that the highway impacts of the development are acceptable, would deliver a much needed relief road for the town as well as giving residents a real choice regarding their mode of travel.”¹⁰

The Case Officer’s report is clear that the Highways Agency had signed off on the design and route of the relief road; they would have known from the JCS and other local and national planning guidance what the proposed primary purpose of the relief road was intended to be.

⁸ 11.3 | Officer’s Report | South Northamptonshire Council | Planning Application S/2007/0374/OUTWNS

⁹ 11.4 | Ibid.

¹⁰ 11.9 | Ibid.

TRANSPORT ASSESSMENTS

Highways England states that the Highways Agency's main focus will have been the Transport Assessments, and that these demonstrated that a reduction of traffic through Towcester of around 30 per cent could be expected, without additional restrictions or the de-trunking of the A5 Watling Street through the town.

The Transport Assessment ("the TA") produced by WSP in July 2012 provided transport and highway advice to support the Towcester Southern Extension application. Their report presented revisions to the submitted application and the previous Transport Assessment prepared by URS in November 2007, and was made following detailed consultations and representations from relevant authorities and stakeholders.

Most notably WSP had consulted with the Highways Agency and Northamptonshire County Council as highway authorities.

The TA sets out the ambition of the Towcester Masterplan, as highlighted above, that the new development presents "*a unique and critical opportunity to deliver a relief road that will divert longer distance traffic (including HGVs) onto a more appropriate route*".¹¹

The TA also states that "*the Relief Road is seen as a means of reducing traffic volumes on the A5 by diverting longer distance traffic, including HGVs, around the town. The delivery of this Relief Road is only made possible by the development of the Towcester Southern Extension due to the absence of any other public or private funding*".¹²

The TA explains that it had been agreed with both Northamptonshire County Council and the Highways Agency that in order to understand the impact of the proposed development on the surrounding area it should be assessed using the Northamptonshire Strategic Traffic Model (a multi-modal transport model owned by the County Council with a base year of 2008).

"A letter, setting out all the information to be included in the proposed model for the Towcester Southern Extension was sent to NCC and their modelling team in February 2012. This letter outlined the development proposals as set out in Section 5 of the TA, the trip rates and mode shares as set out in Section 6 of the TA, and all other measures associated with the development, including possible bus route enhancements. This letter included a figure showing proposed changes to the A5 and other local roads within Towcester including an HGV ban on the A5 and Brackley Road through Towcester and reduced speed limits on the A5 and some local residential roads. These changes were designed to make the A5 and Towcester less attractive to through traffic encouraging them to divert onto the proposed Relief Road".¹³

¹¹ 2.3.9 | Transport Assessment | WSP | 2012

¹² 5.3.1 | Ibid.

¹³ 7.2.5 | Ibid.

The TA, in summary and conclusion, states:

“Improvements are seen in both link and junction operation on the section of the A5 through Towcester which benefits directly from an HGV ban and from traffic redistributing on to the Relief Road”.¹⁴

“A comparison of link flows indicate that the Relief Road has achieved its aim of reducing traffic volumes on the A5 through Towcester. As expected there is an increase in traffic flow on the A43. Twelve existing and proposed junctions have been assessed to understand the impact of the development. These assessments indicate that existing junctions are no worse off with the addition of the proposed development and all new junctions will work within capacity”.¹⁵

“This report has demonstrated that the development meets criteria set in local and national policy. It is located in a sustainable location on the southern edge of Towcester and a highway network is proposed which, not only provides access to the site, but also delivers the Relief Road”.¹⁶

“Link and junction analysis has demonstrated that this development can be accommodated by the local highway network with the construction of the Relief Road and the signalisation of Tove and Abthorpe Roundabouts on the A43”.¹⁷

“In conclusion, this proposal can deliver improvements to the road network, reduce traffic in the town centre, facilitate the necessary growth and improve the vitality of the town centre all without any significant adverse impact on the local transport network”.¹⁸

DE-TRUNKING OF THE EXISTING A5

The enclosure states that it is “Highways England’s understanding that any speed restrictions or weight limits through Towcester would only be imposed by the Local Authority should the A5 become de-trunked and not as part of the delivery of the Towcester Relief Road”.

It has been clear to all, with the seeming exception of Highways England, that “once the relief road is in place, this enables the ability for the A5 through the town to be de-trunked and a HGV restriction placed upon it”.¹⁹

As part of the responses to the revised scheme that was submitted in August 2012, “the Highways Agency and Local Highway Authority have considered the impact of the development on both the strategic road network and local roads, and consider the impact to be acceptable,

¹⁴ 8.12.3 | Transport Assessment | WSP | 2012

¹⁵ 9.1.14 | Ibid.

¹⁶ 9.2.1 | Ibid.

¹⁷ 9.2.2 | Ibid.

¹⁸ 9.2.4 | Ibid.

¹⁹ 3.15 | Appendix 1 | South Northamptonshire Council | Planning Application S/2007/0374/OUTWNS

*along with the design of the relief road. The provision of the relief road will facilitate the ability of the A5 to be de-trunked and a restriction on HGVs; and the enhancement of the town centre”.*²⁰

Paragraphs 10.34 through 10.81 of Appendix 1 to the S/2007/0374/OUTWNS planning application consider the impact on the highway network, with 10.35 to 10.38 specifically focusing on the existing traffic issues.

*“Current traffic demands (particularly by HGVs) along the A5 combined with the tight historic nature of Watling Street results in considerable congestion and an exhaust filled environment that is neither desirable for pedestrian nor vehicle alike. Due to these circumstances the town centre is not suitable for increased traffic and has been designated an Air Quality Management Area (AQMA)”.*²¹

*“The traffic implications of the proposed urban extension to the town have been one of the main reasons of objection/concern from local residents and Parish Councils, and particularly whether the transport solutions proposed by the development would deliver the improvements to the A43 and A5 as well as accommodate the growth of the town and traffic generally”.*²²

Paragraphs 10.40 through 10.46 of Appendix 1 set out the planning policies and whether the application proposes an acceptable urban extension which accords with highways-related planning policies and strategies; does not give rise to an adverse impact upon highway safety; accords with sustainable transport principles; and would not lead to severe congestion on the local and strategic highway network.

*“In the absence of an A5 bypass (to ease traffic and environmental problems in Towcester) proposals other than those contained in the local plan for development of a scale likely to result in a significant increase in traffic using the existing highway network will not be permitted. As a bypass of the A5 is being offered by the development in the form of a Relief Road, then the principle of a large scale development in the town that would result in a significant increase in traffic would technically accord”.*²³

*“However, this is only on the proviso that the relief road delivers the reduction through the town, can accommodate the growth of the town as well as the existing A5 traffic and projected growth, as well as the A43”.*²⁴

²⁰ 9.4 | Appendix 1 | South Northamptonshire Council | Planning Application S/2007/0374/OUTWNS

²¹ 10.35 | Ibid.

²² 10.37 | Ibid.

²³ 10.40 | Ibid.

²⁴ 10.41 | Ibid.

“Policy T1 requires the role of Towcester as a rural service centre to be supported and enhanced not just by a sustainable urban extension but also the delivery of an A5 Relief Road”.²⁵

“The Towcester Masterplan makes it clear that a relief road to Towcester is a pre-requisite of the urban extension and through traffic reduction in the town centre (particularly HGVs) will enable removal of the AQMA and implementation of other town centre regeneration projects”.²⁶

The summary in 10.46 of Appendix 1 sets out clearly that the relief road would replace the A5:

“The building of an urban extension to the town is only acceptable on the provision of a bypass to the A5. The principle of an A5 bypass was accepted within the recently revoked Regional Plan and is still contained in emerging Development Plan policies (Joint Core Strategy) and the Towcester Masterplan. In this case, the development proposes a Relief Road to the south of the town to enable traffic to bypass the town centre; the Relief Road is also required to enable regeneration of the town centre and removal of the AQMA. In addition, the urban extension proposes the necessary highways infrastructure to deliver the development and mitigate its impact, in accordance with the NPPF. As such, the principle of an urban extension with a relief road is acceptable, but before granting consent, the following needs to be assessed:

- existing and proposed transport solutions need to be tested and modelled to ensure that they deliver the traffic reduction in the town centre (particularly HGVs);*
- that the relief road is capable of accommodating existing (and projected levels of) A5 traffic as well as that of the expanded town;*
- that the proposed new junction on the A43 and improvements to the Tove and Abthorpe roundabouts can accommodate existing and projected levels of traffic on the A43 as well as the diverted A5 traffic;*
- that local roads will not be severely impacted upon; and*
- that there are opportunities for sustainable transport choices”.²⁷*

STRATEGIC ROAD NETWORK CONSULTATION & MEMORANDUM OF UNDERSTANDING

Along with other members of the Towcester Relief Road Working Group and local residents in my constituency, I intend to respond to the Department for Transport’s consultation on proposals for the Strategic Road Network (SRN) and its current and future needs, in the context of the A5 and the Towcester Relief Road.

A Memorandum of Understanding has not been signed. At our Working Group meeting on the 15th December, it turned out that Highways England had produced a “high-level” agreement to be signed by the various parties, not the simple MoU that we had previously discussed. This

²⁵ 10.43 | Appendix 1 | South Northamptonshire Council | Planning Application S/2007/0374/OUTWNS

²⁶ 10.44 | Ibid.

²⁷ 10.46 | Ibid.

was intended to outline our shared goals for the date of delivery, securing forward funding, and removing non-local HGVs from the town centre. Despite all parties on the 15th December agreeing to sign this by the 31st, the signature from Highways England was at year-end.

SUMMARY

missing (T9)

I hope the above serves to outline that it has always been the local intention and understanding that the A5 Watling Street through Towcester would be detrunked once the Towcester Relief Road was built, and that non-local HGVs would be banned from the town centre.

I don't accept that Highways England has not considered the factors they set out in their enclosure that would be needed to investigate a strategic route to replace the existing A5 through the town. Given the detailed planning and engagement by the Highways Agency on the design of the relief road, this work must surely have been done.

On one particular point, Highways England states that if the relief road were built to trunk road standards, grade separated junctions would likely be required, increasing land take and environmental impact. At one point, this was proposed and then withdrawn without comment from the Highways Agency.

"Full planning permission was sought (from SNC and WNDC) for grade separated junctions of the proposed A5 bypass with the A43. These applications were withdrawn when the revised proposals for the Towcester South urban extension were submitted to SNC in August 2012. The revised application proposed an at-grade junction of the A5 relief road with the A43 (i.e. a signalised roundabout rather than flyover)".²⁸

Jesse, I do apologise for such a lengthy letter, but I am sure you can appreciate our shared frustration in South Northamptonshire on this matter. We all seem to have been clear, right from the beginning, that the Towcester Relief Road had been designed, modelled and purposed to essentially be a replacement for the A5 through the centre of town. Highways England have decided that isn't possible, that we should have known this all along, and that the relief road as designed could never be a major trunk road.

We are desperate for someone to shine a light and show us how we can achieve the primary purpose of the relief road; to remove HGVs from the centre of Towcester.

With best wishes,

Andrea

The Rt Hon. Andrea Leadsom MP
Member of Parliament for South Northamptonshire

Thank you so much
for your help with
this!

²⁸ 4.7 | Appendix 1 | South Northamptonshire Council | Planning Application S/2007/0374/OUTWNS



Department
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Our Ref: Inv/212237
Your Ref: AL/TG/1711

15 DEC 2017

Dear Andrea

Thank you for your letter of 13th November following our meeting in October to discuss the Towcester Relief Road.

Since that meeting, both Highways England and the Department have reviewed the situation and I am sorry to say that neither are able to provide any further financial contribution beyond what has already been offered. I appreciate that this is not the response you were hoping for so have asked Highways England to respond to the points raised in your letter to explain further why that conclusion has been drawn. That response has been appended to this letter.

I would also like to thank you for your invitation to visit Brackley and Towcester to see for myself the proposed site of the Relief Road. Unfortunately I am unable to accept at present due to diary pressures. Nevertheless, I would like to be kept informed of progress of the scheme and of the District Council's negotiations with the developers. As I understand it, there is an opportunity to recover the proportionate costs of the works at the Abthorpe and Tove junctions through a mechanism within the S106 agreement to close the gap in funding for acceleration of the Relief Road. Once those discussions have progressed, could I ask you to confirm arrangements with my office to ensure that a meeting is fixed in my diary at that stage. Please would you liaise direct with my diary secretary, Nicholas Smith, on [REDACTED].

As ever,
Jesse
JESSE NORMAN

TOWCESTER RELIEF ROAD

Highways England have given careful consideration to the points raised in Andrea Leadsom MP's letter of 13th November to Roads Minister Jesse Norman. The following statements address each of those points and serve to detail why the conclusion has been drawn that Highways England are unable to provide any further financial contribution beyond what has already been offered.

Highways England's Position

Highways England's primary focus has been the development of a business case to identify a contribution to help accelerate delivery of the Towcester Relief Road (TRR). Although the TRR was announced in the Roads Investment Strategy in December 2014, it remains a developer led scheme. Highways England is willing to work with the developer, Persimmon Homes, to assist in the delivery process in line with its Delivery Plan commitments though Highways England is not the sponsor for the Relief Road, nor is it directly responsible for the scheme delivery.

Highways England supports the view that the Relief Road should be built to the standard as approved by the Local Planning Authority and as required to serve its primary purpose, which is to facilitate the Towcester Southern Extension development.

A draft Memorandum of Understanding between Persimmon Homes, South Northants Council, Northants County Council and Highways England has been produced to outline the roles and responsibilities of each organisation involved. This also outlines the main delivery option for the Relief Road and the proposed funding mechanism agreed to date.

Traffic through Towcester

Planning Application & EIA

Highways England's predecessor the Highways Agency (as a statutory consultee in the planning process) responded to planning application S/2007/0374/OUTWNS (the southern extension of Towcester) in 2014 in accordance with the National Planning Policy Framework and policy document relevant at the time: DfT Circular 02/2007: Planning and the Strategic Road Network.

In formulating this response, the Highways Agency will have considered the Environmental Impact Assessment but their main focus will have been the

Transport Assessment and resulting trip generation. Thus establishing the impact on the Strategic Road Network, in this case the A5 and A43, and agreeing appropriate mitigation. The traffic assessments demonstrated that a reduction of traffic through Towcester of around 30% could be expected, without additional restrictions or the de-trunking of the A5 Watling Street through the town.

Speed Restrictions through Towcester

Drawing 2688/GA/015 included in Appendix 1, approved as part of the final planning conditions, shows that when heading north on the A5, the proposal is for the speed limit to drop twice before meeting the start of the existing 30mph limit through the town centre. At no point does the limit decrease to 20mph nor is a weight restriction shown through Towcester.

The drawing titled 'Proposed Highway Diversions, Extinguishments and Traffic Regulation Orders' which was submitted with the original application has references to weight restrictions and reduced speed limits (although not to 20mph) but it is clearly shown as superseded on the South Northants Planning Portal.

De-Trunking of the Existing A5

The planning application for the southern extension of Towcester was reviewed by the Planning Committee in May 2013 and page 60 of the report states "The provision of the relief road will enable the A5 through the town to be de-trunked and, following its de-trunking, enable an HGV restriction to be placed on the town centre" This position was reviewed and re-confirmed in November 2014.

This aligns with Highways England's understanding that any speed restrictions or weight limits through Towcester would only be imposed by the Local Authority should the A5 become de-trunked and not as part of the delivery of TRR.

During the Towcester Relief Road Delivery Group meeting held on 25 April 2017, it was again confirmed by Highways England that the A5 would not be de-trunked as part of the Relief Road's delivery. Representatives from both South Northants Council and Northants County Council were present at this meeting. It is also important to note that any decision to de-trunk the existing A5 through Towcester will need to be made by the Department for Transport as part of any future Road Investment Strategy settlements. This is not a decision that Highways England can make at a local level and this approach would need to fit in with the wider strategic aspirations for the A5.

The forthcoming public consultation on Highways England's Strategic Road Network Initial Report will invite comments on whether parts of the strategic road network should be trunked or de-trunked thereby presenting an opportunity to influence subsequent decision-making relating to future Road Investment Strategies.

Highways England remain of the view that to achieve the aspiration of delivering the Towcester Relief Road early, the de-trunking of the existing A5 should be treated as a separate issue.

If Highways England were to investigate a strategic route to replace the existing A5 through Towcester, there are a number of factors that would need to be considered which could impact the delivery of the relief road.

- Traffic flows in Towcester are less than on other sections of the A5; Highways England would need to demonstrate a value for money case for a new strategic route at Towcester
- A range of options would need to be considered. This would result in a public consultation to gauge opinion on a selection of these options
- The development process would follow Highways England's Project Control Framework and owing to the requirement for further public consultation and other statutory processes would likely take a number of years before construction would commence
- If built to trunk road standards, grade separated junctions would likely be required, increasing land take and environmental impact
- The best performing option may not be on the same alignment or indeed in the same location as the proposed Towcester relief road
- The primary purpose of this road would be to replace the existing A5 trunk road and improve journey times and not to facilitate the Towcester Southern Extension.

Signing Strategy

Following the Towcester Relief Road meeting held on Friday 29 September between Andrea Leadsom MP, Highways England and members of the District and County Councils, Highways England met with Northants County Council on 13 October for initial discussions about a potential signing strategy for the Relief Road. It was discussed that there may be an opportunity to provide some strategic signing for traffic heading north on the A5/A43/M1 via the TRR to key primary destinations encouraging road users to bypass Towcester town centre. Further discussions will take place on the strategy and the sign legends when the detailed design for the Relief Road is underway.

Funding & Cost

Financial Contribution Assessment

Highways England note the reference to the mechanism in the Towcester Southern Extension S106 agreement as a potential means to recover the proportionate costs associated with the improvement works at the Tove and Abthorpe roundabouts. Any discussions about the mechanism should be between South Northants Council and Persimmon Homes as parties to the agreement. Should the council decide to trigger the clawback mechanism, HE will provide support as required by way of providing evidence of the completed works; any resulting amendments to the S106 agreement would need to be made by South Northants Council.

Highways England carried out a comprehensive assessment to determine their level of contribution towards the Relief Road. This calculated that a figure of £3.897m is appropriate as it represents the best value for money for the taxpayer and does not provide any direct benefit to the private sector. Highways England have previously noted that improvements to Tove and Abthorpe roundabouts form part of a planning condition which the developer now no longer has to deliver as Highways England have already built them.

Referring to the request to review the assessment undertaken by Highways England and the resulting BCR outcome, the BCR is a calculation of benefits divided by cost. For this scheme the benefits created are (mostly) reduced journey times for road users with the costs being Highways England's contribution towards expenditure on the link road.

Highways England's contribution to the scheme means the Relief Road will be open four years earlier than if Persimmon Homes were to build it. The economic analysis considers only the benefits and costs of delivering these four additional years. The works at the Abthorpe and Tove roundabouts do not affect the economic assessment of the separate Relief Road.

The proposed £3.897m contribution is set in order to deliver no subsidy to the private sector.



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REV	DATE	BY	ISSUED	DESCRIPTION	CHK	APP
A	NOT	ISSUED	DAH			

FOR INFORMATION ONLY



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CLIENT:

PERSIMMON SPECIAL PROJECTS/
BLOOR HOMES

ARCHITECT:

PEGASUS

PROJECT:

TOWCESTER SOUTHERN EXTENSION

TITLE:

PROPOSED CHANGES IN SPEED LIMIT ON
A5 & A43

SCALE: 1:10000

DATE:

2688-GA-015

DESIGNER:

HA

CHECKED:

NJF

DATE:

April 2013

APPROVED:

HG

DATE:

April 2013

PROJECT No:

11012688

DRAWING No:

2688/GA/015

REV:

A

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DO NOT SCALE

KEY

- EXISTING 30mph SPEED LIMIT
- PROPOSED CHANGE OF 40mph SPEED LIMIT TO 30mph
- PROPOSED CHANGE OF NATIONAL SPEED LIMIT TO 30mph
- PROPOSED CHANGE OF NATIONAL SPEED LIMIT TO 40mph
- PROPOSED CHANGE OF NATIONAL SPEED LIMIT TO 40mph AND 40mph SPEED LIMIT ON NEW ROADS
- EXISTING 40mph SPEED LIMIT

