





regarding its Local Plan growth and the associated requirements for mitigation and interventions.

The purpose of this document is to set out agreed next steps for developing and delivering schemes at M5 Junctions 12 and 14<sup>1</sup>. This note in itself does not convey certainty on delivery aspects of the schemes, it is solely to provide clarity on the process that will be followed and demonstrate that the issues discussed at Examination can be moved forwards.

It is important to note that there are differences between Junctions 12 and 14, including the relevant parties and responsibilities.

National Highways considers that there is a present need for a scheme at Junction 14 to accommodate any planned or unplanned growth, based on its work reviewing the impacts of speculative planning applications in South Gloucestershire. It is agreed it is a requirement of NH that the SDC Local Plan and its policies identify the need for a mitigation scheme and funding for it at Junction 14. The timing of the need for intervention at Junction 12 is yet to be established, given the external uncertainties that have been well documented through the EIP and the stage in preparation of the JSP.

It is not intended to go over matters which are covered within the bilateral SoCGs. It is, however, intended that the next steps are progressed expediently, although the Inspectors should be aware that there are limitations outside of the control of the parties, such as progress in neighbouring Development Plans, which mean that progress will be ongoing at the closure of the Examination.

For both Junctions 12 and 14, the parties will continue, subject to agreeing the roles and responsibilities as identified below, to scope out the following:

- Scheme Promoters will be agreed between all parties, along with Heads of Terms and roles and responsibilities for all parties. The agreement and confirmation of the party taking on the Scheme Promoter role will occur once further progress has been made on the design, costing, apportionment and funding.
- Refine growth forecasts as more detail becomes available.
- Develop designs for the scheme(s) with greater certainty over what level of growth and traffic would trigger the need for the intervention(s) and phasing of delivery.
- Develop detailed cost estimates for the scheme(s), with more design detail.
- Update cost apportionment.
- Seek public funding for strategic infrastructure.

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<sup>1</sup> National Highways is satisfied that the SDC Local Plan has appropriately identified a mitigation policy at M5 Junction 13.



In order to achieve this, the following will occur:

- Agree roles, responsibilities and resourcing for taking schemes forward. It is agreed that it is no single organisation's sole responsibility to progress the schemes, and therefore alongside the agreement on the Scheme Promoter will need to be agreement on the roles, responsibilities, and the level of resource input required of each organisation.
- Regular meetings will take place in the form of Working Groups for Junction 12 and Junction 14, based on the collaborative group already in place at Junction 14 and chaired by SGC. This will include representatives of the LPA, LHA, WECA, NH and neighbouring authorities. Developers will be invited and involved where relevant and appropriate. Meeting frequency will be agreed but will initially be quarterly, and will increase or decrease as appropriate.
- Working Group meetings will be chaired and convened by the respective Scheme Promoter with proactive collaboration by all parties.
- Ongoing engagement with the JSP authorities, their appointed transport consultants and GCC/NH as statutory transport authorities, as the preparation of the plan progresses, in order to ensure a joined-up approach to addressing likely impact from level of growth and identified locations in the area.
- Transport modelling and forecasting tools will be updated with refined growth forecasts as greater certainty is available. The details of the traffic flow forecast modelling methodology and tools will be agreed by the relevant Working Group, but could include updates to the SDLP TFR Model, and/ or use of the West of England Regional Transport Model (WERTM) if available.
- National Highways has developed VISSIM models for M5 Junctions 12 and 14. These models will be used to test future traffic flow scenarios and design development.
- Phasing and trigger points:
  - o Scenarios and testing methodologies will be agreed by all parties, to ensure that the outcomes can be relied upon. The purpose is to agree the point at which a scheme is needed. NH has committed to undertake trigger point testing at Junction 12 using the existing NH Vissim model.
  - o The methodologies for forecasting short term growth and traffic flows will be agreed by all parties,.
  - o Trip rates for developments will be agreed by all parties, accounting for changes in NH approach to trip generation, i.e. Vision-led approach.
  - o The point at which a traffic capacity impact is defined as "severe" will be agreed by all parties and will be in line with NPPF and Circular 01/22 and LHA matters and concerns.



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- An appropriate Policy mechanism will be introduced into the SDC Local Plan to secure timely delivery of mitigation. It is likely that the modelling exercise will have concluded with sufficient time to propose this as a Main Modification.
- Agreement of design year traffic flows for schemes.
- Design development, to include optioneering process and alternatives.
- Costing of agreed scheme at each design stage, e.g. concept, preliminary, detailed design. In early stages this will be a broad cost range, accounting for stage of design, to be refined through the design process. Delivery risks would be established at the earliest feasible stage, including collecting C2 estimates from major Statutory Undertakers, to understand cost and buildability issues.
- Case studies of scheme development and delivery in Gloucestershire and South Gloucestershire to inform delivery options, e.g. Road Investment Strategy schemes of a similar scale, M5 J19, M5 J10 and M49 J1.
- Specific public funding sources will be identified and the probability of securing funding from these sources appropriately risk assessed, noting that further funding sources which are not currently in existence may be introduced to fund infrastructure.