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Northamptonshire Major Roads Strategy

Contacts and Further Information

This is Northamptonshire County Council’s Major Roads Strategy. It sets out the overarching vision for major roads within Northamptonshire and our strategy to achieve it.

This strategy is one of a series of thematic daughter documents to the Northamptonshire Transportation Plan that was adopted in April 2012.

Consultation on strategy took place in September and October 2013. A summary of the consultation responses can be found on our website at:


If you have any problems accessing Northamptonshire County Council’s website or do not have access to the internet, please contact us using the details below.

This strategy was approved and adopted by Northamptonshire County Council’s Cabinet in December 2013.

This strategy, together with the other daughter documents and the Northamptonshire Transportation Plan itself can be viewed on the County Council’s website at:


Should you have any queries regarding this strategy, please contact the Transport Planning Team.

Transport Planning
Northamptonshire County Council
County Hall
Northampton
NN1 1ED
Email: LTPconsultation@northamptonshire.gov.uk
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1. Northamptonshire Transportation Plan: Fit for Purpose

Transportation is not an end in itself. The movement of people and goods takes place not for its own sake, but to fulfil the diverse needs and desires of the public. Therefore the County Council’s transport policies are similarly promoted for their effect on other specific goals, priorities and objectives, rather than as an end in themselves.

Northamptonshire Transportation Plan Vision:

For Transport and Travel to contribute towards making Northamptonshire a great place to live and work, through creating tangible transport options to satisfy individual needs and to encourage more sustainable travel. The transport system will provide fast and efficient movement of people and goods, and will be accessible for all. Expanding networks and capacity of networks in Northamptonshire will be fully integrated into new developments and regeneration areas to support more sustainable communities.

Economic growth and prosperity is a top priority for Northamptonshire and connectivity has a vital role to play in encouraging businesses to locate to the area, and getting people to work and services such as education and health, as well as to leisure activities and for shopping. Improved technology and local accessibility will reduce the need to travel, whilst supporting economic growth, within a low carbon environment and Northamptonshire will become an exemplar for the latest developments in information technology, fuel technology, and new forms of transport.

The county council will work in partnership with all stakeholders and the wider community to deliver this transport vision and strategy.

This transportation plan needs to be both aspirational and realistic at the same time. Current economic climates mean that transport is certainly in a more austere time than in the last 15 to 20 years and this plan needs to reflect that but at the same time still plan for future growth.

The overall aim for this Transportation Plan is:

‘Northamptonshire Transportation - Fit for..... Purpose’

The aim ‘fit for purpose’ means creating a network that delivers exactly what Northamptonshire needs to be able to function plus what it needs to be able to grow, no more and no less.
This overarching aim can then be broken down into six objectives that have been chosen to guide this Transportation Plan. These objectives have been drawn up to reflect the issues which have been identified as locally important through consultation, while at the same time reflecting wider national and local policy context. These objectives have been deliberately chosen to reflect the main impacts that transport can have on the wider community, rather than being linked to particular schemes or measures. They form the basis upon which the policies and programmes contained in this Plan have been developed.

| 1. Fit for........the Future – creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County. |
| 2. Fit for........the Community – through the transport system help to maintain and create safe, successful, strong, cohesive and sustainable communities where people are actively involved in shaping the places where they live. |
| 3. Fit to........Choose – ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make. |
| 4. Fit for........Economic Growth – creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth. |
| 5. Fit for........the Environment – to deliver a transport system that minimises and wherever possible reduces the effect of travel on the built, natural and historic environment. |
| 6. Fit for........Best Value - being clear about our priorities for investment and focusing on value for money by prioritising what we spend money on and how it can be beneficial for the county as a whole and search for alternative sources of funding. |
Daughter Documents

This Strategy is the part of a series of documents which will eventually form the Northamptonshire Transportation Plan ‘suite of documents’. This suite of documents will include strategies or plans covering a range of transport themes and also detailed geographic strategies or plans for the Northamptonshire’s main towns.

Thematic strategies or plans that will be developed as daughter documents to the Northamptonshire Transportation Plan, of which the Major Roads Strategy (originally called the Highway Improvement Strategy) is one.

The Northamptonshire Transportation Plan fits in with the Northamptonshire Arc, helps to deliver the Core Spatial Strategies in West and North Northamptonshire and supports the work of the Local Enterprise Partnerships, namely Northamptonshire Enterprise Partnership (NEP) and South East Midlands Local Enterprise Partnership (SEMLEP).
Major Roads Strategy

The following table shows how the Major Roads Strategy ties in with the six over-arching Northamptonshire Transportation Plan objectives:

<table>
<thead>
<tr>
<th>Major Roads Strategy</th>
<th>Fit for..... the Future</th>
<th>Fit for..... the Community</th>
<th>Fit to..... Choose</th>
<th>Fit for..... Economic Growth</th>
<th>Fit for..... the Environment</th>
<th>Fit for..... Best Value</th>
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<tr>
<td></td>
<td>Investment in the highway infrastructure will be important to meet the transport demands of the future, including those arising from new development.</td>
<td>Highway improvements help to discourage traffic from using unsuitable routes which have an adverse effect on local communities.</td>
<td>Highway improvements will be planned to make suitable provision for all road users, not just the car.</td>
<td>Highway improvements can have a significant impact on business, by shortening journey times and improving journey time reliability for key movements.</td>
<td>Highway improvements need to be developed that offer the best value for money in tackling the problems identified.</td>
<td></td>
</tr>
</tbody>
</table>

Tension between Transport Objectives

Achieving the transport objectives of the Northamptonshire Transportation Plan is essential to the delivery of the vision, but in developing the daughter documents to deliver them we had to be aware of certain tensions between the objectives.

These tensions will, in some cases, limit what can be achieved in support of single objectives in respect of their negative effects on others. For example, there is always an inherent tension between the safety and congestion objectives in dealing with junction sites where safety can be improved only at the expense of traffic throughput.

These tensions always need to be taken into account when developing any transport strategy or policy.
2. Northamptonshire Major Roads Strategy

This document is one of a number of ‘daughter documents’ which complement the main Northamptonshire Transportation Plan by providing more detail on particular elements of highways and transportation policy and strategy, and our plans for their implementation.

This Major Roads Strategy concentrates on the main roads outside our larger towns, and complements the Town Transport Strategies which cover the road network within the larger towns. In order to present as complete a picture as possible, some sections of road are described in both this strategy and the relevant Town Transport Strategy.

This strategy covers all the A roads outside towns for which the County Council is the highway authority which are designated as Primary Routes – these are the roads shown in green in many road atlases. These are generally the more heavily trafficked roads on which the County Council investments in major road improvements is likely to be concentrated.

In addition, the strategy also makes reference to the Motorway and Trunk Road network in Northamptonshire. While the Secretary of State for Transport is the highway authority for these roads, which are administered by the Highways Agency, they form an integral part of the road network which people use in the county.

Collectively, the roads covered in this network link the major towns in the county with each other and with towns and cities outside Northamptonshire. They also provide the connections used by many residents of our rural areas. The effective operation of these roads is key to the economic vitality of Northamptonshire.

As well as forming part of our Local Transport Plan, this Strategy complements a range of other strategy documents including:

- 10 Point Plan
- Northamptonshire Arc
- North Northants Joint Core Strategy
- West Northants Joint Core Strategy

While the County Council and Highways Agency have general powers to improve their existing roads, any new road proposals will need planning permission and it is therefore important that new roads proposals are consistent with national and local planning policy. This document provides a high-level summary of the justification for the schemes being promoted or considered, and where this is as a direct result of development the need for the scheme will be referenced in the relevant Local Plan, and further justification for the scheme will be found in the associated evidence base for that plan.
The remainder of this document considers each of our main roads in turn. For each road, the standard of the road and the type of traffic that uses it is briefly described. The current and forecast future traffic flows (based on the development in the adopted Joint Core Strategy for North Northamptonshire and the submission Joint Core Strategy for West Northamptonshire) on the road are then described.

For each road, we then describe improvements being considered under the following headings:

- Schemes under construction/Committed schemes – improvements under construction, or for which funding has been secured and work is programmed to start shortly.
- Schemes under development – those schemes that the County Council or Highways Agency is currently developing and which it is intended to construct once design and assessment work has been completed, any necessary statutory processes completed, and funding obtained.
- Possible future schemes – schemes on which work is not currently taking place, but which are seen as possibilities for development in future as current schemes are completed and resources become available.

The extent to which schemes under development can be brought forward to construction, and possible future schemes can be brought forward to scheme development and construction will very much depend of the availability of funding. While some of the schemes listed may not happen for some time, we feel it is useful in this document to set out our plans and aspirations for Northamptonshire’s road network.
3. Motorways and Trunk Roads

The Highways Agency is responsible for the construction and maintenance of motorways and trunk roads in England. These 5,130 miles, despite being a small percentage of the road network, carry over 30% of all road traffic and over 60% of all road-based freight traffic.
In Northamptonshire, the following roads are the responsibility of the Highways Agency:

- The M1
- The M45
- The A5
- The A14
- The A43 between M1 Junction 15a and the Oxfordshire boundary
- The A45 between M1 Junction 15 and the A14

Trunk roads play an important role in the transport system in Northamptonshire, both for the county’s residents and business, and for people travelling through the county. The County Council works with the Highways Agency on strategic transport issues and will continue to do so in the future to aid the delivery of this strategy.

Other roads, including the A6, A47, A428 and other parts of the A43 and A45 previously formed part of the trunk road network, but are now the responsibility of the County Council.
M1

When opened in November 1959, the M1 and M45 formed the first major motorway opened in Great Britain. The M1 now forms the principal road connecting London and the M25 with large parts of the Midlands, North of England, North Wales and Scotland. The M1 in Northamptonshire forms part of the unsigned European route E13.

More locally, it forms the route connecting most of Northamptonshire to those various destinations. Not surprisingly, it is the busiest road in Northamptonshire, typically carrying between 115,000 and 120,000 vehicles per week-day over its various sections, of which around 20% are heavy goods vehicles.

<table>
<thead>
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<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
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</thead>
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<tr>
<td>M1 Junction 14-15</td>
<td>Approx 107,000 vehicles (21% HGV)</td>
<td>Approx 136,000 vehicles</td>
</tr>
<tr>
<td>M1 Junction 15-15a</td>
<td>Approx 110,000 vehicles (17% HGV)</td>
<td>Approx 137,000 vehicles</td>
</tr>
<tr>
<td>M1 Junction 18-19</td>
<td>Approx 108,000 vehicles (19% HGV)</td>
<td>Approx 141,000 vehicles</td>
</tr>
</tbody>
</table>

The M1 is of dual 3-lane standard. Apart from the reconstruction of Junction 15 and the new Junction 15a connecting with the A43, the M1 in Northamptonshire is largely unchanged since its construction.

The M1 corridor between Junctions 15 and 16 was declared an Air Quality Management Area by Northampton Borough Council in 2003, due to levels of Nitrogen Dioxide (NO₂) exceeding the annual mean objective due to emissions from road traffic.

Committed schemes

M1 Junction 19
The Highways Agency is planning to reconstruct Junction 19 of the M1, and related sections of the M6 and A14, as part of a major reworking of this key interchange on three routes of national importance. The works are planned to start between January and March 2014 and finish in 2016/7.
Schemes under development

**M1 Junction 15**
As part of the Northampton Growth Management Scheme described in full under the A45 below, the following improvements are planned to M1 Junction 15:

- Ramp metering at the northbound on-slip
  (*Ramp metering is a traffic light or a two-section signal (red and green only, no amber) light together with a signal controller that regulates the flow of traffic entering the carriageway according to traffic conditions.*)
- Exit to A45 expanded from 2 to 3 lanes (3rd lane merges after approximately 150m)
- Introduction of 4th lane at M1 southbound off-slip
- Improved road marking on M1 J15 eastern bridge: the 3 lane section on the eastern bridge starts just after Saxon Avenue approach (at the diverge where traffic splits for traffic going towards M1 southbound on-slip and for traffic going towards M1 southbound on-slip and for traffic going towards A508, 2 lanes flare to 3 lanes and provide more storage for traffic queues at traffic lights).

**M1 J14 – J19 Managed Motorway**
The provision of a Managed Motorway between J14 and J19 was announced in the 2013 Comprehensive Spending Review. Subject to the completion of statutory procedures, the works will include provision for hard shoulder running and variable speed limits, among other measures designed to improve traffic flow at busy periods or when there are incidents.
M45

Although opened as the major link between London and the West Midlands, the role of the M45 was largely superseded by the opening of the M6, and today it is largely used by traffic heading for the southern part of Coventry and parts of Birmingham for which it is a more convenient access than the M6 or M42.

Of dual 2-lane standard, the M45 is relatively lightly trafficked for a motorway carrying some 10,000 vehicles per day, of which around 15% are HGVs. This is forecast to increase to around 13,000 vehicles per day by 2026.

There are no plans for improvements to the M45 in Northamptonshire, as the standard of the road is more than adequate for the volume and type of traffic which it carries.
A5

Along much of its route, the A5 follows the line of Watling Street, the Roman road connecting London with Chester. In more recent times, the A5 formed the major trunk road connecting London with North Wales and Ireland, but this role has been taken over by the motorway network.

Today, the A5 through Northamptonshire is generally used by traffic wishing to access the various towns along its length. The short section of the dual-carriageway road bypassing Old Stratford, in the south of the county, forms part of the A5 Expressway serving the western part of Milton Keynes. North of M1 Junction 18 the single-carriageway A5 is heavily used by traffic to destinations such as Hinckley, Nuneaton and Tamworth.

The majority of the road in Northamptonshire is single-carriageway and is more lightly trafficked than either of the section from Old Stratford southwards or Junction 18 northwards, typically carrying around 10,000 vehicles per week-day. It is predominantly used by traffic with a destination in the county. However, the road can become much busier when incidents cause delays or closure of sections of the M1.

The A5 passes through centre of the historic market town of Towcester, where narrow pavements and tight building lines contribute to an Air Quality Management Area. The A5/A43 roundabout north of Towcester and the A5/A45 crossroads at Weedon experience congestion, and would constrain the growth planned in the county if they are not improved.

Schemes under construction/Committed schemes

**A5/A45 Weedon Crossroads**
The County Council and Highways Agency have secured £950,000 of funding through Northamptonshire Enterprise Partnership for interim improvement works at this junction to accommodate an initial phase of 2200 household development in Daventry. The works started in August 2013 and are planned to be completed by November 2013.

**A5/A43 Tove Roundabout, Towcester**
The Highways Agency has secured £3.1million of government Pinch-Point Funding to implement widening and signalisation of the A5/A43 roundabout north of Towcester. The works are planned to be completed by March 2015.

**A5 Towcester Relief Road**
As part of the mitigation works for the Towcester Vale Sustainable Urban Extension, an A5 Southern Relief Road is to be built. Alongside serving the development site of 3,000 houses, the relief road will reduce the amount of traffic in Towcester town centre and help to specifically
tackle the Air Quality Management Area adjacent to the A5. The relief road is to be constructed by the Towcester Vale developers and is expected to open shortly after 2021.

**A Strategy for the A5**

In recent years there has been a growing concern from local authorities in the East and West Midlands regarding the performance and future role of the A5. This has led to the establishment of an A5 Transport Group with representation drawn from local authorities along the route, including Northamptonshire County Council, and the Highways Agency.

The A5 Transport Group have developed “A Strategy for the A5” which covers a 78 mile section of the A5 from the A449 at Gailey in Staffordshire to the A422 and A508 at Old Stratford in Northamptonshire via Leicestershire and Warwickshire.

The strategy is included in Appendix 1, and it is proposed that it should be adopted by the County Council alongside this Northamptonshire Major Roads Strategy.
A14

The A14, opened in the 1990s, forms a major trunk road connecting East Anglia and the Haven Ports with the Midlands. It forms part of Trans-European Transport Network (TEN-T) Priority Project 13 which connects Britain and Ireland to Northern Europe and is part of unsigned European route E24. East of Kettering, the A14 was an upgrading of the old A604, whilst west of Kettering it was a new road. The section around Kettering was designed to function as a bypass for the A6 and A43, as well as forming part of the new east-west route.

The A14 is currently a dual 2-lane dual carriageway through Northamptonshire. All junctions are grade-separated or left-in – left-out accesses, with the exception of J14 (Titchmarsh) which is a priority junction. The connections to/from the A14 to the M1 and M6 at M1 junction 19 are sub-standard, and congestion is regularly experienced at this junction.

Traffic on the A14 is considerably above what was forecast when the road was built. The section around Kettering regularly experiences congestion, carrying around 73,000 vehicles per week-day of which some 18% are heavy goods vehicles, and is to be widened to 3 lanes shortly between Junctions 7 and 9.

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow</th>
<th>2026 estimated traffic flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A14 east of M1 Junction 19</td>
<td>43,037 vehicles (AADT) (25% HGV)</td>
<td>Approx 51,000 vehicles</td>
</tr>
<tr>
<td>A14 Junction 7-8</td>
<td>Approx 60,000 vehicles (per weekday) (16% HGV)</td>
<td>Approx 75,000 vehicles</td>
</tr>
<tr>
<td>A14 Junction 9-10</td>
<td>Approx 56,000 vehicles (per weekday) (17% HGV)</td>
<td>Approx 67,000 vehicles</td>
</tr>
</tbody>
</table>

Committed schemes

**A14 Kettering Bypass J7-J9 Widening**

Work on widening the A14 to 3 lanes in each direction between J7 and J9 is due to start in late 2013. The £37-50million project is targeted for completion by 2015.

**M1 Junction 19**

The Highways Agency is planning to reconstruct Junction 19 of the M1, and related sections of the M6 and A14, as part of a major reworking of this key interchange on three routes of national importance. The works are planned to start between January and March 2014 and finish in 2016/7.
Schemes under development

**A14 J10/10a Improvements**
As a result of a strategic growth proposal at Kettering East the provision of a new junction to the east of A14 Junction 10 (known as Junction 10a) has been agreed, which will replace the east facing slip roads at Junction 10 and support the future growth of Kettering. Kettering Borough Council are seeking government funding for this scheme.
A43 (M1 J15a – Oxfordshire boundary)

The trunk road section of the A43 connects the M1 at Junction 15a with the M40 at Junction 10, a few miles inside the Oxfordshire boundary. Since the 1980s, the road has been progressively upgraded to dual 2-lane standard by a combination of bypasses and reconstruction of existing sections of route.

In combination with the A34, the A43 forms a strategic route connecting the M1 with the port of Southampton. At a more local level, it connects Northampton and other Northamptonshire towns to Oxford, and a variety of other destinations. As a strategic route, the A43 carries around 39,000 vehicles per week-day, of which some 15% are heavy goods vehicles.

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
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</thead>
<tbody>
<tr>
<td>A43 south of Brackley</td>
<td>31,882 vehicles (14% HGV)</td>
<td>Approx 37,000 vehicles</td>
</tr>
<tr>
<td>A43 north of Brackley</td>
<td>30,785 vehicles (15% HGV)</td>
<td>Approx 39,000 vehicles</td>
</tr>
<tr>
<td>A43 north of A413</td>
<td>35,036 vehicles (14% HGV)</td>
<td>Approx 46,000 vehicles</td>
</tr>
</tbody>
</table>

Committed schemes

A5/A43 Tove Roundabout
The Highways Agency has secured £3.1million of government Pinch-Point Funding to implement widening and signalisation of the A5/A43 roundabout north of Towcester. The works are planned to be completed by March 2015.

A5 Towcester Relief Road
As part of the mitigation works for the Towcester Vale Sustainable Urban Extension, an A5 Southern Relief Road is to be built. Alongside serving the development site of 3,000 houses, the relief road will reduce the amount of traffic in Towcester town centre and help to specifically tackle the Air Quality Management Area adjacent to the A5. The relief road is to be constructed by the Towcester Vale developers and is expected to open shortly after 2021.

Silverstone Circuit
The development at Silverstone Circuit will bring significant additional traffic to the road network. Junction improvements have been agreed and conditioned to phases of the development. These include the provision of an amended junction at Dadford Road and a grade-separated junction providing access onto the A14 for the development.
M40 Junction 10
M40 Junction 10 is affected by congestion problems which are largely caused by the conflict between traffic from the A43 southbound wishing to join the M40 southbound and traffic from the M40 northbound wishing to join the A43 northbound at Padbury roundabout.

The Highways Agency is progressing a Pinch Point improvement scheme comprising the closure of the entry slip onto the M40 southbound carriageway from Padbury roundabout and constructing a new slip from Cherwell roundabout with a modified roundabout design; realigning the A43 southbound carriageway so that it continues through the existing roundabout with two signal nodes for the entry slip to Cherwell services. The carriageway will be widened on the A43 southbound approach to Cherwell roundabout and a new section of carriageway will be required to reconnect the M40 southbound entry slip at Cherwell services back to Cherwell roundabout.

The cost of the scheme is some £1.3 million, which is being provided through the Government’s Pinch Point programme, and it is targeted for completion by March 2015.

Schemes under development

A43 Abthorpe Roundabout
An improvement to the A43/Brackley Road/Abthorpe roundabout is required in conjunction with the major development proposals in the A43 corridor. However, to complement the A5/A43 Tove roundabout improvements, the Highways Agency is investigating improvements to the roundabout in the event that it may be possible to bring an improvement forward through public funding.

A43 Brackley diversion, HS2
As part of the works for the proposed High Speed Rail line between London and the West Midlands a short diversion of the A43 is proposed to the north of Brackley.
A45 (M1 Junction 15 – A14)

The A45 trunk road connects the M1 at Junction 15 south of Northampton with A14 Junction 13 to the south of Thrapston. It provides a link between the A14 and the M1/A43/M40. More locally, the road connects a number of Northamptonshire’s major towns.

Largely constructed by the County Council as a new 2-lane dual carriageway road in the 1970s and 1980s, key sections of the road around Northampton have been widened to dual 3-lane. This section of the A45 was later trunked and became the responsibility of the Highways Agency.

The sections of the A45 around Northampton is one of the busiest in Northamptonshire, with a flow of some 63,000 vehicles per week-day. However, traffic flows are much lower east of Wellingborough at around 23,000 vehicles per week-day.

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
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</thead>
<tbody>
<tr>
<td>A45 north of M1 Junction 15</td>
<td>50,377 vehicles per day (12% HGV)</td>
<td>Approx 60,000 vehicles</td>
</tr>
<tr>
<td>A45 west of Chown’s Mill (A6)</td>
<td>28,556 vehicles per day (11% HGV)</td>
<td>Approx 30,000 vehicles</td>
</tr>
<tr>
<td>A45 south of Thrapston (A14)</td>
<td>19,749 vehicles per day (no HGV % available)</td>
<td>Approx 28,000 vehicles</td>
</tr>
</tbody>
</table>

Scheme under construction

A45 Wilby Way Roundabout

The Highways Agency has secured approximately £3.5million of government Pinch Point Funding for improvements to the A45/Wilby Way roundabout. The works, which will provide widening and traffic signals, will be completed by March 2015.

Schemes under development

A45 Northampton Growth Management Scheme

The Highways Agency, in partnership with the County Council and other local authorities in West Northamptonshire, has undertaken a study of the A45/M1 around Northampton. Following consideration of the forecast strategic road network impacts it was concluded that the A45 / M1 Northampton Growth Management Scheme (NGMS) should be implemented.

Implementation of the NGMS, which is intended to be funded largely through developer contributions, will ensure that vehicles accessing and egressing the strategic road network will do
so in an effective, safe manner, safeguarding the future operation of the A45 route in the Northampton area. The schemes promoted within the NGMS are as follows:

**M1 Junction 15**
- Ramp metering at the northbound on-slip
  - *Ramp metering is a traffic light or a two-section signal (red and green only, no amber) light together with a signal controller that regulates the flow of traffic entering the carriageway according to traffic conditions.*
- Exit to A45 expanded from 2 to 3 lanes (3rd lane merges after approximately 150m)
- Introduction of 4th lane at M1 southbound off-slip
- Improved road marking on M1 J15 eastern bridge: the 3 lane section on the eastern bridge starts just after Saxon Avenue approach (at the diverge where traffic splits for traffic going towards M1 southbound on-slip and for traffic going towards M1 southbound on-slip and for traffic going towards A508, 2 lanes flare to 3 lanes and provide more storage for traffic queues at traffic lights).

**A45 Wootton Interchange**
- Ramp metering at northbound on-slip

**A45 Queen Eleanor Interchange**
- All traffic signals to be upgraded
- Widening of the B526 Newport Pagnell Road
- Signalisation of the London Road approach, including signalisation of the circulatory carriageway
- Ramp metering at the southbound on-slip
- Ramp metering at the northbound on-slip along with removal of the short merge so that all traffic accesses the A45 mainline through the lane gain facility.

**A45 Brackmills Interchange**
- All traffic signals are proposed to be upgraded.
- Traffic signals are proposed at the exit from Pavilion Drive to the A45 southbound on-slip.
- Traffic signals are proposed to be introduced on Caswell Road approach.

**A45 Barnes Meadow Interchange**
- Ramp metering proposed on the northbound on-slip
- Removal of short merge and traffic can only access A45 mainline through the northbound lane gain facility.
- All traffic signals are proposed to be upgraded

**A45 Lumbertubs Interchange**
- All traffic signals are proposed to be upgraded.
• Ramp metering proposed on the northbound on-slip
• Ramp metering at the southbound on-slip. The short merge removed and traffic can access the A45 mainline only through the lane gain facility.

A45 Great Billing Interchange
• Ramp metering proposed on the northbound on-slip
• Ramp metering at the southbound on-slip
• All traffic signals are proposed to be upgraded

A45 improvements in North Northamptonshire
The Highways Agency is currently reviewing the nature of the improvements that will be necessary to key junctions such as the A45/A6 Chown’s Mill roundabout near Higham Ferrers to accommodate forecast growth on the A45 in North Northamptonshire.

Possible future schemes

A45 Stanwick – Thrapston Dualling
This scheme, which would complete the dualling of the trunk road section of the A45 is not included in the current Trunk Road programme. Examination of future forecast traffic flows indicates that tackling the congestion at key junctions such as Chown’s Mill is a higher priority for investment than the significant expense of dualling this section which is a relatively high-standard road and which has lower traffic flows (eg 19,749 vehicles AADT south of Thrapston) than the A45 further west (28,556 vehicles AADT west of Chown’s Mill).
4. COUNTY PRIMARY ROUTES

Those parts of the Primary Route Network for which the County Council is responsible, and which are covered in this section, are shown on the map below, along with the Motorways and Trunk Roads described in the previous chapter.
**A6**

Before the motorway age, the A6 trunk road connecting London and Carlisle was one of the major roads connecting London, the Midlands and North of England and Scotland. This role has been largely superseded by the motorway network, and the A6 though Northamptonshire might be considered as a route between Bedford and Leicester.

Since the 1980s, a number of Northamptonshire towns have been relieved of A6 traffic by bypasses:
- Rushden and Higham Ferrers
- Burton Latimer
- Kettering (A14)
- Rothwell and Desborough

The A6 is a single-carriageway road apart from the northern section of the Rushden-Higham Ferrers Bypass which is a 2-lane dual carriageway. The A6 also now effectively follows the dual-carriageway A14 between J10 (Burton Latimer) and J3 (Rothwell).

Apart from the very edge of Irthlingborough, where development has taken place alongside the bypass built in the 1930s, the only remaining Northamptonshire community through which the A6 passes is Finedon. A bypass to Finedon would need to pass over old mineral workings, and the capping of these workings would be so costly that a bypass is thought unlikely to be able to demonstrate the value for money necessary to secure funding.

The average daily traffic flow on the A6 in 2012 at key locations was as follows:
- A6 Rushden & Higham Ferrers Bypass – 15,225 vehicles (7% HGV)
- A6 Finedon – 14,131 vehicles (7% HGV)
- A6 Rothwell-Desborough Bypass – 9,799 vehicles (10% HGV)

By 2026 it is forecast that these traffic flows could increase to
- A6 Rushden & Higham Ferrers Bypass – around 22,000 vehicles
- A6 Finedon – around 18,000 vehicles
- A6 Rothwell-Desborough Bypass – around 13,000 vehicles
Committed Schemes

**A14 Kettering Bypass J7-J9 Widening**
Work on widening the A14 to 3 lanes in each direction between J7 and J9 is due to start in late 2013. The £37-50million project is targeted for completion by 2015.

Schemes under development

**A6/A45 Chown’s Mill Roundabout**
The Highways Agency is currently reviewing the nature of the improvements that will be necessary to key junctions such as the A45/A6 Chown’s Mill roundabout near Higham Ferrers to accommodate forecast growth on the A45 in North Northamptonshire.

**A14 J10/10a Improvements**
As a result of a strategic growth proposal at Kettering East the provision of a new junction to the east of A14 Junction 10 (known as Junction 10a) has been agreed, which will replace the east facing slip roads at Junction 10 and support the future growth of Kettering. Kettering Borough Council are seeking government funding for this scheme.
A43 Northampton – Stamford

Linking Northampton, Kettering and Corby, the A43 is one of the most important roads for internal movements within Northamptonshire. The County Council is responsible for this road between the A45 Lumbertubs Way/Riverside Retail Park junction in Northampton and the boundary with Peterborough City Council just before the A1 is reached at Wothorpe.

Connecting with the A45/M1 at Northampton, the A14 at Kettering and the A1 at Stamford, the A43 is also a very important road for access between Northamptonshire’s towns and many other parts of the country. Although much of its former strategic role as a trunk road has been taken over by other roads, it will also still carry some longer-distance traffic, e.g. between south Lincolnshire and the south of England.

The road is largely single-carriageway, although with short sections of 2-lane dual carriageway at Lumbertubs Way, Northampton; on Kettering Northern Bypass; and between Stanion and Weldon to the east of Corby. The A14 between J7 and J8 at Kettering now effectively forms the route of the A14. Although some communities which the road formerly passed through have been bypassed, the A43 still skirts the edge of Moulton, and passes through the villages of Geddingston, Collyweston and Easton-on-the-Hill.

Various sections of the A43 were upgraded in the 1970s and 1980s, but with the growth planned in the county, further upgrading is now planned starting with the A43 Corby Link Road, currently under construction, which will provide *inter alia* a bypass for Geddington.

The table below compares the traffic flow in 2012 at key locations along the A43 with forecasts for the same locations in 2026:

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A43 Lumbertubs Way (South)</td>
<td>47,528 vehicles (6% HGV)</td>
<td>50,000 vehicles</td>
</tr>
<tr>
<td>A43 Lumbertubs Way (North)</td>
<td>35,500 vehicles (6% HGV)</td>
<td>39,000 vehicles</td>
</tr>
<tr>
<td>A43 Thorpeville</td>
<td>23,915 vehicles (9% HGV)</td>
<td>28,000 vehicles</td>
</tr>
<tr>
<td>A43 Overstone Grange</td>
<td>19,980 vehicles (8% HGV)</td>
<td>24,000 vehicles</td>
</tr>
<tr>
<td>A43 Broughton</td>
<td>25,772 vehicles (9% HGV)</td>
<td>28,000 vehicles</td>
</tr>
<tr>
<td>A43 Kettering Northern Bypass (West)</td>
<td>30,872 vehicles (15% HGV)</td>
<td>40,000 vehicles</td>
</tr>
</tbody>
</table>
### Location

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A43 Kettering Northern Bypass (East)</td>
<td>13,270 vehicles (14% HGV)</td>
<td>4,000 vehicles*</td>
</tr>
<tr>
<td>A43 Geddington</td>
<td>15,076 vehicles (12% HGV)</td>
<td>12,000 vehicles*</td>
</tr>
<tr>
<td>A43 Bulwick Bypass</td>
<td>8,713 vehicles (20% HGV)</td>
<td>22,000 vehicles</td>
</tr>
<tr>
<td>A43 north of Easton-on-the-Hill</td>
<td>9,239 vehicles (13% HGV)</td>
<td>Not available</td>
</tr>
</tbody>
</table>

**Note:** * - forecast impact of opening of A43 Corby Link Road.

**Scheme under construction**

**A43 Corby Link Road**

Construction of the £34m A43 Corby Link Road started in June 2012 and will be opened to traffic in Spring 2014. The scheme aims to:

- improve transport links between Corby and the A14
- support the growth of Corby and to relieve the A43 at Geddington of through traffic
- reduce the number and severity of road accidents
- provide a high quality route for through traffic

**Committed Schemes**

**A14 Kettering Bypass J7-J9 Widening**

As also stated in the section of this strategy covering the A14, work on widening the A14 to 3 lanes in each direction between J7 and J9 is due to start in late 2013. The £37-50million project is targeted for completion by 2015.

**Schemes under development**

**A43 Northampton Northern Approaches (Lumbertubs Way – Holcot/Sywell)**

As the first phases in planned dualling of the A43 between Northampton and Kettering, the County Council is developing a scheme to improve the Northampton end of the route to accommodate growing traffic on this key strategic route and assist development.

Phase 1A, on which work is expected to start before the end of 2014, will involve improvements to the roundabouts at Round Spinney (widening of approaches and circulatory carriageways) and Lumbertubs Way/St Gregory’s Road/Tonmead Road (signalisation).
Phase 1B, on which work is expected to start in 2015, will see the construction of a new dual carriageway road linking the Round Spinney roundabout with the existing A43 north of Overstone Lane. This road will remove through traffic from the existing roads Thorpeville and Park View and provide access to the Northampton North Sustainable Urban Extension of 2000 houses (also known as Overstone Leys).

The County Council has developed an innovative funding approach to fund the road against future forecast income from developer contributions, Community Infrastructure Levy and New Homes Bonus. An element of bridge funding will be required to complete the funding package, and the Northamptonshire Local Transport Body has already allocated around £4m to the scheme in the period 2015-9.

Phase 2, on which work is less advanced, will extend the dualling of the A43 to the Holcot/Sywell roundabout.

Possible future schemes

**A43 Dualling Holcot/Sywell – A14**
As a continuation of the A43 Northampton Northern Approaches scheme outlined above, it is intended to extend the dualling of the A43 from the Holcot/Sywell roundabout through to the A14.

**A43 Dualling Weldon - Stamford**
There is an aspiration to dual the A43 between the end of the current dual carriageway at Weldon and the A1 to the south of Stamford. It is likely that this would involve the provision of bypasses at Collyweston and Easton-on-the-Hill, but no work has yet been undertaken on the scheme.
A45 Northampton – Braunston

Its former role as a main trunk route between London and Birmingham long-since superseded by the M1 and M45, the principal use of the A45 is now traffic to and from Daventry and Northamptonshire villages, together with cross-country traffic between the Northampton area and Leamington or Warwick via the A425. However, the road still sees use by some longer-distance traffic such as between Coventry and the A5.

The County Council is responsible for the A45 between M1 Junction 16 and the Warwickshire border west of Braunston. The road is single-carriageway throughout and largely follows its historic alignment except for the Daventry bypass section which is to more modern design standards.

The table below compares the traffic flow in 2012 at key locations along the A45 with forecasts for the same locations in 2026:

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A45 Flore Hill</td>
<td>14,294 vehicles (11% HGV)</td>
<td>20,000 vehicles</td>
</tr>
<tr>
<td>A45 East of Daventry</td>
<td>14,952 vehicles (10% HGV)</td>
<td>23,000 vehicles</td>
</tr>
<tr>
<td>A45 West of Daventry</td>
<td>8,294 vehicles (7% HGV)</td>
<td>11,000 vehicles</td>
</tr>
</tbody>
</table>

With significant development at Daventry, the capacity of the A5/A45 crossroads and the impact of traffic on the villages of Upper Heyford, Flore and Weedon are seen as major constraints.

Committed schemes

A5/A45 Weedon Crossroads
As also stated in the section of this strategy covering the A5, the County Council and Highways Agency have secured £950,000 of funding through Northamptonshire Enterprise Partnership for interim improvement works at this junction to accommodate an initial phase of 2200 household development in Daventry. The works started in August 2013 and are planned to be completed by November 2013.
Schemes under development

**A45 Daventry Development Link Road**
The A45 between Daventry and Junction 16 of the M1 motorway is a significant constraint on the development of Daventry. Traffic in Weedon, Flore and Upper Heyford has a detrimental impact on the environment and quality of life in these villages, while the interim improvements to the A5/A45 Weedon crossroads will not accommodate the total number of new dwellings proposed for Daventry.

The only practicable and accessible means of providing the necessary increase in road capacity to support the proposed housing developments is a new road bypassing Weedon, Flore and Upper Heyford.

The developers of Churchfields and Monksmoor would be expected to contribute to the cost of the road in proportion to the likely impact of their developments. The County Council has developed an innovative funding approach to fund the road against future forecast income from developer contributions, Community Infrastructure Levy and New Homes Bonus. An element of bridge funding will be required to complete the funding package, and the Northamptonshire Local Transport Body has already allocated approximately £8m to the scheme in the period 2015-9.

**Possible future schemes**

**A45 Dodford Bypass**
Although not being pursued at the current time, an extension of the A45 Daventry Development Link Road to bypass Dodford would be a possible future development, and the intention is that the design for the A45 Daventry Development Link Road would make passage provision for such an extension at a future date.
A47

Its former strategic role as a link between the East Midlands and East Anglia largely taken over by construction of the A14, the A47 is now seen primarily as a link between Leicester, Peterborough and intermediate communities.

The road passes through Northampton for a short distance (less than 3 miles) immediately to the north of Duddington, through which it used to pass before a bypass was provided.

The current 2012 traffic flows on the A47 near Duddington is 10,174 vehicles, of which 16% are heavy vehicles. No forecast of 2026 flows is available for this route.

As the standard of the road is appropriate for the volume and type of traffic, there are no planned improvements for the A47 in Northamptonshire.
A421/A422

The A422 and A421 together form a cross-country road connecting the M40 at Junction 11 (Banbury) with Milton Keynes and M1 Junction 13; east of which the A421 heads north to bypass Bedford before reaching the A1. Other sections of the A422, connecting Stratford-upon-Avon with Banbury, and Brackley with Buckingham and Old Stratford are not designated as primary routes.

The A422 and A421 in Northamptonshire are single-carriageway, apart from a short section of 2-lane dual carriageway between the M40 and Middleton Cheney.

The A422/A421 corridor underwent some upgrading in the late 1980s and 1990s in anticipation of the opening of the M40. Bypasses were provided at Middleton Cheney and Brackley. In preference to upgrading of the A422 east of Brackley, a joint scheme with Oxfordshire and Buckinghamshire County Council, saw the B4031 upgraded east of Barley Mow crossroads and redesignated as the A421.

The A422 continues to pass through the village of Farthinghoe.

The current (2012) traffic flow on the A422 east of Middleton Cheney is 10,225 vehicles, of which 7% are heavy vehicles. This is forecast to increase to around 13,000 vehicles by 2026.

Possible future scheme

A422 Farthinghoe Bypass

There have been long standing aspirations from the village of Farthinghoe to secure a bypass. Although this does not feature in the current County Council programme it is a possible scheme that could be brought forward at a future date when funding is available.
**A427**

The A427 runs between the A6 east of Market Harborough and the A605 east of Oundle, but only the section from Market Harborough and Weldon is a primary route, with the main purpose of providing Corby with a connection to Leicester.

Except for a section through Corby which is 2-lane dual carriageway, the A427 is a single carriageway road. Bypasses to Stoke Albany, Wilbarston, Middleton and Cottingham were built in the 1970s/80s, since when much of the former role of the A427 had been superseded by the A14.

The current (2012) traffic flow on the A427 near Dingley is 7,126 vehicles, of which 8% are heavy vehicles. This is forecast to increase to around 12,000 vehicles by 2026.

The A427 passes through the village of Dingley, but given the relatively modest traffic flows, there are no major improvements planned to the route, although it is likely that some minor improvements would accompany planned development to the west of Corby.
**A428**

As a primary road, the A428 connects Northampton and Bedford, with a separate section running from the A1 near St Neots to join the A14 north of Cambridge. The County Council is responsible for this road between Northampton and the county boundary east of Yardley Hastings. The section of the A428 connecting Northampton, Rugby and Coventry is not a primary route, and therefore not covered by this strategy.

The primary purpose of the A428 is to connect Northampton and Bedford and the intervening communities, with each other and destinations further afield. However, it is not the principal route between Northampton and Cambridge, which function is served by the A45 and A14.

Outside urban Northampton the road is a single-carriageway. Bypasses have been provided at Little Houghton and Crick. The road still passes through the villages of Brafield and Yardley Hastings.

The table below compares the traffic flow in 2012 at key locations along the A428 with forecasts for the same locations in 2026:

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A428 Great Houghton</td>
<td>10,158 vehicles (5% HGV)</td>
<td>11,500 vehicles</td>
</tr>
<tr>
<td>A428 Yardley Hastings</td>
<td>8,318 vehicles (7% HGV)</td>
<td>10,000 vehicles</td>
</tr>
</tbody>
</table>

There are no improvements planned for the A428 in Northamptonshire.
A508

The A508 south of Northampton is a single carriageway road linking the A45 and M1 at Junction 15 with the A5 and A422 at Old Stratford. The principal purpose of the road is to connect the western areas of Milton Keynes, which enjoy easier access to the A5 than the M1, with the Northampton and the motorway. This is emphasised by the point that north of Old Stratford, the A508 carries around twice as much traffic on the A5.

Improvements in the 1980s saw a bypass constructed at Yardley Gobion, but the A508 still passes through the villages of Roade and Grafton Regis.

There has in the past been consideration of a bypass for Roade, but the length of the village and the need to cross the West Coast Main Line railway on a considerable structure (whether to the north or south of the village) would make a bypass very costly.

The current (2012) traffic flow on the A508 near Yardley Gobion is 12,913 vehicles of which 11% are heavy vehicles. This is forecast to increase to around 15,000 vehicles per day by 2026.

The A508 continues north of Northampton continues to Market Harborough. A small proportion of traffic travels all the way through Northampton, and hence the road is considered in two parts in this strategy.

The main purpose of the road is to connect Market Harborough and rural areas of Northamptonshire and Leicestershire with Northampton and beyond; and in the opposite direction to connect villages north of Northampton with Market Harborough and Leicester. Interchange with the A14 is also possible at Junction 2 near Kelmarsh.

The road is a single carriageway standard. A bypass was provided at Brixworth in the 1980s, but otherwise the road passes through or on the edge of a number of villages.

The table below compares the traffic flow in 2012 at key locations along the A508 north of Northampton with forecasts for the same locations in 2026:

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A508 north of Boughton Crossroads</td>
<td>11,067 vehicles (11% HGV)</td>
<td>19,000 vehicles</td>
</tr>
<tr>
<td>A508 Great Oxenden</td>
<td>5,653 vehicles (6% HGV)</td>
<td>6,000 vehicles</td>
</tr>
</tbody>
</table>

There are no plans for improvements to the A508 in Northamptonshire.
A509

The A509 is a north-south route connecting Kettering with the M1 at Junction 14 (Newport Pagnell) to the east of Milton Keynes. In the 1980s, bypasses were provided to the villages of Bozeat and Wollaston in Northamptonshire; and a north-west bypass allowed through traffic to avoid the centre of Wellingborough.

The road in Northamptonshire is single-carriageway, except for the short-section of Wilby Way to the west of Wellingborough between the A45 and A4500.

Although the road connects Kettering and Milton Keynes, the expectation is that most traffic between those points would use the A43 and M1. However, the A509 does form a viable alternative route between various areas of Northampton and Kettering in preference to the A43. The table below compares the traffic flow in 2012 at key locations along the A509 with forecasts for the same locations in 2026:

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A509 north of Wollaston</td>
<td>12,828 vehicles (7% HGV)</td>
<td>16,000 vehicles</td>
</tr>
<tr>
<td>A509 Great Harrowden</td>
<td>19,754 vehicles (9.3% HGV)</td>
<td>22,000 vehicles</td>
</tr>
</tbody>
</table>

The County Council has had long-standing plans to bypass the village of Isham (the A509 Isham Bypass) and to continue this road southwards, bypassing the village of Great Harrowden and serving the North-West of Wellingborough Sustainable Urban Extension (the A509 Isham to Wellingborough Improvement). However, although the Isham Bypass was the subject of a public inquiry in 2009 and the orders were subsequently conformed, progress on the scheme is currently stalled due to the lack of funding.

Schemes under development

A509 Isham Bypass

As part of the strategy to support development in Kettering and Wellingborough, the County Council has been developing improvements to the A509 road linking the towns and the A14. This includes a bypass to Isham, which is one of the most heavily-trafficked villages in the county.

A public inquiry into the 4.3km bypass was held in 2009. Although the necessary orders to construct the road were obtained, cuts in government funding meant that it has not been possible to begin construction of the scheme. The scheme continues to be a high priority for the County Council, and efforts are being made to identify means of funding the £38.5m scheme.
A509 Isham to Wellingborough Improvement
The A509 Isham to Wellingborough Improvement is planned to connect the proposed A509 Isham Bypass with the existing A509 Wellingborough North-West Bypass (Park Farm Way). The new road would be a 6.9km dual carriageway, with a 1.1km link road to serve the North-West of Wellingborough Sustainable Urban Extension (Upper Redhill).

A509 Park Farm Way Dualling
To complete the dualling of the A509 between the A45 and A14, there are plans to dual the section of Park Farm Way between the A4500 and the southern end of the A509 Isham to Wellingborough Improvement.
A605

The A605 primary route is a single-carriageway road connecting A14 and A45 at Junction 13 (Thrapston) with the A1 to the west of Peterborough. The primary purpose of the road is to connect much of Northamptonshire with Peterborough and the A1. The road is also used as a short-cut by some trunk road traffic in preference to the higher-quality, but less direct A14 and A1(M).

Bypasses to a number of towns and villages were constructed in the 1980s and 1990s. The result is that the only community through which the road now passes is Thorpe Waterville.

The table below compares the traffic flow in 2012 at key locations along the A605 with forecasts for the same locations in 2026:

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A605 Barnwell</td>
<td>16,638 vehicles (18% HGV)</td>
<td>22,000 vehicles</td>
</tr>
<tr>
<td>A605 Warmington</td>
<td>18,356 vehicles (16% HGV)</td>
<td>28,000 vehicles</td>
</tr>
</tbody>
</table>

**Possible Future Schemes**

**Junction improvements**

In light of the forecast increase in traffic along the route, it may be necessary in future to improve the capacity of key junctions, including the junction with the A14, the Oundle (A427) roundabout and the junction to Barnwell.
A6003

The A6003 connects the A14 Kettering Northern Bypass with the A606 east of Oakham. The road is a dual carriageway from the A43 Kettering Northern Bypass to the junction with the A6014 (road). The road then continues as a single-carriageway forming the western boundary of the current built-up area of Corby, before descending through the village of Rockingham and crossing the River Welland into Rutland.

The table below compares the traffic flow in 2012 at key locations along the A6003 with forecasts for the same locations in 2026:

<table>
<thead>
<tr>
<th>Location</th>
<th>2012 traffic flow (AADT)</th>
<th>2026 estimated traffic flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A6003 south of Corby Link Road</td>
<td>28,721 vehicles (8% HGV)</td>
<td>50,000 vehicles*</td>
</tr>
<tr>
<td>A6003 north of Corby Link Road</td>
<td>28,721 vehicles (8% HGV)</td>
<td>24,000 vehicles</td>
</tr>
<tr>
<td>A6003 north of Rockingham</td>
<td>8,392 vehicles (7% HGV)</td>
<td>14,000 vehicles</td>
</tr>
</tbody>
</table>

Note: * - includes forecast impact of opening of A43 Corby Link Road.

Scheme under construction

A43 Corby Link Road

The A43 Corby Link Road, due to open in Spring 2014, includes a new junction with the A6003 immediately to the south of Storefield Cottages. Once the A43 Corby Link Road is opened, it is expected that the section of the A6003 between the Corby Link Road and the Kettering Northern Bypass will be redesignated as the A43.

Possible future schemes

Corby Development impacts

As part of the planned sustainable urban extension to the west of Corby, there are likely to be some improvements to the A6003. These will be described in a little further detail in the forthcoming Corby Town Transport Strategy.
A6116

The A6116 is a single carriageway road connecting Corby with the A14 (Junction 12) at Islip. Its primary purpose is to connect Corby with the eastbound A14.

Bypasses have been provided to all villages on the route through which the road formerly passed. The current (2012) traffic flow on the A6116 is 7,457 vehicles per day, of which 14% are heavy vehicles. This is forecast to increase to some 13,000 vehicles per day by 2026.

As the road does not pass through any villages, and is of a suitable standard for the volume and type of traffic which uses it, there are no planned improvements to the A6116 in Northamptonshire.
Other Schemes

There are a number of other major road schemes which are not included in the Major Roads Strategy as they are within urban areas and do not form part of the numbered roads forming the inter-urban network. Details of these schemes can/will be found in the appropriate Town Transport Strategy.

The schemes are as follows:

**Northampton Town Transport Strategy**

- Northampton North West Bypass (A428 – A5199)
- Sandy Lane Relief Road Phase 2

**Kettering Town Strategy**

- Weekley Warkton Avenue
5. FUNDING

Funding major road improvements is very expensive. For at least the last forty years, major road improvements have generally been funded by bidding to the Department for Transport (or the equivalent department at the time). From 2015, the government is planning to devolve the funding to local level where it will be administered by Local Enterprise Partnerships as part of the Local Growth Fund. However, the amount of funding being directly allocated, £11.6m over the four years 2015/6-2018/9 is very small compared to the costs of major road schemes.

While there will be an opportunity for the Local Enterprise Partnership to bid for additional money from the Local Growth Fund, there is an evident need to seek funding from as wide a variety of sources as possible. Particularly in the current economic climate, the ability of developers to pay for new infrastructure, particularly up front is limited. The County Council is therefore establishing a Revolving Infrastructure Fund which will provide up-front funding to some major infrastructure scheme to allow the funding to be paid back from a combination of developer funding, Community Infrastructure Levy, New Homes Bonus, Local Growth Fund and other funding sources.

However, there is a limit to how much up-front funding can be provided in this way, and the Revolving Infrastructure Fund only works where there is a clear income stream to repay the funding at a future date.
6. MONITORING

The following table provides a simple basis of monitoring the progress of the schemes under construction, committed schemes and schemes under development through key stages of their development. These stages are:

- Determination of Preferred Route by either Secretary of State or County Council as appropriate
- Grant of Planning Permission
- Obtaining Side Roads Orders or Compulsory Purchase Orders as appropriate
- Obtaining Funding Approval.
- Start of construction

By definition, the possible future schemes will not have passed any of these stages.

<table>
<thead>
<tr>
<th>Motorways and Trunk Roads</th>
<th>Preferred Route</th>
<th>Planning Permission</th>
<th>Orders Obtained</th>
<th>Funding Approval</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1 Junction 19</td>
<td>✓</td>
<td>N/R</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>M1 J14-J19 Managed Motorway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A5/A45 Weedon Crossroads</td>
<td>N/R</td>
<td>N/R</td>
<td>N/R</td>
<td>✓</td>
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**Key:**

- ✓ - Stage achieved
- N/R – Stage not required for this scheme
- † - HS2 is following a slightly different process through Parliament, but equivalent stages are recognised.
Northamptonshire Major Roads Strategy

For more information please contact
LTPConsultation@northamptonshire.gov.uk