NORTHAMPTONSHIRE COUNTY COUNCIL

CABINET

8 January 2007

Report by the Head of Sustainable Transport

Cabinet Member for Environment: Councillor Ben Smith

Subject: Transport Strategy for Growth

Advice: Cabinet are asked to agree that the Transport Strategy Framework and associated strategy documents are:
   a. included in Core Spatial Strategies being prepared by the joint planning units;
   b. approved as indicative County Council strategy pending the conclusion of the planning process; and
   c. consulted upon as required.

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1. Planned outcome of reports

1.1 As the County's highway and transport authority, the County Council needs to identify the improvements necessary to accommodate sustainably the growth outlined in the Milton Keynes and South Midlands Sub-Regional Strategy. This report seeks approval for documents which will inform the preparation of the Core Spatial Strategies for West Northamptonshire and (particularly, at this stage) North Northamptonshire. It also includes reference to other documents in slightly earlier stages of production so that a clear view of the evolving Transport Strategy for Growth can be obtained. The report also seeks to identify some of the further stages in strategy development that need to be carried out by the Council.

2. Relevant Council Strategic Goal and Priority

2.1 The Medium Term Plan vision is 'one organisation focussed on customers and community leadership'. The proposals in this report will help to achieve the following strategic goals and priorities:

Medium Term Plan and Strategic Goals		Council Priority
Communities	A safer, freer and more prosperous County	Roads and footpaths are better maintained and a modernised strategic road network is developed.
	A cleaner and greener county	The built, natural and public environment is better developed and maintained.

3. Background

3.1 The Milton Keynes and South Midlands Sub-Regional Strategy, published in March 2005, set out major plans for growth up to 2021. In Northamptonshire, approximately 101,000 dwellings and 81,000 new jobs are proposed. The majority of this growth will be directed

towards the larger urban areas, including Northampton, Corby, Kettering, Wellingborough, Daventry and Towcester.

3.2 The Northamptonshire Local Transport Plan was published in March 2006 and acknowledges the need to ensure that necessary infrastructure requirements are in place prior to the completion of developments. As well as roads, this includes facilities for walking, cycling and public transport to link new developments to existing facilities, based on actual need. This will ensure that people have a range of alternative options available to them, in order to maximise modal shift from the car.

3.3 The Local Transport Plan highlighted the need to develop a Transport Strategy for Growth to examine in more detail the longer term transport impacts of the growth proposals. Two area-wide transport models were established – one for the North Northamptonshire and one for West Northamptonshire. The West Northamptonshire model was a development of the existing Northampton traffic model. The models have been used to test development options provided by the Joint Planning Units.

3.4 Historically, car traffic in the county has grown much faster than the national rate. The capacity of the road network to absorb additional traffic is quite limited. The growth proposed in the Sub-Regional Strategy is likely to lead to traffic growth rates of up to 50% in the period to 2021. This can only be accommodated if there is a substantial shift away from travel by the private car.

3.5 To meet the requirements of the growth agenda, a Transport Strategy Framework has been established to look at how transport impacts on key objectives such as the economy and jobs growth, social impacts and housing delivery. Together with information on scheme need and deliverability, this has been used to draw up a prioritised list of transport interventions outside the main towns.

4. Consultation

4.1 In developing the Transport Strategy for Growth the County Council worked in close partnership with a range of key partners including the Department for Transport, Department for Communities and Local Government, East Midlands Development Agency, East Midlands Regional Assembly, the Highways Agency, the Joint Planning Units, West Northamptonshire Development Corporation, North Northants Development Company, Borough and District Councils and local representative bodies. These partners were fully involved in developing the prioritisation methodology used for the Transport Prioritisation Framework.

4.2 The strategies have also been developed from wide ranging consultation with individuals, and public and private bodies. The Local Transport Plan published in March 2006 was subject to extensive consultation in 2005/06 taking into account people's views on our approach to the growth of the county.

5. Proposal

5.1 Cabinet is asked to agree that the Transport Strategy Framework and associated strategy documents are:

a) included in core spatial strategies being prepared by the joint planning units;

b) approved as indicative County Council strategy pending the conclusion of the planning process; and

c) consulted upon as required

5.2 The Transport Strategy for Growth consists of a number of discrete documents:
- Transport Strategy Framework;
- Guidance on Creating Lasting Modal Shift;
- Town Strategy for Corby;
- Town Strategy for Kettering;
- Town Strategy for Wellingborough;
- Design Guide for Residential Developments; and
- Public Transport Guidelines for New Developments.

5.3 The following additional documents still need to be written and consulted upon::
- Town Strategy for Daventry;
- Town Strategy for Northampton; and
- Town Strategy for Towcester

5.4 This report also makes reference to the Northampton Town Centre Masterplan, which is a key element of the developing Northampton Town Strategy.

5.5 Cabinet is also asked to note that the Head of Sustainable Transport will bring a further report to Cabinet proposing what steps should be taken to take forward priority infrastructure schemes identified in the Transport Strategy Framework and Town Strategies

6. Transport Strategy Framework

6.1 The Transport Strategy Framework provides an overarching view of the transport requirements for meeting (or contributing to) growth related objectives derived from existing policy documents. The process for developing the framework was developed with national, regional and local partners and reflects, as much as possible, a common view. This means that the prioritised projects have already passed one of the 'tests' put forward by, for example, funding bodies, as the contribution to objectives can be readily identified.

6.2 The framework establishes a method of assessing the contribution of transport measures to objectives relating to the economy, safer and stronger communities, housing delivery and the environment. It also addresses the need for the county and individual growth towns to have good connectivity at international, national, regional, sub-regional and local levels. Starting with a list of 200 possible transport interventions, these were refined and a prioritisation process is used to select those which would contribute to strategic objectives.

6.3 The prioritisation in the framework does not take the place of democratic decision-making nor does it replace the standard cost-benefit assessment tools. It is the first phase of the assessment process. Any transport proposal can go through the prioritisation process at any time, so that the list of prioritised projects will be regularly reviewed. The prioritised projects and justifications for them will be included in an amended Local Transport Plan, with Department for Transport agreement.

6.4 The need and deliverability of schemes Is also examined. The recommended list of schemes is at Appendix 1. The full report forms Appendix 2. A number of schemes remain to be finally determined pending gathering of a more complete evidence base. This mainly relates to schemes in West Northamptonshire where the traffic modelling work is delayed pending the production of growth options.

6.5 An example of a delivery plan based on these principles is that currently being developed for the A14 at Kettering. A joint working group, including the Highways agency, Department for Transport, Department for Communities and Local Government, North Northamptonshire Development Company and East Midlands Development Agency, now has broad agreement on a possible way forward that includes a smaller scale improvement to the A14 and public transport and highway improvements in Kettering.

7. Guidance on Creating Lasting Modal Shift

7.1 To accommodate growth on the scale proposed in the Sub-Regional Strategy it will be necessary for there to be a substantial reduction in the predicted proportion of trips made by the private car. The Guidance on Creating Lasting Modal Shift (Appendix 3 of this report) has drawn from best practice both in the UK and abroad to outline how two targets may be achieved. These are:

- a reduction of 5% in predicted single occupancy car journeys to work from the existing town; and

- a reduction of 20% in predicted single occupancy car journeys to work from new developments

8. Other associated strategy documents

8.1 Town strategies have been drafted for Corby, Kettering and Wellingborough. The town strategies provide an overview of transport requirements to facilitate growth. They form part of the Transport Strategy Framework and will be included in the core spatial strategies.

8.2 Town strategies for Northampton, Daventry and Towcester are being developed. The Northampton strategy will follow from the Northampton 'vision' for transport which will contribute to the current study on longer term growth options, take account of the Northampton Town Centre Masterplan and form the basis for the town strategy.

8.3 Transportation Design Guide for Residential Developments and Public Transport guidelines for developers have also been drafted.

8.4 Copies of these documents form Appendices 4-11 of this report.

9. Timetable

9.1 North Northants Joint Planning Unit will be publishing their draft Core Spatial Strategy in February 2007. This will be followed by a 6 week period of public consultation; an Examination in Public in September and October 2007 and adoption in April 2008. The Submission of this Plan to the Secretary of State has been delayed to await the completion of these transport strategies.

9.2 The draft timetable for preparation of the Core Spatial Strategy for West Northamptonshire starts with an issues and options consultation in January – February 2007 and proceeds through to adoption in March 2009. The transport strategies proposed in this report will feed into the programme of growth in West Northants.

9.3 The Transport Strategy for Growth will need to be regularly updated in the coming years, and dependant upon discussions with the Department for Transport it may be appropriate to revise the Council's Local Transport Plan before the next edition is produced to cover the period 2011-2016.

10. Alternative Options Considered

10.1 A significant number of alternative options were considered in developing the various strategies. Some of these are referenced in the strategies. Schemes were rejected for a variety of reasons such as:
- Not meeting strategic objectives;
- Not being deliverable;
- Not being affordable;
- Having an excessive environmental impact; and
- Having no justification in terms of need.

11. Financial Implications

11.1 There are no direct financial implications of this report. Although the strategies include a number of schemes and proposals which will need significant levels of funding, this is a strategic report and possible sources of funding still need to be examined as part of the further development of the strategies.

11.2 Alternative funding sources are being investigated as part of growth proposals, and the strategies include plans to improve the process for assessing and receiving Section 106 monies from developers. These monies will assist in meeting the cost of growth related transport infrastructure.

12. Risk Management

12.1 Risks associated with the proposals in this report are the uncertainty around whether the proposals contained therein will actually deliver the required objectives. Mitigating that risk is one reason that an objective-based and an analytical assessment have been used to prioritise the measures included. Further mitigation will come from continuing to review the measures in light of any proposed growth, and also monitoring the effectiveness of such measures as are implemented.

12.2 The risk associated with are not carrying out the proposals is that the Core Spatial Strategies would be prepared without transport input. This would almost certainly result in the transport system becoming considerably more congested than would otherwise be the case,

13. List of Appendices

Appendix 1: Schemes proposed by Transport Prioritisation Framework

Copies of appendixes 2 to 11 are available in the group rooms at County Hall for councillors or on request from Paul Hanson (telephone 01604 236813 or email phanson@northamptonshire.gov.uk). Copies are also available via the Northamptonshire County Council website. Please note that the document bundle is c.400 pages long.

Appendix 2: Transport Prioritisation Framework (full report)
Appendix 3: Guidance on Creating Lasting Modal Shift
Appendix 4: Town Transportation Strategy for Corby
Appendix 5: Town Transportation Strategy for Kettering

Appendix 6: Town Transportation Strategy for Wellingborough
Appendix 7: Transportation Design Guide for Residential Developments
Appendix 8: Public Transport Guidelines for New Developments
Appendix 9: Town Transportation Strategy for Daventry – Position Statement
Appendix 10: Town Transportation Strategy for Towcester – Position Statement
Appendix 11: Transport Vision for Northampton

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Background Papers:	Northamptonshire Local Transport Plan 2006/07-2010/11 Milton Keynes and South Midlands Sub-Regional Strategy
Is this report proposing a key decision is taken?	NO
If yes, is the decision in the Forward Plan?	YES
Is this report proposing an amendment to the budget and/or policy and framework?	NO – but the report contains advice that will contribute to the preparation of the Core Spatial Strategies which form part of the Development Plan (part of the policy framework).
Have the financial implications been cleared by the strategic finance manager (SFM)?	YES Name of SFM: Eric Symons
Has the report been cleared by the relevant Service/Board Director?	YES Name of Director: Danny Brennan
Have any legal implications been cleared by Legal Services?	NA
Equal Opportunity implications:	None apparent
Environmental implications:	The Core Spatial Strategies will be the subject of an environmental assessment. Environmental assessment will also be required for many of the individual schemes proposed at later parts of their development.
Human Rights implications:	None apparent
Constituency Interest:	Countywide
This report is subject to an assessment under the Race Relations Act 1976	No

SCHEMES PROPOSED BY TRANSPORT PRIORITISATION FRAMEWORK

Table 1 Prioritised Schemes for Inclusion in the Growth Strategy

Road	
M1	**M1 J16 – Section 278** *Capacity improvements at Junction 16*
	M1 J19 Junction rebuild, proposed start date 2007/2008 *Complete reconstruction of the M1/M6/A14 junction to remove current capacity and safety concerns including the currently impossible A14 to/from M1 (South) movement*
A5	**Towcester Bypass (A5 SW Relief Road) including new junction on A43 – County Council scheme, developer led.** *Construction of a new road between the A5 near Towcester Racecourse and the A43 north of the A413 junction, providing a bypass to Towcester.*
A14	**A14 Kettering Bypass Collector Distributor Roads** *Provision of a separate carriageway to take 'local' traffic between junction 7 (A43 Northern Bypass) and junction 9 (A509) of the A14, together with widening to dual 3 lanes of the section from junction 9 to junction 10 (A6). As part of the schemes the east-facing slip roads at junction 7 would be closed, junction 8 (A43 Northampton) would be closed entirely and at junction 9 the west-facing slip roads would be closed. Traffic wishing to make these movements would use the Collector Distributor Roads.*
A43	**A5/A43 Roundabout** *Improvements (probably a flyover on the A43) at the junction of the A43 with the A5 north of Towcester, combined with similar improvements to the A43/Brackley Road junction.*
	A43 Round Spinney Grade-Separation *Provision of a grade-separated (fly-over or dive-under) junction where the A43 crosses Talavera Way (Northampton)*
	A43 Moulton Bypass *Provision of a bypass to the A43 at Moulton.*
	A43 Northampton to Kettering Dualling *Dualling of the A43 between the end of Moulton Bypass and the A14 Collector-Distributor Road at Kettering*
	A43 Corby link road and dualling *Construction of a dual-carriageway linking the A6003 between Kettering and Corby with the A43 near Stanion, inter-alia providing a bypass to the village of Geddington*
A45	**A45 Weedon, Flore and Upper Heyford Bypass (and dualling thro' to Daventry)** *Provision of a bypass to Weedon, Flore and Upper Heyford. This would probably be constructed as a dual-carriageway and could be continued through to Daventry.*
	A45 Wilby Way Junction Grade-Separation *Provision of a grade-separated (probably fly-over) junction on the A45 to the west of Wellingborough where it joins the A509 North-West Bypass (Wilby Way).*
	A45 Stanwick to Thrapston dualling and grade separated junctions – not committed, RSS8 timetable 2011/2016 *Dualling of the A45 (Trunk Road) between the end of the current dual-*

		carriageway section at Stanwick and the A14 at Thrapston. Including provision of grade separated junctions.
A361		**A361 Daventry – M40 traffic management and downgrade to B road** *Downgrading of the A361 to a B road together with traffic calming/management measures to discourage use by through traffic and limit impact on villages of Byfield, Chipping Warden and Wardington)*
A427		**A427 Weldon Bypass** *Link roa dto the north-east of Weldon between the A43 (near the Priors Hall development) and the A427 to the east of Weldon.*
A509		**A509 Isham Bypass and Isham to Wellingborough Improvement** *Provision of a dual carriageway between Kettering and Wellingborough bypassing the villages of Isham and Great Harrowden*
B4036		**B4036 (A5-Long Buckby station) road improvements** *Improvements to Long Buckby railway station and the road linking it to the A5 to improve access from Daventry to the rail network*
-		**Wellingborough Eastern Distributor Road** *Provision of a new road serving the WEast development and providing a link between the A509 and A45 to the east of Wellingborough using parts of the existing North-West Bypass and Northen Way*
-		**Rothwell Link Road** *Construction of a link road between Rothwell and the A6 bypass.*

Car Parks

	Review of rail station parking *Consideration of the need for increased parking facilities at all Northamptonshire rail stations.*

Bus

	Quality Inter-Urban Bus Network *Improvements to the bus network linking Northamptonshire's main towns including such as enhanced frequencies, improved marketing, new vehicles, bus priority measures and enhanced stop infrastructure.*
	Development of rural service routes (current daily, but less than hourly) *Improvements to the network of bus services to Northamptonshire's villages, raising frequencies and providing services to villages which currently have none. This may involve 'feeder' services linking in to the core Inter-Urban network.*
	Provision of evening and Sunday services on all core bus routes *Provision of bus services (particularly on core Urban and Inter-Urban routes) during the evenings and on Sundays when there is currently little or no service.*
	Real Time information *Provision of information to give passengers information on the expected likely arrival times of buses. This may include displays at bus stops, web information and information accessed via mobile phones.*

Rail

WCML	**Provision of 2-fast rail services from Northampton to London Euston in under 45 minutes** *Enhancement of rail services between Northampton and London so that journey times and frequencies are comparable with other towns at a similar distance from London.*
	Restoration of half-hourly service to Birmingham New Street *Increase of frequency of service between Northampton and Birmingham back to 2 per hour, restoring a previous service cut. (This increase is specified in*

		the new West Midlands franchise for December 2008)
		Restoration of through services between Long Buckby and London Euston *Provision of an (at least) hourly through train throughout the day between Long Buckby and London. (This is specified in the new West Midlands franchise for December 2008 as part of a new London – Crewe service)*
		Provision of hourly through services between Northampton and North-West England *(A new hourly London – Crewe via Northampton service is included in the specification of the new West Midlands franchise from December 2008 with the possibility of extension through to Liverpool. However, convenient connections with Manchester and Anglo-Scottish services are currently uncertain).*
MML		**Provision of additional capacity on Midland Main Line services calling at Kettering and Wellingborough** *Provision of additional seating capacity on services serving Kettering and Wellingborough, particularly in the morning peak when London-bound services can already be full. Proposals are included in the new East Midlands rail franchises. Infrastructure improvements, such as restoration of third track between Kettering and Wellingborough (and possibly fourth track between Kettering and Bedford) may also be required.*
		Re-opening of Kettering to Corby Passenger Rail, through services to St Pancras, new station at Corby *Restoration of through railway services between Corby and London. (Proposals for an hourly Monday to Saturday service are included as a priced option in the new East Midlands rail franchise with a possible start date of December 2008).*
	-	**Re-opening of Northampton – Wellingborough rail line** *Re-opening of closed rail line, probably served by passenger rail service linking Northampton, Wellingborough, Kettering and Corby.*
	-	**Northamptonshire Airport Rail Links improvements with high quality PT hubs** *Enhancements of rail links to Airports (such as Birmingham, Luton, East Midlands, etc) through improved interchange facilities at Northamptonshire stations*

TDM Measures

		TDM at journey origins and destinations – new housing developments, employment, retail and leisure locations – marketing, information, smartcards, travel plans, incentives and/or road charging *Provisions of a range of measures (as outlined in Guidance on Creating Lasting Modal Shift) that will lead to a reduction in the proportion of trips made by the private car.*
		Joint parking strategy for all Northampton parking *Joint strategy with Northampton Borough Council and West Northamptonshire Development Corporation to consider the scale, price and nature of provision of town centre parking, including park & ride.*
		Buzz smartcard – integrated ticketing *Expansion of the existing multi-operator Northampton Buzz card bus ticket to provide a multi-modal multi-use Smartcard for a range of uses (not just transport) across the county.*
		HOV priority on A45 *Provision of a dedicated lane for High Occupancy Vehicles (buses and cars with more than a specified number of occupants) to speed their progress past*

	queues leaving the westbound A45 at the Barnes Meadow (A428) interchange in Northampton.

Town Strategies

	Wellingborough Town Strategy *The strategy identifies a range of improvements to serve development to the north and west of the existing town, including bus priority measures to serve the WEast development and railway station. Changes to the inner ring road facilitate additional traffic, but also enable an expansion of the town centre.*
	Kettering Town Strategy *The town strategy proposes improvements to the road, bus and walking and cycling networks to serve development to the east of Kettering, together with measures to improve the operation of the town centre and railway station.*
	Corby Town Strategy *The town strategy proposes improvements to existing junctions and new roads to serve development areas together with improvements to walking, cycling and public transport.*
	Northampton Town Strategy *The Northampton town strategy still has to be developed in detail. However an outline Transport Vision includes the completion and improvement of the outer ring road and extensive improvements to public transport, walking and cycling within the existing built up area.*
	Daventry Town Strategy *The Daventry town strategy needs to be finalised once a preferred development option is known. However, it is likely to include junction improvements, limited road widening and a small amount of new road construction. Public transport, walking and cycling improvements will also be required.*
	Towcester Town Strategy *Minor highway works, public transport, walking and cycling improvements will be required in addition to major improvements to the A5 (bypass) and A43 (junctions) listed as separate schemes.*

<u>Table 2 Schemes that Require Further Evidence and / or Investigation</u>

Road	
M1	**Upgrade M1 J14-J19 (to D4M)** *Widening of the M1 through the county to provide 4 lanes in each direction. (This scheme would require a wider justification than just growth in Northamptonshire).*
	M1 J15a new south-facing slips *Provision of south-facing slips to reduce conflicting movements on A43 – prioritisation awaits outcome of modelling work in West Northamptonshire to determine justification in terms of likely traffic flows*
A45	**A45 London Road widening to D3AP in Northampton** *Widening of road between Queen Eleanor (A508) junction and M1 junction 15 to 3 lanes in each direction – prioritisation awaits outcome of modelling work in West Northamptonshire to determine justification in terms of likely traffic flows*
A361	**A361 Improvements North of Daventry** *Improvements to the A361 between Daventry and Kilsby to accommodate additional traffic – prioritisation awaits outcome of modelling work in West Northamptonshire to determine justification in terms of likely traffic flows*
A422	**A422 Farthinghoe Bypass** *Provision of a bypass to the A422 at Farthinghoe – prioritisation awaits outcome of modelling work in West Northamptonshire(and possibly Milton Keynes) to determine justification in terms of likely traffic flows*
A508	**A508 Roade Bypass** *Provision of a bypass to Roade – prioritisation awaits outcome of modelling work in West Northamptonshire to determine justification in terms of likely traffic flows.*
	A508 Upgrade from Northampton NW bypass to A14 *Upgrading and possible dualling of the A508 between Northampton and the A14 – prioritisation awaits outcome of modelling work in West Northamptonshire to determine justification in terms of likely traffic flows*
A605	**A605 (A14-A1) Dualling** *Dualling of the A605 between the A14 at Thrapston and the A1 west of Peterborough – justification requires further consideration of future strategic role of A605 versus A43.*
-	**Northampton: Eagle Drive to Ransome Road link** *New link connecting Ransome Road redevelopment area to the A45 and providing new linkage towards town centre – prioritisation awaits outcome of modelling work in West Northamptonshire to determine justification in terms of likely traffic flows*
Bus	
	Feeder Services around the rural service spine *Provision of feeder bus services around rural service spine proposed in East Northamptonshire – prioritisation requires further detailed work*
Rail	
	New rail freight terminal in Northampton area *Prioritisation requires further evidence of strategic need.*
	New rail freight terminal in Wellingborough area *Prioritisation requires further evidence of strategic need.*
	New station on Northampton Loop south of Northampton (M1 Park & Ride) *New station serving as Park & Ride site for south of Northampton and possibly*

	as strategic relief to M1 – prioritisation awaits outcome of modelling work in West Northamptonshire and possibly strategic examination of possible relief of traffic from M1.
	Corby to Peterborough/Leicester Passenger Rail re-opening *Extension of rail services northwards from Corby to either Peterborough or Leicester – need and justification for the scheme uncertain – further work required.*

Cycling

	Extend cycle network to rural areas *Extend existing and proposed cycle networks in the urban areas to serve surrounding villages – requires further examination of likely use to determine justification.*

TDM Measures

	A14 Road user charging at Kettering Introduction of road user charging to prevent local traffic using A14 around Kettering – unlikely to be required if other proposed measures are successful

Table 3 Schemes that Do Not Deliver Wider Objectives

Road		
M1	**M1 J17 northern access to M45**	
	New slip roads to provide access from M45 to M1 (North) – no links to Northamptonshire growth as only serves traffic from further afield.	
A6	**A6 Finedon Bypass**	
	Future traffic flows do not justify provision of a bypass.	
A14	**A14 Upgrade – M1 to Kettering (D3)**	
	Widening of A14 to 3 lanes in each direction – preliminary analysis suggests that scheme is unlikely to be economically justified.	
	A14 Kettering to Ellington including Kettering Bypass (D3) – not committed, timetable 2016-2021	
	Widening of A14 to 3 lanes in each direction – preliminary analysis suggests that scheme is unlikely to be economically justified. Proposed Collector Distributor Roads provide more 'affordable' solution for the Kettering Bypass section.	
A43	**A43 Weldon Bypass**	
	Scheme proposed by developers – no strategic justification as Weldon already bypassed. Not required for development in CSS preferred options.	
	A43 on-line improvements between Corby and Stamford	
	Existing road is of good alignment and predicted traffic flows do not justify further improvement.	
	A43 Collyweston/Easton on the Hill Bypass	
	Bypass to remaining two villages on A43 between Corby and Stamford – existing flows are relatively low and predicted future flows at some distance from growth towns are unlikely to justify bypasses	
A428	**A428 Harlestone Bypass**	
	Not justified as A428 does not provide a strategic link. Proposed improvements to Sandy Lane and Northern Orbital Route will reduce need for traffic to travel through Harlestone.	
A510	**A510 Finedon Bypass**	
	Future traffic flows do not justify provision of a bypass.	
-	**Northern Wellingborough Access Road (access to proposed Pulse Park and link to WEAST)**	
	New road to serve development site that is not one of the CSS preferred options.	
Rail		
	Provision of 'high-frequency' local rail service between Corby and Wellingborough	
	Rail stations in Corby, Kettering and Wellingborough are too far from town centres and employment sites to create sufficient demand to justify a high-frequency service in addition to existing services. Need more effectively met by inter-urban bus improvements.	