



# **England's Economic Heartland: Major Road Network and Large Local Majors Programme of Investment**

**Connecting our people and places with opportunities and services**



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## Executive Summary

England's Economic Heartland (EEH) welcomes the Department for Transport's recognition of the role that Sub-national Transport Bodies play in setting the investment programme for transport infrastructure in their respective region, including the Major Road Network and Large Local Majors Programme.

EEH has consistently supported the proposals set out in the original Rees Jeffreys Road Fund Study and the Department's subsequent consultation, to identify a Major Road Network (MRN).

Further to the response that was submitted to Government, EEH continues to make the case that the MRN should be viewed as a single network, combining Highways England's Strategic Road Network with those more significant Local Highway Authority owned roads. By focusing on these as a single network, residents and businesses will have confidence that investment is focused on outcomes for road users and the wider community.

It is in this vein of delivering a genuinely strategic approach for the benefit of all Heartland's users that the following programme of investment has been developed with partners and the Strategic Transport Forum. The Programme has been informed and shaped by the EEH Regional Evidence Base, which has been developed by EEH over the previous two years.

The programme of investment presented in this document is a critical step towards enabling the Heartland's potential to be realised on a global scale. The economic performance of the region, which is consistently above the national standard, has been achieved to date without the same level of investment in infrastructure. As a result, the region suffers un-sustainable pressures on its transport, digital and wider infrastructure networks.

Schemes included in the investment programme for this five year MRN/Large Local Majors Investment programme have individually, and collectively, undergone a rigorous process to ensure they accelerate the delivery of planned growth, delivering local and strategic benefits whilst balancing the need for value for money and deliverability considerations.

When developing the MRN/Large Local Majors programme, in addition to ensuring proposals deliver against the Department's objectives for this round of funding, EEH has required schemes to align with its own vision: "Connecting our People and Places with Opportunities and services", as set out in its Outline Transport Strategy.

The Outline Transport Strategy and its vision focuses on three key principles: enabling economic growth, accessibility and inclusion; and quality of life and environment. Investment in each of these schemes will complement these priority pillars in a way that maintains existing assets, but also looks to the future; providing the capacity that enables economic growth and delivery of planned housing.

EEH looks forward to working closely with the Department and its partners in implementing this programme of investment.



## 1. England's' Economic Heartland

- 1.1 The Heartland is one of the most exciting economic opportunities in Europe: an internationally renowned hub for science, technology and research – a region that has innovation at its heart.
- 1.2 Stretching from Swindon across to Cambridgeshire and from Northamptonshire down to Hertfordshire, the Heartland has a population of more than 5.1m, with its 280,000 businesses employing 2.7 million people. It is a net contributor to the Treasury, with an economy currently valued at more than £155bn per annum.

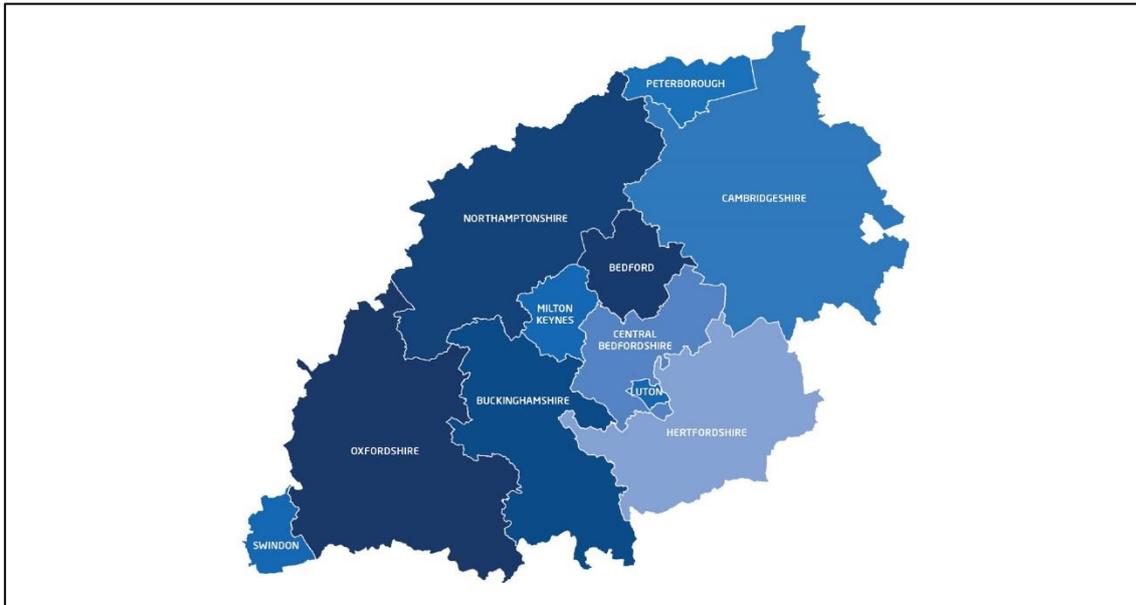


Figure 1: EEH Membership

- 1.3 The Heartland does not sit in isolation of its significant linkages with other high performing regions of England, it is central to them. As part of the wider South East, the region has strong connections with London, whilst Swindon is the gateway to opportunities further west along the Great Western corridor. Connectivity to the east links the region to one of the UK's premier ports, Felixstowe, and the innovation of the Energy Coast, whilst Northamptonshire is a gateway to the Midlands Engine and beyond that, the Northern Powerhouse. The area also has an international airport gateway through London Luton Airport.
- 1.4 The economic importance of the region to the UK economy, as recognised by the National Infrastructure Commission, and its particular position at the heart of the UK's knowledge economy, is a reflection of its concentration of world leading research facilities, internationally significant business clusters, track record in innovation and entrepreneurship and the skills of its workforce.
- 1.5 Improved connectivity on the road network is at the heart of enabling the Heartland's people and businesses to realise their full potential. However, economic success cannot be at the cost of the environment as the quality of which is a significant part of the attraction for people and businesses investing in the region.



1.6 Targeted investment in the capacity of the areas road network, coupled with digital infrastructure and delivery of East West Rail will create a step change in connectivity. As a result of such strategic investment, what is currently a series of discrete housing market areas and functional economic areas will become better connected and interrelated; key ingredients in attracting further investment and future-proofing the region for the years ahead.

## 2. England's Economic Heartland's Governance

2.1 England's Economic Heartland's Strategic Transport Forum is the Sub-national Transport Body for the Oxford-Cambridge Arc and surrounding areas. The Forum enables partners within the region to work together with one voice when formulating policy and transport strategy.

2.2 The Forum has provided political stewardship at all the necessary gateways of the MRN/LLM programme (shown in Figure 11). The Strategic Transport Forum meets every two months in public. All papers and minutes from the Forum are publicly available on the EEH Website.

2.3 In addition to the cabinet members and portfolio holders of the eleven transport authorities shown in Figure 1, membership of the Forum extends to Oxfordshire, Buckinghamshire and South East Midlands Local Enterprise Partnerships, the respective Growth Boards, DfT, Network Rail, Highways England, Transport Systems Catapult and the EEH Bus Operators Association.

2.4 As the Sub-national Transport Body, the Forum is responsible for preparing the overarching Transport Strategy for the region. The *Outline Transport Strategy: Framework for Engagement* was published on the 16<sup>th</sup> July 2019. The overarching strategy provides the basis for identifying the long-term management, operation and investment needs of the Heartland's transport system, of which the Major Road Network is a major element.

2.5 The preparation of the Outline Transport Strategy and MRN/LLM programme has been informed by the Regional Evidence Base, commissioned by the Strategic Transport Forum and available to all its partners.

2.6 The Forum is supported by England's Economic Heartland's Transport Officer Group. This group meets bimonthly and its purpose is to develop and shape technical elements of the work programme. This group has facilitated the sharing of good practice and lessons learned from development and delivery of infrastructure schemes relevant to the MRN/LLM programme.

2.7 Representation at the Officer Group is made by senior local government officers from member authorities, LEP colleagues, Highways England, Network Rail and the Department for Transport.



### **3. Major Road Network Investment to boost Economic Growth and Productivity**

- 3.1 Targeted investment in the capacity of the EEH road network, taken forward through the EEH programme of investment, coupled with digital infrastructure and delivery of East West Rail will create a step change in the region's connectivity.
- 3.2 Investment in the Heartland's Major Road Network will support the ambition to deliver transformational levels of growth and the potential to double the size of its economy. Improved connectivity will increase access to labor markets for businesses and accelerate the opportunities open to the Heartland's people.
- 3.3 The National Infrastructure Commission's identified that key infrastructure such as East-West Rail will serve as key components in reducing barriers to economic growth along the east-west multi-modal spine. Concurrent to these ambitions, EEH's recently published Outline Transport Strategy identified a need for improved connectivity along north-south strategic transport corridors as being integral, a theme reflected in the programme of investment submitted to the Department.
- 3.4 The selection of schemes reflect the current and most immediate pressures on the Major Road Network; based on existing travel patterns of residents and businesses. The transformational nature of planned major transport schemes like East West Rail will fundamentally change the travel options available to people living and working in the Heartland. As a result, we would expect the nature and demands on the MRN network, and the investment needed to support it, to evolve as well.
- 3.5 The Heartland's principle north/south arteries provide strong links to adjoining regions including London, the Midlands and the North of England. These corridors carry a mixture of traffic type, including high numbers of Heavy Goods Vehicles; a sign of a thriving economy. These roads run parallel to many of the country's world leading distribution clusters as illustrated in Figure 2. The efficient operation of the MRN in the Heartland therefore has direct benefits to the wider UK economy.

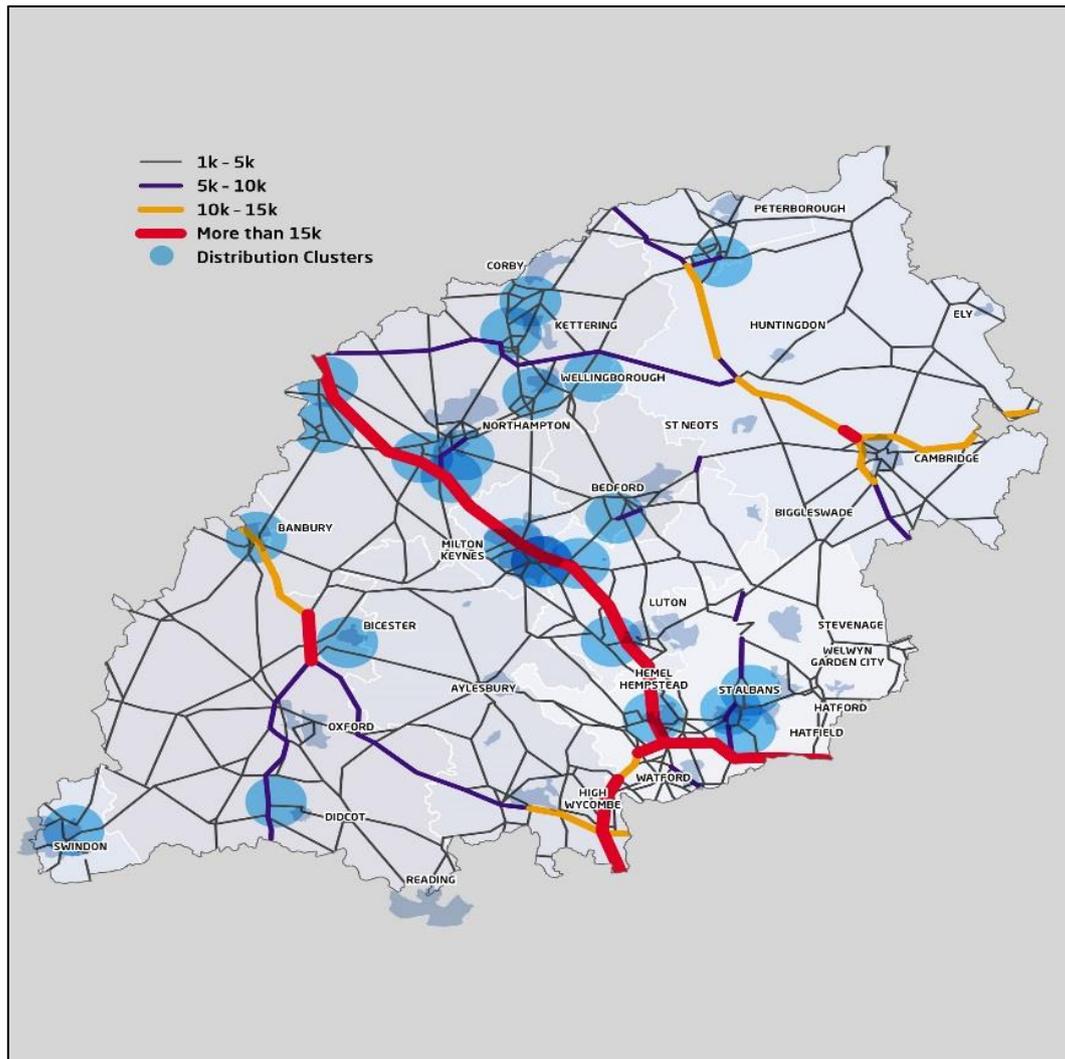


Figure 2: EEH HGV movements and distribution centres

3.6 Although the region performs well as an area of economic growth, underinvestment in its infrastructure has meant that the pressure on the transport, digital and wider infrastructure has given rise to concerns, not just in terms of a lack of capacity to support growth, but also declining resilience during periods of disruption. These have direct consequences for the productivity of businesses operating in the region, and for the wider UK economy where business relies on distribution systems that use the MRN.

3.7 Investing in the Heartland's MRN/LLM proposals will create new opportunities to support economic growth. Better connectivity will improve the linkages with international gateways that support business activity by providing access to global markets. It will also increase the economic capacity and affordability of the region's high skilled, key sector-focused clusters.





- 3.11 Buckinghamshire aims to grow the country's creative, space, advance manufacturing and digital health sectors, building on the world- leading assets it already has such as the Westcott Space Cluster and Pinewood Studios.
- 3.12 Cambridgeshire and Peterborough aims to build an industrial ecosystem that is globally known for tackling the biggest challenges facing society, with interventions tailored to the needs of each of its sub-economies: Greater Cambridge, Greater Peterborough and The Fens;
- 3.13 Oxfordshire plans to build on the county's world leading science and tech clusters to be a pioneer for transformative technologies and sectors, with its overarching ambition for the county to be a top three global innovation ecosystem by 2040;
- 3.14 The South East Midlands' overarching ambition is to position the area as the 'Connected Core' of the Arc, a place with the right R&D assets, business environment and networks to foster, test and commercialise new innovations.
- 3.15 Collectively and individually each LIS covering the Arc is bound by a shared recognition to work specifically with England's Economic Heartland in its role leading the connectivity work stream for the Oxford to Cambridge Arc, including delivery of strategic transport improvements to the Major Road Network.
- 3.16 The MRN investment programme is intrinsically linked to the delivery of LEP ambitions, which in turn will expedite the aims of the Government's Industrial Strategy.
- 3.17 Investment proposals set out in this document are essential to create the conditions that give confidence to investors to commit to the region for the long term, supporting economic growth and rebalancing the economy.



## 4. The Heartland's Major Road Network

4.1 The Major Road Network in the Heartland covers some of the region's most strategically significant A roads.

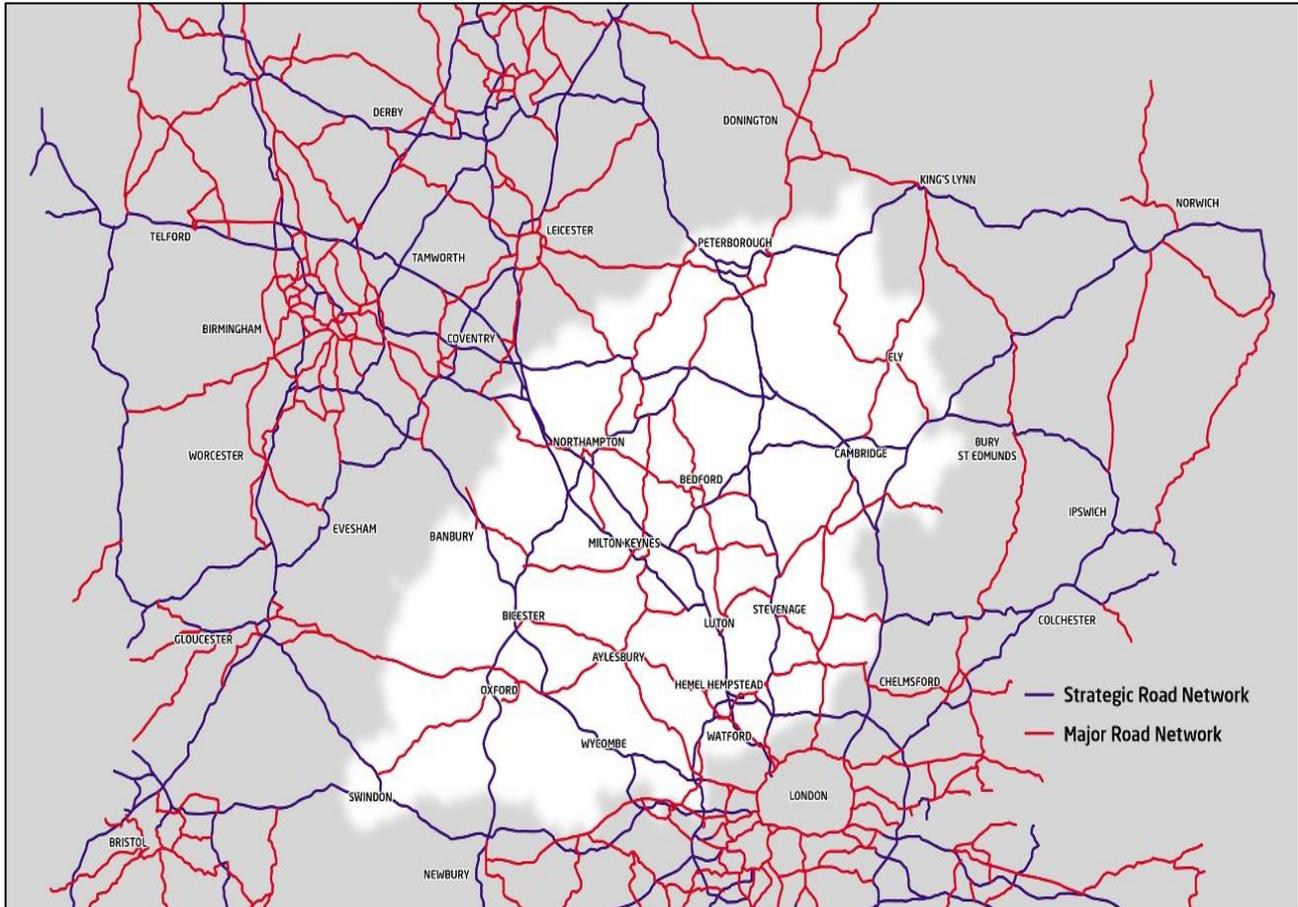


Figure 4: Major Road Network and Strategic Road Network

4.2 EEH believe the MRN and SRN shown above should be treated as a single network. The Heartland's road users do not differentiate between road 'types' and a user-derived system would not differentiate between the SRN/MRN and local roads.

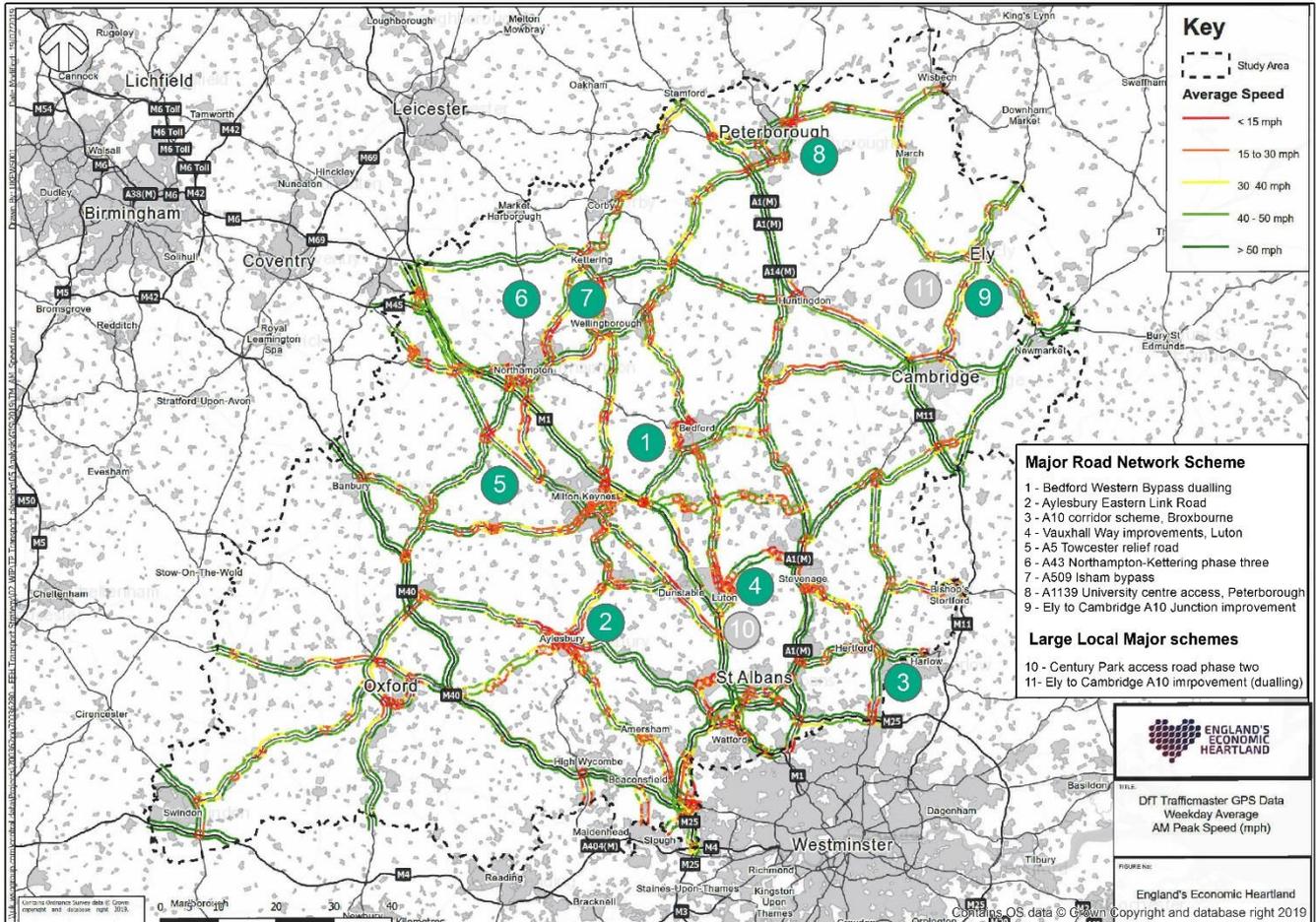


Figure 5: EEH AM Peak Net Speeds (DfT Trafficmaster GPS Data)

4.3 Figure 5, taken from the Regional Evidence Base illustrates those parts of the Heartland’s road network experiencing a net speed of less than 15 mph in the AM peak (taken over a weekday average). It has been overlaid with the location of the proposed MRN/LLM interventions, showing at a regional level the strategic value of all eleven schemes.

4.4 Critically low speeds in red, demonstrate parts of the Heartland’s road network operating over capacity in the AM peak, namely around Aylesbury, Luton, Towcester, Northampton, the A10 between Cambridge and Ely (and further south towards Broxbourne), Bedford and Peterborough. Investment in these areas in order to address current levels of congestion will have direct benefits for the economy.

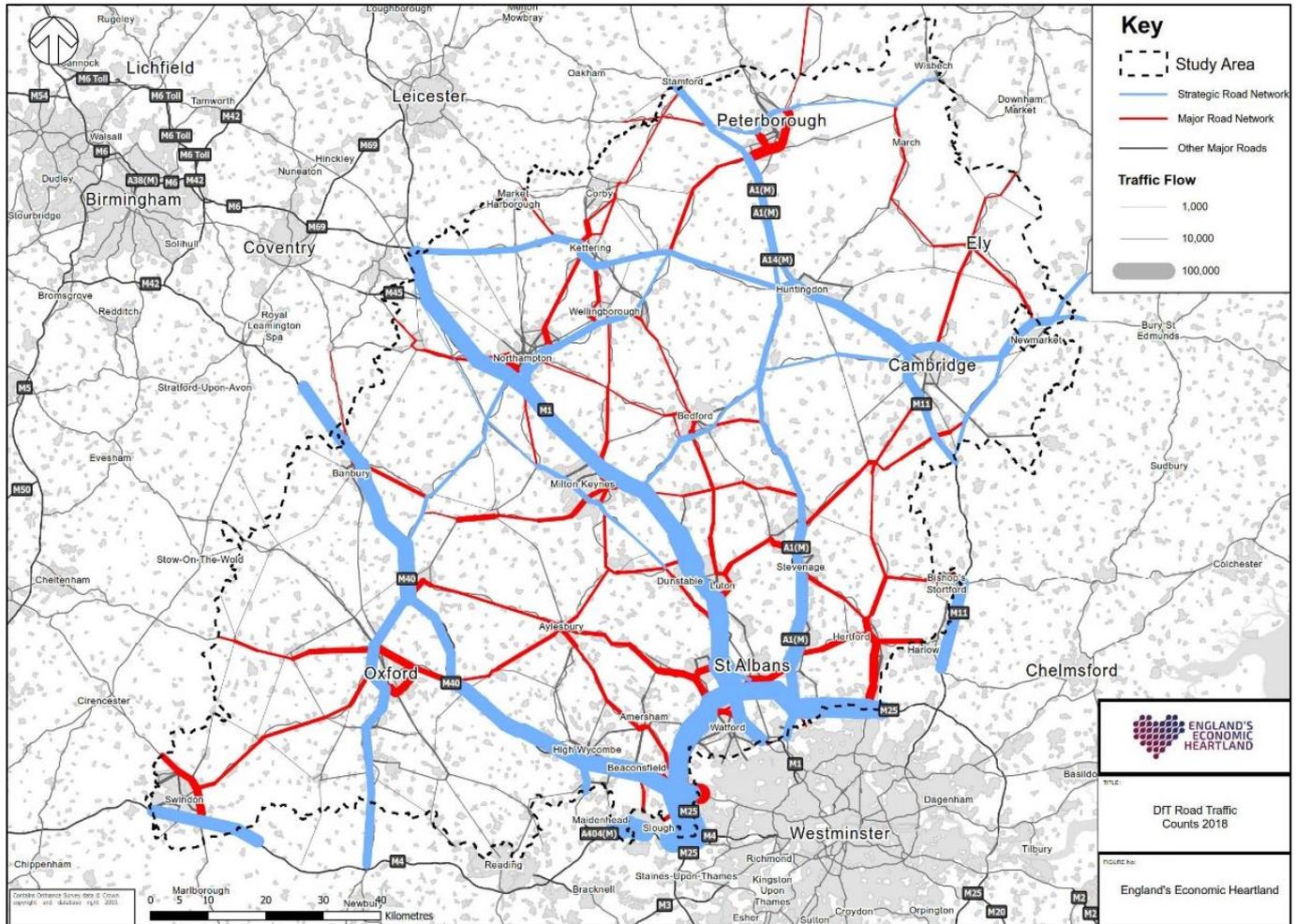


Figure 6: EEH MRN/SRN DfT Road Traffic Counts 2018

4.5 Figure 6 shows that key links on the Heartland's MRN, shown in red, are taking equal or greater traffic than traditional SRN trunk routes. This map emphasises the importance of investment in the local authority road network as part of the wider MRN.

4.6 These corridors in the Heartland's road network include the busiest and most economically important road links. This macro picture of network challenges in Figures 5 and 6 is reflected in the list of schemes included in the MRN/LLM programme of investment.



## 5. England's Economic Heartland's Proposed MRN/LLM Investment Programme: 2020-2025

5.1 Following approval from the Strategic Transport Forum, EEH has put forward eleven transport schemes that deliver the Department's five central MRN/LLM objectives:

- Reduce congestion
- Support economic growth and rebalancing
- Support housing delivery
- Support all road users
- Support the Strategic Road Network

5.2 This major programme of schemes are a mixture of bypasses, new alignments, improved access, missing links, major junction improvements and packages of improvements, all of which provide a range of benefits to motorised and non-motorised users.

5.3 Delivery of the interventions, shown in Figure 7, will deliver transformational levels of economic growth, journey reliability and unlock planned housing. EEH's eleven MRN/LLM schemes, listed in alphabetical order by scheme promoter, are as follows:

- Bedford Western Bypass Dualling (MRN)
- Aylesbury Eastern Link Road (MRN)
- Ely to Cambridge A10 Dualling Improvements (LLM)
- Ely to Cambridge A10 Junction Improvements (MRN)
- A1139 University Centre Access, Peterborough (MRN)
- A10 Corridor Scheme, Broxbourne (MRN)
- Century Park Access Road Phase Two (LLM)
- Vauxhall Way Improvements, Luton (MRN)
- A509 Isham Bypass (MRN)
- A43 Northampton-Kettering Phase Three (MRN )A5 Towcester Relief Road (MRN)

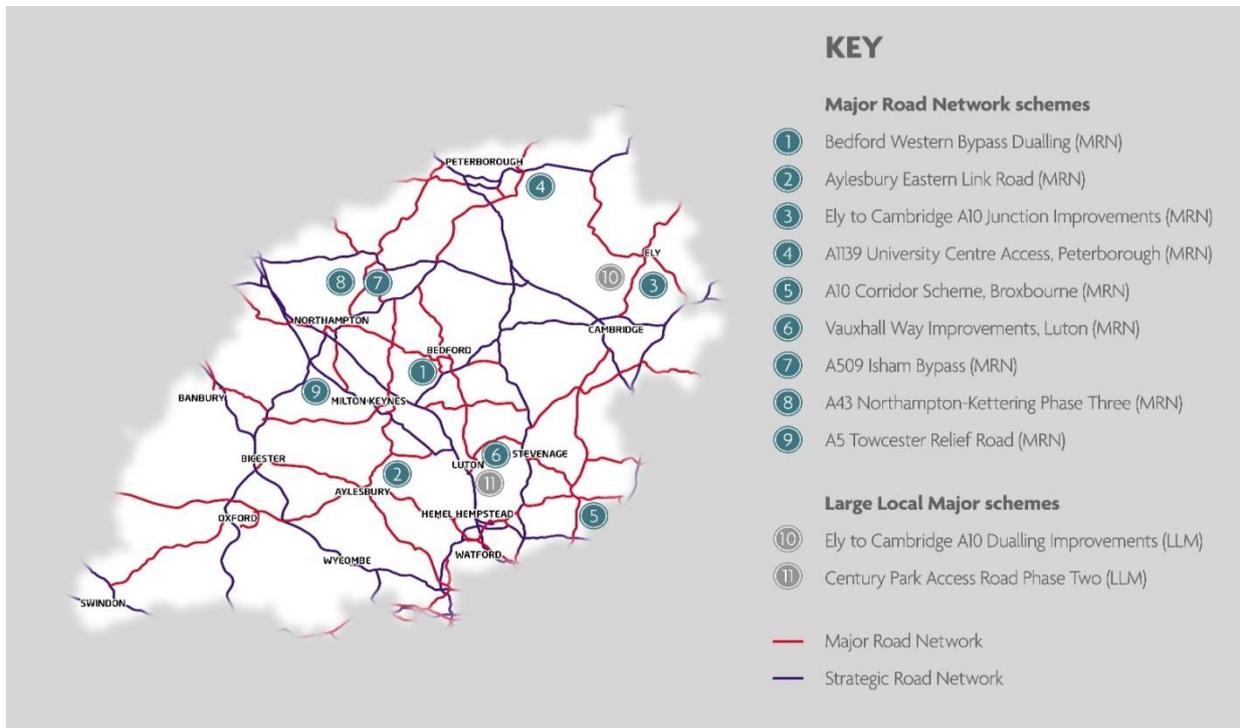


Figure 7: EEH Location of MRN/LLM schemes

5.4 Financial information pertaining to the nine MRN schemes and two LLM schemes is shown approximately in Figure 8. The majority of schemes are at Pre-SOBC stage, as such more robust detail over match funding will be provided as schemes progress to SOBC. A commitment has been sought by all scheme promoters to contribute 15% match funding.

Schemes	Approx. Cost (£M)	Approx. Match (£M)	Approx. DfT (£M)
<b>MRN</b>	£382	£83	£299
<b>LLM</b>	£342	£40	£302
<b>Total</b>	£724	£123	£601

Figure 8: EEH MRN/LLM Financial Information for Investment Programme

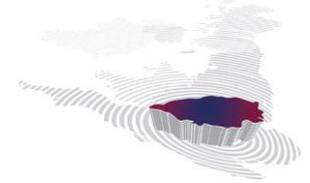
5.5 The programme of eleven schemes are each at varying stages of individual development. Nine schemes are at Pre-SOBC with the remaining two at SOBC stage.



Scheme Name	LLM/MRN	Stage of Development	Capital Cost of Scheme (£M)	Proposed Scheme Start Date	Proposed Scheme Completion
Bedford Western Bypass Dualling	MRN	Pre-SOBC	£56.5	March 2024	July 2026
Aylesbury Eastern Link Road Dual Carriageway	MRN	SOBC	£91.2	January 2022	January 2024
Ely to Cambridge A10 Improvement (Dualling)	LLM	Pre-SOBC	£264.2	June 2024	June 2026
Ely to Cambridge A10 Junction Improvements	MRN	Pre-SOBC	£37	Varied due to programme approach; 2022/23	Varied due to programme approach; 2024/25
A1139 University Centre Peterborough Access	MRN	Pre-SOBC	£24.6	April 2023	April 2024
A10 Corridor Scheme, Broxbourne	MRN	Pre-SOBC	£30.2	March 2023	March 2024
Century Park Access Road Phase 2	LLM	Pre- SOBC	£77.7	Mid 2023	2025
Vauxhall Way Improvements	MRN	SOBC	£26.5	Early 2022	Early 2024
A509 Isham Bypass	MRN	Pre-SOBC	£49.7	April 2022	April 2024
A43 Northampton to Kettering Phase 3	MRN	Pre-SOBC	£23.6	February 2023	April 2024
A5 Towcester Relief Road	MRN	Pre-SOBC	£42.9	April 2021	April 2023

Figure 9: EEH MRN/LLM Stages of Development

- 5.6 Investment in EEH's programme of schemes will have wider social and economic benefits than simply MRN/LLM objectives. Regional Evidence Base technical notes produced for each scheme quantify a scheme's impact under each of the Government's objectives, referred to in paragraph 5.1.
- 5.7 The programme of schemes support an significant number of actual and planned strategic housing and employment sites, delivering on the ambitions of Government's Industrial Strategy.



11 EEH MRN / LLM Schemes	Housing unlocked by connectivity	Employment land accessed by connectivity	Jobs supported by connectivity
	C. 63,000 homes	C. 396 Hectares	C. 27,550 jobs <sup>1</sup>

Figure 10: Approx. no. of homes/ jobs supported by 11 EEH MRN/LLM schemes

5.8 Evidence of the way each scheme reduces congestion, supports road users and the strategic road network, alongside their role in unlocking housing and supporting growth is provided in individual Regional Evidence Base Technical notes.

## 6. Major Road Network and Large Local Major Scheme Assessment Process

6.1 To develop the Programme set out above, EEH has undergone a rigorous assessment process to ensure schemes:

- support EEH's three Priority Principles set out in the Outline Transport Strategy (Figure 12)
- support the Department for Transport's MRN/LLM Criteria (Figure 13)
- are deliverable, feasible and provide value for money in accordance with DfT East Sifting

6.2 The MRN/LLM programme was developed in partnership with the Transport Officer Group and approved by the Strategic Transport Forum. Key milestones and gateways are summarised in Figure 11.

EEH Major Road Network / Large Local Majors Programme Stages		
Date	Decision	Decision taken by
<b>Summer 2018</b>	EEH concludes work on the Regional Evidence Base and finalises requirements for the long term maintenance and updating of the data set.	EEH Business Unit
<b>Autumn 2018</b>	EEH Business Unit undertakes Regional Roadshows to demonstrate the functionality of the Regional Evidence Base to partners.	EEH Business Unit
<b>December 2018</b>	Agrees methodology and timeline for the investment programme of the MRN and LLM	Strategic Transport Forum
<b>January 2019</b>	Approves process for developing and submitting proposal schemes for the EEH MRN/LLM Programme.	Strategic Transport Forum

<sup>1</sup> This total excludes jobs created by the Vauxhall Way and Century Park Schemes



<b>March 2019</b>	Develops multi-criteria assessment framework to appraise schemes submitted	Transport Officer Group
<b>April 2019</b>	Agrees local partners will provide shortlisted schemes to EEH by 17 <sup>th</sup> May 2019	Transport Officer Group
<b>May 2019</b>	Agrees multi-criteria assessment framework to be applied to final scheme submissions and considers options for weighting priorities	Strategic Transport Forum
<b>June 2019</b>	Undertakes assessment process of shortlisted schemes, including preparation of a full Regional Evidence Base for each scheme being considered	EEH Business Unit
<b>July 2019</b>	Agrees the programme of investment to be submitted to the DfT	Strategic Transport Forum

Figure 11: EEH MRN/LLM Programme Stages

6.3 In the initial long list assessment that began in February 2019, a number of schemes did not perform well against the multi-criteria assessment framework, largely due to concerns with deliverability.

6.4 Although many schemes were recognised as being of regional significance, MRN/LLM funding guidance meant some were either ineligible or the promoting authority did not have sufficient resources in place to develop the scheme to the level required for the initial programme.

6.5 Schemes were also not progressed further if there was insufficient financial information pertaining to the proposed intervention.

6.6 Schemes submitted for consideration in the MRN/LLM prioritisation process that were not included in the programme of investment include:

- A505 improvements (Hertfordshire County Council/Cambridgeshire and Peterborough Combined Authority)
- A414 improvements (Central Bedfordshire / Hertfordshire County Council)
- A420 east of the A419 (Swindon Borough Council)
- Hitchin Road and Gypsy Lane Improvements (Luton Borough Council)
- A422 Farthinghoe Bypass (Northamptonshire County Council)

These schemes will be considered in the development of the longer-term pipeline of investment.

6.7 The total number of schemes submitted was limited in number: a reflection of the work that had been undertaken by the partners to identify their most important schemes and an understanding on their part of the need for those schemes to be deliverable within the 5-year MRN/LLM programme.

6.8 The assessment process was undertaken in partnership with specialist consultancy support provided by a number of EEH's Strategic Delivery Partners. EEH Delivery Partner's collaboration with the EEH Business Unit and partner authorities meant all schemes benefited from independent expert review and quality assurance on both the technical, and strategic elements of the submission.

6.9 The multi-criteria assessment framework (MCAF) used to appraise schemes considered the extent to which a scheme meets EEH's priority principles and the Department's objectives for the MRN/LLM Programme. In addition, to ensure deliverability, schemes were reviewed against the Department's early assessment and sifting tool (EAST).

6.10 Figure 12 and 13 illustrate how RAG ratings (0-5) were provided against objectives and criteria. More information pertaining to specific measures is available on request.

EEH MCAF: EEH Priority Principles			
Objective	Economic Growth	Accessibility and Inclusion	Quality of Life and Environment
Criteria	Improves existing average speeds that prevent reliable journey times	Delivers benefits for public transport , walking and cycling	Improves congestions impact on air quality
Criteria	Improves network resilience and ability to reduce impact of problems elsewhere	Improves links to existing or planned public sector interchange	Improves congestions impact on environment (biodiversity, noise, flood risk, water quality, landscape and cultural heritage sites).
Criteria	Improves regional/international connectivity – delivering the ambitions of the Ox-MK-Cam Corridor	Ensures access for all	Reduces the impact of development on pan corridor connectivity

Figure 12: EEH MCAF Priority Principles

EEH MCAF: DfT MRN Objectives					
Objective	Reduce Congestion	Support Economic Growth	Support Housing Delivery	Support all Road Users	Support SRN
Criteria	Alleviates congestion	Supports Regional Strategic Goals to Boost Economic Growth	Unlocks New Housing Sites	Benefits public transport and non-motorised users	Improved Journey across MRN and SRN
Criteria	Improves Environmental Impacts	Improves ability to Access New/Existing Employment Sites		Safety Benefits	Improved JT Reliability
Criteria		Improved access to International Connectivity (Ports and Airports)			Improved SRN Resilience

Figure 13: EEH MCAF DfT MRN Objectives

6.11 Following scheme appraisal, two moderation sessions were facilitated by the EEH Business Unit to ensure consistency across the review process. The outcome of the



assessment, together with feedback, was shared with scheme promoters individually and the subject of a discussion at the Transport Officers Group at its meeting on the 5th July.

- 6.12 Further scrutiny was undertaken on each of the schemes through a technical exercise using EEH's Regional Evidence Base (ProjectView). Working closely with scheme promoters, EEH used the Regional Evidence Base to validate the findings of respective business cases to identify the strategic considerations for each scheme, such as its interface with housing and industrial development.
- 6.13 The Regional Evidence Base aggregates existing and planned growth, economic and employment data from the region. It uses Highways England Regional Traffic models, DfT, Traffic Master, as well as Local Authority partners' datasets to understand the strategic impact of transport interventions.
- 6.14 The output of this Regional Evidence Base in the context of the MRN/LLM programme, is a technical report accompanying each scheme which sets out the strategic case for investment at the regional level. These reports have been included as supporting appendices within the investment programme and clearly indicate how they support the Department's MRN/LLM five objectives.
- 6.15 One page scheme summaries were developed for consideration by the Strategic Transport Forum on the 16<sup>th</sup> July 2019. This provided the Forum with a summary of each scheme and its regional significance. Included were the results of the multi-criteria assessment framework referred to in Figure 12 and 13. All eleven one page summaries have been attached to this report under Appendix 2 (Appendix 1 provides an explanatory note of the scheme summaries).
- 6.16 The Strategic Transport Forum unanimously approved the programme of schemes recommended to be submitted to the Department for Transport.

## **7. Deliverability**

- 7.1 Throughout the process, EEH has been reviewing and assessing the deliverability of schemes, including ensuring the right level of local commitment in terms of match funding.
- 7.2 All of the schemes presented in this programme demonstrate a significant contribution to EEH's priorities and the Department's MRN Objectives, and they are therefore consistent with the need to support the overall ambition of the Heartland.
- 7.3 EEH is continuing to work with scheme promoters, including offering additional capacity and capability, to ensure delivery risks are minimised. The Strategic Transport Forum will receive regular updates on progress with implementation of the programme of investment to ensure the right level of governance and scrutiny over the scheme development phase.



## 8. Monitoring and Evaluation

- 8.1 England's Economic Heartland will support its partner authorities to monitor and evaluate the extent to which schemes have delivered MRN/LLM objectives and provided value for money.
- 8.2 Commitment from scheme promoters to work with EEH to monitor and evaluate schemes, once delivered, has been secured. This will ensure lessons are learnt and inform future investment decisions.
- 8.3 To ensure a consistent analytical approach to monitoring and evaluation, EEH will work collaboratively with its partners to apply the Department for Transport's Monitoring and Evaluation Framework for Local Authority Major Schemes.
- 8.4 EEH will support our partners to undertake a 'standard' level of monitoring. The following measures, that cover inputs, outputs, outcomes and impacts will be monitored for all schemes:
- Scheme build;
  - Delivered scheme;
  - Costs
  - MRN/LLM Objectives
  - Travel demand
  - Travel times and reliability of travel times
  - Impacts on the economy
  - Carbon Impact
- 8.5 Following pending decisions to invite EEH scheme promoters to develop their business cases further, EEH is committed to working with the Department to understand the requirements of monitoring and evaluation as appropriate.
- 8.6 Where necessary, EEH is prepared to support scheme promoters to undertake enhanced and fuller evaluation of schemes in line with guidance referred to in paragraph 8.3.



## Appendix 1: EEH MRN/LLM Scheme Summaries – Explanatory Note

**RECOMMENDATION:** provides a recommendation (on behalf of the Strategic Transport Forum) on whether a scheme should proceed as part of EEH's Programme

### SCHEME DESCRIPTION

Short scheme summary

### MAP

Map showing scheme location

### REGIONAL EVIDENCE BASE – SUMMARY

This section provides a summary of the Regional Evidence Base, captured through EEH's shared data set: Project View.

### DELIVERY AGAINST EEH PRIORITIES

England's Economic Heartland has three strategic priorities: Economic Growth (ECO), Accessibility and Inclusion (ACC & INC) and Quality of Life and Environment (QOL&ENV). Each scheme has been reviewed against the extent to which it delivers these priorities.

OVERAL RATING (RAG): schemes are provided a RAG rating against each priority.

RAG categories are:

-  Strong Fit
-  Partial Fit
-  Weaker Fit

### DELIVERY AGAINST DFT MRN/LLM OBJECTIVES

DfT have five core objectives for the programme, each have been reviewed as part of the programme.

1. Reduce congestion (CON)
2. Support economic growth and rebalancing (ECO)
3. Support housing delivery (HOU)
4. Support all road users (NMU)

OVERAL RATING (RAG): schemes are provided a RAG rating against each DfT Objective and an overall assessment of the DfT EAST framework.

RAG categories are:

-  Very significant improvement
-  Significant improvement
-  Some improvement
-  Limited improvement
-  No change or disbenefit

### EAST REVIEW

All proposals receive an overall RAG rating to demonstrate their ability against the DfT's Early Assessment and Sifting Tool.

## Appendix 2: EEH MRN/LLM Scheme Summaries

Recommendation: PROCEED

### Bedford Western Bypass Dualling - Outcome

#### Scheme Description:

The scheme will dual the existing Bedford Western Bypass which is currently made up of three separate sections of single carriageway.

- i) The Great Ouse Way (2.1km)
- ii) Section on existing A4280 (0.7km)
- iii) The Branston Way (5.1km)

Land has been safeguarded along the route to allow for dualling at a future point. There are two significant structures including a railway bridge over the Midland Main Line, and a viaduct.



#### Regional Evidence Base (REB)

The dualling of the existing Bedford Western Bypass (BWB), connecting the A6 with the A421 will improve the capacity and reliability of the route by relieving congestion and facilitating strategic housing and economic growth in the town. EEH Regional Evidence Base (REB) data demonstrates that low traffic speeds are experienced along the existing route, and in particular on approach to key junctions along the A428 approach to the A421, suggesting existing routes suffers from congestion and delays during peak travel periods.

EEH REB also demonstrates that strategic housing sites are planned and being built-out to the west of Bedford town centre, which the existing single carriageway route has helped unlock. However, the dualling of the scheme will provide future-proofed capacity to support further housing and economic growth in Bedford and relieve existing congestion issues.

The REB shows that there is an existing Air Quality Management Area (AQMA) located in central Bedford. The BWB scheme is anticipated to have a positive impact on air quality through reductions in vehicles routing through the town centre and re-routing to the enhanced BWB.

Bedford benefits from mainline rail access into London and west to Bletchley as well as good road access via the A6 and A428 MRN radial routes. These provide direct regional access routes towards key EEH Primary Urban Areas including Northampton and Luton, as well as access to the A421 Strategic Road Network providing access to Milton Keynes and the A1 corridor.

A dualled BWB will improve North-South connectivity around the western side of Bedford and the Heartland by providing an enhanced high-quality link between the A6, A428 and A421 MRN and SRN corridors, improving access north to A45 and A14 corridors, west to Northampton and the A421 which will form the eastern section of the Oxford to Cambridge Expressway.

**Delivery against EEH Priority Principles:** Demonstrates a clear link to growth in Bedford and the Ox-Cam Arc. Weaker evidence on wider accessibility benefits. Tackling air quality in Bedford is positive.

#### EEH Priority Principles RAG:



**Delivery against DfT MRN/LLM Objectives:** Alleviates congestion in the town centre and allows better use of central streets and A421, helping support the Strategic Road Network and supporting employment and housing in the west of Bedford.

#### DfT MRN/LLM Objectives RAG:



**Delivery against DfT East:** Pre-SOBC submitted with capital cost of £56.5 million. Planned construction 2024-2026. Match funding not committed but may be secured through CIUS/106/LGF.

#### DfT EAST RAG:



**Recommendation: PROCEED**

### Aylesbury Eastern Link Road Dual Carriageway - Outcome

**Scheme Description:** Aylesbury is in the middle of the Ox-Cam Arc, at a point where three MRN routes converge. The Eastern Link Road (ELR) dual carriageway is crucial to future proof the network for transformational growth by 2050.

Totalling 3.7km in length, the dual ELR will comprise two sections of 40mph road connecting the A418 and A41, with an adjoining shared cycleway. It contributes to a strategy to divert MRN traffic away from Aylesbury's congested centre and supports the delivery of short-term Local Plan growth.



#### Regional Evidence Base (REB)

Dualing offers an opportunity to deliver the planned ELR cost-effectively with less disruption. Planning of ELR has progressed in two phases. ELR north is being delivered by developers as a single carriageway and has planning approved. ELR south has secured an award of LGF from BTVLEP, the planning application for ELR south as a single carriageway has been approved subject to completion to a S106 agreement.

The dualled ELR, connecting the A41 with the A418 MRN will form part of the new route (including the planned Southern Link Road) bypassing the congested town centre where three MRN routes currently meet. EEH REB data demonstrates that low traffic speeds are experienced on the A41 and A418 approaches to Aylesbury and in the town centre, suggesting the key radial routes and central areas are congested during peak travel periods.

The REB shows that there are three AQMAs located in Aylesbury, due to vehicle emissions. The ELR is anticipated to have a positive impact on air quality through reductions in delay and congestion as well as improving the town centre travel conditions for active and public transport trips.

EEH REB also demonstrates that strategic housing sites are planned to the east of Aylesbury which the planned single carriageway ELR will unlock, however the dualing of the scheme will provide future-proofed capacity to support additional transformational growth in the Heartland.

Aylesbury benefits from mainline rail access into London and is directly served by the A41, A413 and A418 MRN radial routes providing direct regional access routes towards key growth locations including Bicester, Milton Keynes, Luton and Oxford as well as access to the M40 and A6 Strategic Road Network.

A dualled ELR will substantially improve North-South connectivity within Aylesbury Vale and the Heartland by providing a direct high-quality link between the A41 and A418 MRN corridors, improving access north and east towards Milton Keynes, Leighton Buzzard and Luton via the A418 and south into Hertfordshire.

**Delivery against EEH Priority Principles:** Demonstrates clear link to economic growth in Aylesbury and the Ox-Cam Arc. Addresses congestion but less evidence of accessibility benefits. Improves air quality in Aylesbury and addresses housing and travel challenges.

#### EEH Priority Principles RAG:



**Delivery against DfT MRN/LLM Objectives:** Demonstrably supports housing delivery and improves town centre congestion and associated impacts of air quality. Supports journey time reliability on the MRN and presents good value for money.

#### DfT MRN/LLM Objectives RAG:



**Delivery against DfT East:** SOBC submitted with capital cost of £91.25m. Planned construction 2022-2024. Funding contributions expected.

#### DfT EAST RAG:



**Recommendation: PROCEED**

### Ely to Cambridge A10 Improvement (Dualling) - Outcome

**Scheme Description:** The A10 between Ely and Cambridge provides the main link between the two cities and to the Strategic Road Network via the A14 Milton Interchange.

The route's two-lane single-carriageway configuration experiences significant peak-period congestion and presents a notable constraint to the delivery of the new homes and jobs planned for this corridor over the next 15 years. The proposed scheme therefore involves upgrading the route to dual two-lane standard.



#### Regional Evidence Base

The A10 Dualling scheme seeks to dual the A10 between the Milton Interchange and the A142/A10 at Ely, a route of approximately 16 miles. An independent economic report has found that improving transport links is core to maintaining the internationally significant economy of Cambridgeshire, and the A10 Dualling scheme is an important part of that strategy.

The A10 between Ely and Cambridge is a key part of the Primary Route Network in Greater Cambridge, providing the main link between the two cities and to the Strategic Road Network via the A14 Milton Interchange. The route's two-lane single-carriageway configuration experiences significant peak-period congestion and presents a notable constraint to the delivery of the 17,000 new homes and 14,000 new jobs planned for this corridor over the next 15 years. Analysis shows that significant queuing and delays will remain even with substantial investment in non-car modes. The proposed scheme therefore involves upgrading the route to dual two-lane standard.

Currently, more than 18,000 vehicles use the corridor daily. Analysis also shows that nearly 80% of trips along the route have either an origin or destination outside the corridor area, meaning that traffic is strategic rather than local in nature, and the potential market for mode-shift to local non-car alternatives is insufficient to address the significant levels of congestion.

If the scheme is not taken forward, either the proposed development growth aspirations for the corridor will not be fully realised, or congestion on the A10 will significantly increase. Shorter term improvements to junctions along the existing A10 have been proposed via a separate MRN; however the realisation of the full growth of the area is dependent upon the completion of A10 Dualling. This in turn has meaningful implications for the future of the Cambridgeshire economy, which is of international significance for the Heartland in the fields of scientific and biomedical research.

**Delivery against EEH Priority Principles:** Scheme unlocks 11,000 homes and 14,000 jobs directly; driving economic growth. There is both regional and national impacts in terms of access via A14 Milton Interchange and improving safety/environment for local villages.

#### EEH Priority Principles RAG:



**Delivery against DfT MRN/LLM Objectives:** Improvements to the route identified as delivering substantial journey time improvements. Scheme intervention provides reduced congestion for public transport and segregated route for non-motorised users.

#### DfT MRN/LLM Objectives RAG:



**Delivery against DfT East:** LLM scheme with pre-SOBC submitted. Capital cost of £264m. Planned construction 2024-2026.

#### DfT EAST RAG:

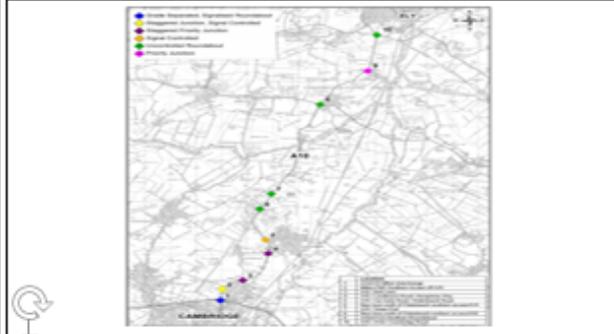


**Recommendation: PROCEED**

### Ely to Cambridge A10 Junction Improvements - Outcome

**Scheme Description:** There are a number of junctions on the A10 between Ely and Cambridge that experience peak-period congestion and present a significant and long-standing constraint to the early delivery of strategic developments planned for this corridor over the next 15 years.

This proposed scheme therefore sets out to improve capacity and reliability at these junctions. This will enable development to start coming forward before the wider strategic scheme for the dualling of the A10 promoted by the Combined Authority is delivered.



#### Regional Evidence Base

The A10 between Ely and Cambridge is a key part of the Main Road Network in Cambridgeshire. Currently, more than 18,000 vehicles use the corridor daily, with peak-period traffic congestion and network reliability issues resulting in trips taking over 45 minutes to travel the 16 miles length of the route, which is over twice the free-flow journey time.

Along the route there are a number of junctions that experience severe congestion and these present a significant constraint to the delivery of strategic developments planned in this corridor over the next 15 years. Strategic developments in the area include circa 11,000 dwellings in a new town north of Waterbeach, additional dwellings in the North East Cambridge site and North Ely sites, and additional commercial space at the Cambridge Science Park and the Lancaster Way business park.

The proposed MRN scheme will deliver improvements to ten junctions between the Milton Interchange and the A142/A10 at Ely to release capacity for part of the transport demand from the new town. The improvements to these junctions is directly linked to the release of the first 1,600 homes in the new town north of Waterbeach and several hundred jobs (at the Lancaster Way business park) and will support trip making in other developments.

These improvements will augment substantial planned investment in non-car modes between Ely and Cambridge, and a design focus in the new town aiming to maximise the use of non-car modes, which is being brought forward by developers.

This project seeks to prioritise quick wins with a short payback period that will support the continued sustainable growth of Cambridgeshire as the A10 Dualling scheme is developed.

**Delivery against EEH Priority Principles:** Scheme would improve congestion on the A10 and in doing so increase business productivity. Dedicated inclusion of non-highway measures will encourage active travel.

#### EEH Priority Principles RAG:



**Delivery against DfT MRN/LLM Objectives:** Congestion relief and associated benefits will contribute positively to the economy. Congestion relief at the southern (Cambridge) end of the junction with the SRN (A14) will help support the SRN.

#### DfT MRN/LLM Objectives RAG:



**Delivery against DfT East:** Pre-SOBC submitted with capital cost of £37m. Planned construction is subject to development.

#### DfT EAST RAG:



**Recommendation: PROCEED**

### A1139 University Centre Peterborough Access - Outcome

<p><b>Scheme Description:</b> The A1139 provides a key link between the A1 and the A15 / A16 to the north and the A47 to the east.</p> <p>Key junctions along the A1139 suffer from long queues and delays, impacting upon the operational efficiency of the parkway network. With the proposed growth ambitions of the city, including a new university, traffic conditions are likely to worsen, and the network reliability of the MRN will diminish. A new junction from the A1139 needs to be created, close to the embankment site.</p>	
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**Regional Evidence Base**

Peterborough is the 4<sup>th</sup> fastest growing city in the UK for population. The city is entering a new and exciting phase in its development that will deliver significant levels of growth including 'urban extensions', strategic employment sites and an independent campus based university (8000 staff and 1,250 students). Many of these growth sites will be directly accessed from the A1139. The proposed scheme will provide new north facing on and off slips from the A1139 Fletton Parkway which connect to both Bishop's Road and Potters Way, in order to facilitate access to the campus based university.

The A1139 Fletton Parkway / Frank Perkins Parkway provides a key link between the A1 and the A15 / A16 to the north, and the A47 to the east. As well as enabling traffic to move strategically around the city, it is a key commercial corridor linking Norfolk, and multiple regional and local businesses, with the strategic road network. The A1139 takes the highest flows of any locally managed road in Cambridgeshire and Peterborough, and of nationally managed roads in the area, only the A14 trunk road and A1(M) and M11 motorways taking more traffic. It serves the major urban extension at Hampton, which is expected to generate significant additional traffic flows along this key route.

In addition to the university, a number of significant developments brought forward are outlined in the Local Plan. Major developments at Hampton (8,500 dwellings) and Great Haddon (5000 dwellings) and Stanground South (1,850 dwellings) will add significant pressure to the A1339.

The A1139 forms part of Peterborough's Parkway Network, which was designed in the 1970s to accommodate the then Peterborough New Town. As a consequence of recent and planned housing and employment growth, significant capacity issues are now emerging, with queues and delays forming at many junctions. As the A1139 becomes heavily congested with increasing queueing and delays, the potential for delivering homes and jobs will become increasingly constrained.

<p><b>Delivery against EEH Priority Principles:</b> Scheme will enable delivery of the university to its full potential. It provides enhanced access by all modes to higher education and associated facilities, this includes the provision of walking/cycling improvements.</p>	<p><b>EEH Priority Principles RAG:</b></p> <table border="1"> <tr> <td>ECO</td> <td>ACC &amp; INC</td> <td>QOL &amp; ENV</td> </tr> </table>	ECO	ACC & INC	QOL & ENV		
ECO	ACC & INC	QOL & ENV				
<p><b>Delivery against DfT MRN/LLM Objectives:</b> This scheme positively improves infrastructure for all modes. It is expected to increase accessibility, reducing severance and improve safety. Proposal supports regional goals to boost economic growth.</p>	<p><b>DfT MRN/LLM Objectives RAG:</b></p> <table border="1"> <tr> <td>CON</td> <td>ECO</td> <td>HOU</td> <td>NMU</td> <td>SRN</td> </tr> </table>	CON	ECO	HOU	NMU	SRN
CON	ECO	HOU	NMU	SRN		
<p><b>Delivery against DfT East:</b> Pre-SOBC submitted with capital cost of £24.6m. Planned construction 2023-2024.</p>	<p><b>DfT EAST RAG:</b></p> <table border="1"> <tr> <td>EAST</td> </tr> </table>	EAST				
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**Recommendation: PROCEED**

### Corridor Scheme, Broxbourne (Hertfordshire) - Outcome

**Scheme Description:** A10 junction improvements plus supporting sustainable transport measures to improve the capacity at the key junctions of Lieutenant Ellis Way, College Road and Church Lane within Broxbourne.

This is in order to provide improvements to the capacity and journey times on both the road and public transport networks to accommodate current and future demands of growth and travel needs. Delivering the highways schemes would enable developments to come forward and fund sustainable transport elements of the proposal.



#### Regional Evidence Base

There are many significant constraints on this section of the A10, which have the potential to increase in their coverage and complexity. As the network in this area comes under increasing pressure, there is a need to deliver a range of multimodal highway improvements. These include a core highway scheme, supplementary highway scheme, a public transport and travel scheme and a walking and cycling scheme.

Integrating sustainable transport improvement measures within the supplementary highway schemes to provide a better cycling corridor would help provide capacity for growth, improve connectivity across all modes and create safe and attractive communities

EEH REB traffic flow data shows that the A10 accommodates approximately 44,000-55,000 vehicles per day resulting in low traffic speeds along the existing route between the M25 and Church Lane, and in particular southbound in the AM peak and northbound in the PM peak, with average speeds below 15mph on some sections.

EEH REB also demonstrates that strategic housing sites are allocated to the east and west of the A10 including Brookfield Garden Village (1,500 dwellings) and Cheshunt Lakeside (1,750 dwellings) along with a strategic employment site to the north and west of Hoddesdon. Junction capacity improvements and sustainable transport measures will encourage modal shift and support the delivery of these strategic sites.

Cheshunt benefits from good mainline rail access into London and north to Stansted Airport and Cambridge. The A10 forms part of the Heartland's MRN network and provide an important strategic north-south route from Cambridge and the M11 corridor in the north to the M25 Orbital SRN route in the south.

An improved A10 will provide regional north-south connectivity benefits between the M11 and M25 SRN corridors as well as supporting strategic employment growth planned in Cheshunt, Broxbourne and Hoddesdon.

**Delivery against EEH Priority Principles:** Congestion on the A10 seen as constraint to employment sites. Highway elements offers extra provision for non-motorised users with the potential for reductions in traffic elsewhere, such as the A1170.

#### EEH Priority Principles RAG:



**Delivery against DfT MRN/LLM Objectives:** Good localised congestion and environmental benefits. Scheme contributes positively to supporting major housing sites identified in Draft Broxbourne Local plan with the potential to reduce M25 congestion. J2 congestion.

#### DfT MRN/LLM Objectives RAG:



**Delivery against DfT East:** Pre-SOBC with capital cost of £30.2m. Planned construction 2023-2024. Match funding committed to provide detail design work to progress junction improvements.

#### DfT EAST RAG:



**Recommendation: PROCEED**

### Century Park Access Road Phase 2 (Luton) - Outcome

**Scheme Description:** The project involves construction of a new access road to serve Century Park (CPAR), a strategic development site identified in Luton's Local Plan to the north-east of London Luton Airport (LLA).

Being unable to implement CPAR would mean that Century Park would remain land-locked and unable to contribute to the growth in the number of jobs in and around the airport and would substantially constrain opportunities for future expansion of the airport.



#### Regional Evidence Base (REB)

LLA is one of the Heartland's nationally significant assets. It is the fastest growing airports in the UK, with passenger use rising from 12.3m in 2015 to 15.8m in 2017. It is one of the three busiest general aviation airports in Europe, with the benefit of a high-value cluster of aviation-related manufacturing and high-precision engineering businesses. The airport, its existing business park and the Century Park site on its northern edge need transport infrastructure to support growth of the airport and surrounding area.

The main access to the existing airport and surrounding Business Park is via New Airport Way (A1081) which links to M1 Junction 10a, with second most important route via Vauxhall Way (A505). These routes already suffer from peak period congestion, which is expected to worsen with planned developments in the east of Luton and the planned growth of the airport.

The dualling of the planned CPAR) connecting the A1081 with Eaton Green Road and routing around the northern and eastern perimeter of London Luton Airport will facilitate strategic economic development at Century Park.

EEH REB demonstrates that strategic economic growth is allocated at London Luton Airport and Century Park (38 hectares). The dual carriageway therefore provides the potential to support substantial employment growth on the Airport site.

The EEH REB illustrates the importance of the London Luton Airport and Century Park to delivering job and economic growth in Luton. The scheme therefore provides localised access benefits to supporting economic growth and access to London Luton Airport.

A phased approach to delivering Century Park is proposed. Phase 1, mainly a single carriage access road will be funded by Luton Borough Council. Phase 2, will include the dualling of the rest of CPAR.

**Delivery against EEH Priority Principles:** Strong contribution to last mile international connectivity with the expansion of airport, including freight and airport related employment. Scheme minimises impact on local roads associated with airport enterprise zone growth.

#### EEH Priority Principles RAG:



**Delivery against DfT MRN/LLM Objectives:** Supports economic growth by improved access to gateways/employment sites. Risks over value for money and journey time reliability are likely to be reduced by the time of final scheme submission to DfT in Dec 2020.

#### DfT MRN/LLM Objectives RAG:



**Delivery against DfT East:** Capital cost of £77.7m. Planned construction 2023-2025. Some significant risks but strategic economic fit remains undoubted.

#### DfT EAST RAG:

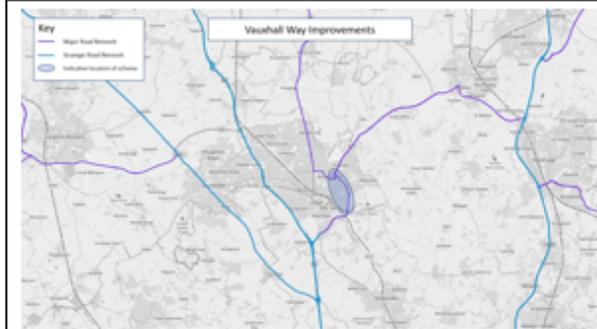


**Recommendation: PROCEED**

### Vauxhall Way Improvements (Luton) - Outcome

**Scheme Description:** Vauxhall Way (A505), a north-south single carriageway in the east of Luton is part of the MRN. It intersects Hitchin, Crawley Green and Eaton Green Roads, three distributor routes connecting existing homes and supporting land uses with Luton town centre.

It links the A505 dual carriageway to Hitchin with New Airport Way (A1081) to the south, also a dual carriageway that connects London Luton Airport to the M1. The proposal is to dual the existing Vauxhall way to increase capacity and avoid traffic using less suitable roads.



#### Regional Evidence Base (REB)

The dualling of the existing Vauxhall Way (A505) major road, connecting the A505 with the A1081 will improve the capacity and reliability of the route by relieving congestion and facilitating strategic employment growth to the east of the town. This growth includes the strategic employment site (Century Park) and at London Luton Airport International Gateway. Vauxhall Way provides a key north-south route providing direct access to the London Luton Airport International Gateway from the A505 and A6 MRN corridors to the north and the M1 SRN corridor to the west via the A1081.

EEH REB shows that Vauxhall Way accommodates 19,000-29,000 vehicle movements per day (600-700 HGV movements). Low traffic speeds are experienced along the existing route, and in particular on approach to key junctions along Vauxhall Way including Airport Way, the residential distributor roads and Crawley Green Road junctions.

EEH REB shows that strategic employment sites are allocated to the north, east and south of Luton including Sundon Rail Freight Interchange at Junction 11a of the M1, Butterfield Green Technology Park, Century Park, London Luton Airport, Napier Park and South of Sockwood Park. The dualling of Vauxhall Way will provide capacity to support economic growth in Luton and relieve existing and forecast congestion issues along the route.

A dualled Vauxhall Way will improve north-south connectivity around the eastern side of Luton and the wider Heartland by providing an enhanced high-quality link between the A505 and A1081 and onwards to the M1 and A1(M) SRN corridors, improving access to strategic growth sites and the London Luton International Gateway from locations to the north in Central Bedfordshire and Bedford, east towards Stevenage and the A1(M) and south along the M1 corridor.

**Delivery against EEH Priority Principles:** Scheme makes significant contribution and access to London Luton Airport and other strategic sites. Includes provision for bus and segregated NMU. The scheme will likely reduce the impact of future development

#### EEH Priority Principles RAG:



**Delivery against DfT MRN/LLM Objectives:** Scheme supports economic growth in view of the importance of London Luton Airport Limited to the Heartland and the ability of the scheme to open up significant employment coupled with positive journey time savings.

#### DfT MRN/LLM Objectives RAG:



**Delivery against DfT East:** SOBC submitted with capital costs of £26.59m. Planned construction 2022-2024. Funding identified to produce OBC but further economic evidence required.

#### DfT EAST RAG:





**Recommendation: PROCEED**

### A509 Isham Bypass (Northamptonshire) - Outcome

**Scheme Description:** The A509 Isham Bypass has been proposed to enhance the capacity and operation of the A509 between Kettering and Wellingborough, providing improved links to the A14. The scheme is a dual carriageway which will bypass the existing A509 through the village of Isham. It will commence at the A14 Pytchley roundabout and run in a southerly direction, to the west of the village of Isham, and re-join the A509 Kettering Road between Hill Top and Great Harrowden.



#### Regional Evidence Base

The scheme is essential to supporting the significant growth planned in Wellingborough and Kettering. The scheme is also essential for the delivery of jobs in the area.

The A509 Isham Bypass will provide a dual carriageway to the west of Isham from the A14 to Great Harrowden, enhancing the A509 MRN corridor linking the A14 with A45 SRN corridors as well as supporting strategic housing and employment growth in Kettering and Wellingborough.

EEH REB traffic flow data shows that the A509 accommodates approximately 25,000 vehicles per day including 1,500 HGV's. The EEH REB data shows that low traffic speeds occur northbound and southbound on approach and through Isham village, with the main delays on the A509 southbound from the A14 junction to Isham village.

EEH REB also demonstrates that strategic housing and employment growth is allocated in Kettering and Wellingborough including Hanwood Park (3,630 dwellings), North of Wellingborough (1,765 dwellings and 6.7 hectares of employment), West of Wellingborough (3,000 dwellings) and Appleby Lodge (52 hectares of employment) which the Isham Bypass will support.

The A509 is an important 'Heartland' north-south link providing direct access between Kettering and Wellingborough as well as the A14 and A45 SRN corridors providing regional east-west strategic connectivity.

The Isham Bypass will improve north-south connectivity within Northamptonshire and the wider Heartland by providing an enhanced link between the A41 and A45 SRN corridors. This will improve access between Wellingborough and Kettering by reducing congestion and improving journey times as well as providing substantial quality of life improvements to the residents of Isham Village.

**Delivery against EEH Priority Principles:** Scheme creates approximately 800 new jobs whilst improving local and regional networks. Benefits are felt regionally (access to Wellingborough and Kettering) and improves quality of life locally in Isham.

#### EEH Priority Principles RAG:



**Delivery against DfT MRN/LLM Objectives:** Improves accessibility for two key areas and the potential to enable the delivery of major housing growth. Road significantly supports the SRN between the A41 and A45 by increased reliability/resilience.

#### DfT MRN/LLM Objectives RAG:



**Delivery against DfT East:** Pre-SOBC submitted with capital cost of £49.7m. Planned construction 2022-2024. Match funding from Local Authority and third party, but the majority sought from DfT.

#### ST RAG:



**Recommendation: PROCEED**

### A43 Northampton to Kettering Phase 3 - Outcome

**Scheme Description:** As part of Phase 3 of the A43 Northampton to Kettering improvements the A43 between the A45 and A14 will be dualled.

The scheme will build upon the already complete and under construction Phases 1a, 1b and 2 to deliver on-line dualling of the existing single carriageway and the enlargement of the existing Holcot Lane roundabout junction accessing the villages of Holcot and Sywell.

Delivery of these improvements is essential to the long term growth of Northamptonshire.



#### Regional Evidence Base

Phase 3 A43 improvements will dual the MRN road between the Overstone Grange Roundabout to the Holcot/Sywell Roundabout, extending the dualling (Phase 2) that is currently under construction from the Round Spinney Roundabout to the Moulton Roundabout and building on the completed Phase 1a (Round Spinney Roundabout improvements). The scheme will include a shared-use cycle path delivered as part of the Phase 3 design. This would form an extension of the existing cycling route being provided via the earlier phases of the A43 works and join with the path further north linking to Kettering.

The Phase 3 A43 improvements will increase local capacity, reduce congestion and support strategic housing growth including the Overstone Leys development.

EEH REB traffic flow data shows that the A43 accommodates approximately 24,000 vehicles per day. EEH data shows that low traffic speeds occur southbound and northbound on the A43 south of the Holcot Roundabout in the AM and PM peaks respectively. The evidence suggests the existing Holcot Roundabout is a pinch point on the existing A43 route.

EEH REB also demonstrates that strategic housing (1,400 dwellings) are allocated to the east of the A43 at Overstone Leys and an application has been submitted for 1,000 dwellings to the west of the A43 which Phase 3 will directly support.

The A43 is an important EEH regional north-south link providing access into Northampton from Kettering and Corby as well as connecting the A14 and A45 SRN corridors along with wider access to the M1.

The Phase 3 improvements will provide capacity enhancements to the A43 between Overstone Grange and Holcot, reducing congestion on this section of the A43, providing benefits to the strategic movements as well as supporting planned developments to the north of Northampton.

**Delivery against EEH Priority Principles:** Supports job creation, local businesses and unlocks housing sites. Provides a key strategic route between Northampton and Kettering/Corby corridor. Scheme should magnify benefits from existing improvements.

#### EEH Priority Principles RAG:



**Delivery against DfT MRN/LLM Objectives:** Scheme provides robustness and resilience to this key route in the country and benefits to the MRN in the Heartland (M1/A34/M44/A1). Stimulates economic growth by supporting a strategic freight route in the A43.

#### DfT MRN/LLM Objectives RAG:



**Delivery against DfT East:** Pre-SOBC submitted with capital cost of £23.6m. Planned construction 2023-2024.

#### DfT EAST RAG:



**Recommendation: PROCEED**

### A5 Towcester Relief Road - Outcome

**Scheme Description:** The A5 trunk road passes through the centre of the South Northamptonshire market town of Towcester. Narrow streets, close frontages and regular periods of queuing traffic have led to the designation of an Air Quality Management Area.

The MKSM Sub-Regional Strategy suggested that a bypass should be linked to development at Towcester Vale. South Northamptonshire Council have secured a planning condition linking construction to housing delivery.



#### Regional Evidence Base

By spreading the developer's contributions over a longer period, MRN funding will avoid the current situation where the developer has to meet the full cost of the road cost when the planning obligation trigger is met, and will help to avoid the scenario where this leads to the delivery of development stalling if market conditions are not favourable at the time. It would also increase confidence on delivery.

The A5 Towcester Relief Road (TRR) connecting the A5 with the A43 SRN corridors will bypass the congested town centre where the A43 and A5 routes currently converge and unlock strategic housing and employment growth south of Towcester. EEH REB Traffic flow data shows that the A5 through Towcester accommodates approximately 16,000 vehicles per day and the A43 38,000 to 40,000 vehicle per day. The A5/A43 junction is a pinch point with local and strategic traffic routing through Towcester town centre. Queues and low traffic speeds are experienced along the approaches to the junction on both the A5 and A43 with average speeds below 10 mph during the peak periods on some approaches.

The A5 Watling Street is an AQMA area due to the congestion from strategic traffic routing through the town centre. The TRR is anticipated to have a positive impact on air quality through reductions in delay and congestion as well as improving the town centre travel conditions for active and public transport trips.

EEH REB also demonstrates that strategic housing (3,000 dwellings) and employment (15.5 hectares) sites are planned to the south of Towcester which TRR will directly unlock, along with supporting the delivery of strategic employment development at Silverstone and north of Towcester.

Towcester residents have a high dependency on the efficient operation of the A6 and A43 to access employment opportunities and regional amenities and facilities. The A6 is an important strategic north south-route providing direct access into Milton Keynes and towards Luton in the south and the East Midlands to the north. The A43 corridor is an important strategic link serving key strategic growth areas including Bicester, Silverstone, Northampton and planned growth in Towcester and Brackley.

**Delivery against EEH Priority Principles:** Unlocks substantial development land adjacent to Towcester for both residential and commercial uses. Provides an element of local/national resilience to road network and improves quality of life for residents of the town.

#### EEH Priority Principles RAG:



**Delivery against DfT MRN/LLM Objectives:** Significantly improves air quality, urban realm and journey conditions for local traffic. Scheme offers resilience to the wider MRN with an alternative route from the M1.

#### DfT MRN/LLM Objectives RAG:



**Delivery against DfT East:** Pre-SOBC submitted with capital cost of £42.9m. Planned construction 2021-2023.

#### DfT EAST RAG:

