



Northamptonshire County Council

A422 FARTHINGHOE BYPASS

Scheme Assessment Report



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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70064784

OUR REF. NO. 70064784-WSP-XX-XX-RP-HE-00001

DATE: AUGUST 2020

WSP

1 Capital Quarter

Tyndall Street

Cardiff

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WSP.com

QUALITY CONTROL

Issue/revision	1 st Draft	2 nd Draft	1 st Issue (v0)	2 nd Issue (v1)	3 rd Issue (v2)
Remarks	SAR Draft 1	SAR Draft 2	SAR Draft 3	SAR Draft 4	SAR FINAL
Date	10/09/20	18/09/20	25/09/20	14/10/20	27/10/20
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Project number	70064784	70064784	70064784	70064784	70064784
Report number	70064784-WSP- XX-XX-RP-HE- 00001	70064784- WSP-XX-XX- RP-HE-00001	70064784-WSP- XX-XX-RP-HE- 00001	70064784- WSP-XX-XX- RP-HE-00001	70064784- WSP-XX-XX- RP-HE-00001
File reference	70064784-WSP- XX-XX-RP-HE- 00001.docx	70064784- WSP-XX-XX- RP-HE- 00001.docx	70064784-WSP- XX-XX-RP-HE- 00001 v0.docx	70064784- WSP-XX-XX- RP-HE-00001 v1.docx	70064784- WSP-XX-XX- RP-HE-00001 v2.docx

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EXECUTIVE SUMMARY

This Scheme Assessment Report for the A422 Farthinghoe Bypass presents the findings of the recent technical and environment assessment work carried out in 2019 and 2020 and was commissioned by Northamptonshire County Council and South Northamptonshire Council. This recent assessment work was to build on the previous Study and Public Consultation exercise carried out in 2015 which identified that a northern route was the preferred alignment for a bypass of Farthinghoe.

This report has considered technical, environmental as well as the outcomes of the Public Consultation findings for route corridors to the south and north of Farthinghoe, which have been considered together, to inform the selection of a Preferred Route for the A422 Farthinghoe Bypass.

Farthinghoe Parish Council has long campaigned for a bypass of the village and problems cited include the following: -

- Volume of traffic through the village
- Unsuitability of the carriageway for HGV use
- Accident black spot at Glebe Farm
- Poor geometry of the route

The 2015 Public Consultation and Study resulted in a report being reported to NCC Cabinet in November 2016 which resolved that Cabinet: -

- Agreed that the A422 Farthinghoe Bypass is added to the County Council's priority list of major road schemes.
- Noted the preference of the public consultation for a northern route and agreed that this should form the basis of further work to develop the scheme

Five possible route corridor options have been considered for the Bypass, four to the north of Farthinghoe and 1 to the south of Farthinghoe. These have been appraised against relevant Standards, Policies, Plans and Guidance as well as the appropriate Legislation.

The results show that there are marginal differences between the routes considered both technically and environmentally with no route standing out either technically or environmentally above the rest.

The results of the assessments show that all of the route corridor options (north and south) can be delivered. Therefore, on the basis that the Southern Route Option has already been discounted through the 2015/16 study and Cabinet report then the recommendation for a preferred route will be taken from the Northern Route Corridor Options.

At the 2015 Consultation the recommendations also included: -

- Providing a route which is located further away from the village
- Providing a route which is located further away from the Yurt Business

From the technical assessment Northern Route Options V0, V2 and V3 are routes with the highest likely improvements.

From the environmental assessment the Northern Route Options V0 and V3 are the routes with lowest likely environmental impact.

Therefore, in consideration of all the parts of the assessments carried out in this study it is recommended that Northern Route Corridor V3 is taken forward as the Preferred Route for the Farthinghoe Bypass for the following considerations: -

- The initial high-level desk top study has taken into account all of the known environmental impacts associated with the construction and operation of the new road and has not identified any high-risk impacts which could not be mitigated;
- Northern Route Corridor V3 due to its alignment allows for a roundabout junction to be considered to the west end of the bypass which provides a safer connection to Farthinghoe than other junctions
- Northern Route Corridor V3 provides a substantial length of straight horizontal alignment at its western end enhancing the overtaking opportunities as well as providing journey time reliability along the A422;
- Northern Route Corridor V3 is located further away from the village than the original 2016 recommended route (Northern Route Corridor V0) and so aligns with the recommendations of the 2015 Public Consultation
- Northern Route Corridor V3 is further away from the Yurt Business' than the previous 2016 preferred route (Northern Route Corridor V0) and so aligns with the recommendations of the 2015 Public Consultation"

Due to COVID-19 pandemic restrictions relevant traffic surveys will not be available to pre pandemic levels until 2021. However, a recommendation for taking the project forward has also been made. This includes modelling work which can be completed primarily using available 2015 data (and some newer, pre-2020 data) which is sufficiently robust to support a Strategic Outline Business Case (SOBC). This can be prepared by the end of 2020 to supporting a Cabinet Report planned for February 2021 which will allow the project to be taken forward and for a SOBC to be available for any funding opportunities that may come available.

A programme of delivery has also been recommended which could see the new bypass open to traffic by the end of 2026