

**Maidwell with Draughton PC**  
**LODER HALL, MAIDWELL**

**Minutes of Residents Meeting with West Northamptonshire Highways**  
**Road Issues and Speeding Traffic**  
**held on 16<sup>th</sup> March 2026, 8.00pm**

**Present:**

**Maidwell with Draughton Parish Council (PC):** Cllr Munro (Chair), Cllr Paybody (Vice Chair), Cllr Blake, Cllr Hackworth (note taker), Cllr Jackson-Stops, Cllr Goddard

**West Northants Council (WNC) Highways:** Sam Simons, Highways Services Manager and Chair of Safer Roads Northants, Helen Howard WNC Community Liaison Officer

**Member of Parliament for the Daventry Constituency:** Rt. Hon. Stuart Andrew, MP

**Maidwell with Draughton Residents (Total No 22)**

**Apologies:** Sarah Smith - Parish Clerk, Ward Councilor: Cllr Irvng-Swift, Police Representation

**Introductions:** Cllr Penny Munro

Cllr Munro introduced Helen Howard, WNC Community Liaison Officer (Highways), Sam Simons, Highways Services Manager and Rt Hon MP Stuart Andrew.

**Scene setting:** Cllr Tom Paybody

Cllr Paybody explained that historically there are two main areas of concern: the road surface of the A508 and the speed/direction of traffic.

Following the concerns raised in 2022-23, the PC worked in earnest with Sam Simons. The resurfacing in 2022 failed. In Summer 2023, another surface dressing was carried out. In September 2023, Kier and WNC Highways visited the A508 with the PC and noted specific items that needed to be repaired.

The most recent, lower cost A508 surface dressing created an uneven road. This resulted in significant noise and vehicle vibration notably in excess of the higher quality National Highways resurfacing of the A14 which created a quiet surface. These differences were, more recently, reinforced with the night-time closure of the A14, leading to increased traffic on the A508, creating even more concern for Maidwell residents.

The PC have had ongoing dialogue with Highways and other relevant agencies for a number of years about traffic through the village and, as a result, a number of actions have been implemented:

- Speed limits reduced from 50 to 40-30 mph
- Gateways built at either end of the village to reinforce that drivers are entering a residential area
- Hatchings placed alongside the road to create impression of narrowing
- In 2023, a 40-mph limit on the south side of the village was felt to be too extensive, so a 30-mph limit was introduced
- Speeds to be monitored requested by PC and residents.
- Speed Indicator Devices (SIDs) have been placed at the north and south ends of the village to encourage drivers to slow down, and to provide detailed speed data analysis

The PC is appreciative of Highways' support in working together to implement a program of repairs over the last 18 months. The village has had regular visits from the police speed van, which is the most effective deterrent in terms of speeding through the village.

Cllr Paybody requested everyone's input to this meeting tonight should be of realistic constraints and practical solutions and welcomed positive outcomes from WNC team.

*Ref: Maidwell with Draughton Minutes of the 11<sup>th</sup> of March 2026 Item 107.i Speeding traffic through Maidwell*

### **SID data overview** – Cllr Amanda Goddard

Paper copies of the full presentation and a copy of the Traffic Comparison Tables Jan/Feb 2025 vs Jan/Feb 2026 were handed out to all attendees and will subsequently be placed on the Maidwell with Draughton PC website (<https://maidwellwithdraughtonparishcouncil.gov.uk/>)

Cllr Goddard thanked everyone for the opportunity to present this traffic monitoring data collected from the village speed indicator device outside Loder Hall. The presentation focused on data collected between January and 14th March 2026, with comparison to 2025. This also took into account the nighttime closure of A14 since the end of January 2026.

Key takeaways:

- Slightly more vehicles going south than going north
- Nighttime traffic does travel faster, on average, with busiest times at commuting hours
- Average speed is 38 mph, albeit with some very high-speed vehicles generally in the early hours of the morning.
- Feb 2026 and March 2026 increase in traffic since A14 diversion. Comparison to 2025 volumes of traffic increased by around 450 per day going south coinciding with the A14 diversion. The northbound traffic is reducing slightly.
- Daytime compliance generally good and consistent across several months in both directions, the data suggests nighttime speeding, which is the main concern.

### **Overview from Highways**

Sam Simons (SS) Highways Services Manager:

SS expressed awareness of residents' feelings, but he was not 100% sure of a 'perfect' solution. However, he was keen to work with the village on viable compromises. SS continued to explain that traditional resurfacing was too expensive to work within the budget across his whole geographical area. He announced that following road data analysis he has obtained 5 years long term funding from Local Government which might enable other options to be explored. He also noted that the A508 is a major strategic route and he is happy to work together to find a solution for our area. He noted that the Police are responsible for villages enforcement cameras.

Helen Howard (HH) WNC Community Liaison Officer:

HH commented that the vehicle statistics collected during the day were encouraging stating that it is challenging for WNC to implement measures to combat speeding issues versus equally maintaining the free flow of traffic.

## Questions from floor

A question referred to compliance with National Highways 2020 updates to their Design Manual for Road and Bridges (DMRB). A long-term resident who was able to give a historical observation from the construction of J2 slip road off the A14 creating the flow of HGVs causing defects and cracks in the road. They believed that the Maidwell village road section would fail to meet compliance with the National Highways 2020 updates to their Design Manual for Road and Bridges (DMRB) regarding technical updates which indicated testing should be in force.

They stated that it would be sensible to install a road surface that was the same as the A4304 through Walcote where PC data can be obtained to support this.

They believed that there should be no excuses regarding state of the road based on budgetary issues due to the size of the road tax bill and fuel tax paid by villagers.

**Action: SS** stated he will do what he reasonably can to solve the problem with an in-between solution due to budget constraints.

Another resident questioned why SS could not use his budget that he had already got.

**Action: SS** will provide live data on the road condition for distribution to the PC. He was happy to explore all options of the same value as re-dressing and happy to explore more expensive options for smaller samples of road.

Another resident questioned what can Highways spend on the road surface? Because Highways do not live in Maidwell they are not subject to the HGVs coming down Harborough Road with their unbearable sonic boom caused by uneven drains, which shake and rattle homes causing cracks and damage. The 44-ton trucks cause the whole rooms to shake. There was a consensus from Harborough Road residents in the meeting to this point and even a resident who lives in as far as Draughton Road experiences the same issues.

Another resident expressed concern with their cottage situated along the A508 which is severely affected by vehicle vibration resulting in bedroom furniture routinely moving 6 inches which has to be moved back to its original position every 2 days.

Another resident's question was regarding drivers' awareness of horses primarily crossing the A508 from Blueberry Lane. An account was given of the frightening experience riders of thoroughbred horses have had. This resident has personally witnessed HGVs that did not slow down for horses. They suggested one solution could be the British Horse Society (BHS) Dead Slow campaign, which uses high visibility warning signs. A nearby village of Great Oxendon uses these on the A508. This campaign raises awareness to drivers to slow down because they believe that from their everyday experience an inevitable catastrophe will one day happen.

Cllr Munro asked SS what can be done with regards to noise?

A resident added that the data is great but more daytime traffic results in speed regulation by volume. This is not a separate issue from speeding primarily occurring in the evenings.

SS replied that unfortunately if the road is smoother people will go faster. A combined look at both speeding and enforcement is required.

Two residents questioned who was responsible for fixing damage to listed buildings when some cars and HGVs go by causing damage? It was also noted that the Loder Hall building has a large crack.

SS advised residents to talk to their insurance companies - he will also investigate any evidence provided.

**Action residents:** to forward SS evidence on all discussed matters. Please send via email to the Parish Clerk [clerk@maidwellwithdraughtonparishcouncil.gov.uk](mailto:clerk@maidwellwithdraughtonparishcouncil.gov.uk)

A resident questioned Highways preparation prior to this meeting as there had been no solutions offered. They appreciated Highways coming out this evening but found it disappointing that there appears to be a lack of prior investigation into their own website data and an inability to present it. If any road-related incident occurs Highways have a duty of care and, as yet, we have nothing this evening to support local community of Maidwell.

They reiterated that villagers have asked for improvements in safety yet heard nothing and asked again for Highways to listen to what everyone has to say and tell us tonight what the proposed solutions could be and what could feasibly happen in the future.

SS apologised if he has insulted residents, he will look at solutions to make less road noise with small areas of surface repair, stressing that he cannot resurface all the road.

**Action SS:** SS will investigate what he can do to rectify noise issues.

A resident expressed concerns that 3 people have lost their lives on the A508 and together with recent statistics showing speeds of 103 mph, they asked for police input into solutions of traffic calming measures such as average speed cameras. They advised that fatalities seriously impact on residents. They reflected on personal experiences. Another resident, who is a nurse, attended a RTA (road traffic accident) and was also shocked at the 103-mph speed recorded. Why is it that no one is choosing to act on this data.

Another resident questioned why we do not have speed cameras, adding that with the A508 being a strategic route it is beggars' belief it is in such a poor state. They had noticed that every time there is A14 planned work or an accident there is no consideration for Maidwell. They suggested using alternative routes and not the A508 every time. The SID data shows that approximately 3.5K vehicles speeding per days so does this not warrant having speeding cameras?

Rt Hon MP Stuart Andrew explained that he was asked to come tonight and was keen to hear residents' views and the information presented. He stated that he was not the decision maker but will be happy to contact the Police Commissioner Danielle Stone and discuss future representation from the Police.

Mr Andrew stated that he fully understands these issues because he commutes through Maidwell regularly. From listening to residents tonight and the speed data results, Mr Andrew believes there is clearly a compelling argument for support. He will therefore take up solutions with the Police Commissioner regarding, for example, mobile enforcement camera's location in the village.

Cllr Munro advised that the Police were invited but no one was available to attend.

Mr Andrew continued that with his capacity as MP he will take away proposals between now and will firstly liaise with the Police and Crime Commissioner, to see what decisions can be made regarding permanent cameras with Maidwell be subjected to such a lot of diverted HGVs.

**Action: Stuart Andrew Rt Hon MP** will contact the Police Commissioner.

**Note Post Meeting:** 17<sup>th</sup> March, Mr Andrew has contacted Danielle Stone Northants PFCC regarding speed cameras request a meeting with her, and also to Highways raising the issue of traffic being diverted from the A14 through Maidwell/A508.

A resident agreed that the police speed van was too visible and a clear deterrent was needed.

Another resident questioned why bollards (like in neighbouring village Great Oxendon) cannot be erected or further speeding deterrents e.g. speed cameras. They explained that it is dangerous for children who cannot cycle safely. They also suggested the use of double yellow lines to deter

delivery vehicles parking on the main road and asked if no solutions can be found tonight, what we can do as villagers aside from parking on the main road?

SS advised that Highways are limited on what they can do as legal restrictions on road narrowing or the view of the road can eliminate the introduction of bollards or double white lines.

**Action SS:** to look at road width and suggest actions accordingly.

It was advised that the bollard in Great Oxendon had been hit and Highways should assess the merits to find a solution somewhere.

SS advised that WNC do not usually install speed cameras suggesting Northamptonshire residents to individually bombard councilors requesting speed cameras.

The same resident also asked if the A14 traffic could be diverted via another route?

**Action SS:** SS to submit request with National Highways to evaluate alternative options for re-routing of traffic.

A resident asked for timescales on when Highways can carry out surveys and provide solutions.

**Action SS:** SS will compile all road issues with the road safety team and will present findings at the next Extraordinary meeting of the PC – Date TBC

Another resident advised that since 2022, villagers were frustrated and scared of the ongoing road issues and why residents were not consulted regarding the A14 diversion. They asked why the management of many other traffic scenarios could not be shared across communities, to enable working together with Highways, whilst Sam Simons had been in the role for the past 4 years.

SS advised that during his first 4 years he has been rewriting the safety policy, has reduced the number of potholes by 20%, which have doubled in numbers. He has a £390m backlog of repair to work with which is slowly decreasing.

SS advised that he or his representative would attend the next A508 road review meeting.

Mr Andrew advised that he also wishes to attend the next meeting.

Cllr Munro added that south bound vehicles leave the village ignoring speed limits and complete dangerous overtaking manoeuvres past the crossroads at Blueberry Lane. It is only a matter of time for this dangerous driving behaviour to lead to a serious accident on this part of the road.

Cllr Munro asked SS to investigate a solution for this issue following villagers' frustration this evening.

**Action:** SS to compile solutions

A resident thanked Highways and MP for coming to the meeting and had four quick questions:

Where in the council area has there been successful road management, giving the best example we can look at speed control physically?

Why eight out of twelve road drains in Draughton Road have not been attended to for a long time approximately 2 years?

WNC have written letters to Draughton Road neighbours to remove stones/logs from verges. The verges are being eroded at a faster rate perhaps because vehicles are now much wider. Verges have been marked in the Local Village Plan, but what can we do to protect verges? What can Highways do to help with this?

**Action SS:** SS will send his team to investigate at Draughton Road.

Mr Andrews suggested further investigation into innovative traffic management solutions countrywide. He believes that dummy painted roundabouts have been successful in Cheshire.

**Action:** Mr Stuart Andrews to consult with colleagues and suggest that SS to also try and widen the net with comparison solutions.

Another resident asked if the Maidwell road situation is unique to the county of Northamptonshire with the volume of traffic versus road suitability, if so, are we not a special case? SS suggested it may be unique, but many road management challenges are unique to individual areas e.g. streetlights can be a problem whether they are too light or not light enough.

**Action SS:** SS replied we may be unique and he will try to solve/find try viable solutions for Maidwell within the constraints he has.

Cllr Blake questioned the progress on the repairs of the Blueberry Lane bridge which has been ongoing for 18 months.

SS believed that a bat had been found living within the culvert. The delay has been attributed to creating appropriate housing for the bat.

**Action SS:** SS to source the building of a bat house and advised that this will happen in the next financial year budget

A resident stated that the current nighttime traffic diversion is a temporary measure. In such cases the diversion is frequently accompanied by the installation of temporary average speed cameras. Could this be applied to the A508 and who could influence this? Maidwell has clear issues with the use of the local school, the public house, and village hall for social events – Maidwell is a very social village. Something should be done as Highways has a duty of care so at least should be “looking outside the box.”

Mr Andrews believes that a meeting with National Highways and the Police Commissioner will clarify realms of responsibility.

A resident questioned why National Highways vegetation was allowed to get so out of hand on the A14 which has exasperated the prolonged diversion of traffic problem to Maidwell?

SS replied that it was not his responsibility and he would liaise with National Highways.

It was also discussed why it was a full closure when usually it would be only one lane.

Another resident reiterated the consensus of why Maidwell were not notified about the implications of this work.

Another resident suggested alternative re-routing options e.g. A43 diversion.

SS acknowledged that he believes this could be a valid option.

A resident suggested rerouting the dual carriage A43 to Kettering and mentioned the wear and tear of the Stag Pub car park due to HGVs trying to turn round.

**Action SS:** SS to ask National Highways re vegetation not maintained, single lane closures and alternative diversion routes.

Cllr Munro asked Highways about the strategic plan to complete the Northampton circular route and what modelling had been done to investigate potential impact on the A508.

**Action SS:** SS was unsure about this but would investigate further.

A resident reminded Highways that there are two schools in Maidwell where heavy road traffic brings danger to young children.

There were no further questions.

It was decided that an Extraordinary Meeting on road issues will take place separate to the General Meeting in May. All absentee representatives from the Police, National Highways and the Ward Councillor will be invited.

Cllr Munro spoke for the residents in stating that they all looked forward to responses.

**Action PC:** Cllr Munro/Clerk to find meeting date in 2 months' time inform residents once confirmed.

Cllr Munro thanked everyone; Helen Howard, WNC Community Liaison Officer (Highways), Sam Simons, Highways Services Manager, Rt Hon MP Stuart Andrew, Maidwell and Draughton residents for their attendance and Cllrs Paybody, Cllr Goddard and Cllr Hackworth for their help with this meeting.