

Northamptonshire Transportation Plan

Fit for Purpose



Local Transport Plan

March 2012





Contacts and further Information

This is Northamptonshire's Transportation Plan 2012.

This document is the overarching strategy document that sets out what the County Council's strategic aims and goals are for Transportation in Northamptonshire. Going forward separate daughter documents will be produced as part of the development of the 'full suite' of documents that will make up the entire Northamptonshire Transportation Plan. These separate daughter documents will give more detail on strategy and policy for specific modes and areas.

This Plan together with the daughter documents, as they are published, can be viewed on Northamptonshire County Council's website at:

<http://www.northamptonshire.gov.uk/en/councilservices/Transport/TP/Pages/LTP3.aspx>

Also available to view is the associated Strategic Environmental Assessments. The Interim Third Local Transport Plan 2011 the Accessibility Strategy 2006 and Transport Strategy for Growth 2007 will also be available to view until they are fully superseded.

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

This Transportation plan fulfils the County's statutory obligation to produce a Local Transport Plan. Further details on the Local Transport Plan process can be found on the Department for Transport's website at:

<http://www.dft.gov.uk/pgr/regional/ltp/>

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Document Summary

This document is the overarching strategy document that sets out what the County Council's strategic aims and goals are for Transportation in Northamptonshire. Going forward separate daughter documents will be produced as part of the development of the 'full suite' of documents that will make up the entire Northamptonshire Transportation Plan. These separate daughter documents will give more detail on strategy and policy for specific modes and areas.

The layout of the document will be:

Chapter 1 – Background, Aims & Objectives

This chapter sets the scene by putting Northamptonshire's transport plan into context with previous Local Transport Plans, explains why an Interim Plan was produced in 2011 and how and why the new Northamptonshire Transportation Plan has been formed.

It then gives some background information about Northamptonshire and investigates the effects of growth on the County. It also looks in more detail at the Northamptonshire Transportation Plan aim and objectives.

Chapter 2 – The Plan in Context

This chapter shows how the Northamptonshire Transportation Plan supports the delivery of the Northamptonshire Arc concept. It looks in more detail at the high level outcomes of the Arc and explores more deeply the 3 main transport priorities for the County.

The chapter then goes on to explore Local Enterprise Partnerships and their roles within transport, and then the concept of localism and what this actually means for the County.

Chapter 3 – Developing the Strategy

This chapter investigates the strategy intrinsic throughout the document and shows how the Highways, Transport and Infrastructure service is focused to achieve successful delivery. It also investigates the County Council corporate themes.

This chapter then looks at the North Northamptonshire and West Northamptonshire Joint Core Strategies, shows the visions and objectives that they have for the County and demonstrates how the Northamptonshire Transportation Plan will integrate with these plans and have a key role in ensuring they are delivered in a timely way.

Chapter 4 –The Strategic Policies

This chapter describes the six overarching Transportation Plan objectives in more detail, showing how they inform with what the Plan is trying to deliver and showing how the Plan's 27 strategic policies support the objectives. These strategic policies will then be used to inform the other strategies and plans which will be developed as part of the Northamptonshire Transportation Plan.

Chapter 5 – Making Connections

This chapter shows the connection between the 6 over-arching transportation objectives and the further strategies and plans which will be produced as part of the suite of documents that make up the Northamptonshire Transportation Plan.

It shows how each of the documents ties into the objectives and the contribution each strategy makes towards them.

Chapter 6 – Funding & Implementation

This chapter describes our current budgets for both capital and revenue expenditure, and describes our planned capital spending programme using Local Transport Plan funding in 2012/13. It includes our planned major scheme funding of the A43 Corby Link Road.

Chapter 7 – To Conclude

This chapter brings the Northamptonshire Transportation Plan to a conclusion.



Chapter 1 – Background, Aims & Objectives

This chapter sets the scene by putting Northamptonshire's transport plan into context with previous Local Transport Plans, explains why an Interim Plan was produced in 2011 and how and why the new Northamptonshire Transportation Plan has been formed.

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Introduction

The Northamptonshire Transportation Plan is Northamptonshire's new Local Transport Plan replacing the interim Third Local Transport Plan of March 2011. It meets the statutory requirements of the Transport Act 2000 and Local Transport Act 2008 by setting out our plans and policies for transport in Northamptonshire as well as how we intend to implement those plans and policies.

Local Transport Plan Background and Process

In February 2006 the County Council approved Northamptonshire's second Local Transport Plan that set out the policies and strategies for the period April 2006 to March 2011. At that time detailed work was still being undertaken to examine the impact that proposed housing growth in Northamptonshire would have on the transport movements and infrastructure needs of the county. As a result the second Local Transport Plan anticipated the development of a Transport Strategy for Growth to set out in more detail the strategy and policies for supporting growth in the county. The Transport Strategy for Growth was adopted in 2007 and was a 'daughter document' of the second Local Transport Plan.

In July 2009 the Department for Transport published 'Guidance on Local Transport Plans' for all local authorities to use to help them develop and shape their new strategies. This guidance included many differences from the guidance/ requirements of the first and second Local Transport Plans and gave authorities a much greater flexibility in how and when they produced the plan and what form it would take.

While the statutory requirements of the Transport Act 2000 and the Local Transport Plan meant that a new Local Transport Plan had to be in place by April 2011, thereafter the new flexibilities

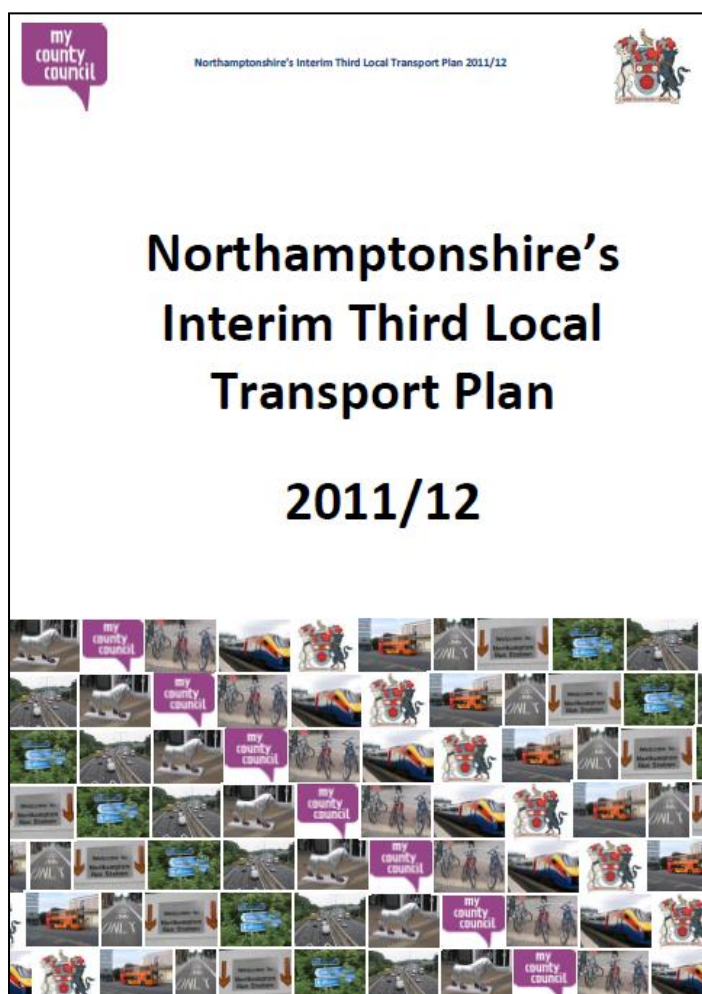
meant that it would be for the County Council to decide when that plan was reviewed and renewed or replaced.

Immediately following the election of the Coalition Government in May 2010, it was clear that there would be major reductions in government funding for transport which would affect the scale and pace of delivery of the plans and policies set out in the next Local Transport Plan. In addition, major changes were proposed to the land-use planning system which could impact on the amount of development which would take place in Northamptonshire and therefore on the future demand for transport in the county.

Interim Plan

The above uncertainties, along with the new flexibility allowed by Department for Transport guidance, led Northamptonshire County Council to produce an interim third Local Transport Plan in April 2011. This followed a limited review of the policies and strategies that were included in the second Local Transport Plan and contained an implementation plan that covered the 2011/12 financial year only.

The interim third Local Transport Plan allowed us to meet our statutory requirement to have a new plan in place but was always intended to have only a limited life and be replaced by 1st April 2012. This gave time for a comprehensive review of all our transport policies and for a further implementation plan to be drawn up in light of the changes in funding and national and local policy.



Northamptonshire Transportation Plan - NTP

This document reflects our commitment to carry out a comprehensive review of our transport policies and to put a new plan in place by 1st April 2012. We now have a much clearer idea of the levels of funding which are likely to be available for delivery of the plan over the next few years and of the likely future demands which development will place upon our transport network. Growth will continue to place major pressures on the transport system but funding, at least over the next few years will be limited. We have been able to produce a plan which we feel best illustrates where transportation in Northamptonshire needs to be in the future, whilst also taking into account very real constraints on spending. Therefore we see this as a 'new look' plan for the authority with a new name – the Northamptonshire Transportation Plan.

Of course, we recognise that things change, and that we need to keep our policies and plans up to date in a changing world. Instead of the Northamptonshire Transportation Plan being a single document, it will comprise a suite of documents that can be updated as and when needed. This main document will be followed by a range of 'daughter' documents that cover strategy in a range of topic areas, such as our Bus Strategy and Road Freight Strategy, along with geographic strategies that describe in more detail our plans for transport in Northamptonshire's main towns.

The Northamptonshire Transportation Plan aligns with the statutory West and North Northamptonshire Joint Core Strategies, specifically it will support:

- The timely delivery of these Joint Core Strategies; and
- Other statutory planning policy documents, including local development documents and their successors, across Northamptonshire.

The Northamptonshire Transportation Plan will also have regard to other non-statutory strategies, including the Arc.

The Joint Core Strategies will continue to be the key statutory spatial planning policy documents to identify locations for growth within the County going forward.

The Plan will also complement the work of both Local Enterprise Partnerships operational in Northamptonshire to secure the delivery of these Joint Core Strategies. Transport and the development of a new transportation plan is a vital tool in bringing about a coherency in the plans to deliver an overarching strategy for the county.

The new plan will be shaped more locally than previous plans and we can really move towards delivering the right services for our customers, as part of this, the over-arching 'You Choose' engagement process will be used as a key tool in informing the development of Northamptonshire's the plan and informing the public about developments in the plan. In

developing this plan we have taken in to account the consultation responses from 'You Choose; as well as those received for the Third Local Transport Plan.

The new plan will also link in directly to our wider County Council objectives of:

- helping our customers to help themselves with, for example, clear dissemination of bus information so people know which bus to get without having to ask;
- helping our customers when they can't help themselves, for example our home to school transport service is invaluable to all those who use it; and,
- we also want the customer to see us as trusted advocates, as an organisation that supports and nurtures our customers for the good of the county.

Shaping the Future

The Northamptonshire Transportation Plan reflects the changing nature of the county; it reflects new ways of thinking, not just about transport but about lifestyles and how people go about their daily lives. We need to find new ways of working to ensure we deliver best value for money to our residents and council tax partners. This may mean an enhanced role for and closer working with our parish councils, of which we have 263 in Northamptonshire, along with the voluntary and private sectors in providing services.

Investment in highway and transport infrastructure is a major financial commitment and needs to reflect the needs not only of today, but also of the future, as far as it can be predicted. The planning horizon of the Northamptonshire Transportation Plan generally runs therefore to 2026. This takes into account the period covered by the Core Spatial Strategies for North Northamptonshire, which covers the period to 2021, and West Northamptonshire, which covers the period to 2026. Our plans are obviously better formed for the earlier years, while there are some areas where the plan will look beyond 2026.

Format

As described above, this is the first of a series of documents which will eventually form the Northamptonshire Transportation Plan. The proposed suite of documents will include strategies or plans covering a range of transport themes and also detailed geographic strategies or plans for the Northamptonshire's main towns.



These thematic strategies or plans that will be developed as daughter documents to the Northamptonshire Transportation Plan cover the following areas:

- Air Quality
- Bus
- Cycling
- Development Management Policies
- Highway Asset Management
- Highway Improvement
- Highway Network Management
- Parking
- Rail
- Road Freight
- Road Safety
- Smarter Travel Choices
- Walking

Town Transport Strategies or Plans are anticipated for:

- Brackley
- Corby
- Daventry
- East Northants
- Kettering
- Northampton
- Towcester
- Wellingborough

Other plans or strategies will be added if appropriate.

The timescales for these daughter documents can be found in Appendix 1.

Until the full suite of documents is available we will need to retain some of the policies included in our current Interim Third Local Transport Plan and the Transport Strategy for Growth. A list of the proposed 'saved policies' and the documents which will replace them is also included as Appendix 1 to this document.

Update and Review

Whereas previous Local Transport Plans were reviewed according to timescales laid down by the Department for Transport, in future the County Council will have the freedom to update the plan as and when needed. Some parts of the plan are likely to need updating more frequently than others. So our delivery/implementation plan is likely to be updated in line with government spending rounds, while the town transport strategies will need updating when there are major changes to the developments planned in the towns they cover. Other parts of the plan may have a much longer life. This is one reason we are developing a suite of documents, to give us the flexibility to update some of our plans and policies without the need to change the whole plan. However, we propose that all documents should be subject to a full review, including a public consultation, within five years of their adoption, even if we had no plans to change them.

The Local Context

Northamptonshire is a predominantly rural county situated in the heart of England, with a population of nearly 700,000. The administrative and commercial centre of the county is Northampton, which contains approximately a third of the county's residents. Outside Northampton, the county is interspersed with other large, medium and small towns, which serve as economic and service centres to the rural hinterlands. The larger urban areas to the south and west are Daventry, Towcester and Brackley, and in the north-east Rushden, Wellingborough, Kettering and Corby are closely interlinked along a north-south corridor. Smaller market towns in East Northamptonshire also play an important role in supporting the rural economy.



The western half of the County benefits from good north-south links, being on the spine of the M1/M6 motorway and West Coast Main Line, and Northampton on the Northampton Loop Line, giving the County good access to the UK's two biggest cities, London and Birmingham. The eastern half of the county is also a key corridor with the Midland Main Line railway running north-south, and the A14 running east-west offering good links to the Haven Seaports. Excellent road and rail connections coupled with the County's central location have laid the foundations for a strong distribution sector, largely roads-based, but with large rail-served freight distribution sites at Eurohub near Corby and the Daventry International Rail Freight Terminal.

Other important routes include the A45 and A43 which together link the east and west of the county, and connect the A14 to the M40 and onward links to Oxford and the south of England.

The development of this transport infrastructure has had a major impact on how Northamptonshire and its towns have grown to date, and will continue to do so in the future.

Current plans would see more than 100,000 more people living in Northampton and the other towns in the Northamptonshire by 2026, and possibly another half as many more again by 2031. Also there are planned to be almost as many additional new jobs in the area over the same period. New development will be focused in the existing towns in the Arc Northamptonshire area. The Northamptonshire Arc is explained in more detail in Chapter 2.

Northampton will be a particular focus for development. Current targets indicate about a third of the new homes and over a quarter of the new jobs planned will be provided in 'Urban Extensions' in and around the town over the next 15-20 years. Detailed plans for this growth are being

progressed through the Core Spatial Strategy for West Northamptonshire. Development of the South West District of Northampton is already underway and there is significant additional potential in and around the town much of it already with planning permission. Plans are under discussion for considerable numbers of homes and jobs to be provided in a southern extension of Towcester. In Daventry District, most of the new homes and jobs planned are likely to come forward in extensions to the town to the north and north-east. Major development is also proposed at Brackley and Silverstone Circuit.

In the north of the Northamptonshire Arc the pattern of long term growth has been established by the adopted Core Spatial Strategy. This strategy, which runs until 2021, is currently in the process of being reviewed to extend to 2031, with a view to being adopted in 2012.

The main locations for new housing, and the greatest share of new employment, retail and leisure development will be in the 'Growth Towns' of Corby, Kettering and Wellingborough. These will provide the focus for major co-ordinated growth and regeneration. Improvements in transport choice and links to neighbouring towns will be made, and they will also be the focus of new infrastructure provided to remove present constraints on housing development. The new housing will principally be provided in new 'Sustainable Urban Extensions', in for example:

- North-East Corby (Priors Hall) and the Corby Western Urban Extension;
- East of Kettering; and
- Wellingborough East and North-West of Wellingborough.

Clearly, this will mean a significant increase in the demand for travel. In the Northamptonshire Arc, this will be mainly be on the A43 and A45 corridors, and mostly on roads that are already congested at peak times. Access to jobs for the new homes to be built in Northampton will be largely within the town, depending on car and bus, but some people will travel out of the area to work, for example to Milton Keynes. There will also be an increase in inward-commuting, often on the same routes where local movements will increase, placing further pressure on the road network.

The patterns of where people live and work, and how easy it is to get around the area also affect how people travel for other reasons too. When shopping for everyday items people tend to travel to the nearest towns. But patterns of accessibility can affect this. People living in Rusden, for example, tend to shop in Northampton as it is easy to get there. Similarly, people living around Towcester and north of Daventry tend to travel to Milton Keynes because of the access provided by the A5 and M1. These patterns of travel overlay journeys to work, and will exacerbate congestion at certain places and certain times.

Effects of Growth

In Northamptonshire, the effect of growth will principally be increased congestion despite planned improvements to the network.

It will become increasingly difficult and unpredictable to move around the area. Modelling work has indicated that added congestion will mean that on average it will take 25% longer to make some journeys by 2021, for example between Daventry and Northampton, or between Kettering and Corby. Predictably, the additional congestion will be particularly focused on those areas where development is planned and the A43 and A45 in particular. Areas most affected will be:

- In and around Northampton;
- To the south of Daventry and Northampton;
- The area around Wellingborough and Rushden;
- Around Kettering;
- Around Towcester; and
- In and around Corby.

The principal effects of this congestion, if not tackled, will be to seriously restrict the economic growth and prosperity by undermining the competitiveness of existing local businesses, by affecting deliveries and business travel; compromising the feasibility of some new developments, by reducing the accessibility of sites and reducing their economic viability; and by lengthening the time taken for development to happen.

In terms of journeys to work, having examined where people travel from by car to go to work in each of the main towns in the Northamptonshire Arc, in all cases most people travel relatively short distances within the towns, or conversely come from outside the Northamptonshire Arc altogether. There are some important implications of this, i.e.:

- The significant amount of travel between towns in the Northamptonshire Arc provides an opportunity to strengthen public transport links between these so that fewer of these trips are made by car.
- A significant proportion of car trips are made within the towns, indicating that better public transport and promotion of smarter choices measures would be successful in reducing car-borne commuting.
- The significant proportion of journey to work trips from outside the Arc indicates that there is also potential to reduce the overall level of commuting through implementation of the land use planning policies of concentrate new residential development within the existing towns within the Arc.

So, while travel between towns in the Northamptonshire Arc is important, this analysis does indicate the potential for shifting travel to more sustainable modes may be even greater within the towns themselves. In particular, rapid transit is not just suitable for interurban travel, and can play important role within larger towns (e.g. Northampton and Corby) particularly as they grow, given that much existing employment is based around the edge of the towns.

Aim and Objectives of the plan

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

Northamptonshire Transportation Plan Vision:

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

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

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

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

The overall aim for this Transportation Plan is:
‘Northamptonshire Transportation - Fit for..... Purpose’

The aim ‘fit for purpose’ means creating a network that delivers exactly what Northamptonshire needs to be able to function plus what it needs to be able to grow, no more and no less.

This overarching aim can then be broken down into six objectives that have been chosen to guide this Transportation Plan. These objectives have been drawn up to reflect the issues which have been identified as locally important through consultation, while at the same time reflecting wider national and local policy context. These objectives have been deliberately chosen to reflect the main impacts that transport can have on the wider community, rather than being linked to particular schemes or measures. They form the basis upon which the policies and programmes contained in this Plan have been developed.

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

Chapter 2 – The Plan in Context

This chapter shows how the Northamptonshire Transportation Plan supports the delivery of the Northamptonshire Arc concept.

It looks in more detail at the high level outcomes of the Arc and explores more deeply the 3 main transport priorities for the County.

The chapter then goes on to explore Local Enterprise Partnerships and their roles within transport, and then the concept of localism and what this actually means for the County.

Northamptonshire Arc

What is the Big Idea?

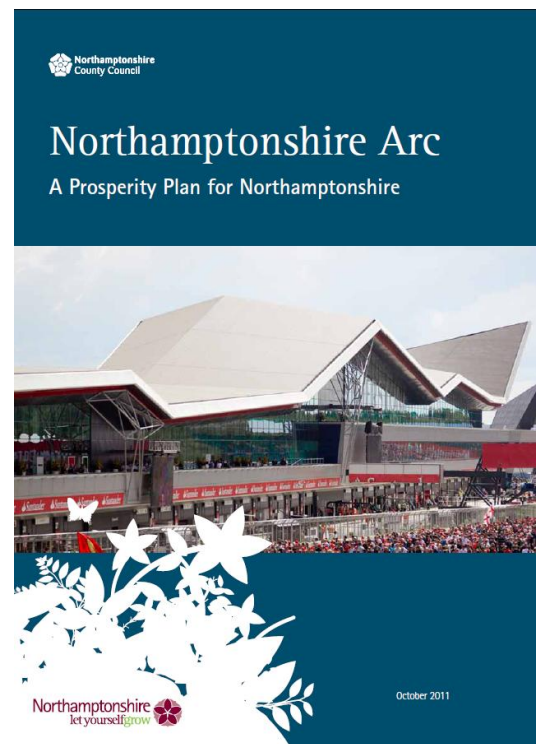
Northamptonshire is changing. It is already the fastest growing area in England – both in population numbers and traffic growth and this growth will bring challenges to the County.

There are a wide variety of projects and plans across the county being completed by a range of service areas and at present, there is no single strategy that includes all of the county's plans into one clear approach. Neither is there a way of expressing the county's priorities in a practical and spatial way. This means that work could be doubled up, or simply may conflict with other projects.

The Purpose of the Northamptonshire Arc

The Northamptonshire Arc is a document that ties together all of the projects across the county to ensure we are all moving forward together. It will be a broad supporting document for the whole of Northamptonshire.

Before this concept there was no single overall strategy that pulled together all the plans for the county in a way which offers a coherent approach, or expresses priorities in a practical spatial way. There was a need for an approach that articulated and reflected local ambitions at a county level

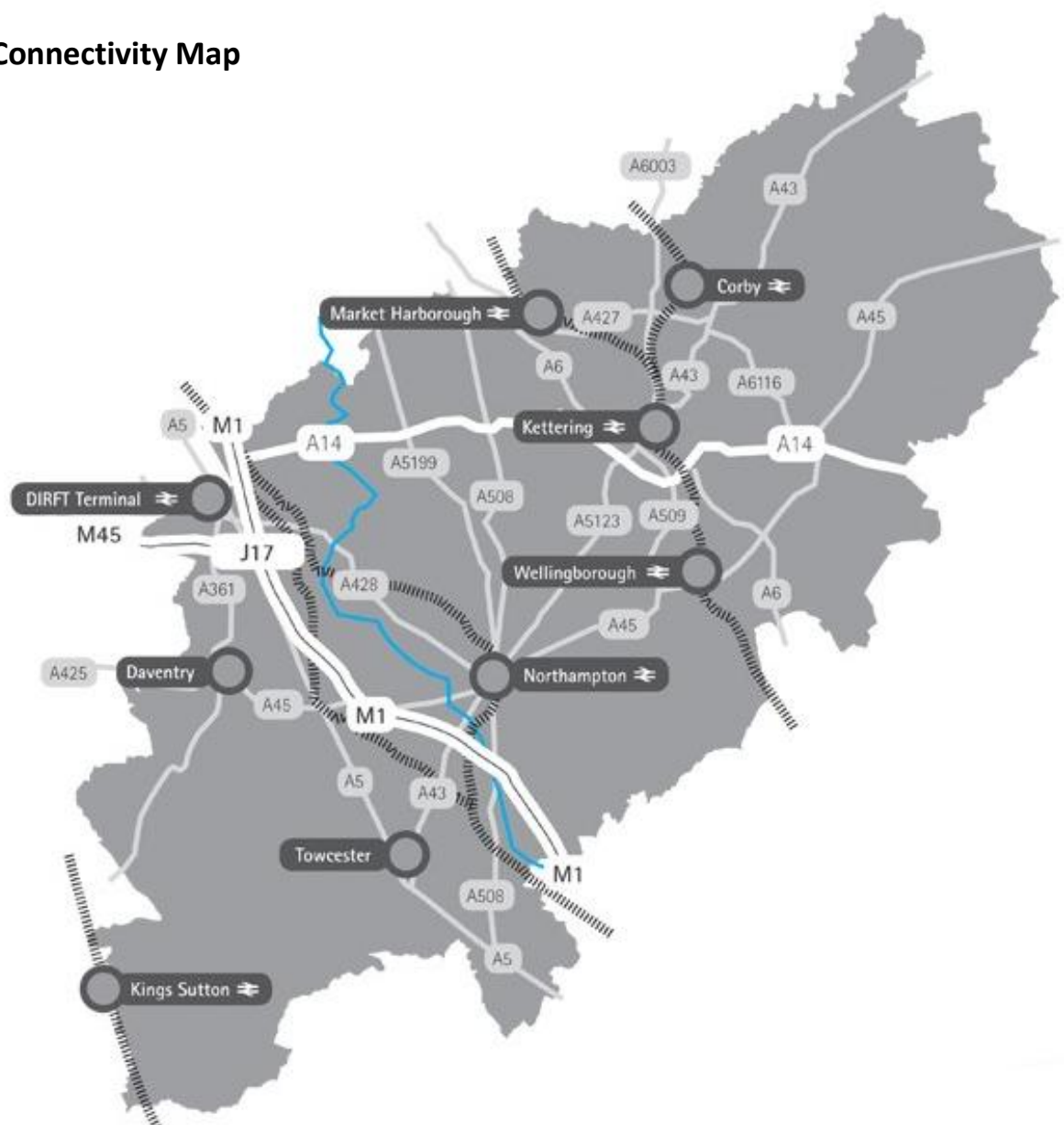


and complemented all of Northamptonshire strategies whilst also acknowledging Northamptonshire's wider strategic location and proximity to London and the Greater South East, taking into account the opportunities and challenges this presented.

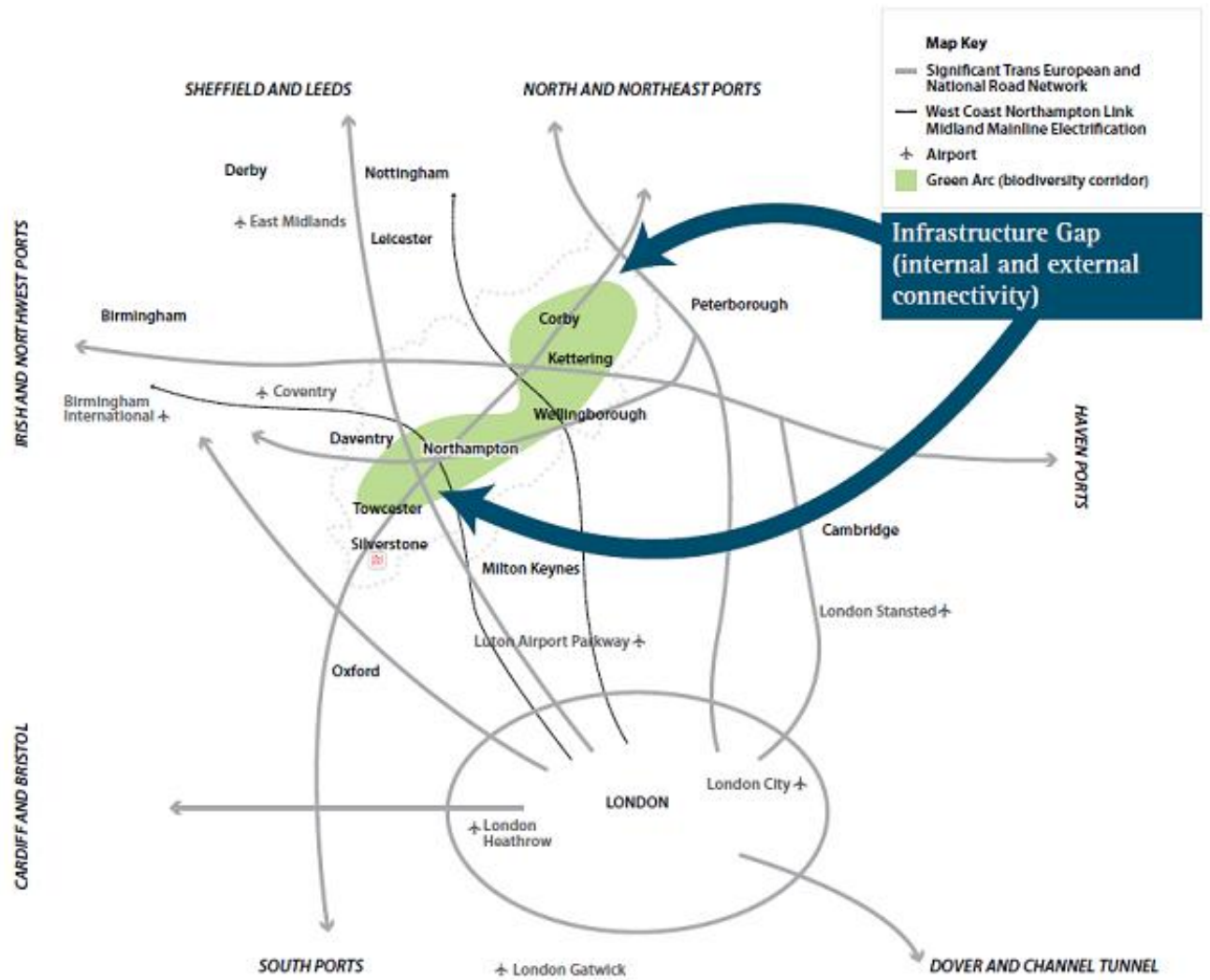
What is the 'Arc'?

The Northamptonshire Arc identifies connectivity issues and infrastructure deficit that if not tackled through various initiatives would prevent Northamptonshire from fulfilling its vision of sustainable growth. It encompasses all the larger towns including Northampton, Daventry and Towcester in the west and south, Kettering and Corby in the north and Wellingborough, Rushden, Oundle and Thrapston in the east.

Strategic Connectivity Map



Infrastructure Deficit Plan

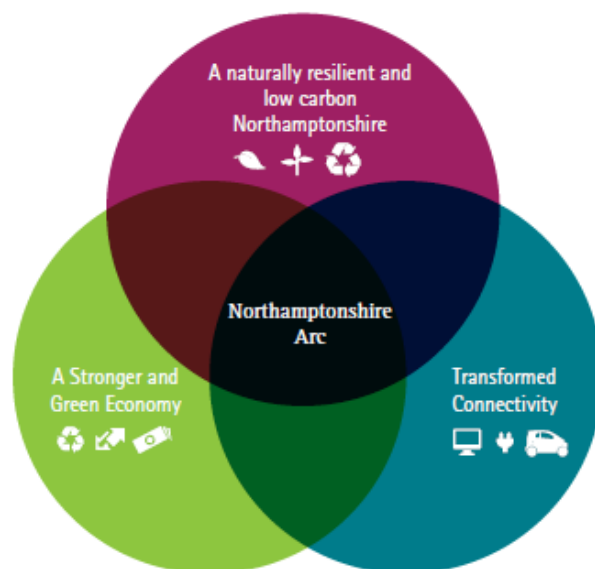


The Arc provides an overall spatial concept to guide future planning and investment across the whole county; it will also help support planning and policy framework documents prepared by the borough and district councils.

The Northamptonshire Arc is an outcome-led, rather than project-led approach, to economic development, environment and connectivity.

Three high-level thematic outcomes underpin the Northamptonshire Arc. These are:

- Transformed connectivity
- A naturally Resilient and Low Carbon Northamptonshire
- A stronger and greener economy



High Level Outcome 1: Transformed Connectivity

Transformed connectivity means better mobility and accessibility. This is essential for economic growth and prosperity. By improving connectivity Northamptonshire can build the balanced dynamic economy that is essential for future prosperity. Improving connectivity involves optimising the use of the network, making it fit for purpose and ensuring it is safe, addressing infrastructure gaps, and lowering carbon emissions. It also involves improving accessibility for residents, visitors and businesses.

Priority 1: Enhancing strategic connections and addressing congestion on the road network

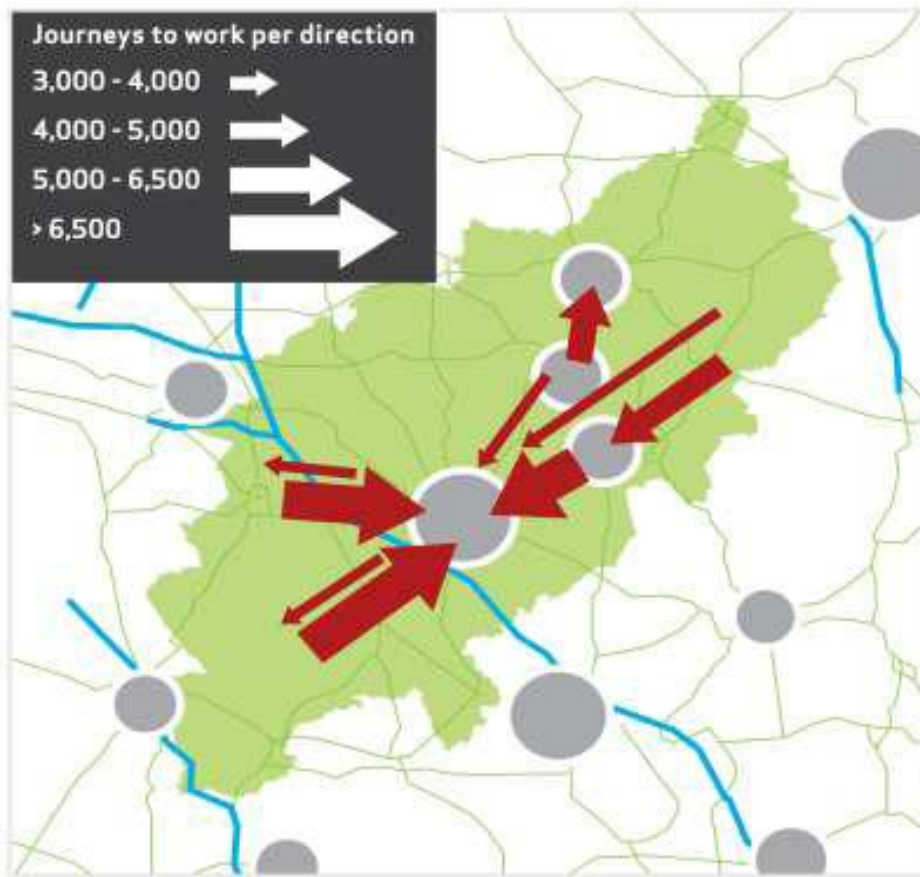
Strategic Interurban Roads

Strategic road connections provide the main arteries for economic growth. These connections include the M1, M6 and A14 which all form part of the both Britain's strategic national network and are also priority European trade routes which form part of the Trans-European Road Network (TEN).



The effective operation and connectivity of these routes through the county is crucial not only to the local economy, but also national economic performance.

A key initiative for Northamptonshire and a major infrastructure gap in the national strategic road network is an 'all moves' interchange between the M1, M6 and A14 at Junction 19 of the M1. This is critical to the logistics sector and the national economy and is supported by business leaders. Investment is also needed in the M1 and A14 to address congestion and its detrimental effects and improve reliability.



The A43/A45 artery through the county provides a strategic role as a link between the South Coast Ports and M4 (via the A34), the M1/M6 (which connects the Midlands and North), and the A14 (which provides a link with the East Coast Ports). This should be acknowledged as a strategic national route.

There is a danger that economic growth and prosperity will be slowed or stalled altogether without further investment in this route to address infrastructure gaps and improve reliability and resilience. This includes the need for improvements to the A43 between Northampton and the

A14 at Kettering and further northwards at Corby and south of Northampton – particularly at Brackley and Towcester (including an A5 relief scheme for the town). It also includes improvements to support the Silverstone Circuit Master Plan and facilitate the creation of new jobs and attract investment. Essential improvements to the A45 include the Northampton-Daventry Development Link and improvements to the Nene Valley Way between the M1 and Wellingborough. Together these improvements form part of a wider package for the A43/A45 artery.

Northampton

Northampton is the county town and the main commercial centre for the economic area of Northamptonshire. Investment is needed to enable all key town centre developments to progress on the basis of a joined-up approach. This includes improved connectivity to the railway station and the development and implementation of new car parking, park and ride, and bus strategies. The principal radial routes also need to be upgraded to enable better access between the town centre, major employment areas (including Brackmills) and new development areas. Investments in the road network will be part of a comprehensive approach for Northampton which also incorporates investment to support the use of new technology, low carbon modes and 'smarter choices'. This will include investment in traffic management systems to help improve the operation of the network and provide real - time travel information to road users.

Rail

Investment in roads and new technology needs to be coupled with better rail services to deliver real benefits to the economy. Improvements to services on the West Coast Main Line (including investment in new trains) have the potential to benefit Northampton by providing faster and more frequent services and by helping to attract additional investment and businesses to the area. Upgrades to the Midland Main Line (including electrification northwards from Bedford into the county and north to Sheffield) also have the potential to improve connections to services across London and the South East (and via Eurostar services at St Pancras to mainland Europe), reduce pollution, and enable more reliable and faster journey times.



Freight

The logistics and distribution sector is essential to the economy, but it also has a big impact on the road network and the environment. Freight consolidation centres can help to reduce this impact. These are distribution warehouses at which part loads are consolidated and delivered to the target area resulting in fewer journeys. Research from centres already in operation suggests that they can reduce journeys by about 80% and cut carbon emissions from freight by over 50%.

The ability to move freight by rail is crucial to the economy. This importance is likely to grow with the need to reduce congestion and lower carbon emissions. Northamptonshire is ideally based to capitalise on the growth of this and lead innovation in the logistics sector. The reason for this is its central location and proximity to national economic arteries, and the presence of a large cluster of leading logistics companies and operations. Northamptonshire is also home to two freight transfer terminals. These are Eurohub (at Corby) and the Daventry International Rail Freight Terminal (DIRFT) which is the country's premier road and rail distribution hub with pathways to major ports, rail terminals and the channel tunnel.

In summary initiatives include:

- An 'all moves' upgrade to M1 Junction 19 (connecting the M1, M6 and A14)
- A14 improvements, including at Kettering
- A43 and A45 arteries package
- Northampton town centre, growth and connectivity package
- Connect Northamptonshire - improved Traffic and Travel Information
- Freight consolidation centres with industry
- Electrification and improved journey times on Midland Main Line
- Northamptonshire fastrail agenda – involving a minimum of two fast services per hour with journey times of less than 40 minutes to London and Birmingham

Priority 2: Making public transport and cycling more attractive and encouraging and incentivising low-carbon travel

Detailed local studies and investigations have analysed growth on the transport network and identified problem corridors. The findings of this work indicate that a new mass-transit alternative is needed to help meet the forecast increase in demand for travel and manage its impact on the transport network. Without this it is unlikely that high levels of economic growth and prosperity can be sustained.



The proposal is to develop and implement a strategy for a high quality Northamptonshire Arc Transit network (NAT). This initiative would utilise the latest new technology (such as active demand management and real time information) to optimise the use of the network and ensure that traffic moves smoothly. Mass transit links would be introduced between the town centres, major employment sites and new developments and this will help to transform internal connectivity and improve access to transport hubs and the strategic network. This is a long-term objective and it is likely that the network would be implemented in phases. The ambition is to provide an attractive, practical, affordable and low carbon alternative to the private car not only for urban travel, but also for inter-urban journeys.

In Northamptonshire, as in many other places, provision of a conventional bus network in the rural areas is very difficult, and where services do exist, very few are run commercially. Reduced public sector funding means that different, more innovative, approaches are needed. The best solution in some rural areas is the provision of demand responsive services and other innovative approaches where passengers are able to match lifts and book services on-line. The County Council will work with communities to help them design and develop locally led solutions.

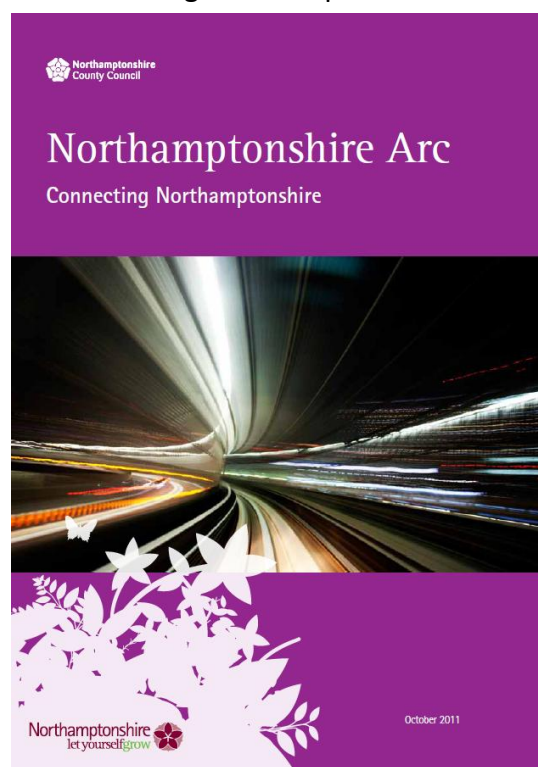
Other important initiatives include introducing smartcards, improving facilities for cyclists, and encouraging the provision of infrastructure (including charging points) for ultra-low carbon vehicles. Further details of these initiatives are set out in the Connecting Northamptonshire Plan.

The Connecting Northamptonshire Plan can be found on the County Council's website at:

<http://www.northamptonshire.gov.uk/en/councilservices/Environ/bigidea/Pages/NorthamptonshireArc.aspx>

In summary initiatives include:

- A Northamptonshire Arc Transit network
- Rural accessibility and mobility solutions and incentives
- Smartcards
- Cycling network
- Plugged in Places Charging Infrastructure



Priority 3: Enabling 100% countywide access to superfast broadband

Access to superfast broadband across Northamptonshire is essential to businesses, for education, for entertainment and increasingly for accessing many public services. It can also help to reduce social exclusion and help people retain their independence for longer. It is therefore crucial to future prosperity and well-being.

The County Council and key partners have embarked on enabling a superfast broadband Northamptonshire initiative that aims to provide everyone in the county with access to improved services and for the county to be at the leading-edge of the global digital economy. This will transform the way public services are delivered, help people to help themselves and reduce social exclusion, support enterprise and innovation, improve skills and educational attainment, and reduce carbon emissions. It is anticipated that the new technology which will be employed across the county will enable speeds of at least 40Mbps to be achieved and for this to be the norm. This compares to a county average of 7.2Mbps (source: Ofcom 2011). However this masks many parts of the county where speeds are far lower than this including some areas which do not have access to broadband. The target is to deliver this vision by 2017. This will involve a total investment in excess of £100m. A large proportion of this investment will be provided by private telecoms providers taking account of commercial viable opportunities.

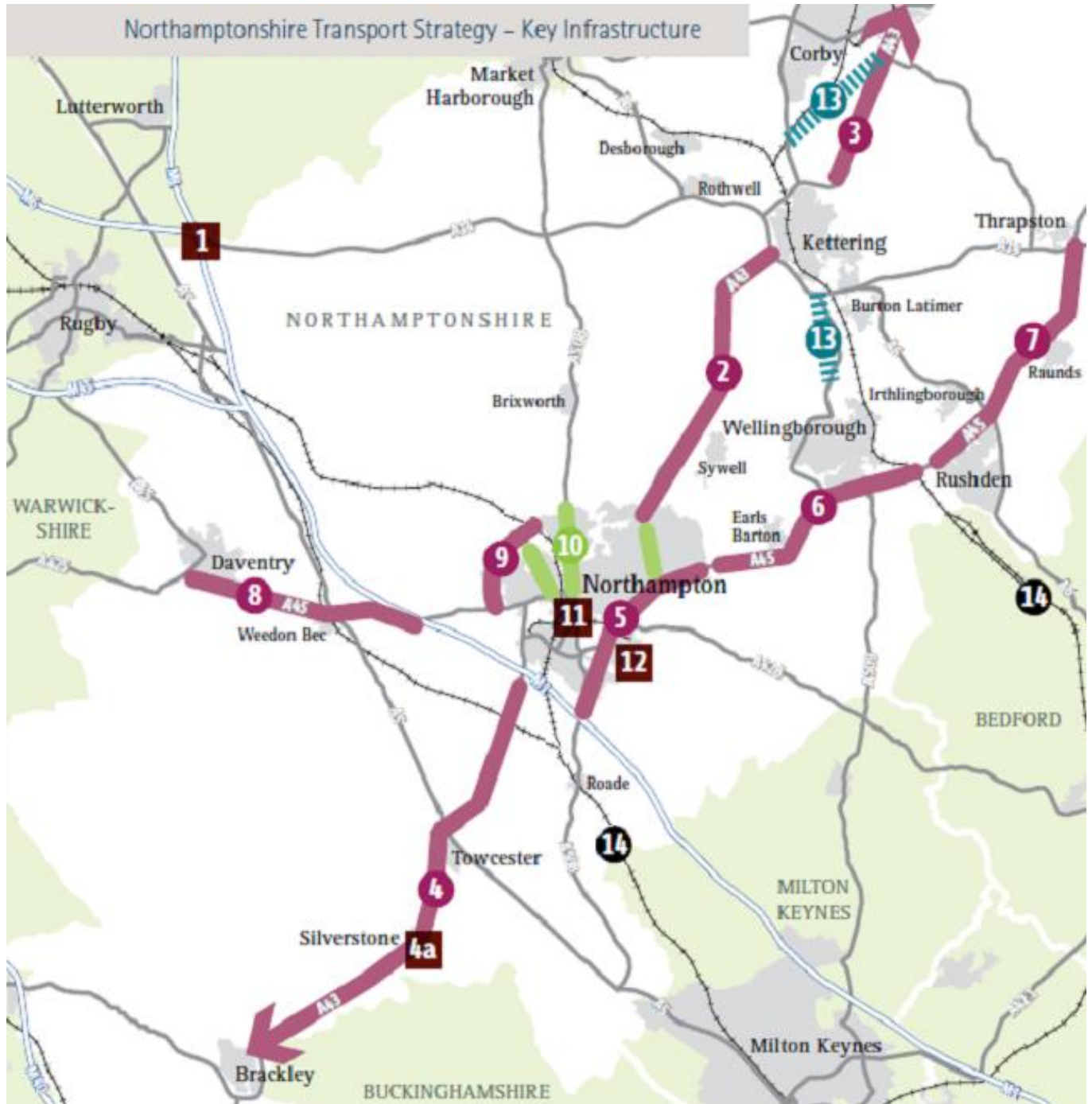
The County Council is leading the drive to provide better broadband access to areas where it would not be commercially viable for private telecoms providers to invest without public support. This covers over 60,000 premises. The County Council is working with Broadband Delivery UK (BDUK – the body which has been established by central government to manage the roll-out of superfast broadband) to help make this happen. This initiative has strong backing from local businesses, public sector organisations, politicians and local communities, particularly in the rural areas.

In summary initiatives include:

- Superfast Northamptonshire broadband



Northamptonshire Transport Strategy Key Infrastructure



Northamptonshire Transport Strategy Key Infrastructure Key:**This includes the strategic network for growth of Northampton and Railways.**

1. M1 Junction 19 – An ‘all moves’ interchange between the M1, M6 and A14. This is critical to the national economy and logistics sector and has strong backing from business.
2. Dualling of the A43 Northampton to Kettering – including upgrade of the A14/ A43 roundabout interchange.
3. A43 North of Northampton – investigation of further upgrades including for potential dualling through to the junction with A1 at Stamford.
4. A43 South of Northampton – improvements required to support development at Brackley and Towcester and an A5 bypass for Towcester.
 - a. Master Planning requirements for Silverstone – including better event management i.e. telematic signs etc. Also the development of A5 Bypass for Towcester associated with the development of the Towcester South Sustainable Urban Extension in the West Northamptonshire Core Strategy.
5. A45 Nene Valley Way – specifically Northampton Growth Management Strategy – Junction Improvements and traffic management measures at junctions on the A45 Nene Valley Way between Great Billing and the M1 Junction 15.
6. A45 Northampton to Wellingborough – further upgrades including the Wilby Way roundabout.
7. A45 Wellingborough to the A14 – including improvements to the A6 Chown’s Mill Roundabout and dualling of the A45 between Stanwick and Thrapston
8. A45 Northampton to Daventry – including Flore/ Weedon/ Upper Heyford Bypass
9. Roads to serve development in north-west Northampton – including Sandy Lane Relief Road and the Northampton North West Bypass
10. Northampton Radial Routes in need of upgrade – Lumbertubs Way, Kingsthorpe Corridor and connections through to Dallington Grange/ Kings Heath.
11. Northampton Town Centre – network to enable all key town centre developments to progress on the basis of a joined up approach – to include improved connectivity to the railway station and development and implementation of new car parking and bus strategies, through projects such as the Angel Street development, St John’s development, the Marina development and the L&G/ NBC town centre development including a new bus station.
12. Northampton Town Centre to Brackmills Connectivity – develop better sustainable links including further investigation of the old railway line option. To determine that the opportunity for the re-establishment of the Northampton to Bedford railways line is no longer an option.
13. Other key Northamptonshire schemes – including Isham Bypass and Corby Link Road.
14. Railways developments- journey time, passenger service and capacity improvements on the West Coast Main Line and Midland Main Line, together with electrification of the Midland Main Line

High Level Outcome 2: A naturally Resilient and Low Carbon Northamptonshire

Action across a number of themes including agriculture and food production, bio-fuels and renewable energy, protecting and reconnecting habitats, flood and water management, recreation and tourism, micro-climate control, and community and place-making.

Priority 4: Creating a naturally resilient Northamptonshire (including a network of accessible and connected green spaces)

Initiatives include:

- Northamptonshire 'green arc' ('biodiversity corridor') package including tree-planting and managing natural floodplains
- Destination Nene Valley

Priority 5: Managing waste and supporting green technologies

High Level Outcome 3: A Stronger Greener Economy

To bring together and develop new opportunities to attract business and investment and create more private sector jobs in the area.

Priority 6: Supporting innovation, enterprise and business growth

Initiatives include:

- 'The Engine of Growth' concept which will establish Northamptonshire as a UK and European centre for development in performance engineering and clean technologies
- A Northamptonshire Innovation and Enterprise Centres network
- Northamptonshire Business Angel
- Business Mentors
- Enterprise Clubs
- Northamptonshire Enterprise Area
- Silverstone Circuit Master Plan
- Rockingham Master Plan

Priority 7: Encouraging social enterprise

Initiatives include:

- InSpirE Initiative
- Northampton Innovation Centre

Priority 8: Developing the skills to succeed

Initiatives include:

- A University Technical Colleges network

Priority 9: Regenerating Northampton town centre and waterside

Initiatives include:

- Expansion of Northampton town centre's retail, commercial and leisure offer
- Regeneration of Castle Station
- Northampton Waterside redevelopment
- The Angel Street regeneration project, Project Angel

Priority 10: Supporting town centre regeneration

Initiatives include:

- Corby regeneration
- Town centre vision, Daventry
- Town centre regeneration, Kettering
- Rushden regeneration
- Moat Lane regeneration, Towcester
- High Street and town centre development, Wellingborough



Local Enterprise Partnerships

The role of Local Enterprise Partnerships will be important in terms of identifying and taking forward infrastructure improvements to facilitate economic growth as they are now the channel through which substantial amounts of government funding are made available. The Department for Transport have put a lot of funding into the Local Enterprise Partnerships and will expect transport to play a large role in facilitating economic growth. Schemes delivered through the Local Enterprise Partnerships can be private sector led or private/public partnerships. While there is substantially less funding provided by government to directly support the Local Transport Plan Integrated Transport Block, funding through the Local Enterprise Partnerships and other Government funding initiatives will offer real opportunities for Northamptonshire County Council to take forward key transport projects which support the economy over the next few years.

Northamptonshire Enterprise Partnership (NEP)

Creating a strong economy for Northamptonshire is a priority for the County Council and leadership is important in this respect. In 2006, the County Council led the establishment of Northamptonshire Enterprise Limited bringing together the Council's economic development service and budget with other countywide economic bodies including Invest and Explore Northamptonshire, the sub-regional arm of East Midlands Development Agency (emda), known then as Northamptonshire Partnership, and the Observatory. This not only secured efficiencies but provided the conditions for a joined up approach to economic development across the county. Most importantly, it also cemented a new relationship with the business community through a private sector led Board.

The County Council has built on these successes by supporting the creation of Northamptonshire Local Enterprise Partnership, the county-wide Local Enterprise Partner.

The Northamptonshire Enterprise Partnership provides strategic leadership, ambition and a vehicle for identifying clear investment priorities and interventions necessary to stimulate private sector led economic growth. It seeks to secure the buy in of key stakeholders with investment programmes, functions or assets capable of being influenced with a view to better aligning funding and interventions to secure added value and greater impact in addressing key economic priorities. The County Council is a strong partner, not only in terms of leadership but also through targeting of its resources and delivery activities, including its capital programmes, as appropriate, and service aspirations.



Northamptonshire
Enterprise Partnership

The new Northamptonshire Enterprise Partnership, building on the previous Northamptonshire Enterprise arrangement, comprises a reconstituted high level Board which is private sector led and is a partnership between the business community and the public sector. The *modus operandi* is be 'business-like' - not bureaucratic – and based on the need for agility to respond to economic challenges and to stimulate growth. It will identify and forge strategic alliances best suited to secure added value and benefit for Northamptonshire related to key economic activities through a range of projects including Enterprise Hubs, industry-led sector groups, Fit for Market, INV-ENT as well marketing and promoting the county as a location for inward investment and tourism. This includes working with Government and its agencies, neighbouring areas or other Local Enterprise Partnerships, and across specific business sectors more widely, as appropriate.

Enterprising Northamptonshire.....Aims and Ambitions

Thanks to a solid track record of delivery the Northamptonshire Enterprise Partnership hit the ground running from day one, immediately beginning to deliver against objectives and maintaining Northamptonshire's momentum as one of the fastest growing counties in the UK.

- A newer and more commercial approach to returning to growth sees the Northamptonshire Enterprise Partnership becoming as enterprising as the people it supports.
- Support and investment from both the private and public sector is required to generate the levels of return the Northamptonshire Enterprise Partnership aims to achieve.
- The Northamptonshire Enterprise Partnership aims to be performance based; delivering activities that make a measurable difference to the local economy, making Northamptonshire the place for Enterprise.
- In the first operating year, the Northamptonshire Enterprise Partnership aims to have supported the creation of 800 new jobs, the attraction of 15 new companies and in doing so leverage at least £3m of private-sector funding.

Infrastructure - Unlocking the potential for growth

As part of building a connected county we will seek to work with businesses to identify and address infrastructure constraints affecting their growth.

Improved Transport Connections

Improved accessibility and mobility will be key to economic growth and prosperity. It will enable businesses to benefit from efficient logistics, access new markets for their goods and services, improve productivity, and draw on a wider pool of labour, skills and training. This involves making the network fit for purpose, filling infrastructure gaps, optimising the use of the network, making it safe, and ensuring that low carbon modes are more attractive and easier to use. This includes

investment in strategic connections (both road and rail – including access to major airports and ports) and the local network.

The Northamptonshire Enterprise Partnership Board will work closely with the County Council to identify and agree the transport priorities. Initial top priorities include improvements to the A45 between Daventry and Northampton (including a Flore, Weedon and Upper Heyford bypass) and the A43 between Kettering and Northampton (including dualling) as well as developing the detailed business case for the Corby Link Road. Another priority is a commercially viable Mass Transit Network (Northamptonshire Arc Transit). Further priorities will be identified in discussion with the wider business community. It will also work with the County Council and others to secure the necessary support and funding to deliver these priorities and put in place joint mechanisms to monitor and review progress.

Economic Development

The County Council manages its economic development services through the Northamptonshire Enterprise Partnership; including its county branding and place marketing activity, inward investment services, business support, enterprise, tourism and heritage. The inaugural meeting of the new Northamptonshire Enterprise Partnership Board took place on 13th April 2011.

Strategic economic policy and funding is managed by the County Council's Environment and Planning Service.

A stronger and greener economy is a central theme of the Northamptonshire Arc.

Within the context of the Northamptonshire Arc, partners with an interest in the economy from across the county have collaborated to develop the Sustainable Northamptonshire Economic Action Plan (SNEAP).

This was published by Northamptonshire Enterprise in December 2010. This sets out a challenging programme to support jobs growth in the county including measures in the fields of:

- Employment Land and Premises
- Education and Skills
- Enterprise and Innovation
- Transportation
- Town Centre Regeneration
- Building the Brand

The new business plan of the Northamptonshire Enterprise Partnership, which was launched in May 2011, has helped to shape the key priorities for economic intervention by public and private sector partners across the county in 2011/12 and beyond.

The Northamptonshire Observatory provides economic information and intelligence about Northamptonshire to inform decision-making.

Further information on the Northamptonshire Economy can be found in the Local Economic Assessment published by the County Council in January 2011.

South East Midlands Local Enterprise Partnership (SEMLEP)

What areas does the South East Midlands Local Enterprise Partnership cover?

The South East Midlands Local Enterprise covers nearly 2m people. It comprises of:

Four unitary authorities:

- Bedford Borough
- Central Bedfordshire
- Luton
- Milton Keynes

Seven district authorities:

- Aylesbury Vale
- Cherwell
- **Corby**
- **Daventry**
- **Kettering**
- **Northampton**
- **South Northamptonshire**

Five of the seven districts covered by the South East Midlands Local Enterprise Partnership area are within Northamptonshire (shown in bold above).

What is SEMLEP?

SEMLEP is a partnership between local government and the private sector. It provides a forum for the strategic local leadership necessary to transform prospects for employment and the economy through private sector growth.

The ambition of the partnership is:

By March 2015, the South East Midlands Local Enterprise Partnership aspires to be one of the most innovative, successful and high performing local enterprise partnerships in England, as measured by growth in Gross Value Added per head relative to other Local Enterprise Partnerships and as demonstrated by the effective collective leadership provided by local authority and private sector partners.

The Vision “is of a diverse and competitive knowledge economy with first class infrastructure and high growth, built on local private sector strengths, exports and job creation.”

Purpose

The Partnerships focus is on private sector-led growth and inward investment; the role is to create the right environment for businesses to grow.

The partnerships way of working is characterised by a strong and transparent unity of purpose shared by all partners. By working together in pursuit of this single purpose, they aim to get the best out of public and private leaders at all levels in the organisations and communities with whom they work, and throughout businesses of all types and size.

Growth impacts on, and is measured by, demonstrable increases and improvements that result from this way of working in businesses, jobs, homes and communities.

To achieve the purpose, the South East Midlands Local Enterprise Partnership will focus over the next three years on four aspects of growth:

1. delivering growth effectively and speedily
2. removing barriers to growth
3. attracting new growth to the area
4. growing itself



OBJECTIVES

DELIVERING GROWTH EFFECTIVELY AND SPEEDILY

To support all local authorities included in the partnership to deliver their economic development plans and related activities designed to stimulate growth

- identify and benchmark the number of existing jobs in each of the local authority areas
- increase net new jobs by 1% above average
- deliver 500 new jobs and 50 new businesses in the Northampton Enterprise Zone

REMOVING BARRIERS TO GROWTH

To facilitate investment in key infrastructure to unlock development

- invest £12.5m available from Growing Places Fund and other initiatives in key infrastructure development
- analyse coverage of Next Generation Broadband and identify ways to increase coverage

ATTRACTING NEW GROWTH ACROSS THE AREA

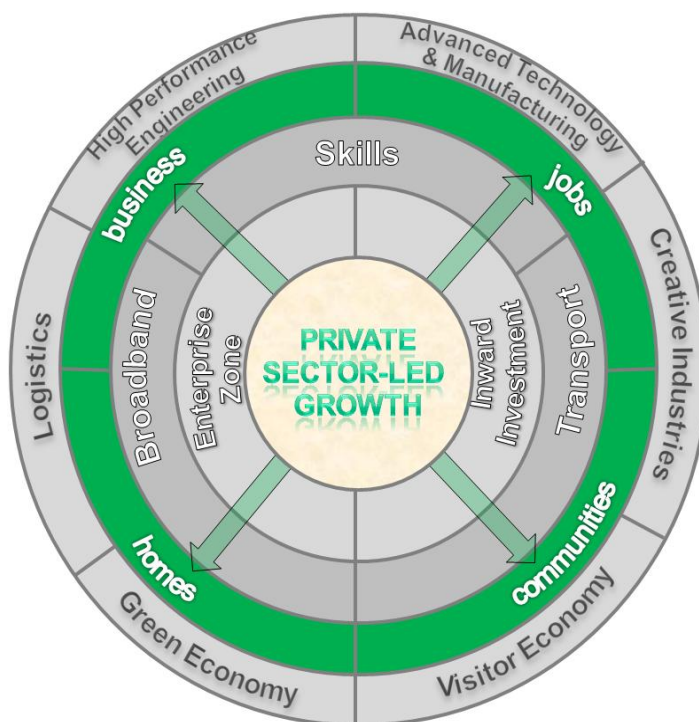
To work with UK Trade and Investment to support local authorities and deliver inward investment

- analyse existing arrangements for inward investment.
- identify ways to enhance arrangements to benefit all partners

GROWING SEMLEP

To develop a sustainable future for the partnership with a reputation for speedy effective delivery

- establish capacity to deliver Business and Financial Plan
- establish effective performance and risk management
- create a database of 10,000 business



Localism

Taking the Northamptonshire Transportation Plan forward into the future we must embrace 'Localism'.

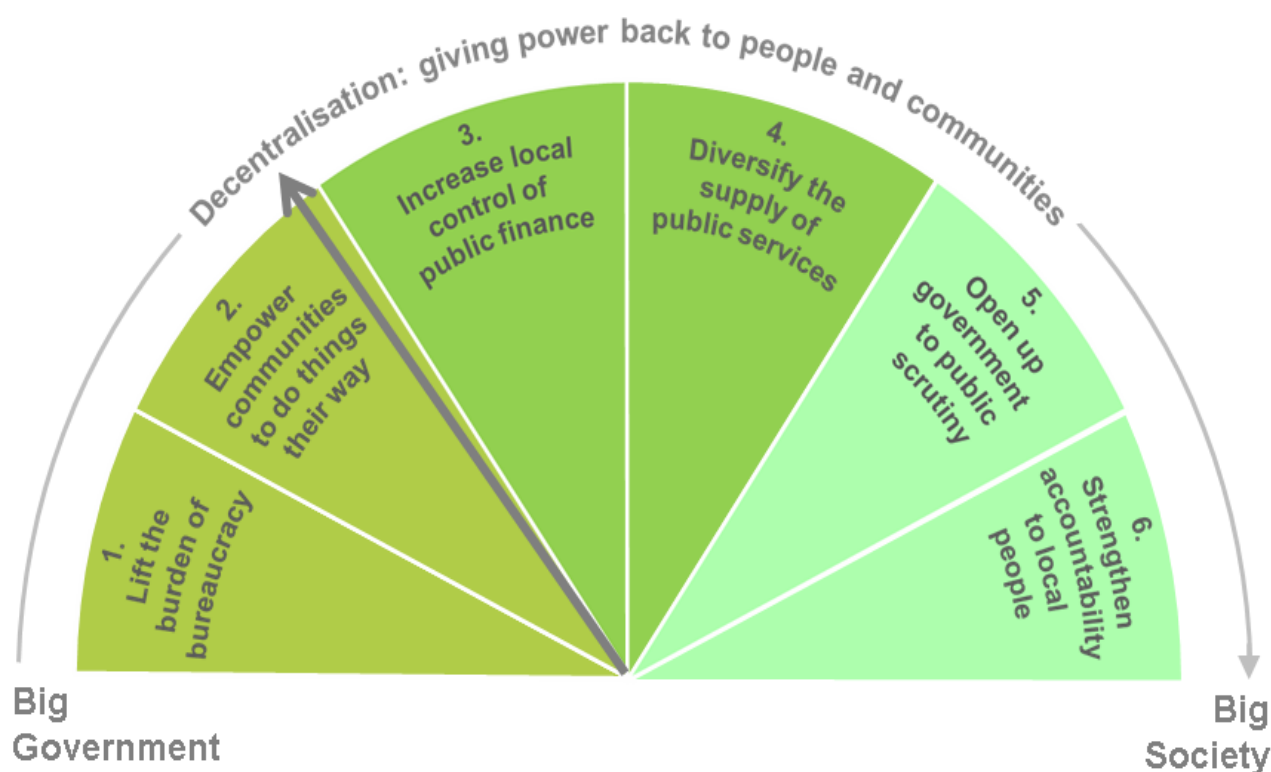
Localism Act 2011

The Localism Act received the Royal Assent on 15th November 2011, realising the Coalition Agreement to make the shift from 'big government' to the 'Big Society', achieved through decentralisation and devolution.

It is an extremely significant piece of legislation which looks to devolve decision-making powers from Whitehall to communities and their local democratically-elected representatives. It covers the powers of authorities, governance structures, standards for elected members, the transparency of senior executive pay, flexibility over business rates, community empowerment through referenda and wholesale reforms to the local planning process as well as many aspects of social housing.

Secondary legislation will follow in 2012 and 2013, which could mean that some parts of the Act will not become law for at least 2 years.

What is localism?



Localism is about recognising the characteristics of a particular locality, listening to and acting on the needs and preferences of the community/ies within it. It is exemplified by local community activity, with individuals willing to 'stand-up and get stuck-in'. To enable this, communities must be empowered to make their own decisions and national and local government must allow this to happen. National government is doing this through the Localism Act. Local government will need to do this by using the new powers and flexibility to full extent by:

- having a thorough understanding of the elements of the Act, their implications and limits;
- having a common understanding of the issues in a community (this has two main elements – information gathering and dissemination), with a clear understanding of what works well already and what needs to be improved;
- developing new ways to deliver services more flexibly, including increased commissioning from others, and being confident in providing different services (or levels of service) in different areas, according to local need;
- improving communication between and within the different levels of local government (including town and parish councils) and with the community, with increased drawing on the local knowledge of members;
- improving the way that service providers work together in partnership, delivering services in a joined up way;
- empowering the community to act to improve the quality of life in their locality; and
- being creative about involving residents.

Successful localism results in an ideal the Government describes as the ‘Big Society’ - a society in which individual citizens feel supported and enabled, have real and regular influence and are capable of creating change in their neighbourhood. In other words, successful, strong, cohesive and sustainable communities, where residents are actively involved in shaping the places in which they live and improving services, leading to increased satisfaction and better quality of life, specifically:

- easier access to the services they want;
- early identification and resolution of difficulties;
- faster, co-ordinated and appropriate responses;
- improved planning and evaluation;
- better service experience for families;
- reaching the right service at the right time;
- feeling of involvement; and
- a stronger sense of community.

Action 1: Lift the burden of bureaucracy

The first thing that Government should do is to stop stopping people from building the Big Society

Action 2: Empower communities to do things their way

Getting out of the way is not enough, Government must get behind the right of every community to take action

Action 3: Increase local control of public finance

Government must will the means, as well as the ends, of community power

Action 4: Diversify the supply of public services

Local control over local spending requires a choice of public service providers

Action 5: Open up Government to public scrutiny

Public service providers should be subject to transparency not bureaucracy

Action 6: Strengthen accountability to local people

Public services shouldn't just be open to scrutiny, but also subject to the individual and collective choices of active citizens

High Speed 2

High Speed 2 is a scheme to provide direct, high capacity, high speed rail links between London, Birmingham, Leeds and Manchester, with intermediate stations in the East Midlands and South Yorkshire. There will also be direct links to Heathrow Airport and to the Continent via the High Speed 1 line.

At its Full Council meeting on 23rd June 2011 the County Council agreed:

'That this Council confirms its support for the principle of High Speed Rail in Britain, but only if:

A clear, professionally certified business case is made for the value for money of the investment needed, which significantly outweighs the advantages for the same investment which could otherwise be made into the existing transportation infrastructure of the county.

That the Council, recognising that the advent of high speed services is probably 15 years away for the west coast line and 30 years away for cities served by the Midland Mainline, urges that improvements sought in the nearer future to existing infrastructure and services should be given a high priority so that capacity and service enhancement is achieved in the interim and is available for conventional services if the high speed service comes on stream'.

In January 2012, the government announced its intention to proceed with the preparation of a hybrid Bill for the London to West Midland section of route. Further refinements have been made to the route to reduce its environmental impact, including additional sections of tunnel on the route within Northamptonshire.

The government plans to build High Speed 2 in two phases. The line from London to the West Midlands and the connection to High Speed 1 is planned to open in 2026, followed, in 2032-33, by the onward legs to Manchester and Leeds and the connection to Heathrow.

Next Steps

Planning and building a national high speed network is a huge undertaking. Approval to construct the first phase will be sought through a hybrid bill in Parliament, planned for the autumn of 2013 – giving those affected by the decision the chance to petition Parliament.

In the interim period, the County Council will be working with HS2 Limited and local communities to ensure that appropriate mitigation measures are included in the designs for the sections of route within Northamptonshire. We will also be working pressing for improved services on the West Coast and Midland Main Lines, both before and after the opening of the two phases of High Speed 2.

Chapter 3 – Developing the Strategy

This chapter investigates the strategy intrinsic throughout the document and shows how the Highways, Transport and Infrastructure service is focused to achieve successful delivery. It also investigates the County Council corporate themes.

This chapter then looks at the North Northamptonshire and West Northamptonshire Joint Core Strategies, shows the visions and objectives that they have for the County and demonstrates how the Northamptonshire Transportation Plan will integrate with these plans and have a key role in ensuring they are delivered in a timely way.

Developing the Strategy

The scope of the services delivered by County Council's Transport, Highways and Infrastructure service is wide ranging and includes the maintenance of 4120km of road network, 4500km of footways and 295 sets of traffic signals. The combined value of the highways asset is currently around £3.3billion. In administering its duties the service is also responsible for amongst others; the management of 300 fleet vehicles, receiving up to 30,000 notices for road openings on the highway, up to 40,000 Penalty Charge Notices, the transportation of 13,500 school children every year, the management of capital infrastructure works, development management, the adoption of roads, and providing a safer environment within which to travel.



This combination of services contributes significantly to the economic, social and environmental well-being within both Northamptonshire and surrounding areas and also helps to shape the character and quality of local communities. In addition, the service has a measureable impact on the county's priorities for growth and regeneration, social inclusion, safety, education and health and at a local level they have been recognised as being of high local importance.

To achieve successful delivery of our services focus needs to be made on:-

- Listening and responding to our community, and balancing the needs and demands of users and stakeholders of the service with the significant financial challenges that we face;
- Improving access to services that our customers require in going about their day to day lives;
- Undertaking all activities with a balance between safety, risk and cost;
- Managing the major assets within the means of the Council to cater for the requirements of the users and meet the obligations of the council;
- Delivering the services activities with a balance of minimising the immediate and future impacts on the environment at a cost that the council can afford;
- Achieving a measureable input towards balancing the growth agenda delivery outcomes and the impact on the wider county, its residents and the Council;

Examples of how services are being delivered include implementing a Transformation Strategy for better streamlined and seamless service delivery. This involves the recent review of our Highways Maintenance Strategy, developing our transport provision and operations, and where possible seeking to integrate staff and resources with those of our key partners. The outcome of this strategy will help to improve service delivery and increase value for money by providing streamlined and seamless services for our customers.

We will also be moving more closely to a commissioning/provider model for aspects of the service where it makes sense to do so. There will be a strong focus on "localism" which involves increasing local input and influence on highway services, and we will be seeking to implement pilot initiatives whereby local communities will have greater influence and a stronger voice in terms of the delivery of the service and priority setting. We will continue developing the capacity of the Capital Programme Delivery Unit such that it is capable of taking on board a wider range of projects from across the County Council as well as external clients and we will also be developing the way that our transport provision and operation teams operate.

National drivers include the Growth Agenda and the current tough economic climate which has led to a reduction of government funding, infrastructure funds and developer funding. The recession has also meant a downturn in several income streams.

Delivering transport in the immediate future will be challenging, it will require us to work within our means to deliver major infrastructure and environmental outcomes for the people of Northamptonshire.

Government reductions in the Comprehensive Spending Review for 2010-11 had a significant impact on the range of services provided to customers, and the mechanisms used to deliver these.

We have and will need to invest in and develop our workforce and business processes to ensure that the service is adaptable and robust enough to meet the oncoming challenges.

We will need to excel at delivering value for money services that customers want. We will need to increase our capacity to listen to customers and local communities so that they have a strong voice in deciding the range of services that we provide and help establish how best to access and deliver these.

We will need to be entrepreneurial and creative and continue to collaborate with partners at all levels to develop new ways of delivering services, seek grants and exploit external funding sources to deliver our plans.

Corporate Themes

Northamptonshire County Council is committed to ensuring our vision of being “proud to make Northamptonshire a great place to live and work” for everyone who lives, works, studies or plays in the county. More specifically the council has four customer outcomes that it will continue to deliver over the life of this plan, namely:

- **A cleaner, greener more prosperous county.**
- **Active, safe and sustainable communities.**
- **Young people feel engaged.**
- **Care customers feel in charge of their life.**

The Corporate Plan shows a commitment to understand and work with communities to **“help them help themselves”**. The principle of Big Society introduced by the Coalition Government in 2010, underpins the council’s commitment to continue to develop social capital within communities. The Council wants to encourage a culture of self-reliance and enable communities to respond and develop solutions to problems that they are experiencing. It will work to remove the barriers that may have created so that communities can become more vibrant, resourceful and self confident, where people help themselves and others to address local problems and deliver collective success.

Also the County Council has an objective to **“help those that can’t help themselves”**, and over the coming years it will focus on ensuring that this is done in the most efficient and effective way. The Council’s work as a **“trusted advocate”** will continue, as the council represents Northamptonshire communities both regionally and nationally.

We will help achieve the Council's vision of **"proud to make Northampton a great place to live and work"** by helping people to help themselves through our local participation and localism agenda, which aims to empower the public to make decisions about and for their area.

We will 'not waste your money' by ensuring we deliver within our means, continue to add value to our delivery costs and ensure we bring in external funding for development of Northamptonshire's infrastructure.

We will help 'develop a smaller and enabling council focused on the customer' by implementing the Street Lighting Private Finance Initiative.

We will contribute to a 'prosperous and cleaner county' by further developing the Northamptonshire Arc and the Single Programme and Growth Agenda, ultimately delivering for 'all of the county for all of us.'

North Northamptonshire Local Development Framework

Adopted Core Spatial Strategy – June 2008

North Northamptonshire relates to the area that is covered by Corby, Kettering, Wellingborough and East Northamptonshire Councils. Included within North Northamptonshire are the main towns of Corby, Kettering and Wellingborough, along with Rushden and a number of other smaller towns and many villages.

Corby, Kettering, Wellingborough and East Northamptonshire Councils, together with Northamptonshire County Council, have worked through a Joint Planning Committee to create the overall town planning strategy for the area. The Core Spatial Strategy is a key part of the Local Development Framework for North Northamptonshire that replaces the previous County Structure Plan and the Local Plans of each Council.

The individual councils, based on the framework provided by this overall Plan are preparing other more detailed plans for parts of their areas.



Setting the Strategic Direction of the Plan

The Vision for North Northamptonshire:

North Northamptonshire in 2021 will be a better place: a showpiece for modern green living within a high quality environment and a prosperous economy.

A step change of growth in homes and jobs will have been matched by investment in infrastructure, services and facilities, creating a more self sufficient area, better able to meet the needs of local people and to play an enhanced role in the UK.

A strong network of vibrant settlements with excellent transport connections will have developed through growing and regenerating the towns of its urban core and strengthening the centres that serve the rural east. These settlements, set within an enhanced green framework of living, working countryside will work together to provide accessible jobs services and facilities to meet the needs of the growing population.

The delivery of high quality development and the protection and enhancement of valuable built & natural resources will ensure that growth has brought opportunities and benefits to existing communities and provided a safe, healthy and attractive area for new residents, visitors and businesses to invest in.

Objectives for Realising the Vision

Objective One– Green Living - Ensure that development in North Northamptonshire becomes a benchmark for ‘green living’ and makes it easy for people to live in an environmentally friendly way through using the highest standards of design (including energy efficiency/renewable energy, sustainable construction methods and green technologies), promoting green industries and ensuring sustainable transport choice. This will maximise environmental performance and community safety and encourage healthy lifestyles.

Objective Two– Environment - Enhance and manage the built and natural resources of North Northamptonshire in a sustainable and integrated manner and in the context of major growth and the challenges of climate change. To bring about a step change in biodiversity management and a net gain in Green Infrastructure; retaining and enhancing landscape and townscape character and distinctiveness, through the opportunities afforded by development and investment.

Objective Three– Network of settlements - Create a sustainable urban-focused development framework based on maintaining distinctive and separate settlements and on optimising the use of the existing structure of a north-south urban core with a spine of rural service centres in the

east. Ensure the scale and location of growth is shaped by the role and character of settlements in this network, supporting greater self-sufficiency for the area as a whole.

Objective Four – Town Centre focus - Ensure that services and facilities, including cultural provision, are located in town centres and other areas of focus in North Northamptonshire, and that opportunities to maximise and enhance the provision of leisure, retail and cultural facilities are taken, making these places more self-sufficient and real hearts for their communities.

Objective Five– Connectivity and modal shift - Increase transport choice to enable modal shift and enhance North Northamptonshire's national, regional, sub-regional and local connections through improvements to public transport and road corridors to meet the future role expected of them, and support the development of a strong network of settlements.

Objective Six – Infrastructure and services - Secure provision of the infrastructure, services and facilities needed to sustain and enhance existing communities and support the development of North Northamptonshire, including establishing the priorities for future public and private investment and collaboration, to build confidence in North Northamptonshire for investors and others.

Objective Seven– Economy - Build a more diverse, dynamic and self reliant economy, which is not overly dependent on in or out commuting to make it reach its potential, through providing the workplaces, jobs, skills and sites to bring this about.

Objective Eight– Quality of life - Strengthen the quality of life throughout North Northamptonshire by supporting initiatives that build stable, safe, healthy and strong communities; respecting cultural diversity and distinctiveness; planning new development to help reduce crime, anti-social behaviour and the fear of crime; promoting well-being and health; ensuring that development is of local character; and supporting area based renewal.

Objective Nine– Regeneration - Ensure the regeneration of Corby and the other areas of North Northamptonshire that need it, through maximising the use of brownfield land for new development, providing the necessary supporting infrastructure and inspiring community confidence in the need for positive change. To build on the distinctive features and assets of each settlement to support and facilitate this, including the promotion of art in the public realm.

Objective Ten– Housing Needs - Deliver the quantity and mix of housing to meet identified needs in North Northamptonshire, ensuring that a sufficient proportion is affordable and accessible to all. Maximise the use and regeneration of brownfield land in meeting these target, and through using high quality design that makes best use of land without compromising the quality of the local environment.

A revised Core Spatial Strategy for North Northamptonshire is currently being prepared, with the intention being that the revised plan should be adopted in 2013.

How the Northamptonshire Transportation Plan links to the Core Spatial Strategy

The Core Spatial Strategy relies on the Northamptonshire Transportation Plan to enable the delivery of key transport infrastructure projects such as the A43 Corby Link Road and A509 Isham Bypass, which will help to ensure that the Core Spatial Strategy as a whole can be delivered. The Plan will include town transport strategies for the main growth towns in North Northamptonshire (Corby, Kettering and Wellingborough) which will be developed alongside the revised Core Spatial Strategy. One or more town strategies will also be developed for those towns for which significant growth is planned in East Northamptonshire. The projects identified in the Transportation Plan and its daughter documents (including the town transport strategies) will link closely with the Core Spatial Strategy's Infrastructure Delivery Plan, and its associated infrastructure schedule, which will be used to derive standard charges for the Community Infrastructure Levy and other developer contributions such as Section 106, thereby helping to ensure that the development contained in the Core Spatial Strategy is delivered in a timely way with appropriate infrastructure

West Northamptonshire Local Development Framework

Pre-Submission Joint Core Strategy – February 2011

West Northamptonshire is the area covered by Daventry District, Northampton Borough and South Northamptonshire Councils. It includes the towns of Northampton, Daventry, Towcester and Brackley and all the villages and rural areas within the three Councils' administrative areas.

The West Northamptonshire Joint Strategic Planning Committee was established in 2008, and is responsible for plan-making in West Northamptonshire.

The Pre-Submission Joint Core Strategy has been prepared by the Joint Planning Unit on behalf of the three Councils of Daventry District, Northampton Borough and South Northamptonshire working together with Northamptonshire County Council. It is a material consideration in planning decisions including the preparation of other strategies.

The Joint Core Strategy sets out the long-term vision and objectives for the whole of the West Northamptonshire area for the plan period up to 2026, including strategic policies for steering and shaping development. It identifies specific locations for strategic new housing and employment and changes to transport infrastructure and other supporting community facilities, as well as

defining areas where development will be limited. It helps to ensure the co-ordination and delivery of other services and related strategies.

In many areas existing infrastructure is at, or near, capacity. The Strategy is designed to deliver significant growth in housing and employment but this is dependent on necessary investment being available in a timely way to overcome the deficiencies in supporting infrastructure. The Joint Core Strategy cannot be delivered without key infrastructure as set out in the Strategy.

The delivery of strategic infrastructure to support the Joint Core Strategy will rely on the co-ordination of priorities and by maximising funding support from across the West Northamptonshire partnership. The mechanism for deriving and collecting developer contributions is undergoing change. Whilst Section 106 developer contributions will continue to play a part in delivering necessary infrastructure the introduction of the Community Infrastructure Levy is vital to support the delivery of strategic transport infrastructure in a timely manner.

Spatial Vision

The Spatial Vision is a vision of where West Northamptonshire wants to be. The vision for West Northamptonshire is to embrace new development and the benefits it can bring for regeneration, whilst retaining and improving what is good about the area.

The Joint Core Strategy Vision

In our vision of the future.....the area will form an outstanding UK location of choice for diverse employment opportunities, high academic and vocational educational attainment, high quality housing for all and a superb quality of life for its communities. The area will blend the best of modern cultural urban living with an enhanced network of green spaces and high quality parks and gardens. The rural areas will include vital and tranquil villages within its rolling landscapes. The area's proximity to London and connections to other parts of the UK and beyond will continue to be a great economic strength. The area will be a national example of low environmental impact development in response to climate change and high biodiversity and habitat protection.

With new development focused on the four towns of Northampton, Daventry, Towcester and Brackley regeneration initiatives and successful and expanded economies will flourish. Communities will be diverse and sustainable and social cohesion and integration will be strong. Services, facilities and infrastructure will support the communities adding to the quality of life, and supporting their residents and visitors.

Northampton as the principal urban area will be a beacon of high quality urban design with an outstanding public realm. It will successfully blend its distinctive historic character with innovative new development both of which will enhance its riverside setting. It will be repositioned as the key

economic driver at the cultural heart of Northamptonshire. It will enhance its role as the leading retail, entertainment, employment, health and learning centre, based upon a thriving mixed economy and the services it offers, with continuing pride in its theatres, museums and professional sports teams. Northampton will provide the focus and heart for its well integrated neighbourhood communities. Northampton will be linked with the reinvigorated towns of Daventry, Towcester and Brackley.

Daventry will be a vibrant historic market town with a population approaching 40,000. It will offer a thriving town centre which values its historic assets, with attractive retail and leisure opportunities, high quality public realm and a robust commercial core moving strongly towards a well developed office sector. Local economic strengths in engineering and sustainable construction will have been developed. It will provide an enhanced walking and cycling environment throughout the town and it will have strong connections with Northampton.

Towcester will have a successful historic town centre that is the focus of its rural catchment. The town will retain its visual and physical connections to the landscape through Easton Neston Park, nearby watermeadows and Towcester Racecourse. It will provide a diverse economy based on high technology, tourism and leisure.

Brackley will be the major service provider for the residents of the town and the surrounding countryside. It will provide knowledge based, research and high technology based jobs and leisure facilities as well as a distinctive and vibrant historic town centre which will offer both retail opportunities and community services and facilities.

Silverstone Circuit will continue to be at the pinnacle of international motor sport venues. It will foster high technology motor sport business at the forefront of technology with a motorsport cluster located nearby.

Daventry International Rail Freight Terminal (DIRFT) will maintain its role as an internationally significant centre for rail connected strategic distribution. It will be exemplary in the field of sustainable logistics with links to the University of Northampton. It will be well connected by public and sustainable transport to the surrounding workforce.

Our rural areas will support a network of vibrant rural communities. Villages will retain their local distinctiveness and character, providing affordable homes for local people set within a beautiful landscape. The countryside will support a diverse rural economy including leisure and tourism through its waterways, country houses, parks and woodlands.

Spatial Objectives

To ensure the vision is achieved, the following 15 Spatial Objectives have been identified and provide specific direction to the policies of the Strategy.

Objective 1 - Climate Change - To minimise demand for resources and mitigate and adapt to climate change, by:

- Promoting sustainable design and construction in all new development;
- Ensuring strategic development allocations are located and designed so as to be resilient to future climate change and risk of flooding;
- Encouraging renewable energy production in appropriate locations; and
- Ensuring new development promotes the use of sustainable travel modes.

Objective 2 - Infrastructure and Development - To protect and enhance existing local services and to ensure social, physical and green infrastructure is adequately provided to meet the needs of people and business in a timely and sustainable manner in response to regeneration and new development in West Northamptonshire.

Objective 3 – Connections - To reduce the need to travel, shorten travel distances and make sustainable travel a priority across West Northamptonshire by maximising the use of alternative travel modes. In so doing, combat congestion in our main towns and town centres, reduce carbon emissions and address social exclusion for those in both rural and urban areas who do not have access to a private car.

Objective 4 – Protecting and Building Urban Communities - To ensure new development in urban areas effectively supports and links new and existing communities physically and socially, to achieve social cohesion and address the areas of deprivation identified in parts of Northampton and Daventry.

Objective 5 – Supporting Northampton Town Centre - To support the regeneration of Northampton's town centre by making it the focus of high quality retail, employment, leisure and cultural development at the heart of Northamptonshire and to support the delivery of the Northampton Central Area Action Plan.

Objective 6 – Supporting Daventry Town Centre - To support the regeneration of Daventry town centre through planned growth and infrastructure delivery.

Objective 7 – Supporting Towcester and Brackley's Town Centres - To support Towcester and Brackley in their rural service centre roles to ensure their communities are self-sufficient sustainable places and the towns are the focus of services and facilities for surrounding villages.

Objective 8 - Economic Advantage - To strengthen and diversify West Northamptonshire's economy by taking advantage of our internationally well-placed location, strategic transport network and proximity to London and Birmingham.

Objective 9 – Specialist Business Development - To support and develop opportunities for specialist employment clusters and business development focused on a low carbon economy.

Objective 10 - Educational Attainment - To raise educational achievement and the skills base of our communities through supporting the development of West Northamptonshire's learning infrastructure and strengthening the link between local businesses and local schools, Moulton and Northampton Colleges and the University of Northampton.

Objective 11 – Housing - To provide a range of housing in sustainable locations to ensure all residents have access to a home that they can afford and that meets their needs. Housing development will be focused at the most sustainable location of Northampton, supported by Daventry and Towcester and Brackley in their roles as rural service centres with limited development in the rural areas to provide for local needs and support local services.

Objective 12 – Protecting and Supporting Rural Communities - To protect and support rural communities to ensure they thrive and remain vital.

Objective 13 – Rural Diversification and Employment - To support rural diversification and rural employment opportunities, in particular those related to agriculture, horticulture and forestry.

Objective 14 - Green Infrastructure - To protect natural species present in West Northamptonshire and enhance the existing strategic green infrastructure network, including biodiversity corridors, by incorporating and designing these into Sustainable Urban Extensions (SUEs) at Northampton, Daventry, Towcester and Brackley.

Objective 15 - High Quality Design - To achieve high quality design in both rural and urban areas that takes account of local character and heritage and provides a safe, healthy and attractive place for residents, visitors and businesses.

How the Transportation Plan links to the Joint Core Strategy

The Joint Core Strategy relies on the Northamptonshire Transportation Plan to enable the delivery of key transport infrastructure projects such as the Northampton North-West Bypass, A5 Towcester Bypass and A45 Weedon Flore and Upper Heyford Bypass, which will help to ensure that the Joint Core Strategy as a whole can be delivered. The Plan will include town transport strategies for the main growth towns in West Northamptonshire (Brackley, Daventry, Northampton and Towcester). That for Northampton will cover all development in the Joint Core

Strategy's Northampton Related Development Area, including that in the adjoining districts of Daventry and South Northamptonshire. The Plan will also support regeneration in all these towns, including the recently designated Northampton Enterprise Zone. The projects identified in the Transportation Plan and its daughter documents (including the town transport strategies) will link closely with the Joint Core Strategy's Infrastructure Delivery Plan, and its associated infrastructure schedule, which will be used to derive standard charges for the Community Infrastructure Levy and other developer contributions such as Section 106, thereby helping to ensure that the development contained in the Joint Core Strategy is delivered in a timely way with appropriate infrastructure.

Northampton Waterside Enterprise Zone

Enterprise Zones allow areas with real potential to create new business and jobs that they need, with positive benefits across the wider economic area. The creation of new Enterprise Zones provides another tool for Local Enterprise Partnerships and their partners to improve their local economy and increase their contribution to national growth.

In late 2011 Northampton was successful in its bid to develop an Enterprise Zone.

As one of only 22 Enterprise Zones across the country, Northampton will benefit from the development of over 120 hectares of land for commercial use. The Northampton Waterside Enterprise Zone will be a key catalyst for creating and supporting new businesses and jobs in the town, focusing on stimulating investment in advanced technologies, precision engineering, low carbon technology, sustainable construction and high performance engineering.

The Zone comprises 21 sites along the Waterside area of Northampton, including key employment sites along the River Nene from Sixfields in the west to Brackmills in the east.

Submitted by South East Midlands Local Enterprise Partnership and with the support of a range of partners including Northamptonshire Enterprise Partnership, the bid was part of a government initiative to stimulate economic growth in the UK.

Under government plans, Enterprise Zones will have a range of tools at their disposal to stimulate commercial development and investment, including a business rates discount of up to £275,000 over a five year period, simplified planning processes and increased access to superfast broadband. In addition, all business rates growth within the Zone will, for a period of 25 years, be retained and shared by the local authorities in the Enterprise Zone area to support their economic priorities. Northampton Waterside Enterprise Zone estimates 390 new businesses and 12,400 new jobs will be created by 2015, bringing in over £200m of private sector investment to the local economy.

Chapter 4 – The Strategic Policies

This chapter describes the six overarching Transportation Plan objectives in more detail, showing how they inform with what the Plan is trying to deliver and showing how the Plan's 27 strategic policies support the objectives. These strategic policies will then be used to inform the other strategies and plans which will be developed as part of the Northamptonshire Transportation Plan.

Developing the Strategic Policies

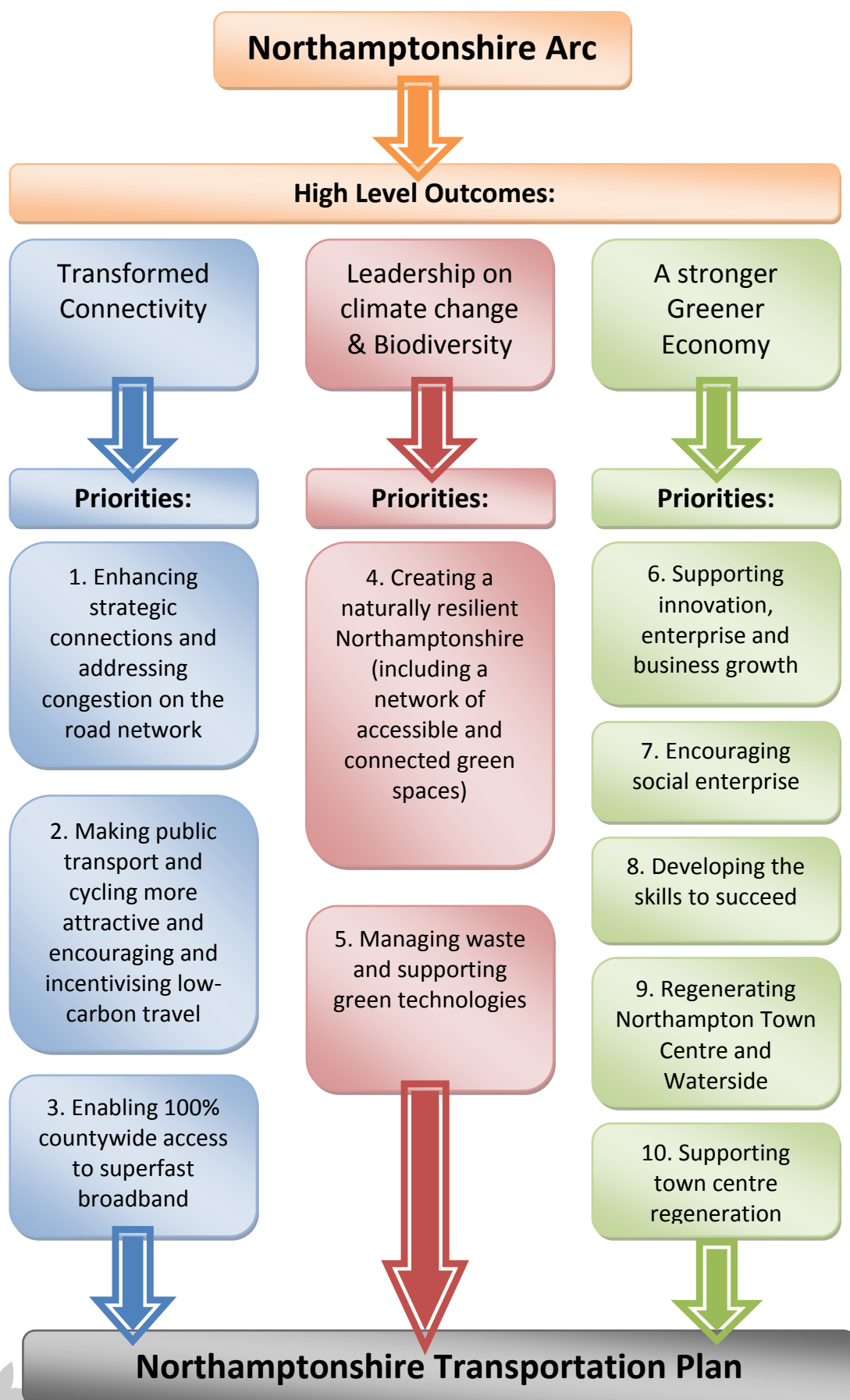
The Northamptonshire Arc document is underpinned by the pursuit of three high level outcomes. These are transformed connectivity, a naturally resilient and low carbon Northamptonshire and a stronger and greener economy. These outcomes are supported by ten long-term priorities which provide the framework for specific initiatives and prioritising investment and activity. They have been informed by the evidence and analysis provided by the Northamptonshire Local Economic Assessment and feedback from the public consultation and other discussions.

These outcomes and priorities are shown in the diagram on the following page.

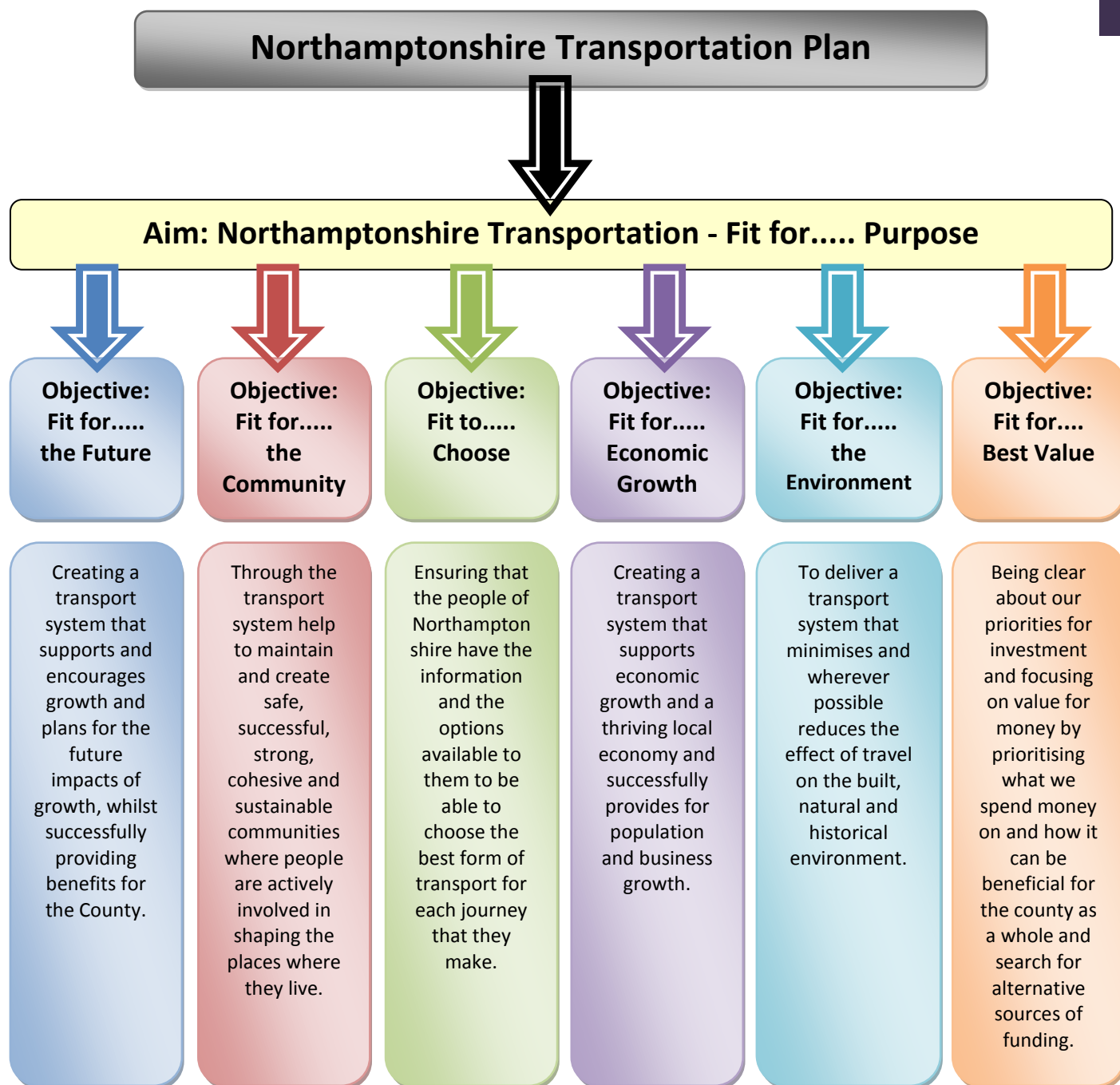
It is these outcomes and priorities that then go on to inform the development of the Northamptonshire Transportation Plan.

The next diagram shows how the overarching aims of the plan then ties in with the six Northamptonshire Transportation Plan objectives. These six objectives underpin the Northamptonshire Transportation Plan and all of the associated strategies and plans which will be developed in future.





Aim and Objectives



1. Fit for....the Future – creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County.

This objective will ensure that the Northamptonshire Transportation Plan will take into account all the issues surrounding future growth within the county. In Northamptonshire, the effect of growth will principally be increased congestion despite planned improvements to the network. It will become increasingly difficult and unpredictable to move around the area. Modelling work has indicated that added congestion will mean that on average it could take 25% longer to make some journeys by 2021.

Clearly, this will mean a significant increase in the demand for travel. In Northamptonshire, this will mainly be for A43/A45 movements, and mostly on roads that are already congested at peak times. Access to jobs for the new homes to be built in Northamptonshire will be largely within the towns, accessed by car and bus, but some people will travel out of the county to work, for example to Milton Keynes. There will also be an increase in inward-commuting, often on the same routes where local movements will increase, placing further pressure on the road network.

The growth that is proposed in North Northamptonshire would lead to a 58% increase in the demand for travel between 2001 and 2021 and it has been forecast that this would increase car use by 79% without strategies being in place to encourage the shift to more sustainable transport modes. While the slow-down in the housing market means that the proposed growth is unlikely to be realised by 2021, a similar level of growth is still likely to be realised over a somewhat longer period, and a similar level of impact can be expected in West Northamptonshire. Modal shift is, therefore, an important factor in making Northamptonshire's transportation fit for purpose.

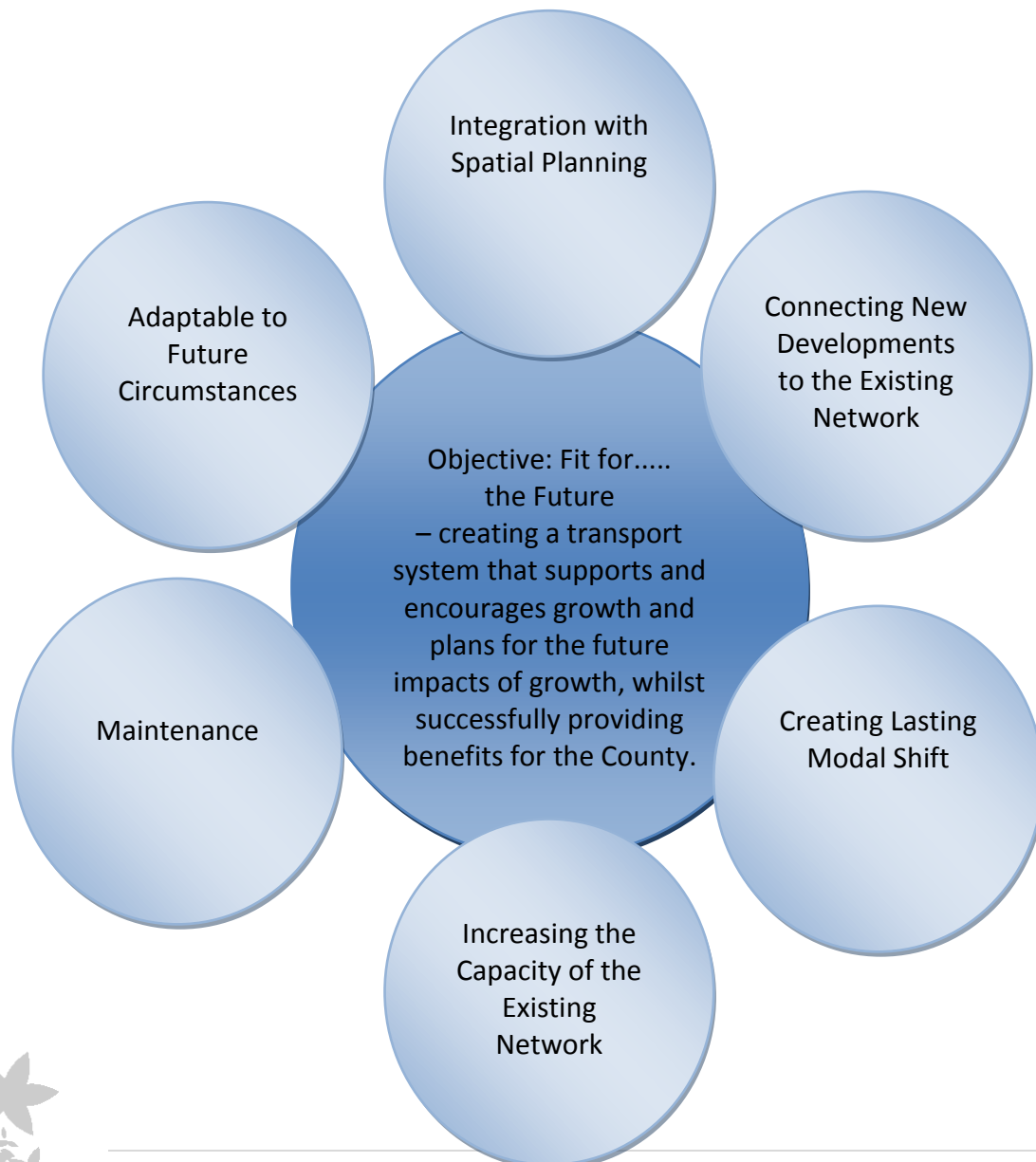
Strategic Policy 1

We will create policies and plans that are more flexible to ensure that the objectives and priorities remain resilient and adaptable to changing circumstances such as innovations in technology.

We will seek and take opportunities to use technology to improve transport options for individuals and businesses and where appropriate to reduce the need for travel. This would in particular involve the transmission of information rather than physical items, the use of automated vehicles (whether on the highway or rail networks or otherwise), automated freight interchange and the provision of information and assistance to travellers.

Creating Lasting Modal Shift

Housing growth and town centre improvements are proposed in Brackley, Corby, Daventry, Kettering, Northampton, Towcester and Wellingborough. This housing growth and town centre regeneration will lead to an increased demand for travel that can not be accommodated on the existing transport network. Many of the road corridors that provide access to town centres are already at capacity at peak times and provide an unfriendly environment for pedestrians and cyclists. Widening these roads to accommodate increased levels of traffic is neither cost effective nor environmentally sustainable. To support growth and redevelopment it will be necessary to increase the proportion of trips into town centres made by sustainable transport modes. Whilst being realistic about funding opportunities and the essential role that private car use will continue to play in the County, the Transportation Plan tries to be more visionary about alternative modes of transport and supporting public transport, for example guided bus provision.



Strategic Policy 2

We will support the introduction of effective and attractive sustainable transport options that will encourage lasting modal shift in Northamptonshire. We have set two targets for modal shift, based on 2001 Census journey to work data, to achieve by 2031:

- A reduction of 5% in single occupancy car journeys to work from the existing built up areas of the towns
- A reduction of 20% in single occupancy car journeys to work from new developments.

New developments provide the greatest scope for achieving modal shift because it is possible to design in appropriate measures from the start, and a figure of 20% does not seem unreasonable for the larger developments in the bigger towns. It is much more difficult to achieve the same scale of change in existing areas, and a 5% target has been set there. Again, this figure is felt appropriate for the larger towns. In practice, there will be a wide variation both in the scale of development proposals and the sizes of towns and villages affected. In applying modal shift targets to individual developments, appropriate targets will need to be determined on a site by site basis.

To achieve these targets and reduce carbon dioxide emissions quality alternatives to the private car need to be available and should be supported by effective promotional campaigns to encourage their use. Initiatives in the plan include rapid transport networks, smart ticketing, marketing, travel centres and ultra-low carbon vehicles. The Transportation Plan recognises the need for the transport network to be resilient to future climate change that may occur over the life of the network. The Strategy also recognises the role that the network could play in helping the built and natural environment cope with climate change.

Connecting New Developments to the Existing Transport Network

Connectivity has a vital role to play in getting people to work and to services such as education and health as well as to leisure facilities and shopping. For the new developments in Northamptonshire to become active, safe and sustainable communities that contribute to the local economy it is important that they are well connected to the existing transport network by both road and more sustainable transport modes.

Strategic Policy 3

We will ensure that all new developments are well connected by public transport and walking, cycling and motor vehicles routes, to the existing transport network or one that can be reasonable expected to be created – this will allow ease of movement between the development and existing built up areas and provide access to employment and key services.

Targeted Investment in the Road Network

Traffic modelling shows that congestion at key junctions in Northamptonshire will increase in the future, with more junctions experiencing problems. The problems will be more acute near to the main towns on the A45, A43 and A14 corridors. We will alleviate some of this congestion through meeting the modal shift targets set out in strategic policy 2 and by making best use of the highway network.

Strategic Policy 4

Where it is appropriate and cost-effective to do so we will seek funding to reduce congestion and improve access and connectivity through targeted investment in the road network

We will do this through:

1. Improving the management of the existing highway network to optimise the utilisation of existing capacity;
2. Providing high quality alternatives to car travel for those who wish to use them;
3. Put measures in place to manage demand for travel by private vehicles; and
4. Where necessary put in place high quality networks between and around major settlements to accommodate the remaining traffic.

Maintenance

The 2010 You Choose consultation showed that highway maintenance is an important issue to the people of Northamptonshire. It will become increasingly important as the population of the county grows. New highway infrastructure will be built as part of development and this will add to the infrastructure that requires maintenance in the future. We will ensure that the specification and quality of build are up to the 'fit for purpose' standard so as to lower ongoing maintenance costs. Increased traffic will lead to more wear and tear on the roads, further increasing the level of maintenance required.

Strategic Policy 5

We will prioritise our budgets to reflect the importance of maintaining the highway network and its associated infrastructure in a way that offers best value for money both in the short term and the long term.

Integration with Spatial Planning

Accommodating growth is not just about providing for the resultant transport demand, but also about, where possible, minimising those demands by ensuring that development is located and

planned in a way that both reduces people's need to travel and encourages them to make their movements by the most sustainable means.

Strategic Policy 6

We will work with the local planning authorities to influence their Local Development Frameworks in order to minimise the adverse impacts of development on the transport network and to provide opportunities for creating more sustainable travel options through new development.

When Local Development Documents are adopted the County Council has a key role as a provider of highway infrastructure and transport services to ensure that the jointly agreed priorities in the various Local Development Documents, and in particular the Infrastructure Delivery Plans, are delivered.

Strategic Policy 7

We will work with partners from the public and private sectors to identify and deliver the transport infrastructure requirements of the Local Development Frameworks, as identified in the supporting Infrastructure Delivery Plans and associated infrastructure schedules.

Community severance is caused and magnified by major roads being built through a community, with a proportion of local residents being cut off not only from safe and easy access to shops, schools and other facilities but also from their social network. Studies have shown that number and frequency of social contact falls as traffic volume increases. People without such social support have higher mortality rates. Traffic can also reduce the use of residential streets as play areas for children and access to education, work, shops, healthcare and social networks often requires transport. Those without a car have reduced access to facilities designed assuming car use, such as hospitals at the top of a steep hill or out-of-town supermarkets. Even in car-owning households, the elderly, children and women are less likely to have access to car use. Those with disabilities are particularly disadvantaged by financial or physical barriers to mobility.

Strategic Policy 8

We will ensure that operational plans for new developments do not widen inequalities in health.

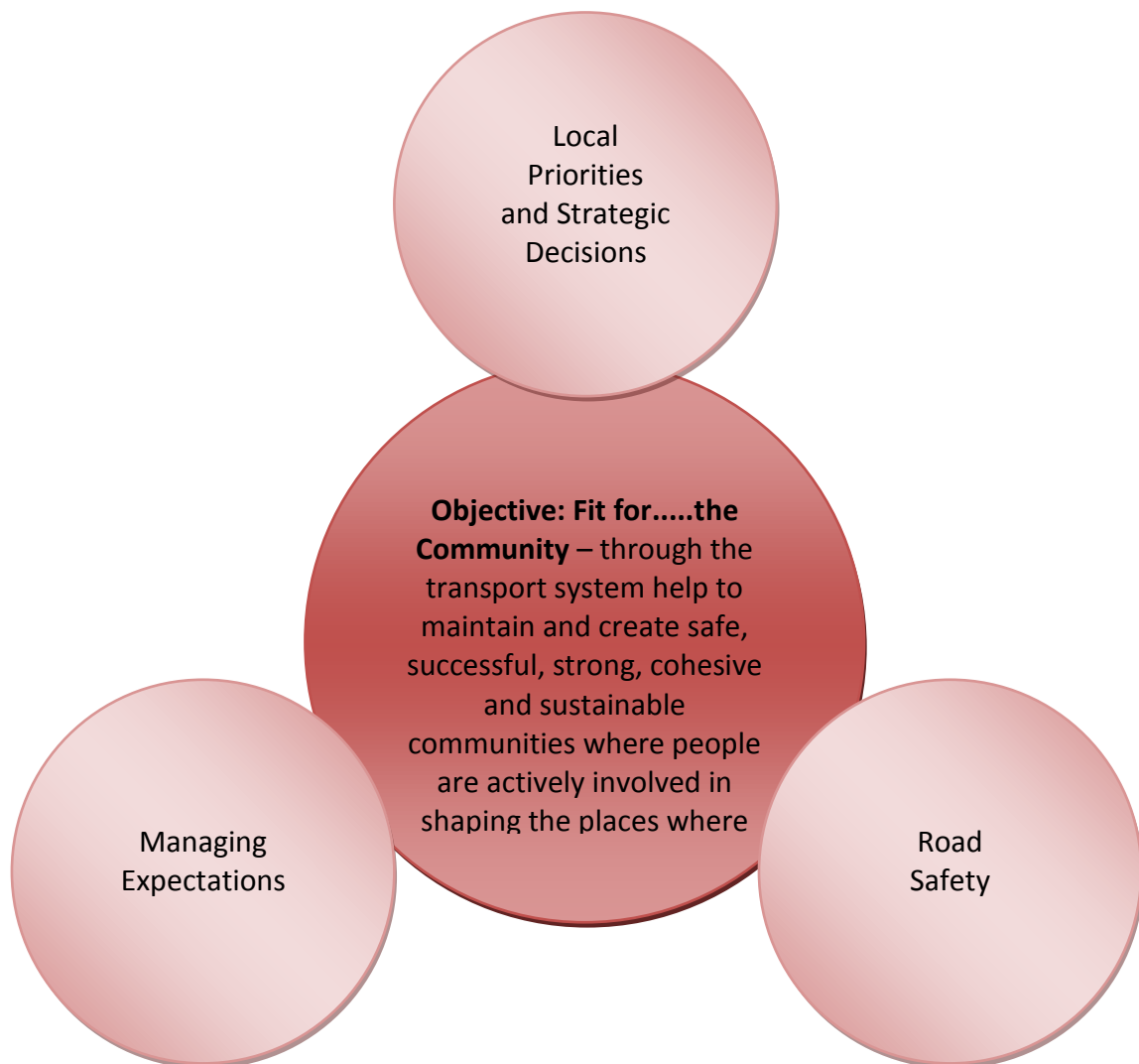
We also recognise the importance that businesses play as part of their local community. Businesses tend to be multifunctional regarding transport i.e. they may require efficient transportation links to get goods and services to and from a location, but there is also the potential of employees and/or visitor to get to and from that place of work. Recognising and accommodating these needs are essential for development in the future.

Strategic Policy 9

We support the deployment of super-fast broadband and other ICT which reduces the need to transport people and goods.

2. Fit for.....the Community – through the transport system help to maintain and create safe, successful, strong, cohesive and sustainable communities where people are actively involved in shaping the places where they live.

Another important objective to shape the development of this plan is the advent of localism and how we can use it to benefit the community. Successful localism results in an ideal the Government describes as the 'Big Society' - a society in which individual citizens feel supported and enabled, have real and regular influence and are capable of creating change in their neighbourhood.



In other words, creating successful, strong, cohesive and sustainable communities, where people are actively involved in shaping the places in which they live and improving services, leading to increased satisfaction and better quality of life, specifically:

- easier access to the services they want;
- early identification and resolution of difficulties;
- faster, co-ordinated and appropriate responses;
- improved planning and evaluation;
- better service experience for families;
- reaching the right service at the right time;
- feeling of involvement; and
- a stronger sense of community.

Local Priorities and Strategic Decisions

Localism will be an important factor in shaping transport policy in the future and it is important to empower local communities to influence the decisions made regarding transport in their area. We will continue to improve communications with our local communities, consulting with them through customer satisfaction surveys, involving them in the 'parish gang initiative' and use the intelligence gathered from all of our customer contact channels, including Street Doctor, to better inform the decisions we take as a service to make us more responsive to local need.

Some transport decisions, such as building a bypass, will affect more than one community and may have an adverse impact on local people but be deemed to be beneficial to people in the wider area or to the local or national economy. In these circumstances it is important that we work with local communities in order to inform the strategic decisions about large scale projects.

Strategic Policy 10

We will listen to the views of the local people through consultation and work more closely with communities to deliver local priorities and inform strategic decisions.

The aspirations and requirements of different communities are likely to vary across the county and we need to be realistic in terms of what we have the budget to deliver in each location.

Strategic Policy 11

After consulting with the community we will prioritise spending within our budgets to deliver the improvements to the local transport network that offer best value for money.

Road Safety

Community involvement in road safety initiatives is an important factor in making the initiatives successful. Working with local communities and with road user groups will ensure that we are able to introduce the most appropriate measures to improve safety at a location.

Strategic Policy 12

We will work with communities to identify initiatives as part of an integrated approach to road safety that will aim to reduce casualties and take opportunities to support healthier lifestyles through active travel, promoting modal shift, the Safer Routes to School Programme and walking and cycling schemes.

Road safety is a critical element relating to transport and working with key authority partners and stakeholders is necessary to ensure future road safety. In addition there is an array of community safety issues which need to be considered and incorporated into the daughter documents. For example, the appropriate design and positioning of bus stops is crucial to ensure the safety of those who travel via this mode of transport.

Managing Expectations

In Northamptonshire, as in the rest of the UK, money and resources are less plentiful than they have been in the past. Therefore, in this plan we have to be constrained and realistic about what we can achieve within highway and transportation. It is important that the plan makes this clear in order to manage expectations and not commit us to delivering improvements we will not be able to deliver.

Strategic Policy 13

We will aim to deliver fit for purpose improvements to the transport network and manage public expectations regarding what can be delivered with the resources that we have available.

Local Planning

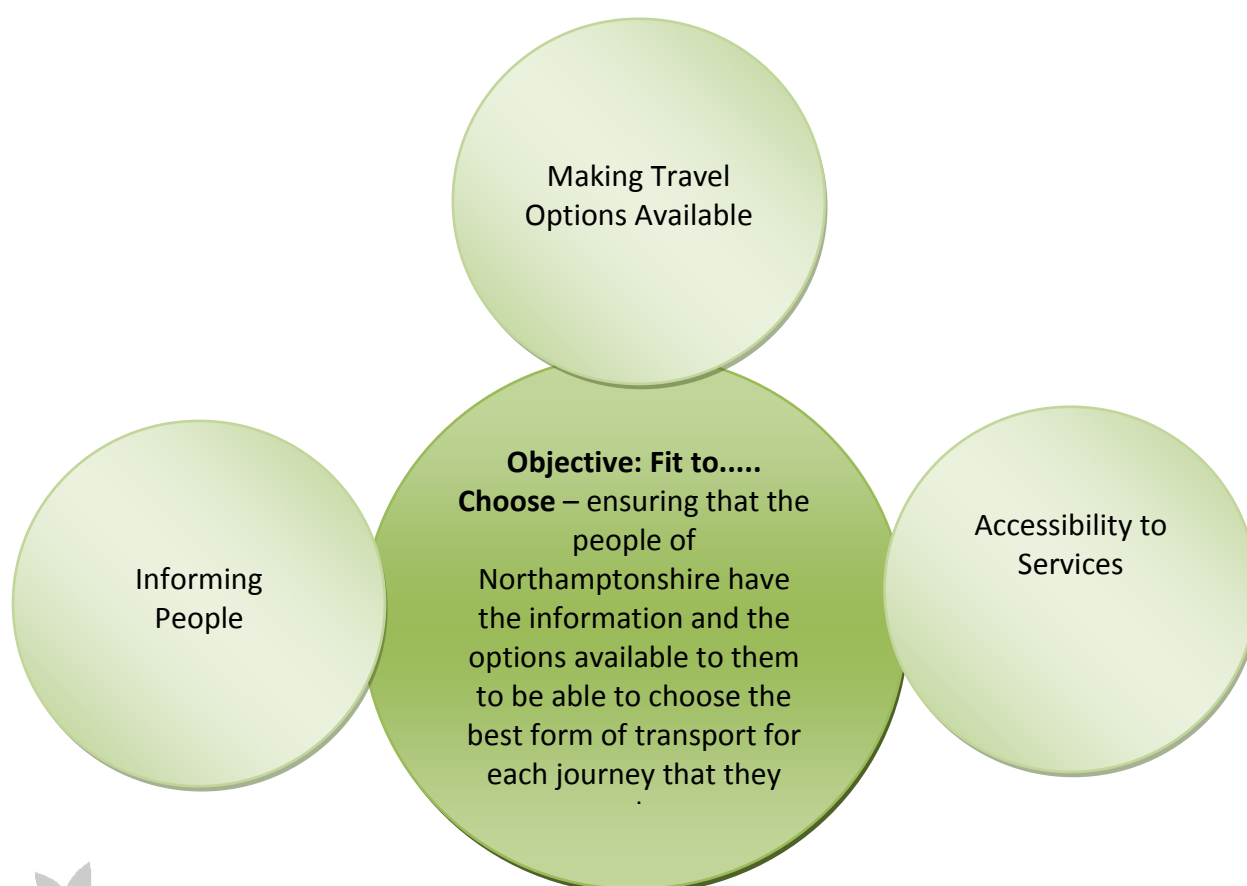
The Localism Act received the Royal Assent on 15th November 2011, realising the Coalition Agreement to make the shift from 'big government' to the 'Big Society', achieved through decentralisation and devolution. Through the Act new rights have been introduced for communities to shape their local areas through neighbourhood planning. Communities will be able to use neighbourhood development plans to set policies for the development and use of land in their neighbourhoods and through the use of neighbourhood development orders can permit development.

3. Fit to.....Choose – ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make.

Another objective of this plan is to ensure that investments in the road network and mitigating impacts of growth will be part of a comprehensive approach for Northamptonshire which also incorporates investment to support the use of 'smarter choices'.

Smarter choices is a term used to describe a range of soft measures which seek to encourage more people to choose sustainable travel by improving information, opportunities and the attractiveness of alternative modes.

These measures include travel plans, personalised travel planning, awareness campaigns, information and marketing, car clubs and car sharing schemes. Practice from around the country and internationally shows that smarter choices can be very effective, relatively low-cost and complement other measures including infrastructure improvements.



Measures for Northamptonshire include:

- Travel plans - will be required for all major developments as part of the planning process and secured through Section 106 agreements.
- Personalised travel planning – looking to trial in major developments.
- Awareness campaigns – including web pages.
- Information and marketing.
- Car clubs and car sharing schemes – work with local communities to investigate the potential to introduce a car club in Northampton.

Making Travel Options Available

As outlined above, we have set targets to increase the proportion of journeys to work by transport modes other than the private car. The benefits of a shift to more sustainable transport modes include:

- Health benefits as people walk or cycle more
- Economic benefits resulting from congestion reductions
- Environmental benefits due to a reduction in vehicle emissions.

If we are to take advantage of these benefits and achieve our modal shift targets we need to ensure the availability of the high quality alternatives to the private car that will allow people to make choice about how they travel for each journey that they make.

Strategic Policy 14

We will work with partners to improve the walking, cycling and public transport infrastructure to make options available for people to travel in Northamptonshire.

Travel Plans will be required for all major developments as part of the planning process and secured through Section 106 agreements. We will also investigate developers contributing to a central travel plan pot to provide a more joined up approach to travel plan design and implementation.

Accessibility to Services

The needs of all groups in society should be considered when planning transport and access. People with reduced mobility, older people and those living in rural areas face many barriers in undertaking journeys. This is not just about physical access, but also the availability, affordability and acceptability of transport. Access to employment, education and healthcare services impacts on people's life chances, on social mobility and ultimately on growth.

Strategic Policy 15

We will seek to improve accessibility to employment and services such as healthcare, leisure and education for all people of Northamptonshire, including those who, for whatever reason, have access to a limited range of transport modes.

Informing People

An important part of any strategy that aims to encourage more people to choose sustainable transport modes is to provide high quality information about the choices that are available for each journey. There are a range of methods that can be used to inform people about their options, such as travel planning, marketing campaigns, improved signage and travel centres.

Strategic Policy 16

We will use innovative, effective and efficient methods to inform people about the choices that are available for them when making a journey.

Health and Equality

Transport interventions have important potential impacts on health and equality that must be taken into account by policy makers and practitioners to promote active, safe and sustainable communities. Physical injury and death are the most direct health impacts of motorised transport, whilst equality of transport proposals is often dependant upon mode and area – the more deprived and isolated sections of the population often do not have access to cars and rely on public transport for their mobility.

Whilst road traffic casualties are well supported by robust data evidence, other links between transport and health and equality need to be considered if the full potential for healthy and equitable transport policy is to be realised. These include impacts upon physical activity, obesity, mental health, accessibility, air quality and cardiorespiratory health, social exclusion and inequalities, and environmental impacts related to fuel emissions and climate change.

Strategic Policy 17

We will work with partners and use mosaic data and social marketing information to target positive choices and their impact on Health and well-being.

An Equality Impact Assessment has been carried out alongside the development of this plan. It can be found on our website at:

<http://www.northamptonshire.gov.uk/en/councilservices/Transport/TP/pages/northamptonshire-transportation-plan.aspx>

4. Fit for.....Economic Growth – creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth

The principal effect of current and future traffic congestion, if not tackled, will be to seriously restrict economic growth and prosperity

- by undermining the competitiveness of existing local businesses,
- by affecting deliveries and business travel;
- compromising the feasibility of some new developments,
- by reducing the accessibility of sites and reducing their economic viability; and
- by lengthening the time taken for development to happen.

Transformed connectivity means better mobility and accessibility. This is essential for economic growth and prosperity. By improving connectivity Northamptonshire can build the balanced dynamic economy that is essential for future prosperity. Improving connectivity involves optimising the use of the network, making it fit for purpose and ensuring it is safe, addressing infrastructure gaps, and lowering carbon emissions. It also involves improving accessibility for residents, visitors and businesses.



Providing Access to Jobs and Training

In order to support local economic growth in Northamptonshire it is important to have a transport network in place that allows people to access employment sites and the training facilities that will allow residents to gain the qualifications they need to gain employment.

Strategic Policy 18

We will aim to improve the highway infrastructure and transport network in the county to provide better access to jobs and training for the people living and working in Northamptonshire.

Improving the Efficiency of Freight Movements

The continuing choice of Northamptonshire as a location for distribution activity is dependent on continuing good transport links. Congestion causes delay and leads to unreliability in journey times, which is anathema to the modern distribution operation. The performance of the strategic road network is therefore of critical consequence. If, or when, it becomes severely congested it poses a threat that could lead to companies re-locating elsewhere.

Journey time reliability on the rail network is also vital for the economy. This could be improved by electrification of the midland mainline. The potential for electrification to enable the extension of Thameslink services into North Northamptonshire is supported as this would benefit passengers through greater choice and competition.

Also we will recognise the importance of Daventry International Rail Freight Terminal (DIRFT) and maintain its role as an internationally significant centre for rail connected strategic distribution.

Strategic Policy 19

We will work to improve journey times and reliability on the highway and rail networks in order to increase the efficiency of freight movements and facilitate the local economy to grow.

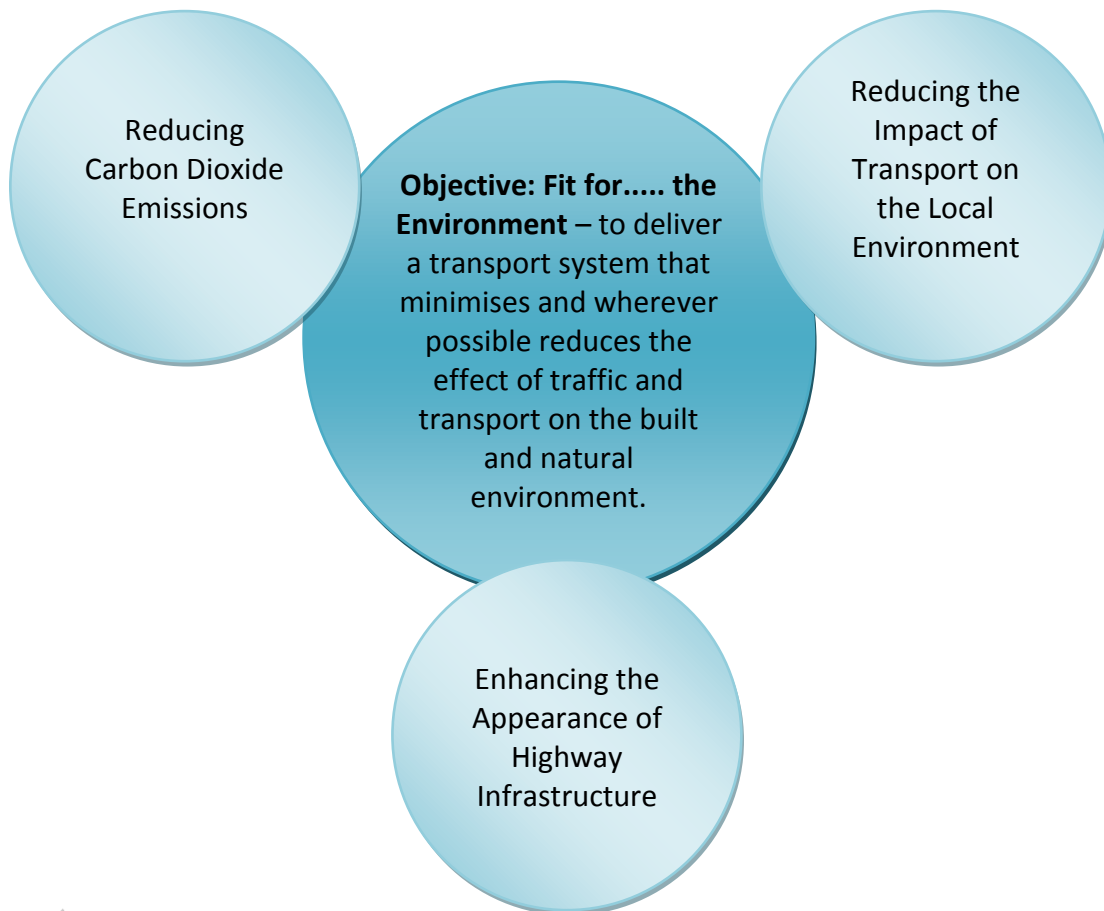
The network around Northamptonshire has national significance. It is therefore important that this is recognised in this Plan and when looking at the strategic network priorities, we must work in close partnership to ensure that policies and plans for the Highways Agency Network and the Local Authority network complement each other and bring about the greatest benefits to the network as a whole.

Strategic Policy 20

We will work closely with the Highways Agency to ensure synergy between policies concerning the strategic network and the local network

5. Fit for.....the Environment – to deliver a transport system that minimises and wherever possible reduces the effect of travel on the built, natural and historic environment.

There have been significant developments in relation to policy on climate change since the second Local Transport Plan was published. The Climate Change Act 2008 set out a target of an 80% reduction in carbon dioxide emissions from 1990 levels by 2050. The Northamptonshire Transportation Plan recognises that a carbon budgeting approach across key sectors in the Council's area is required. This recognises that the carbon footprint of the transport sector is likely to grow as traffic is forecast to increase. Emissions from other sectors will need to be reduced to reflect this if the County is to move towards making its contribution to national targets on the reduction of emissions. The Plan acknowledges the need for a carbon budgeting approach but it will be for daughter documents, for example the Air Quality Strategy, to implement this approach. This will tie in with policy work undertaken as part of the Northamptonshire Arc that promotes low carbon initiatives.



In preparing this plan it is recognised that schemes associated with traffic calming and management can affect the character and appearance of historic features and areas. A well designed scheme provides an opportunity to enhance the historic environment, by removing unnecessary street clutter, restoring historic features, and reducing the dominance of motorised traffic. However, the introduction of poorly designed and sited infrastructure and signage, and the use of inappropriate materials can be detrimental to the local area.

Reducing Carbon Dioxide Emissions

Building a naturally resilient environment and lowering carbon emissions is imperative to the future prosperity of Northamptonshire. Carbon dioxide emissions contribute to global climate change so tackling emissions from road traffic is a big challenge globally, but also for Northamptonshire.

Addressing CO₂ emissions from ground transport will involve:

- effective spatial planning
- supporting change to new vehicle technologies and lower carbon fuels
- promoting lower carbon transport choices
- encouraging a transfer to lower carbon vehicles, and
- education on lower carbon transport issues.

Strategic Policy 21

We will aim to reduce transport-related carbon emissions by:

- making low carbon transport modes more attractive
- improving the road network to increase efficiency
- increasing efficiency on the rail network

This policy is reinforced by the County Council's duty under the Traffic Management Act 2004, which places a duty on every local traffic authority to manage its road network to secure the expeditious movement of traffic on their road network.

Reducing the Impact of Transport on the Local Environment

Transport can have a significant effect on the local environment as it increases noise levels, increase in the amounts of litter and can have a damaging effect on air quality. These can have a detrimental impact on the quality of life of people living near transport corridors and, in the case of air quality, can impact on people's health.

Strategic Policy 22

We will seek to reduce the impact that motor vehicles have on the local environment in Northamptonshire by minimising the effects of severance, noise and the emissions from transport.

This Strategy will lead to a number of transport related proposals and all of these projects will be subjected to Environmental Impact Assessment where appropriate. However this strategy sets out the following principles that will guide future developments:

- There should be a net gain in biodiversity value – there is also an opportunity to contribute towards biodiversity goals set out in the Northamptonshire Arc policy document;
- Scheme specific Biodiversity Action Plans should be developed which reflect priorities in Northamptonshire’s Biodiversity Action Plan – with contractors made responsible for developing and implementing these;
- Design of new infrastructure and maintenance of existing infrastructure should protect and enhance the natural environment particularly in terms of local biodiversity and geodiversity priorities.
- Any proposals that would significantly harm a European site would not be supported by the Strategy.
- Schemes should be designed and built using The Civil Engineering Environmental Quality Assessment and Award Scheme (CEEQUAL).
- All new development should be ‘air quality neutral.’
- The use of Construction and Environmental Management Plans for significant projects, e.g. those requiring Environmental Impact Assessment
- Recognise the impacts associated with lighting
- Recognise the impact that transport infrastructure can have on the landscape, the need to respect landscape character and the opportunity to enhance the landscape
- Recognise the impacts that transport infrastructure can have on water quality and the need to protect and improve this
- Acknowledge the role that transport has in improving access to Green Infrastructure

Air Quality Management

There are currently twelve areas in Northamptonshire that are failing to meet targets set for levels of nitrogen dioxide concentrations so have been declared as Air Quality Management Areas (AQMAs):

1. The M1 corridor - between Junctions 15 and 16;
2. Victoria Promenade, Northampton - a number of properties along Bridge Street, Victoria Promenade and Victoria Gardens;
3. St James, Northampton - a number of properties along St James Road, Weedon Road, Harlestone Road and adjoining streets;

4. Harborough Road, Northampton - roads and properties fronting parts of Kingsthorpe Grove, Harborough Road, Cranford Terrace, Alexandra Terrace and Boughton Green Road;
5. A45 London Road, Northampton - a number of properties overlooking the northbound and southbound carriageways of the A45, extending from Woodland Road to the Queen Eleanor interchange;
6. Campbell Square, Northampton - a number of properties located at the junction of Grafton Street, Campbell Street, Regent Square and Barrack Road;
7. Barrack Road, Northampton - a number of properties fronting Barrack Road extending from Adelaide Street to Monarch Road;
8. St Michael's Road - all properties fronting St Michael's Road;
9. Park Avenue North - a number of properties adjacent to the roundabout at the junction of Kettering Road and Park Avenue North;
10. A43 Lumbertubs Way, Northampton - a number of properties overlooking the southbound carriageway of the A43 at the slip road adjoining Standens Barn Road;
11. A45 Nene Valley Way, Northampton - a number of properties overlooking the eastbound carriageway of the A45 located at the Riverside interchange; and
12. A5 Watling Street, through Towcester town centre.

The M1, the A5 and parts of the A45 are Highways Agency roads, so there are a total of eight Air Quality Management Areas on Northamptonshire County Council roads. In all of the declared Air Quality Management Areas in the county it has been found that the most important source of nitrogen dioxide is road traffic. For this reason, the Northamptonshire County Council Air Quality Strategy will be split into three main strands:

1. Increasing modal shift away from journeys by private car
2. Managing our road network to reduce the amount of time that vehicles spend queuing
3. More effective partnership working with district and borough councils to improve air quality in the county.

Strategic Policy 23

An Air Quality Strategy will be developed to reduce the number of Air Quality Management Areas in the county to zero and maintain that position. We will work towards this goal by encouraging modal shift, by managing congestion on our road network and through effective partnership working.

Enhancing the Appearance of Highway Infrastructure

The layouts of streets and the amount of street furniture and road-signing can have a detrimental effect on the local built environment and also make it difficult for some members of the community to travel.

Strategic Policy 24

We will enhance the design of our highway infrastructure and increase accessibility for all members of the community through effective street-scaping, recognising both the place and movement functions of each street; by minimising street (signage) clutter; and by applying a user hierarchy to the design process.

This will be achieved through collaborative working between the County Council, local planning authorities and developers to design high quality highways.

Wider transport management strategies such as “Smarter Travel Choice” measures can bring about benefits for the surrounding environment. Reducing the need to travel, providing more information, and promoting alternatives to car travel can all help to reduce the pressure on the historic environment. This could be done through developing:

- A holistic approach to the historic environment encompassing designated and non-designated heritage assets, as well as the wider landscape and townscape;
- A clear understanding and recognition of locally significant aspects of the historic environment, in addition to national designations;
- A comprehensive appraisal of the potential direct, indirect and cumulative impacts on the historic environment;
- A consideration of the opportunities for measures to improve the conservation and future maintenance of the historic environment;
- A set of overarching design principles which seek to ensure that all programmes and schemes respect and reinforce local character and distinctiveness; and
- An integral programme of on-going liaison with local conservation officers and archaeological staff.

While not all of these matters will be directly addressed within this strategic plan, they are matters that will be taken into account within the daughter documents and at the subsequent implementation stage for individual schemes.

Strategic Policy 25

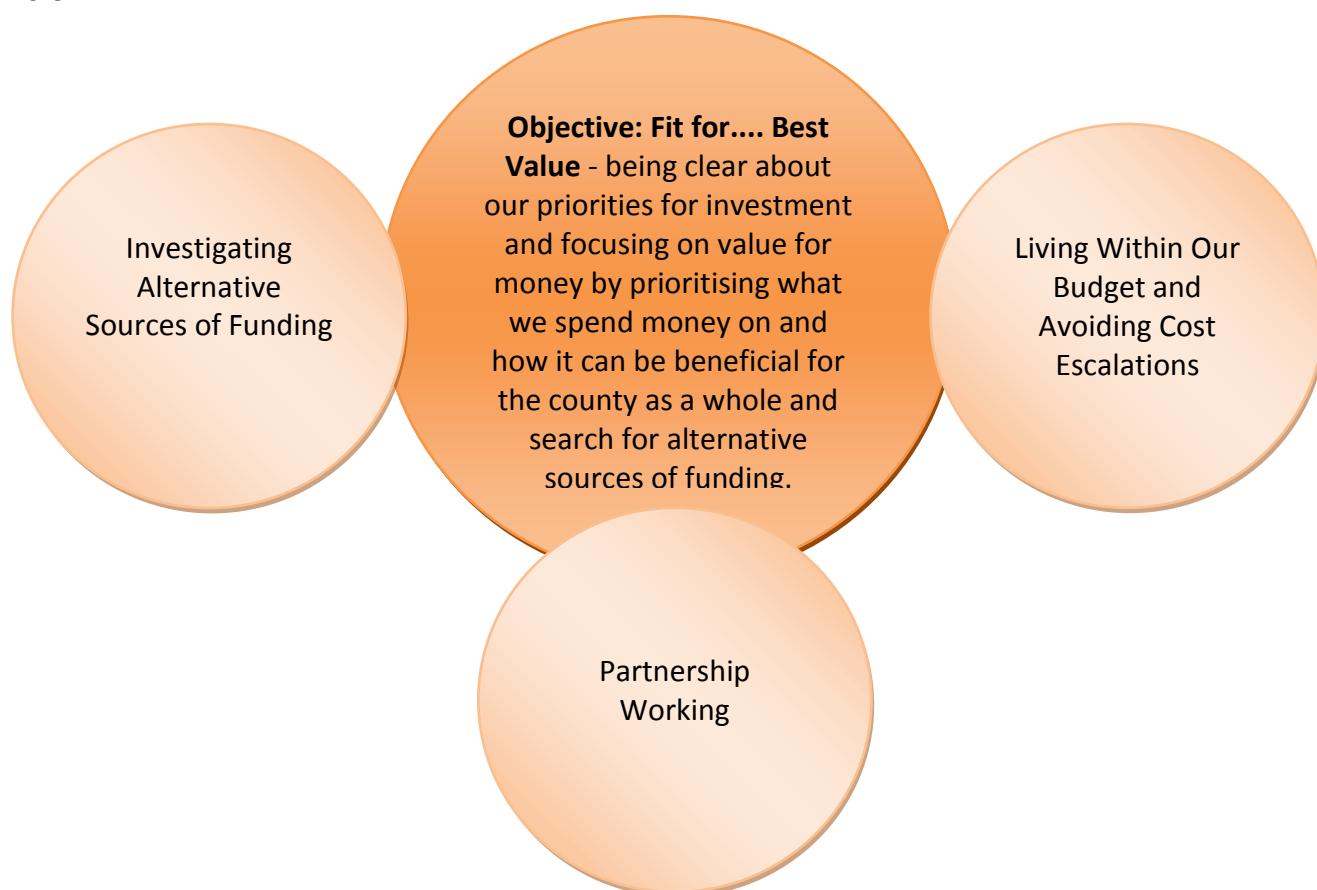
We will avoid or minimise harmful effects on the natural and historic environment when planning and designing new transport infrastructure schemes.

As part of the development of this Plan a Strategic Environmental Assessment and a Habitats Regulations Assessment were carried out, they can be found on our website at:

<http://www.northamptonshire.gov.uk/en/councilservices/Transport/TP/pages/northamptonshire-transportation-plan.aspx>

6. Fit for....Best Value – being clear about our priorities for investment and focusing on value for money and how it can be beneficial for the county as a whole and search for alternative sources of funding.

This objective concentrates on managing our budget. The challenging financial and funding position means that there is a greater than ever need to be clear about our priorities for investment, which means a focus on value for money – prioritising what we spend our money on and how this can be beneficial for the rest of the service area and the rest of the county as a whole.



Areas that we will look at to help achieve best value are:

- Maintaining our highway asset - the new County Council approach means that investment can be made that reduces our long term costs as well as providing a higher quality road network;

- Delivering growth & infrastructure in a sustainable way;
- Using localism to the benefit of the County and society and supporting local community needs, for example by providing locally managed funds to deliver local schemes;
- Finding lower cost solutions, including encouraging different ways of making local journeys and maximising the best use of what we already have;
- Developing and embracing partnership and any potential 'match' funding to secure best value for money and benefit from public spending.

In developing the Northamptonshire Transportation Plan the County Council has sought to provide a transport system that takes into account the fine balance of enhancing the local economy whilst at the same time protecting and enhancing the local environment.

Living within our budget and Avoiding Cost Escalation

We will need to optimise the costs of the services that we provide, ensuring that we consistently and robustly deliver value for money in all that we do. This may mean disinvesting in some areas of the business in order to provide customers with the level of service that they require in higher priority areas.

Strategic Policy 26

We will ensure that our services are delivered in the most cost-effective way and offer value for money.

This includes encouraging the use of local suppliers in order to minimise carbon emissions from travel.

Investigating alternative sources of funding

We cannot rely on traditional funding sources to provide the budget that we need to improve the transport infrastructure in Northamptonshire. In the future we will need to seek new and innovative sources of funding to deliver transport schemes. Funding may come from new developments, through increased localism, match funding from the public sector or through other means. It is vital that we make use of any funding that becomes available and deliver appropriate, value for money improvements to the transport infrastructure.

Strategic Policy 27

We will seek funding from new and innovative sources and opportunities that complement our budget provision and help us deliver our priorities to develop a fit for purpose transport network that allows Northamptonshire to grow and prosper with due regard for a sense of well-being overall.

Partnership Working

Working with our partners, in both the public and private sectors, will ensure joined up delivery of services for the people of Northamptonshire. Joint initiatives will help all partners achieve their objectives and assist with the delivery of future growth.

Partnership and cross boundary working is at the very heart of Local Transport Plan delivery within Northamptonshire. Schemes and services are designed to benefit the residents and commuters to Northamptonshire, which are delivered within a cost effective and value for money framework and wherever possible the Council works in partnership and seeks joint funding. Good partnerships exist, whether it is with bus operators, our District and Borough Councils, the Highways Agency, the Local Enterprise Partnerships, MGWSP (Northamptonshire County Council's partner consultants), the two Joint Planning Units that operate in Northamptonshire, or any other partner with a shared goal.

Other Policies

Appendix 1 to this overarching strategy document lists all of the policies contained in the interim third Local Transport Plan and the Transport Strategy for Growth. It explains which of those policies have been superseded by the Northamptonshire Transportation Plan, and which are currently saved until they are superseded by a forthcoming thematic strategy or town strategy.



Chapter 5 – Making Connections

This chapter shows the connection between the 6 over-arching transportation objectives and the further strategies and plans which will be produced as part of the suite of documents that make up the Northamptonshire Transportation Plan.

It shows how each of the documents ties into the objectives and the contribution each strategy makes towards them.

As described in Chapter One, this is the first of a series of documents which will eventually form the Northamptonshire Transportation Plan. The proposed suite of documents will include strategies or plans covering a range of transport themes and also detailed geographic strategies or plans for the Northamptonshire's main towns.

Thematic strategies or plans that will be developed as daughter documents to the Northamptonshire Transportation Plan cover the following areas:

- Air Quality
- Bus
- Cycling
- Development Management Policies
- Highway Asset Management
- Highway Improvement
- Highway Network Management
- Parking
- Rail
- Road Freight
- Road Safety
- Smarter Travel Choices
- Walking

Town Transport Strategies or Plans are anticipated for:

- Brackley
- Corby
- Daventry
- East Northants
- Kettering
- Northampton
- Towcester
- Wellingborough

Other plans or strategies will be added if appropriate.

The following table shows how the proposed strategies and plans tie in with the six over-arching Northamptonshire Transportation Plan objectives:

| | Fit for..... the Future | Fit for..... the Community | Fit to..... Choose | Fit for..... Economic Growth | Fit for..... the Environment | Fit for..... Best Value |
|-----------------------------|--|--|--|--|--|---|
| Air Quality Strategy | Tackling the air quality issues that would otherwise arise is an important part of accommodating future growth in the county. | Tackling the air quality issues that affect local communities. | Providing alternative journey options is an important part of the Air Quality Strategy. | Tackling congestion in Air Quality Management Areas is an important part of the Air Quality Strategy that will have benefits for economic growth. | Air Quality is a key environmental issue. | Funding for all schemes, including those intended to improve air quality will be prioritised in order to achieve best value for money. |
| Bus Strategy | Increasing the attractiveness of bus travel will encourage modal shift and allow the housing growth proposed in the county to be accommodated. | Consultation with the local community will help us shape a bus service that best serves the need of the people in the local area. | Improving bus services will increase the number of choices available for people when deciding how to travel and will increase accessibility. | Improved bus services will help people to access jobs and the training that they need to get jobs. | Increasing the proportion of people that travel by bus rather than private car will reduce the vehicle emissions that are harmful to the environment. | We will deliver bus service and bus infrastructure improvements that represent value for money. |
| Cycling Strategy | To support housing growth it will be necessary to make alternatives to car travel, such as cycling, more attractive. | The local community play an important role in shaping the cycling facilities in their area, particularly schools when encouraging children to cycle to school. | Improving cycle facilities at key locations and providing cycle access to sites will give people more choice regarding how they travel. | Improving cycle access and facilities at employment sites allows more people to access jobs and benefits businesses by reducing the need for car park space. | Carbon dioxide emissions from transport are reduced if more people are encouraged to cycle. Cycling has a smaller impact on the local environment than traffic does at busy times. | The cost of improvements to cycling facilities is often lower than improving facilities for other modes. Our spending on cycling schemes will be focused where we can achieve the best results. |

| | Fit for..... the Future | Fit for..... the Community | Fit to..... Choose | Fit for..... Economic Growth | Fit for..... the Environment | Fit for..... Best Value |
|--|--|---|--|---|--|--|
| Development Management Policies | These policies aim to minimise the impact of development on the transport and highway network and secure appropriate levels of funding. | These policies aim to minimise the impact of development on surrounding communities. | These policies seek to ensure that a wide range of travel choices is available for all new developments. | The policies will encompass all new employment sites in the county. | The policies will encourage the development of travel plans that encourage less environmentally damaging travel. | The policies encourage appropriate levels of developer funding to deliver value for money solutions to mitigate transport and highway impacts. |
| Highway Asset Management Plan | Managing and maintaining our highway assets will be increasingly important as the population grows as more assets will require managing and more traffic will increase the maintenance need. | Highway maintenance is a high priority for the residents of the county. This was reflected the 'You Choose' consultation responses. | Effective management of the entire highway network, including footways and cycleways will provide people with better choice about how they travel. | Highway maintenance is important for reducing the amount of money that businesses spend on vehicle repairs. | Maintaining the highway infrastructure will improve the local environment in Northants. | Asset management spending will be prioritised and work completed to achieve best value for money. |
| Highway Improvement Strategy | Investment in the highway infrastructure will be important to meet the transport demands of the future, including those arising from new development. | Highway improvements help to discourage traffic from using unsuitable routes which have an adverse effect on local communities. | Highway improvements will be planned to make suitable provision for all road users, not just the car. | Highway improvements can have a significant impact on business, by shortening journey times and improving journey time reliability for key movements. | Highway improvements can help to reduce congestion and the environmental impact of traffic, | Highway improvements need to be developed that offer the best value for money in tackling the problems identified. |

| | Fit for..... the Future | Fit for..... the Community | Fit to..... Choose | Fit for..... Economic Growth | Fit for..... the Environment | Fit for..... Best Value |
|---------------------------------|---|---|--|---|---|---|
| Highway Network Management Plan | The plan will aim to manage congestion on the highway network. This will allow some of the traffic associated with growth to be accommodated. | The plan will describe how we will work with the community on issues such as parking and weight limits to reduce the impacts of transport in their areas. | The plan will consider bus priority measures, signing strategies and cycle and pedestrian infrastructure that will make sustainable transport options more attractive. | Tackling the congestion that has a detrimental impact on the supply chain will be an important part of the plan. | Effective network management reduces the effects of congestion, freight movements and parking on the local environment. | The plan will aim to manage the network within the constraints of our budget. |
| Parking Strategy | Appropriate parking standards and effective parking management will support growth in the county for both cars and motorcycles. | We will work with communities to manage parking appropriately in their areas. | Parking management and introducing parking standards are important tools in encouraging people to use sustainable transport modes. | Minimising the impact of parking on the highway network will increase the efficiency of the supply chain. | Reducing the impact of parking will benefit the local environment. | Parking management will be done within the constraints of our budget and has the potential for income generation. |
| Rail Strategy | The strategic connectivity offered by rail is important in making Northamptonshire an attractive place for growth to take place. Investment is also required to give more capacity appropriate to larger populations. | The strategy will help to provide community leadership on rail issues. | Making rail travel more appealing will give people more choice about how they choose to travel. | An Improved rail service in Northants will make the county more attractive to business looking to invest in the area. | Increasing the proportion of passenger and freight movements by rail will reduce vehicle emissions that are harmful to the environment, as will more electrification. | We will seek to encourage the rail industry to make appropriate value for money investment in Northamptonshire's rail infrastructure and services, and will consider making a financial contribution to schemes where appropriate and affordable. |

| | Fit for..... the Future | Fit for..... the Community | Fit to..... Choose | Fit for..... Economic Growth | Fit for..... the Environment | Fit for..... Best Value |
|--|--|--|---|---|---|--|
| Road Freight Strategy | The strategy will tackle issues for road freight that will be exacerbated as both road freight and general traffic levels grow in future. | The strategy will include appropriate actions to tackle the impact of road freight on local communities. | We will aim to increase the options available to freight companies when moving goods and encourage a shift to rail and water. | Improving the efficiency of the road freight is critical to Northants continued position at the heart of the national freight industry. | The strategy aims to reduce the impact that freight movements have on the local environment by managing rat-running and village intrusion. | The strategy aims to improve the transport network for the freight sector within the constraints of our budget. |
| Road Safety Strategy | Considering the impacts on road safety is an important consideration in bringing forward new development. | Community involvement in the schemes that affect an area will be encouraged through engagement with residents and user groups and testing ideas with local people first. | The road safety strategy will aim to increase the safety of people travelling by all transport modes, allowing people to choose how they travel. | Increasing the perception of safety will encourage more people to travel by sustainable modes, reducing the cost of congestion and parking provision to businesses. | Providing safer facilities will encourage greater take up of more sustainable transport, reducing carbon emissions and reducing the impact of congestion locally. | Road safety initiatives will remain within budget by generating additional income through growth and scheme sponsorship to fund other work and designing cost-neutral initiatives. |
| Smarter Travel Choices Strategy | Providing high quality information that will help people to make smarter choices about the mode of transport that they use is an important part of encouraging the modal shift required to support growth. | We aim to introduce community- led smarter travel programmes through local initiatives, involving residents in shaping the schemes in their area. | The promotion of sustainable transport modes and the provision of information regarding alternatives to the private car journey will give residents the knowledge they need to choose the best mode of transport for their journey. | Business can benefit from a reduction in parking requirements or travel costs; and improved health and commuting times for employees. | Providing residents with the information that will allow them to choose sustainable modes of transport will reduce carbon emissions and reduce congestion. | 'Soft measures' that encourage modal shift offer better value for money than building the infrastructure improvements that relieve congestion. |

| | Fit for..... the Future | Fit for..... the Community | Fit to..... Choose | Fit for..... Economic Growth | Fit for..... the Environment | Fit for..... Best Value |
|----------------------------------|--|---|---|---|--|---|
| Town Transport Strategies | The town transport strategies set out the transport improvements that are required to support growth as set out in the Local Development Documents with the Local Development Frameworks for the area that they cover. | We have worked with district and borough councils to develop strategies that allow towns to grow into strong, cohesive communities. | The strategies consider the improvements that are necessary to increase the attractiveness of sustainable transport modes and increase accessibility of services. | Ways of tackling the congestion that would potentially be harmful to economic growth is considered in the plans, which also set out the transport improvements needed to increase access to employment. | The local environment in each town covered by a strategy will be improved if the impacts of traffic are reduced. | All transport improvements necessary in the towns need to be implemented with our budget or be funded from other sources. |
| Walking Strategy | Increasing the number of short trips that are made on foot will help us achieve the modal shift targets that will support growth. | Encouraging local people to make more trips on foot helps communities take ownership of their streets, | Improving the pedestrian access to local facilities gives people more options when choosing how to travel for a short journey. | Improving pedestrian access to employment sites allows more people to access jobs and benefits business by reducing the need for car park space. | Improving the walking environment reduces the impact of people making short trips and reduces carbon emissions. | Walking improvement schemes are relatively low cost compared to schemes for other modes. |

These daughter documents will be interdependent; they will consider the impact that they will have on each other. The interconnectivity between this overarching strategy document and the daughter document is vital in delivering a joined up approach.

For example;

- air quality depends on reduced traffic congestion;
- cycling impacts on walking, which then in turn impacts on road safety; and
- Town development depends on the road network, buses and alternative transport.

Chapter 6 – Funding & Implementation

This chapter describes our current budgets for both revenue and capital expenditure, and describes our planning capital spending programme using Local Transport Plan funding in 2012/13. It finishes with our plans major scheme funding of the A43 Corby Link Road.

In addition to a transport strategy and policies, the Northamptonshire Transportation Plan includes an Implementation Plan to show how capital and revenue funding will be used to deliver the measures contained in the Plan. The short-term nature of most funding streams means that this section is currently concentrate around our spending plans for 2012/3, although it is intended that future updates will take a longer-term perspective where possible.

Revenue Spend

While capital funding is used to develop new or improved transport infrastructure, revenue funding is needed to provide transport services or fund day-to-day maintenance of our roads. As with capital budgets, the amount of revenue funding that the County Council has been able to afford has been reduced in recent years. In order to deliver efficient services we need to ensure that we achieve value for money from our revenue spending.

| Revenue Budget in 2011/12 and proposed for 2012/13 | £million | £ million |
|---|----------|-----------|
| | 2011/12 | 2012/13* |
| | | |
| Home to School Transport | 14.7 | 14.7 |
| Highways Maintenance inc. Winter | 13.2 | 13.2 |
| Concessionary Fares | 6.0 | 6.5 |
| Public Bus | 1.0 | 1.0 |
| Road Safety, Street lighting PFI and Asset Management | 2.7 | 2.7 |
| | | |
| Total | 37.6 | 38.1 |

* The budgets given for 2012/13 do not include inflation

Capital Programme

Nationally

In the Comprehensive Spending Review of October 2010, the Coalition government announced major changes to the way transport capital funding was allocated. To support the localism agenda the Department for Transport carried out a radical simplification and reform of local transport funding, moving from 26 grant streams to just 4, they are:

1. the local sustainable transport fund (capital and revenue);
2. major schemes (capital)
3. block funding for highways maintenance (capital); and
4. block funding for small transport improvement schemes (capital).

All of their other specific grants are being stopped, with the funding being transferred and included in the main Local Government Formula Grant. Nationally the Department for Transport's capital allocations were:

| £m nominal expenditure | 2011-12 | 2012-13 | 2013-14 | 2014-15 |
|---|--------------|--------------|--------------|--------------|
| National Roads (Highways Agency) | 1,244 | 921 | 877 | 1,040 |
| Rail (including net rail income) | 4,109 | 4,896 | 4,662 | 4,532 |
| Local government funding | 1,554 | 1,503 | 1,465 | 1,664 |
| <i>o/w Local Sustainable Transport Fund</i> | <i>30</i> | <i>40</i> | <i>60</i> | <i>80</i> |
| <i>o/w maintenance</i> | <i>806</i> | <i>779</i> | <i>750</i> | <i>707</i> |
| <i>o/w Integrated Transport Block grant</i> | <i>300</i> | <i>320</i> | <i>320</i> | <i>450</i> |
| <i>o/w Major local enhancement schemes</i> | <i>418</i> | <i>364</i> | <i>335</i> | <i>427</i> |
| London transport grants | 424 | 352 | 184 | 0 |
| Other programmes | 400 | 410 | 292 | 281 |
| <i>o/w Regional Growth Fund</i> | <i>165</i> | <i>100</i> | <i>-</i> | <i>-</i> |
| TOTAL | 7,731 | 8,082 | 7,480 | 7,517 |

Locally

Throughout the second Local Transport Plan settlements were given to us by the Department for Transport based on the quality of the plans themselves and the performance we gave on a year-on-year basis, as monitored in the Annual Progress Reports. The settlements were:

| | Local Transport Plan2 Settlement (£million) | | | | | Total |
|----------------------------|---|---------------|---------------|---------------|---------------|---------------|
| | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | |
| Integrated Transport Block | 6.260 | 7.183 | 7.822 | 8.596 | 9.381 | 39.242 |
| Maintenance Block | 9.342 | 7.696 | 9.371 | 10.308 | 11.854 | 48.571 |
| TOTAL | 15.602 | 14.879 | 17.193 | 18.904 | 21.235 | 87.813 |

In December 2010 the Department for Transport announced the final local transport capital funding allocations for the Integrated Transport and Highways Maintenance Block grants for the financial years 2011/12 and 2012/13, and indicative allocations for 2013/14 and 2014/15.

| Block Allocation | 2011/12 FINAL £million | 2012-13 FINAL £million | 2013/14 INDICATIVE £million | 2014/15 INDICATIVE £million | Total |
|----------------------|------------------------------|------------------------------|-----------------------------------|-----------------------------------|---------------|
| Integrated Transport | 3.778 | 4.030 | 4.030 | 5.668 | 17.506 |
| Maintenance Capital | 14.093 | 13.930 | 13.603 | 12.810 | 54.436 |
| Total | 17.871 | 17.96 | 17.633 | 18.478 | 71.942 |

The funding is provided as capital grant and not supported borrowing as in previous years, and it is not ring-fenced.

The above funding includes the previously separate funding allocated for de-trunked roads and the Department for Transport have ceased to fund the Road Safety Partnership, which was previously given as separate grant.

Maximising Value for Resources

In order to maximise our performance, we need to ensure that the schemes we implement represented value for money. Our proposed allocations of the Local Transport Plan block budget for 2012/3 is shown on the next page.

| Proposed Integrated Transport block budget 2012/13 | | 2012/13 |
|--|--|--------------|
| | | £k |
| Small Requests | Area allocations for Community Liaison Officers (x4) - £100k per Community Liaison Officer area, schemes based on community requests | 400 |
| | Local Improvements greater than £10k – prioritised on a countywide basis, based on community requests | 200 |
| | Road Safety Minor Works - based on community requests | 100 |
| | Dropped Kerbs – based on community requests | 50 |
| | | 750 |
| Road Safety | Remarking white lines, improved speed limit signs, double yellow lines on junctions, vehicle activated signs, de-cluttering roads and pavements and advanced warning signs. | 200 |
| | | 200 |
| Major Minor | Cock Hotel/ Harborough Road/ Kingsthorpe Corridor Project - public transport reliability and appeal scheme. This involves new/ upgraded pedestrian crossings, improvements to signals and increased carriageway space to aid traffic flow and reduce queuing* | 1620 |
| | Major Scheme Preparation (including Northamptonshire Arc Schemes and Northamptonshire Enterprise Partnership Schemes) | 350 |
| | | 1970 |
| Forward Planning | Core Spatial Strategy work (North Northants & West Northants) | 50 |
| | Town Transport Strategies development & associated modelling | 50 |
| | | 100 |
| Sustainable Travel | Safe Routes to School sites/ 20 mph zones | 310 |
| | Walking & Cycling Schemes - based on community requests | 100 |
| | Bus Stop Priority Improvements | 100 |
| | | 510 |
| Traffic Management | NetCoM & Congestion busting 'Sweating the Asset' - including upgrades to NetCoM of UTC server replacement, change to web based system, and new communications system enabling congestion busting/ junction improvements to be identified. Includes Freight Management. | 450 |
| | Parking Strategy - Signing and lining | 50 |
| | | 500 |
| Maintenance | Bus Stop Maintenance | 90 |
| | Highway, Footway, Rights of Way and Bridge Maintenance | 13840 |
| | | 13930 |
| Total Overall Budget | | 17960 |

**This funding has been split over two years from 2011/12 to 2012/13, although the majority of works being undertaken in 2011/12*

A43 Corby Link Road

The A43 Corby Link Road is a major highways scheme that has been developed over many years by the County Council. The aim is to:

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

The A43 Corby Link Road will involve the construction of approx 6.5km of dual carriageway, between the A6003, just north of Barford Bridge, to the north of Kettering and the Stanion Roundabout at the junction of the A43/ A6116 junction to the south east of Corby.

In September 2011 Northamptonshire County Council submitted a Best and Final Bid to the Department for Transport seeking funding for the A43 Corby Link Road Scheme. This submission was assessed by the Department for Transport on:

- Value for Money
- The proportion of overall funding coming from non-Department for Transport sources
- Deliverability
- Strategic Importance
- A consideration of modal and regional balance across the programme

On 29th November 2011 the Government published its' National Infrastructure Plan 2011 alongside its Autumn Statement announcing funding of £21.169m towards the A43 Corby Link Road. The Department for Transport also confirmed Programme Entry Status for the A43 Corby Link Road scheme.

Work will begin on this scheme in summer 2012.

County Council capital funding has been allocated for the delivery of Corby Link Road; this is shown in the table below:

| Scheme Name | 2012/13 Allocation £k | 2013/14 Allocation £k | 2014/15 Allocation £k | 2015/16 Allocation £k | 2016/17 Allocation £k | 2017/18 Allocation £k |
|---------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| A43 Corby Link Road | 15,942 | 16,023 | 2,858 | 1,763 | 0 | 0 |

Other Current External Schemes

The growth and regeneration that is proposed in Northamptonshire means that there will be improvements to the transport infrastructure in the county that will be funded in whole or in part by external partners. It is important that we work with these partners to deliver schemes that are fit for purpose and minimise the effects of development on transport.

The West Northamptonshire Development Corporation have allocated funding for the redevelopment of the Grosvenor Shopping Centre in Northampton, which includes the cost of re-locating the bus station to a new Bus Interchange on the Fishmarket site. The County Council will work in partnership with West Northamptonshire and Northampton Borough Council, along with other stakeholders on the proposals for the bus interchange.

Housing and employment developments in the county will have an effect on the local transport infrastructure. To minimise any detrimental effects we will liaise with private developers to negotiate Section 106 funding for transport improvement schemes and identify measures to be funded through the Community Infrastructure Levy as it is introduced. Extra funding will also be sought through initiatives such as New Homes bonuses and employment rates.

The table below shows Section 106 funding that has already been received; more Section 106 funding is anticipated over this time period but will be dependent on the rate at which development takes place and individual negotiations. Section 106 contributions are specific to the development from which they are obtained.

| Scheme Name | 2012/13 Allocation £k | 2013/14 Allocation £k | 2014/15 Allocation £k | 2015/16 Allocation £k | 2016/17 Allocation £k | 2017/18 Allocation £k |
|---------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| Section 106 Funding | 1,980 | 4,628 | 1,875 | 3,210 | 2,110 | 2,010 |

Growing Places Fund

In November 2011, the Government announced indicative allocations for its new Growing Places Fund. The £500 million Fund is intended to address infrastructure constraints to development, promoting economic growth and the delivery of jobs and houses. The Government expect allocations to be managed as revolving funds i.e. so investments are re-paid and funds can be re-used e.g. securing early delivery of infrastructure to unlock a development but with funds repaid through a proportion of land uplift, receipts or developer contributions.

The indicative allocation awarded for investment in Northamptonshire is £3,925,692. This is primarily capital with up to 2% available as revenue to support administration and management

functions. The Northamptonshire Enterprise Partnership Board will decide on the priorities for investment in Northamptonshire and agree the Pre-Qualification Questionnaire submission.

The County Council is keen that the benefits for Northamptonshire are maximised. It is proposed that a more joined up approach for co-investment with other strategic Northamptonshire funds to support infrastructure investment be investigated. This could be on a revolving fund basis to fulfil the Government's requirements for the Growing Places fund.

National Initiatives

A14

An effective highway network is crucial to supporting economic growth, providing the means for the movement of people, goods and services and thereby supporting domestic and international trade. Congestion is detrimental to business growth and performance as it can significantly affect the reliability of journey times. Key highways arteries for investment highlighted in the Northamptonshire Arc include the A14, the A43 and A45 corridors.

The A14 is not only fundamental to Northamptonshire business but is a key route both nationally and in Europe, forming a central part of the UK link with Ireland and Northern Ireland and the Benelux countries in continental Europe. It is part of the EU Trans-European Network.

The County Council believes solutions need to be found as congestion continues to be a major issue on the A14. The road also suffers from a chronic shortage of secure lorry parking spaces and driver facilities.

The County Council has embarked on a programme of activity to seek national and European funding for improvements to capacity and congestion pinch-points as one of the top priorities for the Northamptonshire Arc. This is a key issue for business given the strong logistics and distribution sector in Northamptonshire and the County Council has already secured the support of the Freight Transport Association to help develop the initiative.

Further details are being developed, including liaison with relevant Local Enterprise Partnerships and highways authorities with an interest in the route, including Cambridgeshire and Peterborough. Northamptonshire Enterprise Partnership is also helping to raise the profile of the campaign with EU Institutions.

The Chancellor's Autumn Statement announced a £30 billion investment to support delivery of the 'National Infrastructure Plan' including £1 billion to tackle areas of congestion and to improve the national road network. £110 million has been allocated for the widening of the A14 at Kettering,

which is necessary to enable the sustainable urban extension to the east of Kettering to progress and to address congestion and capacity problems between junctions 7 and 9. This investment will provide a significant boost to the local and wider economy.

The Chancellor's Autumn Statement also committed £150 million for improvements to the M1/M6 intersection and a commitment to take forward the Corby A43 Link Road as one of only 20 local authority major transport projects nationally given the go ahead. The County Council is also progressing work to investigate innovative solutions to fund and deliver improvements to the A43 between Northampton and Kettering.

Superfast Northamptonshire

The County Council is continuing to work closely with the Government's Broadband agency (BDUK) and is hopeful that its business case will be approved very shortly. This means that Northamptonshire remains on-track for a procurement minicompetition next summer to select a telecoms partner to invest in countywide superfast broadband. The County Council has secured £4.08m from BDUK towards the delivery of its broadband plan.

The County Council has also started an e-petition to highlight the local demand for superfast broadband services. This is important to demonstrate the strength of demand and potential uptake to prospective telecoms investors. Over 1000 signatures have already been received. This adds to the 1,100 residents and 830 businesses that took part in our snap shot survey on broadband services in the county back in March. The County Council is continuing to ask for as many signatures as possible to 'Back the Bid!' People and businesses can sign up via the County Council website.

To keep up to date with what is happening with the project as it progresses and to comment on the project or broadband issues in general please visit the Superfast Northamptonshire blog <http://superfastnorthamptonshire.wordpress.com/>

On 31st October, British Telecom (BT) announced that two thirds of UK premises will have access to fibre broadband by the end of 2014, one year ahead of the original target of 2015. BT will be recruiting a further 520 engineers nationally to assist with the deployment, most of whom will be ex-armed forces, including 16 from Northamptonshire. The County Council will continue to work with BT to ensure opportunities for Northamptonshire are maximised.

Future External Schemes

Supporting Infrastructure Delivery and Economic Growth

The County Council has a clear priority to secure economic growth. Investment in infrastructure to support sustainable communities and the creation of new jobs is central to helping achieve this and the effective management of housing growth. The Northamptonshire Arc, which was adopted by Cabinet in July 2011, sets out the County Council's strategic spatial and investment priorities for connectivity, the economy and the environment and climate change as a central framework for the prosperity agenda.

It is proposed that the County Council develops a new investment fund for infrastructure to support the implementation of the Northamptonshire Arc and the wider prosperity agenda, including aligning funds to maximise delivery capacity to the benefit of local people and business. This would operate as a 'revolving fund' and could include substantial investment through the alignment with other funds (such as Growing Places, Section 106 or the Local Transport Plan for example). The aim would be to 'front-fund' infrastructure which will release economic growth and create new jobs e.g. highway improvements or investment in school capacity to cater for additional housing. Funding would be repaid through various mechanisms such as Section 106 contributions or potentially capturing growth in business rates.

An Infrastructure Plan to complement the Northamptonshire Arc is being developed to crystallise the Arc's delivery programme and bring the County Council's infrastructure requirement together in one place to support a more joined up approach. It will help to inform future work on Core Spatial Strategies and related documents including the Charging Schedules for a Community Infrastructure Levy. The Infrastructure Plan will be presented in draft to Cabinet in 2012 to approve for consultation.

Devolving local major transport schemes

As part of its localism agenda, the Government is proposing to give local communities and businesses greater control of decisions affecting the local transport of their areas, through the devolution of capital funding for local major transport schemes. This is expected to include allocating budgets by formula rather than bidding to the Department for Transport, and removing the former role of the Department in appraising individual scheme business cases – a role which many local areas perceive as costly, time-consuming and autocratic. Consultation on these proposed changes closes on 2nd April 2012.

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Chapter 7 – To Conclude

This chapter brings the Northamptonshire Transportation Plan to a conclusion.

The Northamptonshire Transportation Plan builds on previous Local Transport Plans to reflect new policy, guidance, opportunities and the current economic climate.

The plan sets out Northamptonshire's proposed transport goals and priorities from April 2012 onwards and shows how we can use integrated transport planning to benefit all in the community.

It builds upon national and local themes and investigates the wider role that transport can play in encouraging economic growth, reducing climate change, and also introduces new themes such as localism and shows how these can help to benefit Northamptonshire.

The overarching transport strategy reflects the need to address existing transport issues while at the same time catering for the transport demands of the growth agenda and meet the needs of vulnerable groups such as children and young people, and older people.

This plan also links in to our wider County Council objectives of helping our customers to help themselves with, for example, clear dissemination of bus information so people know which bus to get without having to ask. But we also need to help our customers when they can't help themselves, for example our home to school transport service is invaluable to all those who use it. We also want the customer to see us as trusted advocates, as an organisation that supports and nurtures our customers for the good of the County.

While addressing these issues the County aims to meet its key objectives of enhancing the economy and tackling climate change.

This plan also sets out our Implementation Plan for 2012/13 demonstrating how we will spend our funding to meet these objectives.

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Appendix 1 – Policy Appraisal

This appendix to the overarching strategy document lists all of the policies contained in other Plans produced by the County Council and it explains which of those policies has been superseded by the Northamptonshire Transportation Plan, and which are currently saved until they are superseded by a forthcoming daughter document.

The overarching strategy document of the Northamptonshire Transportation Plan is the first of a series of documents which will eventually form the plan. The proposed suite of documents will include strategies or plans covering a range of transport themes and also detailed geographic strategies or plans for the main towns in Northamptonshire.

Thematic strategies or plans which it is planned to develop will cover the following areas:

- Air Quality
- Bus
- Cycling
- Development Management Policies
- Highway Asset Management
- Highway Improvement
- Highway Network Management
- Parking
- Rail
- Road Freight
- Road Safety
- Smarter Travel Choices
- Walking

Town Strategies or Plans are anticipated for:

- Brackley
- Corby
- Daventry
- East Northants
- Kettering
- Northampton
- Towcester
- Wellingborough

Other plans or strategies will be added if appropriate.

Based on the comments received during the consultation, we have included a timetable for developing the above 'daughter documents'.

The strategies have been divided into 2 groups – batch 1 and batch 2. The first batch, that will concentrate mainly on West Northants and include 7 modal strategies (Air Quality, Bus, Cycling, Parking, Smarter Travel Choices and Transport Management) and 4 town strategies (Brackley, Daventry, Northampton and Towcester), will aim to go out to consultation from mid May to mid

July 2012 ready for adoption by Cabinet in September 2012. The second batch, consisting of 6 thematic strategies (Development Management, Highway Improvement, Rail, Road Freight and Road Safety) and 4 town strategies (Corby, Kettering, Wellingborough and East Northants), will aim to go out to consultation from mid October to mid December 2012 ready for adoption by Cabinet in March 2013.

The timescales for the daughter documents are shown in the tables below:

| Batch 1 | | |
|------------------------|----------------------|----------------|
| Thematic strategies: | Consultation Period: | Cabinet Date: |
| Air Quality | Mid May to Mid July | September 2012 |
| Bus | | |
| Cycling | | |
| Parking | | |
| Smarter Travel Choices | | |
| Transport Management | | |
| Walking | | |
| Town Strategies: | | |
| Brackley | Mid May to Mid July | September 2012 |
| Daventry | | |
| Northampton | | |
| Towcester | | |

| Batch 2 | | |
|---------------------------------|-----------------------------|---------------|
| Thematic strategies: | Consultation Period: | Cabinet Date: |
| Development Management Policies | Mid October to Mid December | March 2013 |
| Highway Improvement | | |
| Rail | | |
| Road Freight | | |
| Road Safety | | |
| Town Strategies: | | |
| Corby * | Mid October to Mid December | March 2013 |
| Kettering* | | |
| Wellingborough* | | |
| East Northants* | | |

*These Strategies are subject to the review of the North Northants Core Spatial Strategy having progressed sufficiently to enable this timescale to be met.

Although these provides more detailed programmes, these daughter documents to the Northamptonshire Transportation Plan are not part of our statutory obligation to produce a Local Transport Plan (introduced in the Transport Act 2000 and updated in the Local Transport Act 2008), so therefore they do not need to be approved by Full Council

Policy Appraisal

This Appendix to the overarching strategy document lists all of the policies contained in the interim third Local Transport Plan and the Transport Strategy for Growth. It explains which of those policies has been superseded by the Northamptonshire Transportation Plan, and which are currently saved until they are superseded by a forthcoming daughter document.

| EXISTING POLICY | | Page No. | Status of Policy | Superseded by NTP Policy | To Be Superseded By: |
|---|-----|--|------------------|--------------------------|--|
| Interim Third Local Transport Plan Policies | | | | | |
| Congestion | CN1 | The council has therefore developed a Congestion Strategy based upon four key principles: 1. We will improve our management of the existing highway network to optimise the utilisation of existing capacity; 2. There will be high quality alternatives to car travel available for those who wish to use them; 3. Particularly within the county's main settlements there will be measures in place to manage demand for travel by private vehicles; and 4. Where necessary to accommodate the remaining traffic, there will be high quality roads between and around major settlements. | 7 | Superseded | Replaced by Objective Fit for ... The Future |
| | CN2 | We will use our NetCoM traffic control system to identify key congestion points, primarily using outputs from SCOOT and bus journey times. | 8 | Saved | Highway Network Management Plan |
| | CN3 | We will also use the systems available to us to help monitor and control the impacts of air quality and, along with our more strategic traffic models, to consider the impacts of growth. | 8 | Saved | Highway Network Management Plan |

| | | | | | | |
|------------------|-----|--|----|-------|--|---------------------------------|
| Congestion | CN4 | Our Traffic Manager will also be responsible for conducting 'congestion audits' of all proposed highway improvements and new development schemes. This will ensure that the impact of any potential scheme on the efficient running of the existing network is taken into account before it is introduced. | 8 | Saved | | Highway Network Management Plan |
| | CN5 | As part of the implementation of the Traffic Management Act, we have a road hierarchy that takes into account the current and predicted future demands that will be placed upon each route together with the road user hierarchy. The aim is to balance competing demands whilst continuing to manage the network efficiently. | 8 | Saved | | Highway Network Management Plan |
| | CN6 | The council's congestion measure will concentrate on traffic light controlled junctions. This measure identifies for what proportion of the peak period (7.00am – 9.30am & 4.00pm – 6.30pm) vehicles have to wait for more than one cycle of the lights before progressing. | 8 | Saved | | Highway Network Management Plan |
| | CN7 | A programme of small-scale works to improve capacity at junctions will be developed from the monitoring results in CN6. | 9 | Saved | | Highway Network Management Plan |
| | CN8 | We will deliver a modern, cost-effective traffic control system for Northamptonshire, which is capable of responding immediately to both regular and unique events in order to maintain efficient traffic flows through and around restricted points on the network. This will occur through cohesive control of the network and the effective management of specific incidents. | 9 | Saved | | Highway Network Management Plan |
| | CN9 | We will investigate the use of bus lanes by Heavy Goods Vehicles, High Occupancy Vehicles, Motorcycles and Taxis, as well as the use of Advanced Stop Lines for Motorcycles. The use of such lanes could be enforced through the citing of Automatic Vehicle Registration Recognition Systems and a criminalised enforcement regime to regulate the level of misuse. | 10 | Saved | | Highway Network Management Plan |
| Public Transport | PT1 | The County Council will investigate the potential to develop a Punctuality Improvement Partnership with local bus operators covering the main commercial services in Northampton, harnessing the Real Time Passenger Information system, NetCoM and Scoot. | 10 | Saved | | Bus Strategy |
| | PT2 | Working with the bus operators we will determine where the congestion hot-spots, specifically for buses, are in the town; and then ease the problems and conduct complementary improvements in conjunction with the capacity improvement programme. | 10 | Saved | | Bus Strategy |
| | PT3 | We will also seize opportunities to use developer funding to expand the network, while making sure that these improvements are sustainable in the long-term. | 11 | Saved | | Bus Strategy |

| | | | | | | |
|------------------|-----|---|----|-------|--|--|
| Public Transport | PT4 | An improved town centre bus interchange is a key priority for Northampton. This should provide the range of facilities that waiting passengers require, and also provide for the 20% of bus passengers in Northampton who change from one bus to another. | 11 | Saved | | Bus Strategy |
| | PT5 | We will look to expand the network to cover other parts of the town and all of the proposed future development areas such as Priors Hall. | 11 | Saved | | Bus Strategy |
| | PT6 | Looking forward to 2021, if we are to attract significant numbers of additional passengers, then there need to be additional buses on all these routes. Our strategy for core inter-urban routes for 2021 is: ~ To have a minimum half-hourly Monday to Saturday daytime frequency ~ To investigate the possibility of more direct links on some routes, e.g. Rushden to Northampton. | 11 | Saved | | Bus Strategy |
| | PT7 | The County Council will help support this network of inter-urban services by: ~ Ensuring buses have excellent access to main centres; ~ Ensuring new development is located where it can be served by these routes; ~ Providing bus lanes and bus gates to protect buses from traffic delay; ~ Introducing further bus priority at traffic signals; ~ Managing parking and road works to minimise delays to bus services; ~ Enhanced enforcement of road traffic regulations on bus routes; ~ Careful design of traffic calming to minimise impact on buses; ~ Construction of further high-quality bus stop infrastructure; ~ Working with operators through Quality Bus Partnerships; ~ Providing Real Time Passenger Information at key boarding stops on inter-urban and urban routes | 12 | Saved | | Bus Strategy |
| | PT8 | The key elements to be considered in the strategy, where possible, will be: ~ The increase of some services to an hourly frequency; ~ Enhanced conventional daytime services on other routes; ~ The introduction of demand responsive services in more deeply rural areas, providing access to local services centres where they link to the core inter-urban network for onward connection to the main towns. Such services are likely to be operated by small vehicles (possibly taxi-buses) and may be provided on a demand-responsive or flexibly-routed basis. | 12 | Saved | | Bus Strategy (but already amended by cabinet May 2011) |
| | PT9 | In the longer-term there may be a business case for opening some new stations in the county. The provision of new stations would depend upon there being available network capacity and sufficient potential passenger demand to make a business case. | 13 | Saved | | Rail Strategy |

| | | | | | | |
|------------------|------|--|----|-------|--|--|
| Public Transport | PT10 | We would expect Northampton Borough Council and South Northamptonshire Council to protect the former Northampton – Bedford rail route from any development, which could prevent its restoration as a public transport corridor. | 13 | Saved | | Rail Strategy |
| | PT11 | If additional freight is to be attracted to rail, there will be a need for new and upgraded terminal facilities. This will include facilities for bringing in the construction materials associated with development. The upgrading of the Midland Main Line, and its access routes, to accommodate 9'6" containers will be an essential precursor to inter-modal freight traffic from that corridor. | 13 | Saved | | Rail Strategy |
| | PT12 | We will expand the real time coverage to other towns in the county and, as in the case of the X4 service, on cross-county routes linking our key towns and destinations in neighbouring counties. | 15 | Saved | | Bus Strategy |
| | PT13 | The County Council will support extension of integrated ticketing schemes across the county. | 15 | Saved | | Bus Strategy |
| | PT14 | The County Council will continue to improve bus interchange facilities at individual stops and main interchanges in towns so as to encourage more people to use the bus. In particular, the need for improved facilities has been highlighted in Northampton, Daventry and Wellingborough. | 15 | Saved | | Bus Strategy |
| | PT15 | Northamptonshire residents use a number of railway stations – both within Northamptonshire and elsewhere. To encourage use of rail we need to ensure that these stations are accessible by all modes as appropriate to the distance from origins in the county. | 16 | Saved | | Rail Strategy |
| | PT16 | We support a revamp of the facilities at Long Buckby station. This would involve: ~ Upgrading the station facilities; ~ Improving the standard of parking provision; and ~ Providing bus-rail interchange facilities. | 16 | Saved | | Rail Strategy |
| | PT17 | As part of the Station Island development to the east of Wellingborough, a major upgrade is planned to facilities at Wellingborough station. This includes: ~ A bus-rail interchange immediately outside the main station entrance; ~ A new station entrance on the east side of the Midland Main Line; and ~ A new pedestrian link across the railway line, including lift access to and between the station platforms. To ensure good access from as much of Wellingborough as possible, the Station Island bus service should provide a cross-town bus link to the western parts of Wellingborough. | 16 | Saved | | Wellingborough Town Transport Strategy |
| | PT18 | As part of Kettering Borough Council's Kettering Town Centre Area Action Plan, there are proposals to develop the station area including multi-storey car park and a bus-rail interchange. | 17 | Saved | | Kettering Town Transport Strategy |

| | | | | | | |
|---------|------|---|----|------------|---------------------|---|
| | PT19 | We will seek to improve public transport access from Towcester to Milton Keynes Central as a key part of providing a sustainable solution to the growth of Towcester. | 17 | Saved | | Bus Strategy |
| Cycling | CY1 | We will define key cycle corridors within the four main towns of Northampton, Kettering, Wellingborough and Corby. These will include safe on- and off-road cycle routes, catering for the different levels of ability and competence amongst cyclists and linked to desired routes and destinations. | 18 | Saved | | Town Transport Strategies for Northampton, Kettering, Wellingborough and Corby as appropriate |
| | CY2 | We will ensure that all new highway schemes undergo cycle audits (or cycle-friendliness reviews if valued at under £10,000). | 18 | Saved | | Cycling Strategy |
| | CY3 | We will encourage journey to work by cycle through travel plans. These may include engineering measures to benefit cycling, such as crossings, off-road paths or cycle parking facilities at the site. | 18 | Saved | | Smarter Travel Choices Strategy |
| | CY4 | We will develop cycle facilities to and at transport interchanges and key bus stops on major radials. These will include cycle parking facilities to enable cyclists to leave their bikes securely for potentially long-term parking. | 18 | Saved | | Cycling Strategy |
| | CY5 | We will target secondary school and college students with training and educational activities, through schemes such as Bikeability, as well as the traditional focus on primary schools. | 18 | Saved | | Cycling Strategy |
| | CY6 | We will explore all possible capital and revenue funding sources, especially those available from sources external to the Council. | 18 | Superseded | Strategic Policy 20 | |
| | CY7 | We will undertake a complete analysis of all cycle accidents throughout the county on an annual basis. This analysis will be used to identify the major causes and locations of accidents, and to prioritise areas for education and engineering intervention. | 18 | Saved | | Road Safety Strategy |
| | CY8 | We will promote the health and leisure benefits of cycling through the Northamptonshire Sport Participation Action Group. This partnership will include all relevant organisations and individuals with an interest in promoting non-motorised transport. | 18 | Saved | | Cycling Strategy |
| Walking | WA1 | To increase walking rates we will: ~ Put in place the right planning policies and practice; ~ Create a better physical environment for walkers; and ~ Support the choice to walk. | 19 | Saved | | Walking Strategy |
| | WA2 | We will focus our own improvement works on major travel generators (such as town centres and public transport interchanges) and local facilities such as food shops, sheltered housing and GP surgeries. | 19 | Saved | | Walking Strategy |

| | | | | | | |
|-------------------|-----|---|----|-------|--|---------------------------------|
| Walking | WA3 | We will introduce new footways, wider pavements and pedestrian-friendly road crossings to link desired routes and destinations in order to maximise usage. | 19 | Saved | | Walking Strategy |
| | WA4 | We will also promote travel plans for new and existing developments. | 19 | Saved | | Smarter Travel Choices Strategy |
| Freight | FR1 | While accepting that in the medium term most freight will be by lorry, the County Council will encourage opportunities for transfer to both rail and water. | 19 | Saved | | Road Freight Strategy |
| | FR2 | We aim to prevent use of minor rural roads as part of a longer journey. If we consider the areas surrounded by A roads as cells or zones, we need to prevent lorries travelling through cells and to travel around them using the appropriate lorry routes. This will have the following benefits: ~ reduce the impact of goods vehicles on local communities; ~ prolong the life of the secondary road network; ~ prevent diversion of traffic from the strategic network due to congestion; ~ counteract the increasing reliance of lorry operators on computer routing software which, in its less sophisticated forms, simply chooses the shortest route between two points; ~ pre-empt the effects of construction traffic arising from new development e.g. the MKSM Growth Agenda; and ~ respond to a growing attitude among drivers and operators that they can use any road as long as it does not have a legal restriction. | 23 | Saved | | Road Freight Strategy |
| Demand Management | DM1 | Employers and other key destinations for car users will be encouraged to provide travel plans and other strategies to encourage the use of alternatives to the car. These will include marketing and promotions, as well as other incentives. It will be necessary to complement these demand management activities with infrastructure works, e.g. bus priority for key services, in order to obtain maximum benefit. | 20 | Saved | | Smarter Travel Choices Strategy |
| Parking | PK1 | The County Council aims to expand Civil Parking Enforcement until it covers the entire county. This will deliver an equitable enforcement regime, and covers the following key areas: ~ Control of non-residential on-street parking, by charges and maximum stay durations; ~ Control of the location, allocation, pricing and permitted durations of stay for on-street parking; ~ Enhanced provision for specific user groups, such as the disabled people and motorcyclists; ~ Residents' parking schemes; and ~ Liaison with private car park operators regarding the possibility of sharing facilities. | 20 | Saved | | Parking Strategy |

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| Park & Ride | PR1 | Where Park and Ride sites are to be introduced it is essential that very high quality facilities are provided as part of these schemes. New low-floor buses will be used on such services, and the county council will endeavour to provide bus priority measures along Park and Ride routes enabling the bus service to compete effectively with the private car. High-profile marketing will be key to maximising the success of any Park and Ride schemes. We will explore the potential for Park and Ride to form an integral part of workplace travel plans with major employers in Northampton town centre, and on the Brackmills, Moulton Park and Grange Park industrial estates. | 21 | Saved | | Parking Strategy |
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| Travel Plans | TP1 | We will help schools use any capital grants that are available and their own resources to introduce measures to assist cycling and walking, and will introduce Safer Routes to School schemes to complement these measures. | 21 | Saved | | Smarter Travel Choices Strategy |
| | TP2 | We have set a target of working with the county's 50 largest employers to develop travel plans. We will continue to approach businesses within the county to gain current travel mode data and promote the implementation of travel plans whilst publicising the engineering works being introduced to assist with walking, cycling and public transport initiatives. | 22 | Saved | | Smarter Travel Choices Strategy |
| | TP3 | Schemes to establish joint travel initiatives will be introduced with major employers and public transport operators. These initiatives could include such things as Shuttle Bus services for employment areas such as Brackmills Industrial Estate and Moulton Park Industrial Estate. Some employers, including the County Council, provide shuttle bus services: we will look to pool the resources of these and other companies. This would provide an enhanced service for companies currently providing shuttle buses and also enable companies with less staff to provide a service that may not be an economically viable option on their own. | 22 | Saved | | Smarter Travel Choices Strategy |
| | TP4 | We have developed an individualised marketing strategy. This involves identifying those householders that are willing and able to reduce their car use and providing them with personalised information on alternative modes, and incentives to continue to use these. | 22 | Saved | | Smarter Travel Choices Strategy |
| Roads | RD1 | We will encourage as much traffic as reasonably practicable, including lorries, abnormal loads and other heavy vehicles, to use the core roads in preference to other routes. We will primarily do this through signing and by making these routes as attractive as possible to users. We will maintain these roads to a higher standard, and would expect these roads to be the focus of any investment in additional capacity. | 26 | Saved | | Highway Network Management Plan |
| | RD2 | The Council is not convinced that the current trunk road network accurately reflects the needs and priorities of the travelling public within the county. As a result it will continue to press for a review of particular roads' status, with emphasis on: de-trunking the A5 and trunking the A605 | 26 | Saved | | Highway Improvement Strategy |

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| Roads | RD3 | In order to deal with congestion on major roads, the Council will continue to seek to secure funding for the following two major road schemes: A43 Corby Link Road and A509 Isham Bypass. | 26 | Saved | | Highway Improvement Strategy |
| | RD4 | The County Council supports all schemes subject to any matters relating to detailed design. In particular, we will press for an early start to work on M1 Junction 19, and also to works on A14 around Kettering. We will support the inclusion of the A45 Stanwick to Thrapston dualling scheme in the Highways Agency's Trunk Roads programme. | 26 | Saved | | Highway Improvement Strategy |
| Accessibility | AC1 | Accessibility will therefore be considered at an early stage of a new development. The County Council will work with the local planning authorities and development agencies to ensure that accessibility planning is integrated into the overall planning system and planning frameworks. The introduction of accessibility audits will help to ensure that decisions on the locations of new or relocated services take into account transportation and accessibility issues. | 27 | Saved | | Development Management Policies |
| | AC2 | For smaller settlements off the core routes, where traditional bus services are unlikely to be affordable, we will focus on Demand Responsive Transport. In rural areas we will develop these responsive services to smaller or more isolated villages as an alternative to existing infrequent (e.g. once or twice a week) services, which only meet some of the community's accessibility, needs. | 28 | Saved | | Bus Strategy |
| | AC3 | As part of the Community Transport Strategy we intend to: ~ Review the services which we fund and link them to the accessibility targets; ~ Continue to measure their impact through locally relevant targets which identify that social/access needs are being met; ~ Work in partnership to develop the community transport services we already have, to meet the access needs of all sectors of the community; ~ Continue to work with the key partners such as Rural Transport Partnerships to identify rural transport/accessibility needs and opportunities for funding to develop existing services and introduce new projects; and ~ Explore and develop, where conditions allow, integration with conventional and demand responsive services to create a seamless transport service | 29 | Saved | | Bus Strategy |
| | AC4 | We will assist with the provision of new infrastructure; including rank space and shelters. We will ensure appropriate provision at or close to interchange facilities and include facilities at any planned Park and Ride sites to link with bus provision. | 30 | Saved | | Highway Network Management Plan |
| | AC5 | We will allow Hackney Taxis to use any bus lanes in the County and bus-only accesses. We will examine the extension of this policy to other vehicles. | 30 | Saved | | Highway Network Management Plan |
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| Accessibility | AC6 | We will work in partnership with the seven District and Borough Councils to facilitate best practice on taxi licensing to develop consistent standards in applying quality and safety regulations. Considerations may include common licensing policies, joint licensing application and administrative services between two or more authorities. | 30 | Saved | | Road Safety Strategy |
| | AC7 | We will support the Partnership between Taxi Licensing Officers, the County Council and Police to expand their pilot project to install automatic security cameras in all Hackneys. | 30 | Saved | | Road Safety Strategy |
| | AC8 | We will target our walking and cycling budgets at achieving modal shift on key congested routes and on improving accessibility to key destinations. | 30 | Superseded | Chapter 7: Fit for ... Best Value | |
| | AC9 | Travel plans produced need to contain measurable outcomes and penalties for failure to reach targets. For this reason a bonding process is introduced in some cases. The travel plan is monitored and if necessary given a further period to achieve targets. | 31 | Saved | | Development Management Policies |
| | AC10 | The County Council will continue to play a vital role in meeting the transport needs of people with mobility impairments, and will have a key role to play in the integration of public and other transport services. | 32 | Superseded | Strategic Policy 12 | |
| | AC11 | We will continue our programme of introducing facilities which allow ease of access to / from and onto public transport. This includes:~ In partnership with operators, introducing a low-floor bus fleet on all routes in the county and providing infrastructure that allows the journey to and from stops and interchanges to be as easy as possible for people with a mobility impairment;~ Reviewing routes to and from bus stops and interchanges;~ Promoting accessibility to stations through a partnership with stakeholders in the rail sector;~ Recognising that disability awareness training is an integral part of delivering accessibility and continuing to develop our own training programmes and encouraging operators to work with us to establish a standard disability awareness training for their staff;~ Working with operators and with the Social Inclusion and Equalities Implementation Group to continually improve the provision of information by producing leaflets and publicity in formats that comply with good practice guides. | 32 | Saved | | Bus Strategy |
| | AC12 | For people, who, for whatever reason, cannot use conventional public transport, we will continue to support and develop community transport services within the county, working in partnership with the voluntary sector at the local level. Wherever possible, we will link community transport services with Shopmobility sites in town centres. We will also continue to encourage the use of these services by people who are socially isolated. | 32 | Saved | | Bus Strategy |

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| Accessibility | AC13 | We will continue to review crossing standards, the location of street furniture and improve footways by providing dropped kerbs and tactile pavements at road crossings. We will aim to maintain smoother paths and provide easier access gradients into buildings. We will also upgrade identified routes to ensure accessibility for all. | 33 | Saved | | Highway Network Management Plan |
| | AC14 | Where appropriate we will investigate replacing existing steps with ramped accesses to make them suitable for use by wheeled vehicles. | 33 | Saved | | Highway Network Management Plan |
| | AC15 | We will develop two thematic Action Plans: one, covering land-use planning and the integration of services, is particularly aimed at addressing the challenges and opportunities of growth and influencing the location of new developments and services. The second aims to improve the information, advice and training for transport services that have been highlighted as a major barrier to the use of services even where they do exist. | 33 | Superseded and Saved | Strategic Policies 5 | Smarter Travel Choices Strategy |
| | AC16 | We will also undertake a review of current public bus and community transport services across the county, focusing in particular on those services funded by the County Council to ensure that they are being delivered consistently with our overall policy objectives. | 33 | Saved | | Bus Strategy |
| | AC17 | Deprived rural areas will be a particular focus for our work, and each will have its own Action Plan. The remaining rural priority areas will be examined as part of the review of current public bus and community transport services across the county. | 34 | Saved | | Bus Strategy |
| | AC18 | We will have an Action Plan to focus on problems in our urban areas, particularly on the most deprived urban wards. Our initial analysis has shown that these areas are generally served so well by public transport that accessibility problems will only be highlighted if a more detailed analysis of the local situation is undertaken. | 34 | Saved | | Bus Strategy |
| Road Safety | RS1 | The basis of our data-led approach to Road Safety delivery will be to combine the three “E”s of Education, Engineering and Enforcement in order to achieve casualty reductions across the county in any way we can. | 36 | Saved | | Road Safety Strategy |
| | RS2 | Using collision data to identify at risk road user groups and the most dangerous sections of the road network we will direct activity to where it is most effective. | 36 | Saved | | Road Safety Strategy |
| Air Quality | AQ1 | The Council’s Air Quality Strategy is based on reducing the number of Air Quality Management Areas to zero and maintaining that position. The immediate focus is therefore on the current locations that have been declared in Northamptonshire, plus implementation of the Congestion Strategy to keep traffic flowing and thereby reduce the likelihood of further areas being declared. | 38 | Saved | | Air Quality Strategy |

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| Air Quality | AQ2 | We are working in partnership with the borough and district councils to develop cost-effective solutions to air quality problems. | 38 | Saved | | Air Quality Strategy |
| | AQ3 | We will adopt a four step process for tackling air quality problems: ~ Step 1 Examine whether we can mitigate the air quality problems by better management of the existing traffic flow, e.g. by freeing-up queues or relocating either the traffic or the queue to a less sensitive area; ~ Step 2 Consider whether there is an engineering solution, e.g. providing more capacity at a junction; ~ Step 3 Examine whether the provision of less-polluting alternative forms of transport along the corridor is likely to mitigate the problem; and ~ Step 4 Consider restricting the supply of road space, either as a means of managing demand or encouraging the use of alternatives. | 39 | Saved | | Air Quality Strategy |
| Maintenance | MT1 | The ongoing development of an Asset Management Plan will create a structured framework to prioritise investment in all attributes of the highway network. We are currently part of a best practice group of local authorities developing a common framework for the Asset Management Plan. | 41 | Saved | | Highway Asset Management Plan |
| | MT2 | The Highways Asset Management Plan will be used as the basis for developing a Transport Asset Management Plan, including the Council's other transport assets. | 41 | Saved | | Highway Asset Management Plan |
| | MT3 | We will use the Transport Asset Management Plan to guide our maintenance expenditure to ensure that we spend our maintenance funding in the most efficient way. This is likely to involve some reprioritisation of our expenditure, particularly towards reducing whole-life costs, but it is difficult to provide any details at this stage. | 41 | Saved | | Highway Asset Management Plan |
| Growth | GR1 | One of the principles that underpins our approach to growth is that the specific needs of development should be funded separately from main-stream Local Transport Plan funding, which should be focused at addressing our current transport problems. | 42 | Superseded | Chapter 7: Fit for ... Best Value | |
| | GR2 | We will continue to work with developers and provide guidance from the planning stage in order to incorporate facilities for walking, cycling and public transport into the development plans. | 42 | Superseded | Strategic Policy 5 | |
| | GR3 | We will work with the local planning authorities and the local delivery vehicles to ensure that the constraints of the current and future transport systems are taken into account when planning future development. | 43 | Superseded | Strategic Policy 5 | |
| | GR4 | Our overall aim for these services is to work with the operator to secure investment in new vehicles and upgraded infrastructure, tying this to improved service frequencies where appropriate. | 44 | Saved | | Bus Strategy |

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| Growth | GR5 | For Rushden, Higham Ferrers, Irthlingborough and Raunds we will aim to improve the existing services to the main towns of Wellingborough, Northampton, Kettering and Bedford. We will also investigate developer funding to kick-start and new fast service linking one or more of these towns to Northampton via the A45. | 45 | Saved | | Bus Strategy |
| | GR6 | For Towcester, we will seek developer-funding to carry out further upgrades to infrastructure and to enhance services on the links to Northampton and Milton Keynes to supplement the recent improvements in the frequency of these links to half-hourly and hourly respectively. Also investigate the provision of a through route service from Daventry to Milton Keynes, serving Towcester en-route. | 45 | Saved | | Bus Strategy |
| | GR7 | For Oundle and Thrapston we will seek contributions from developers towards improved public transport infrastructure, and seek contributions towards improved frequency services if this is appropriate for the level of growth proposed. | 45 | Saved | | Bus Strategy |
| | GR8 | In the medium-term, we would expect to see all bus services serving growth areas provided by low-floor vehicles, and to fund supporting infrastructure improvements. If funding was available, it would be worthwhile to extend the periods of operations (e.g. to run on more days per week, or to include peak hours). | 45 | Saved | | Bus Strategy |
| | GR9 | We will include the provision of walking and cycling routes in our guidance on the design of a sustainable transport system for new developments. | 45 | Saved | | Development Management Policies |
| | GR10 | Capacity improvements for pedestrians and cyclists will therefore be most commonly aimed at introducing measures that are likely to encourage more people to walk or cycle. Over the course of this strategy, such improvements are likely to include: ~ Altering the signal phasing at crossings to give greater priority for pedestrians and cyclists, both to reflect greater use by pedestrians and cyclist and to encourage more walking & cycling. ~ Reallocating more road space in favour of pedestrians and cyclists and constructing more pedestrian and cycling routes Our approach to doing this will be based on the key routes that provide access to the main trip attractors. We will then aim for incremental growth of this network, by both extensions and filling in of gaps so that as work advances, more and more destinations will be easily accessible. | 46 | Saved | | Cycling Strategy (as regard cyclists); |
| | | | | | | Walking Strategy (as regards pedestrians) |
| | GR11 | Our longer-term focus for increased capacity on public transport will be on increasing the frequency of our core urban and inter-urban routes. By 2021 we expect to see all these routes operating at a higher frequency than they do today and on a commercial basis at least during Monday to Saturday daytime. | 46 | Saved | | Bus Strategy |

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| Growth | GR12 | As part of these overall services frequencies, we would also expect to see more direct services provided to employment areas, e.g. from more areas of a town than currently enjoy that facility. We would expect these services to arise from joint working between the County Council, bus operators and individual or groups of major employers as workplace travel planning takes place. | 46 | Saved | | Bus Strategy |
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Transport Strategy for Growth Policies

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| Walking | WA1 | Walking audits of areas should be undertaken to identify current or potential desire lines and instances where new or improved footways are required | 14 | Saved | | Walking Strategy |
| | WA2 | Walking masterplans will be developed after consultation with each local planning authority and cyclists. The prioritised maps will reflect the results of walking audits and will be used to develop the improvement programme | 14 | Saved | | All Town Transport Strategies |
| | WA3 | Future opportunities for routes in new developments will be identified by reference to walking master plans, and safeguarded through the planning process | 15 | Saved | | All Town Transport Strategies |
| Cycling | CY1 | Cycle masterplans will be developed after consultation with each local planning authority and local cyclists. These prioritised maps will reflect the results of cycle reviews and cycle counts and will be used to develop the improvement programme | 16 | Saved | | All Town Transport Strategies |
| | CY2 | Future opportunities for routes in new developments will be identified by reference to cycle masterplans, and safeguarded through the planning process | 16 | Saved | | All Town Transport Strategies |
| | RA2 | Urban cycle networks will be extended into the surrounding rural areas either by the upgrading of roadside/verge footpaths or by the use of lightly trafficked minor roads | 31 | Saved | | Cycling Strategy |
| | RA3 | The County Council will continue to improve provision for walking and cycling in rural areas, particularly through the development of the Rights of Way network. | 31 | Saved | | Cycling Strategy |
| Public Transport | PT1 | The Council will work in partnership with bus operators to achieve continued patronage growth on inter-urban services. | 18 | Saved | | Bus Strategy |
| | PT2 | Following experience with feeder bus services the Council will need to decide the best way to serve villages off the hourly (or better) service network. | 19 | Saved | | Bus Strategy |
| | PT3 | Large urban extensions will be linked by the most direct route to the town centre by a fast, reliable and high-frequency (at least every 10 minutes) service with bus priority, real time information and smartcard integrated ticketing. | 19 | Saved | | Bus Strategy |
| | PT4 | The County Council will develop a new rail strategy for inclusion in the third Local Transport Plan. | 20 | Saved | | Rail Strategy |
| | PT5 | High quality interchange facilities should be provided at: - Corby, Daventry, Kettering, Northampton, Towcester and Wellingborough town centres - all railway stations served by regular bus services | 21 | Saved | | Bus Strategy |

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| | | - any other points with significant interchange between routes/modes, or where it is desired to develop such facilities | | | | |
| | PT6 | The Council will continue to work with operators to develop integrated ticketing schemes | 21 | Saved | | Bus Strategy |
| Parking | PK1 | We will work with Northampton Borough Council and the West Northamptonshire Development Corporation to develop a joint parking strategy for Northampton | 22 | Saved | | Northampton Town Transport Strategy |
| | PK2 | For other towns, increased public car parking should only be provided in town centres where it can be accommodated on the road network | 22 | Saved | | Parking Strategy |
| | PK3 | New or replacement car parks should be located on radial routes to act as interceptor facilities | 22 | Saved | | Parking Strategy |
| | PK6 | The County Council will maintain an accessibility-based tool for local planning authorities to use in determining parking standards. | 23 | Saved | | Parking Strategy |
| Parking | PK4 | Park and Ride sites should be introduced on a phased basis on the most heavily trafficked routes into Northampton, and then possibly in other towns | 22 | Saved | | Northampton Town Transport Strategy |
| | PK5 | Further consideration should be given to the introduction of inter-urban Park and Ride sites and the introduction of a pilot scheme(s). | 23 | Saved | | Parking Strategy |
| Growth | EL1 | The Council will work with the Commission for Architecture and the Built Environment, local planning authorities and developers to draw up new Guidance on Residential Estate Layouts | 25 | Saved | | Development Management Policies |
| Roads | CR1 | The Council's priority order for the development of further inter-urban road improvements is: 1. A509 Isham to Wellingborough Improvements 2. A45 Weedon, Flore and Upper Heyford Bypass 3. A43 Northampton to Kettering Improvement | 27 | Saved | | Highway Improvement Strategy |
| Accessibility | RA1 | As transport authority the Council will generally prefer any rural development to be concentrated in those villages situated on the core inter-urban bus network and served by buses at an hourly frequency or better | 30 | Superseded | Strategic Policy 5 | |
| Freight | RA4 | Draw up a prioritised list of traffic calming/weight limit zones, with the highest priority schemes to be tackled in the next Local Transport Plan | 31 | Saved | | Road Freight Strategy |
| Smarter Choices | MI1 | We will use marketing campaigns and technology to provide better information about alternatives to the car and the operation of the road network | 34 | Saved | | Smarter Travel Choices Strategy |
| | MI2 | In large developments a travel choices centre should be provided to provide help with travel planning and information on public transport, walking and cycling. In smaller developments a full range of travel information should be provided as part of the home owners starter pack. | 34 | Saved | | Smarter Travel Choices Strategy |



Northamptonshire Transportation Plan

Fit for Purpose

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